



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Franklin Road

Bottleneck between Star Road and McDermott Road

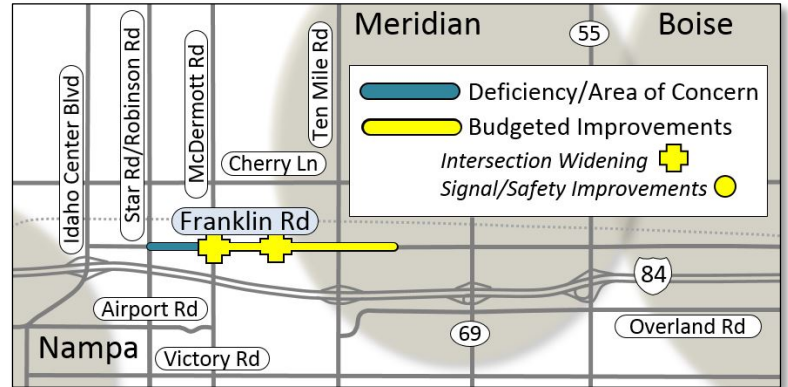
Priority 7

Background

Franklin Road stretches 14 miles from north Idaho Center Boulevard in Nampa near the Idaho Center to south Roosevelt Street¹ in Boise. This east-west corridor connects Nampa, Meridian, and Boise and serves as an alternate to I-84.

As congestion on I-84 increases, Franklin Road will need to accommodate more automobile traffic and significantly more walking, biking, and public transit.

Locally funded improvements (widening) are budgeted for Franklin Road except between Star/Robinson Road and McDermott Road in Canyon County. This segment is largely agricultural in nature, although more growth is anticipated in the near future.



The Corridor at a Glance

- Two lanes wide in this stretch, but four or five lanes wide for most of its length
- The City of Nampa and the Nampa Highway District recently completed a roundabout at the intersection of Franklin Road with Star Road/Robinson Road
- There are sidewalks for a short distance near the Star Road/Robinson Road intersections
 - There are also sidewalks to west, near Idaho Center Boulevard
- There are no bike lanes on this stretch
- There are no transit services on this stretch, but there is a bus transfer center and park-and-ride lot at the nearby College of Western Idaho campus about a mile away
- Largely agricultural stretch
- Point of interest
 - Sorrento Lactalis and other food processors at west end of this stretch

¹ At Roosevelt Street, Franklin Road transitions to Rose Hill Street, then ends one mile to the east at Vista Avenue.



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Problem

As a roadway that connects Nampa, Meridian, and Boise, Franklin Road is a key alternate and detour route for I-84. Locally funded widening will occur on Franklin Road by 2018—except for between Star/Robinson Road and McDermott Road in Canyon County. This will be the only remaining two-lane section west of Orchard Street in Boise.

Current and Future ²	2013	2040
Population	67	70
Households	25	27
Employment	867	6,999

This remaining section currently doesn't accommodate a lot of traffic. While the corridor is largely agricultural, it is home to Sorrento Lactalis and other agricultural processors. Additional employment is anticipated in the area, primarily agricultural and industrial, but also some auxiliary office and retail employers.

- Traffic is likely to more than double by 2040, from 7,400 vehicles per day in 2013 to 18,000 per day.
 - This would be similar to current levels of traffic on 10th Avenue in Caldwell or 16th Avenue in Nampa.

Vehicles per Day, Star/Robinson Road to McDermott Road in thousands



* 2040 Funded reflects the 2013 regional transportation system and all the expansion/improvement projects that are funded in agencies' approved budgets or capital improvement plans, listed in CIM 2040 (Chapter 6, Tables 6.2 and 6.3).

** Unfunded projects/improvements includes all the unfunded needs discussed in this summary and listed in CIM 2040 (Chapter 6, Table 6.5).

*** This is an approximate level where there is too much traffic for the road to carry and speeds will get slower as congestion gets worse. Each road's capacity depends on a number of variables, including truck traffic, number of driveways, and road conditions.

- Average driving time from Idaho Center Boulevard to Ten Mile Road is expected to increase from six minutes in 2013 to 15 minutes in 2040.

² Population, housing, and employment in the corridor are based on neighborhoods and other developments near the road.



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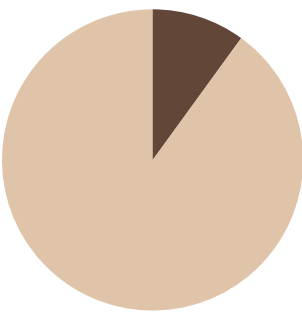
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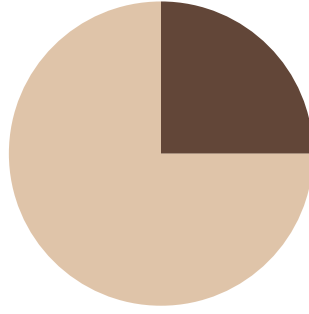
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Drive Times, 2013 vs. 2040, Idaho Center Boulevard to Ten Mile Road

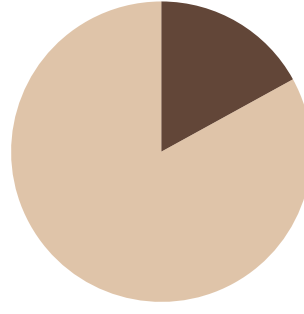
Each pie chart represents one hour. Drive times are in dark brown.



2013



2040 Funded*



2040 Funded Plus Unfunded**

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When a road, transit line, bikeway, or other part of the transportation system is improved, it can accommodate more traffic and, therefore, it attracts more users. Even with more traffic, traveling conditions will be better with the improvements.

The location of Franklin Road between the railroad and I-84 makes it ideal for transit service that would feed future rail stations and/or provide services as an alternate route to I-84. Given the planned increase in transit service along Franklin Road, the importance of accommodating bus operations and non-motorized modes of travel is critical.

Other Considerations

Roadway Users

Most of the analysis to identify the increased traffic issue is based on cars, the main mode of transportation on streets and highways. Pedestrians, bicycles, and vehicles such as freight trucks, farm equipment, and buses may also share the road.

Environmental Issues

Changes to a roadway can impact the surrounding environment as well as the people who live nearby. Before major road projects are built, their potential effects are analyzed to make sure they meet environmental regulations as well as provide for "environmental justice," ensuring all people can be involved and are treated fairly.³

There are a few sensitive issues to consider in this corridor:

- Sorrento Lactalis, an agricultural processor, is located northeast of the intersection of Franklin Road and Star Road.

³ See federal environmental justice definitions at www.epa.gov/region07/ej/definitions.htm.



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- No concentrations of low-income and minority populations exist in the project area; however, small areas of low-income and minority populations do exist on the eastern end of the corridor as it enters downtown Boise.

Budgeted Projects

Roadway: ACHD's *Integrated Five Year Work Plan*⁴ and *Capital Improvements Plan*⁵ (CIP) include projects to widen Franklin Road between McDermott Road and Linder Road at a total cost of over \$13 million. The CIP also includes projects to improve the intersections of Franklin Road and Black Cat Road (\$5.29 million) and Franklin Road and McDermott Road (\$1.8 million, including costs for Canyon County agencies).

Franklin Road is under the jurisdiction of three agencies. The City of Nampa owns the road from its beginning at Idaho Center Boulevard to the Sorrento Lactalis facility, and Nampa Highway District owns it from that point to McDermott Road. East of McDermott Road, through Meridian and into Boise, Franklin Road belongs to ACHD.

Unfunded Future Needs

Roadway: If Franklin Road were widened between Star/Robinson Road and McDermott Road, it could provide a continuous, five-lane arterial from the City of Nampa to the City of Boise. In January 2014 the estimated cost to widen the road to five lanes from Star Road to McDermott Road was \$4.4 million.

Bus Service/Park and Ride: The regional transit services plan, *valleyconnect*, calls for a new primary bus route (frequent stops) along Franklin Road in the near- to medium-term. The route, #33, would connect the College of Western Idaho transfer center to the Boise Town Square Mall transfer center, running every 15 to 30 minutes during peak hours and every 30 to 60 minutes at midday.

Franklin Road's location between the railroad tracks and I-84 makes it ideal for transit service that would feed future rail stations and/or provide services as an alternate route to I-84. The *Treasure Valley High Capacity Transit Study*⁶ identified this corridor as a candidate for a future bus rapid transit (BRT) or light rail service. Franklin Road is within walking distance to five of the seven potential rail stations identified in the 2003 *Rail Corridor Evaluation Study*.⁷

Walking/Biking: Sidewalks are generally added by when a street or intersection is improved or widened, or when new developments are build adjacent to a major street. No bike lanes are planned for this part of Franklin Road, but the City of Nampa's bicycle and pedestrian plan includes a pathway along the nearby railroad tracks, which run parallel to the road.

Operations, Management and Technology Projects: Aside from road widening, other actions such as improving driveways or changing the traffic signals can help improve traffic conditions. The regional Intelligent Transportation System plan⁸ includes a number of traffic signal improvements, intersection cameras, and crosswalk signals along Franklin Road, but none specifically in this section.

Updated July 2014

⁴ www.achdidaho.org/Departments/PP/5Year.aspx

⁵ www.achdidaho.org/Departments/ROWDS/CIP.aspx

⁶ Located at www.compassidaho.org/reports.htm under Fiscal Year 2009 reports

⁷ www.valleyregionaltransit.org/PROJECTSSTUDIES/RAILCORRIDOREVALUATION/tabid/109/Default.aspx

⁸ *Final Report: Treasure Valley Transportation System: Operations, Management, and ITS* can be found online at www.compassidaho.org/prodserve/cms-intro.htm.



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COMMUNITIES IN MOTION 2040 | PRIORITY CORRIDOR SUMMARY

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