



Cherry Lane/Fairview Avenue

Cherry Lane/ Fairview Avenue connects major cities in Ada and Canyon Counties.

WHY THIS CORRIDOR MATTERS

Cherry Lane stretches twenty miles from North Middleton Road in Canyon County near the Nampa/Caldwell city limits and I-84, to downtown Boise, changing to Fairview Avenue at Meridian Road. This east-west corridor connects Nampa, Caldwell, Meridian and Boise and serves as an alternate to I-84. The road intersects several key north-south corridors including Middleton Road, Can-Ada Road, McDermott Road, Ten Mile Road, Meridian Road, Eagle Road, Cole Road, Orchard Road, and eventually connects with Chinden.



Much of Cherry Lane/Fairview Avenue is five lanes with signalized intersections within the Meridian and Boise city limits. A good deal of employment exists along this road with more intense commercial and industrial uses east of Meridian Road. Future land use plans show substantial mixed-use development in the vicinity of Eagle Road. The corridor borders extensive commercial activities in Boise, which is bounded by low to medium-density residential.

West of Black Cat Road, the road becomes two lanes with primarily unsignalized intersections. In the west, adjoining property includes a shopping center, agricultural uses and residential developments that transition to lower density housing in Meridian. This corridor is identified for main street type of development, compact neighborhood and residential subdivisions north of Nampa.

Bus service does not exist on this corridor west of Boise, but service is planned for Meridian in the future. For the majority of its length, Cherry Lane/Fairview Avenue parallels the rail corridor at a distance of a half-mile to a mile. With regional transit on the rail corridor, the Cherry Lane/Fairview Avenue corridor would offer more local transit services. In the event rail service begins, transit will be needed to provide access to the stations; Cherry Lane/Fairview Avenue is the likely route to support such service.

Current average weekday volumes range from 1,400 west of Northside Boulevard to 32,000 west of Eagle Road. By 2035, the travel demand on this corridor could range between 11,000 and 74,000. By 2035 the road, for the entire length of the corridor, is planned to function as a principal arterial serving high traffic volumes, long trips and major urban areas and activity centers.

Goals for *Communities in Motion* (CIM)

Connections: Provide options for safe access and mobility in a cost-effective manner for the region.

Coordination: Achieve better inter-jurisdictional coordination of transportation and land use planning.

Environment: Minimize transportation impacts to people, cultural resources, and the environment.

Information: Coordinate data gathering and dispense better information.

Recommendations for Cherry Lane/ Fairview Avenue Corridor to meet CIM goals:

- ❖ Widen and signalize corridor to support its future status as a principal arterial.
- ❖ Future improvements should respect future plans for transit service.

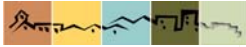
Recommendations for Cherry Lane/ Fairview Avenue Corridor Public Transportation:

- ❖ This corridor is still a candidate for fixed-guideway service (bus rapid or light rail) but is more likely to have high-frequency local bus service. The *Treasure Valley High Capacity Transit Study* considers Fairview a possible candidate.¹
- ❖ Development and street design should allow for direct access to transit stops and consider appropriate locations for shelters and bus pull-outs.

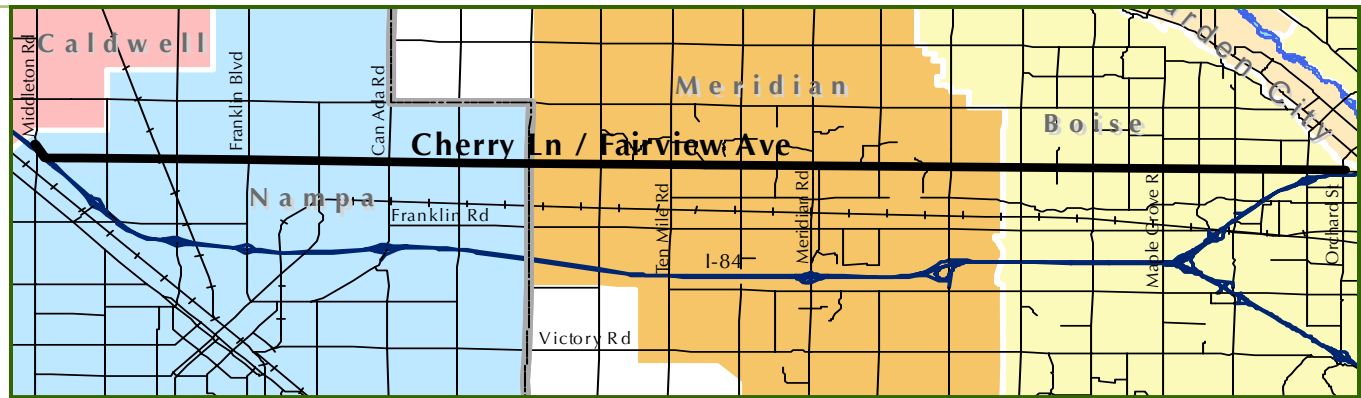
Land use decisions needed to implement the plan:

- ❖ Land-use decisions need to ensure transit supportive densities in the area of planned transit/rail stations and other designated growth areas and discourage development outside existing urban areas.

¹ This study can be found at <http://compassidaho.org/reports.htm> under Fiscal Year 2009 Reports.



Regional Connection



CHALLENGES AND OPPORTUNITIES

While not flagged for as substantial an increase in transit service as Franklin Road, the corridor between Meridian and Boise has a potentially critical role to play. Cherry Lane/Fairview Avenue is one of two corridors bounding the Boise-cutoff rail corridor. Given the planned increase in transit service along Franklin Road and the potential for future passenger rail service, the importance of accommodating bus operations and “non-motorized” modes of travel is critical.

Given the extensive amount of existing and projected commercial development and adjacent residential uses, Cherry Lane/Fairview Avenue will continue to provide regional connectivity as a principal arterial. Access issues and right-of-way constraints will mean a relatively slow-speed corridor, however. By 2035, most intersections from Eagle Road to Curtis Road will exceed 100,000 vehicles per day, with Eagle and Fairview at a daunting 134,000 vehicles entering the intersection.

Past and Current Investments through 2015	Funded Investments through 2035	Unfunded Improvements through 2035
<p>Once part of the original U.S. highway system, this corridor is still significant for commercial uses.</p> <p>The intersection of Fairview Avenue and Eagle Road was evaluated in the High Volume Intersection Study. ²</p> <p>The Karcher Interchange was completed in 2006 and resulted in construction of a regional shopping center.</p> <p>2014: Fairview Avenue Access Management, Linder Road to Orchard Street. Install median islands and/or barriers to control access, improve traffic operations, and improve safety. Left turn and/or U-turn pockets will be installed at 1/2-mile intervals, approximately 1/4-mile either side of major intersections; and driveway approaches may be eliminated or redesigned</p> <p>Estimated Cost: 1,350,000</p> <p>ACHD has completed a concept study of portions of Fairview. ³</p>	<p>Fairview Avenue, Meridian Road to Locust Grove Road – Widen roadway from five (5) to seven (7) lanes and complete curb, gutter, and sidewalk system. \$6,333,000</p> <p>Fairview Avenue, Locust Grove Road to Orchard Street – Widen roadway from five (5) to seven (7) lanes and complete curb, gutter, and sidewalk system. Estimated Cost: \$47,000,000</p>	<p>Widen Cherry Lane from two lanes to five lanes between Middleton Road in Nampa to Ten Mile Road in Meridian. Estimated Cost: \$63,885,000</p> <p>An interchange at Middleton and Cherry Lane is still a potential.</p> <p>Intersections at Maple Grove and Milwaukee will be nearing 100,000 vehicles per day. Special intersection designs along Cherry Lane/Fairview Avenue are essential.</p>

² This three-volume study can be found at <http://compassidaho.org/reports.htm> under Fiscal Year 2008 Reports.

³ This can be viewed at <http://www.achdidaho.org/Projects/Default.aspx>