

# Cloverdale Road

Cloverdale Road is vital to the region as north-south route.



## WHY THIS CORRIDOR MATTERS

North-south travel has not been as prominent a concern in previous plans as east-west travel. But regional growth is changing the pattern of travel, and the shift in residential and employment growth will challenge existing north-south roads. Given the barriers presented by the foothills, the Boise River, the “benches” and I-84, north-south corridors are often discontinuous. Eagle Road (SH 55) was widened in the 1990’s and overwhelmed by the rapid pace of development. Most north-south roads are bordered by significant residential areas and businesses, constraining the

ability to widen roads in response to travel demand.

The connection of Cloverdale Road to SH 55 via the Three Cities River Crossing would affect travel patterns, shifting part of the demand on the Eagle Road and Glenwood/Cole corridors. If and when this occurs, Cloverdale would require investments. Cloverdale Road is classified as a minor arterial and crosses I-84 with limited capacity due to the two-lane configuration of the overpass. In addition to the corridor’s importance in vehicle movement, it could be major transit corridor. As such, the location of new major activity centers will need to be considered. By 2035, Cloverdale Road traffic volumes could be 21,000 to 40,000 vehicles per day north of I-84 and 12,000 to 25,000 south of I-84. Cloverdale Road connects to Lake Hazel Road, which will be a major east-west route from Middleton Road west of Nampa to I-84. It also offers the only continuous connection from Chinden Boulevard south to Kuna-Mora Road, proposed in the long term as an expressway. This makes Cloverdale Road a 14-mile long corridor connecting major employment centers of HP and Boise Research Center to the most southern east-west route, Kuna-Mora Road. Note that the forecasted volumes do not reflect any connection to I-84 or the construction of the Three Cities River Crossing. Many citizens have noted a desire to have an interchange on one or both roadways.

### 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 Cloverdale Road Corridor to meet CIM goals:

- ❖ As urban arterials, either corridor will need context-sensitive design treatments.
- ❖ Widening of the overpass will be essential, with priority given to the corridor selected for connection to Three Cities River Crossing

### Recommendations for Cloverdale Road Corridor Public Transportation:

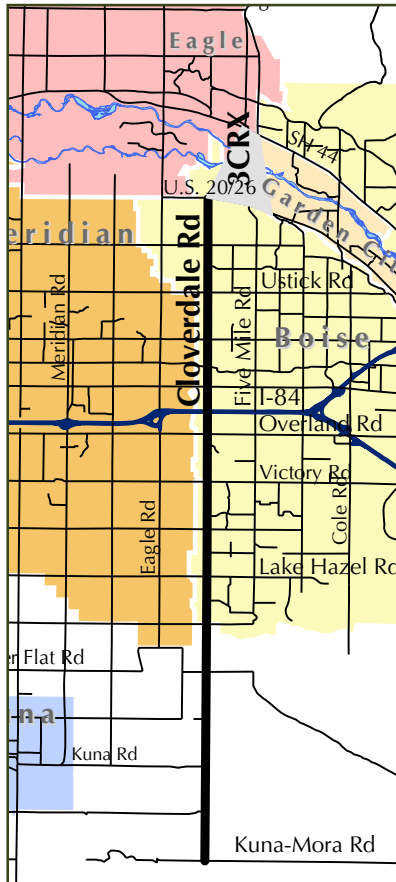
- ❖ Development and street design should allow for direct access to transit stops and consider appropriate locations for shelters and bus pull-outs.
- ❖ Both corridors are likely candidates for major fixed-route services given the residential and commercial uses. Park-and-ride facilities should be considered.

### Land use decisions needed to implement the plan:

- ❖ As a major transit corridor, transit-oriented development concepts should be applied to developments within a quarter mile of Cloverdale Road and Five Mile Road. Activity centers should be considered along the corridors with transit stop features such as shelters, lighting and information kiosks.
- ❖ Development along Cloverdale Road south of I-84 should recognize the potential traffic increases when Kuna-Mora Road is built to expressway standards.



# Regional Connection



## CHALLENGES AND OPPORTUNITIES

Extensive residential, educational and commercial development line Cloverdale Road. Many subdivisions have their sole outlet onto the corridor, so high volumes of traffic would be difficult. Commercial activity is fairly balanced between the two corridors, but Boise City emphasizes Five Mile Road in its comprehensive plan as the target for development. Boise City considers

Cloverdale Road more of a boundary between Boise and Meridian. Boise’s plan also calls for a “planned community” with activity centers and a diversity of housing densities and types at the south end of Cloverdale and Five Mile Roads. Cloverdale Road would be more peripheral to this planned community, but it would provide better access to a future east-west expressway planned along Kuna-Mora Road. Ada County Highway District has worked with the City of Boise on a Southwest area plan to refine the connections south to Kuna Mora Road. See below for the link to this and other related studies.

Without additional capacity on Eagle Road (SH 55), north south travel in this area will be difficult.

Past and Current Investments through 2015	Funded Investments through 2035	Unfunded Improvements through 2035
<p>An ACHD study considered design concepts for Cloverdale Road and Five Mile Road. These can be viewed at <a href="http://www.achdidaho.org/Projects/Default.aspx">http://www.achdidaho.org/Projects/Default.aspx</a></p> <p>A Southwest Boise plan to connect Eagle and Cloverdale to Kuna Mora Road can be viewed at <a href="http://www.achd.ada.id.us/projects/PublicProject.aspx?ProjectID=74">http://www.achd.ada.id.us/projects/PublicProject.aspx?ProjectID=74</a></p> <p>2003 -2009 Cloverdale Road/ Fairview Avenue Intersection. Widen Cloverdale Road legs to 6 lanes with curb, gutter and sidewalk, added right turn lanes on Fairview Ave. Actual Cost:\$5,420,291</p>	<p>Cloverdale Road: Lake Hazel Road-Chinden Blvd. Widen from 2 lanes to 5 lanes (partially funded). Estimated Cost: \$71,729,000 (includes cost to widen overpass)</p>	<p>Given the potential for major transit services along corridor, investment in transit stop facilities should be priorities. These might include bus pull-outs, shelters, and connecting walkways.</p> <p>Cloverdale Road Overpass widening</p> <p>No improvements south of Lake Hazel Road.</p> <p>An evaluation of a Cloverdale interchange should be completed.</p>