

Five Mile Road

Five Mile 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.

Five Mile Road is already classified as a minor arterial that 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 major activity centers will need to be considered. By 2035, without the Three Cities River Crossing, volumes on Five Mile Road could be from 7,500 to 35,000 north of I-84 and 10,000 to 22,000 south of I-84. Five Mile Road connects to Lake Hazel Road, which is planned to be a major east-west route from Middleton Road west of Nampa to I-84. Note that these forecasted volumes do not reflect any connection to I-84 or the construction of Three Cities River Crossing. Many citizens have noted a desire to have an additional interchange between Eagle Road Interchange and Wye Interchange.

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 Five Mile Road Corridor to meet CIM goals:

- ❖ As urban arterials, either corridor will need context-sensitive design treatments.
- ❖ Widening of the overpasses will be essential to provide an efficient north-south connection to Lake Hazel Road.

Recommendations for Five Mile Road Corridor Public Transportation:

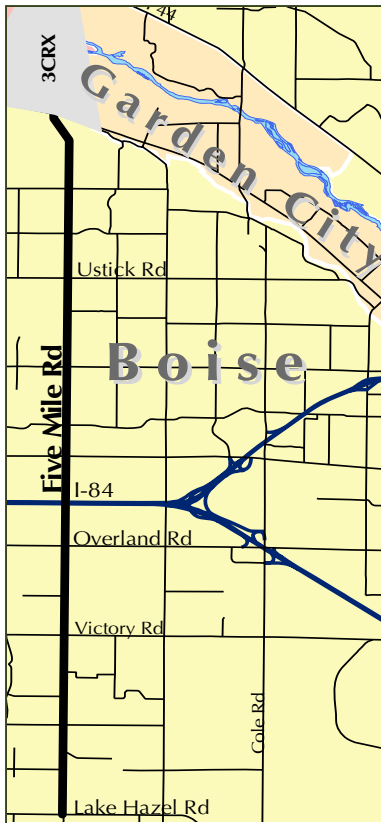
- ❖ Development and street design should allow for direct access to transit stops and consider appropriate locations for shelters and bus pull-outs.
- ❖ Corridor is likely a candidate for major fixed-route services given the residential and commercial uses. Park-and-ride facilities should be considered.

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 Five Mile Road. Activity centers should be considered along the corridors with transit stop features such as shelters, lighting and information kiosks.



Regional Connection



CHALLENGES AND OPPORTUNITIES

Extensive residential, educational, and commercial developments line Five Mile Road. Many subdivisions have their sole outlet onto this corridor, so high volumes of traffic would be difficult. Boise City emphasizes Five Mile Road in its comprehensive plan as the target for development.

Boise’s plan calls for a “planned community” with activity centers and a diversity of housing densities and types at the south end of Five Mile Road.

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>A Five Mile Road interchange was put into the regional plan in 1996 but subsequent analysis indicated costs for this interchange would exceed \$100 million due to its proximity to the Wye interchange.</p> <p>In 2002, ACHD completed the 5 lane extension from Treeline Court to Chinden Boulevard – providing an additional connection to Boise’s West Bench. \$2,250,000.</p> <p>An ACHD study considered design concepts for Cloverdale Road and Five Mile Road. These can be viewed at http://www.achdidaho.org/Projects/Default.aspx</p> <p>2010: Five Mile Road / Fairview Avenue Intersection – Right turn lanes on all legs, two left turn lanes on Five Mile, street lights, curb, gutter, sidewalk and bike lanes. Project includes design, right-of-way and construction anticipated to be complete September 2010. Approximate Cost: \$4,700,000</p> <p>2014-Five Mile Road, Franklin Road to Fairview Avenue – Project includes construction work on Five Mile Road, not including the Fairview intersection. Widen to five (5) lanes with shoulder, sidewalk, and railroad crossing improvements. \$9,534,000.</p> | | <p>Five Mile Road Overpass</p> <p>Widening to 5 lanes from Fairview Avenue to Treeline Court (south of Chinden Boulevard).</p> |