



Franklin Road

Franklin Road is an alternate to I-84 and parallels the rail corridor.



WHY THIS CORRIDOR MATTERS

Franklin Road stretches fourteen miles from Can-Ada Road in Nampa near the Idaho Center to South Roosevelt Street in Boise where it transitions to Rose Hill Street which then terminates at Vista Avenue a mile further to the east. This east-west corridor connects Nampa, Caldwell, Meridian and Boise and serves as an alternate to I-84. This corridor also connects several key north-south roads, including Black Cat Road, Ten Mile Road, Linder Road, Meridian Road, Eagle Road, Cole Road, Orchard Road, and terminates at Vista Avenue.

For the majority of its length, Franklin Road parallels I-84 to the south and the Boise Cutoff rail corridor to the north. Generally, Franklin Road is no further than a quarter mile from the rail corridor and no more than a half mile from I-84. This unique location is why this road has been identified for substantial future transit service although no service outside of Boise is currently provided. The location makes it ideal for transit service that would feed future rail stations and/or provide through service to act as an alternate to the I-84 corridor.

Land uses along the corridor include industrial and commercial in Nampa transitioning to agricultural and low density housing in west Meridian. In the vicinity of Meridian Road, Franklin Road creates the southern edge of downtown Meridian and is bordered by a variety of land uses, housing, industrial and commercial. Through Boise the road passes through a variety of industrial, residential, and commercial uses.

Current average weekday volumes range from 7,400 east of McDermott Road to 38,000 near Boise Towne Square Mall. By 2035, travel demand could range between 35,000 and 50,000 assuming improvements are made to other east-west routes such as I-84. Substantial improvements are planned for Franklin Road, including widening in Meridian and Boise. The portion of the road west of I-184 is planned to function as a principal arterial serving high traffic volumes, long trips and major urban areas and activity centers by 2035.

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 Franklin Road Corridor to meet CIM goals:

- ❖ Right-of-way dedication and improvement requirements for transit, bicycle and pedestrian supportive facilities.
- ❖ Future improvements and development activity along the corridor should recognize and respond to the critical transit and non-motorized context of the corridor. Involve Valley Regional Transit in development processes.
- ❖ Widen and signalize corridor to support its future status as a principal arterial.

Recommendations for Franklin Road Corridor Public Transportation:

- ❖ Corridor is currently in use for intercounty transit service.
- ❖ This corridor is still a candidate for fixed-guideway service (bus rapid or light rail) under the Treasure Valley High Capacity Transit Study.
- ❖ Development and street design should allow for direct access to transit stops and consider appropriate locations for shelters and bus pull-outs. Park-and-ride sites, particularly on the west end of the corridor should be considered.

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.
- ❖ Any land development along the corridor should include dedications to ensure accommodation of future demand.



Regional Connection



CHALLENGES AND OPPORTUNITIES

Given the planned increase in transit service along Franklin Road the importance of accommodating bus operations and “non-motorized” modes of travel is critical. In addition, given the proximity to the rail corridor, Franklin Road is within walking distance to five of the seven potential rail stations identified in the 2003 study, “*Rail Corridor Evaluation Study*.” Franklin Road is rich in opportunities to provide transit supportive infrastructure. The *Treasure Valley High Capacity Transit Study*¹ has identified this corridor as a candidate for a future bus rapid transit or light rail service.

The challenge will be that as congestion along the I-84 corridor increases Franklin Road will be under pressure to accommodate not only diverted automobile traffic but significant increases in pedestrian, bicycle, and public transit.

Past and Current Investments through 2015	Funded Investments through 2035	Unfunded Improvements through 2035
<p>Widened from Linder Road to Main Street in Meridian in 1998 for \$2,500,000</p> <p>Widened from Main Street in Meridian to Eagle Road in 2005 for \$10,900,000</p> <p>2012: Ten Mile Road to Linder Road. Widen roadway from two (2) to five (5) lanes with curb, gutter, and sidewalks. Estimated Cost: \$5,819,000</p> <p>2011/12: Touchmark Road to Five Mile Road. Widen roadway from two (2) to five (5) lanes with curb, gutter, and sidewalks. Project includes Cloverdale intersection and right-of-way. Estimated Cost: \$17,513,000</p>	<p>Preliminary Development - Franklin Road, Black Cat Road to Ten Mile Road – Widen roadway from two (2) to five (5) lanes with curb, gutter, and sidewalks. Project includes the Franklin Road and Black Cat Road intersection (scheduled for construction in 2014). \$11,871,000</p> <p>Franklin Road: Idaho Center Road-Black Cat Rd Widen from 2 lanes to 5 lanes. \$34,740,000</p> <p>Plan for and preserve right of way for transit and non-motorized facilities.</p>	<p>Consider operational enhancements along the corridor to support transit efficiency such as signal preemption, and queue jump lanes.</p>

¹ The *Treasure Valley High Capacity Transit Study* can be found at <http://compassidaho.org/reports.htm> under the Fiscal Year 2009 reports.