

# Meridian Road/State Highway 69

Meridian Road is the primary access to I-84 for Meridian and Kuna.



## WHY THIS CORRIDOR MATTERS

The cities of Meridian and Kuna have limited access to I-84. Eagle Road provides direct access to east Meridian and does not provide direct access to Kuna. Thus, the Meridian Interchange is used as a principal travel route to the high growth residential areas of west Meridian, east Nampa, and Kuna. People use the Meridian Interchange and Meridian Road to access such east-west roads as Amity Road, Franklin Road, and Cherry Lane. The limited crossing of and access to I-84 has aggravated roadway congestion by focusing traffic on a handful of roads. Weekday demand on this corridor now ranges from 12,900 near the City of Kuna to 41,000 north of I-84, dropping to 16,000 north of Cherry Lane. In 2035, volumes will range from 41,000 north of

Deer Flat Road to 58,000 south of I-84 to 37,000 north of Cherry Lane.

For this plan, the Meridian Road corridor includes State Highway 69 from Kuna north to the Meridian Interchange, Meridian Road from the Meridian Interchange north to US 20/26, and portions of Main Street in Meridian being considered as part of a one-way couplet with Meridian Road. Overall, the road runs twelve miles; it changes from a high-speed, five-lane highway to a two-lane, twenty-five mile per hour arterial with driveway access and on street parking.

The corridor provides access to residential developments, and also serves as the primary interstate access point for commercial and industrial developments. It cuts through Meridian's city center, which is becoming a destination for employment, shopping, and entertainment. The Meridian Road interchange is critical to I-84 improvements under the GARVEE (Grant Anticipation Revenue Vehicle) since a fourth lane cannot be implemented until the Meridian overpass is reconstructed to provide additional space.

## 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 Meridian Road Corridor to meet CIM goals:

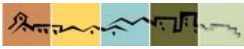
- ❖ A new interchange at Ten Mile Road will provide additional interstate access to Meridian and Kuna, reducing the demand on the Meridian Road corridor from through traffic.
- ❖ Provide support for the implementation of the Downtown Meridian Transportation Management Plan.

## Recommendations for Meridian Road Corridor Public Transportation:

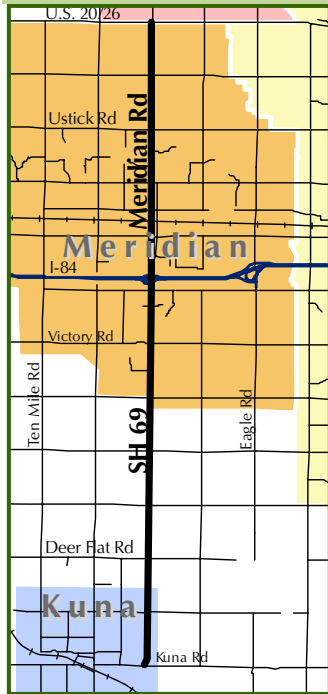
- ❖ Development and street design should allow for direct access to transit stops and consider appropriate locations for shelters and bus pull-outs.
- ❖ This corridor is a likely candidate for major fixed-route services given the residential and commercial uses. Park-and-ride facilities should be considered.

## Land use decisions needed to implement the plan:

- ❖ To reinforce the future land-use pattern, local governments are recommended to focus development in designated growth areas along the corridor.
- ❖ To accommodate future safety and mobility, land use and transportation decisions need to work in concert to restrict access point to SH 69. Multi-agency agreements on access spacing, and the supporting local road system should be pursued.
- ❖ Additional access along the proposed one-way couplet portion of the corridor should be limited and/or reduced if possible.



# Regional Connection



## CHALLENGES AND OPPORTUNITIES

As more people move to Meridian and Kuna, the pressure to grant additional access to serve development along the corridor will increase. Access to the road, however, must be limited to ensure better traffic flow and accommodate future needs. Travel demand along the road between the northern and southern portions of Meridian was be lightened due to the Locust Grove Road overpass, and the Ten Mile Road interchange (under construction at the time of this report) will provide additional relief. A Linder Road overpass would also contribute to reducing demand on the highly congested Meridian Road overpass. These added improvements will make the area more connected.

The improvements proposed in the *Downtown Meridian Transportation Management Plan* have the opportunity to move more traffic through the area with the intention of reducing delay. Phase 1 was completed in 2009 and Phase 2 is budgeted for work in the next few years.

The current ITD access policy for SH 69 limits access spacing to a half mile in the urban areas and one mile in the rural area. By ordinance, the City of Kuna has limited access to the mile and the City of Meridian has limited access to half mile spacing. As the urban areas of the Cities of Kuna and Meridian expand, the spacing becomes an issue. Half mile signalization will reduce travel speeds. Effective signal synchronization may

compensate, in part, for travel time. One mile signalization spacing can maintain current speeds on SH 69, but will increase demand on those signals, and requires an integrated transportation system and land use planning prior to urban expansion.

Past and Current Investments through 2015	Funded Investments through 2035	Unfunded Improvements through 2035
<p>Meridian Road south of I- 84, where it becomes State Highway 69, was widened to 5 lanes to Amity Road in 1996 and to Kuna in 2001. This helped connect Kuna, Meridian, and I-84.</p> <p>In 2004, the City of Meridian, in conjunction with the Ada County Highway District completed the <i>Downtown Meridian Transportation Management Plan</i>. Phase 1 was completed in 2009.</p> <p>2013. Meridian Road and Main Street, Franklin Road to Cherry/Fairview Avenue – Phase 2 of the split corridor. Construct the northern portion (north of Franklin Road) of the Split Corridor roadway project. Includes a cross-over portion between Main Street and Meridian Road. Meridian Road, two-way segment – five (5) lanes, one-way segment – three (3) lanes, main Street, one-way segment – three (3) lanes. \$11,757,000</p>	<p>Meridian Road: Waltman Drive - Ustick Road. Complete corridor improvements to 5 lanes. Includes partial couplet involving Main Street and Meridian Road. \$16,524,000</p>	<p>Meridian Interchange. Reconstruct and widen. \$35,000,000</p> <p>SH 69 Connection: Kuna Mora Road-Kuna Road. Build new road parallel to the UP rail (north side) to connect SH 69 to Kuna Mora. Broaden to include potential of a rail crossing option to Kuna Mora.\$22,509,000</p> <p>Operational improvements along the corridor (such as dynamic signalization, closed circuit cameras)</p> <p>The addition of signalized crosswalks to safely connect residential areas, schools and downtown Meridian.</p> <p>Extension of several local roadways to provide more connectivity to the corridor (extension of Pine Street, Broadway Avenue, and Third Street).</p>