

State Highway 55 (Karcher Road)

State Highway 55 is vital to the region as a major cross-county connector.



WHY THIS CORRIDOR MATTERS

State Highway 55 (SH 55) connects multiple communities throughout Ada and Canyon Counties. The Canyon County section of the corridor runs fourteen miles from the Snake River, turning east at the Sunnyslope Road corner and following Karcher Road through southern Caldwell and the northwest corner of Nampa before following I-84 into Ada County. SH 55 functions as rural two lane highway until it runs into large commercial developments in Nampa.

Karcher Road faces increasing demands from residential growth in the southern Caldwell area. Farmland interspersed with new residential subdivisions lines the corridor. Large commercial centers become more prevalent as the road comes into Nampa. This section of road carries over 16,000 cars per day. With multiple access points to all the businesses along the road, safety and congestion are primary concerns.

The Karcher Road Interchange was completed in 2006. The interchange stimulated commercial growth north of I-84 and an increase in traffic. Karcher Road (SH 55) should be widened to a four lane, limited access highway. Daily trips on the overpass at I-84 could reach 58,000 by 2035. 2035 traffic will range from 22,000 east of Pride Lane to 30,000 east of Midway. SH 55 is part of the national highway system.

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 State Highway 55 Corridor to meet CIM goals:

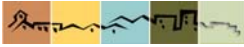
- ❖ Widen SH 55 to a four lane limited access highway from Sunnyslope to the Karcher Interchange.

Recommendations for State Highway 55 Corridor Public Transportation:

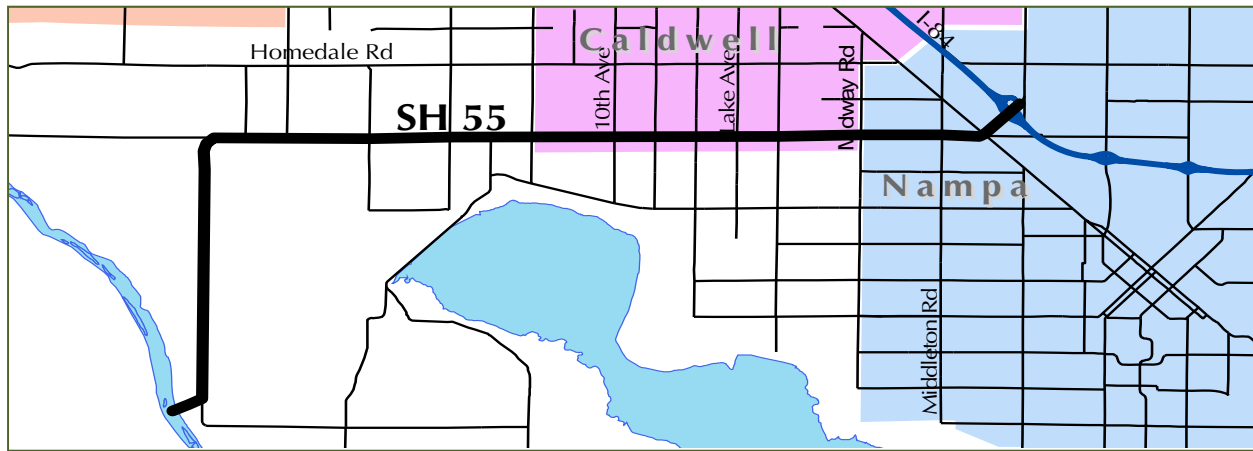
- ❖ Development and street design should allow for direct access to transit stops and consider appropriate locations for shelters and bus pull-outs.
- ❖ Park-and-ride facilities should be considered.
- ❖ This corridor is a likely candidate for major fixed-route services given the residential and commercial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

Land use decisions needed to implement the plan:

- ❖ To reinforce the future land-use pattern, local governments along the corridor are recommended to focus development in designated growth areas.
- ❖ Land-use decisions need to ensure access to the SH 55 corridor is consistent with the standards of the Idaho Transportation Department.



Regional Connection



CHALLENGES AND OPPORTUNITIES

As a primary transportation corridor that crosses several cities and counties, State Highway 55 will carry ever larger volumes of traffic. As the region's population continues to grow, conflicts will continue to arise between the traffic generated by commuters wanting to efficiently travel long distances and local traffic traveling between nearby homes and businesses.

The corridor has the potential to be both an effective thoroughfare and provide access to the multiple residential and commercial developments surrounding it.

Past and Current Investments through 2015	Funded Investments through 2035	Unfunded Improvements through 2035
<p><u>2006</u>: Widening SH 55 in Canyon County from Marsing to Sunnyslope. \$12,087,000.</p> <p><u>2006</u>: New Karcher Road interchange completed. \$25,400,000.</p> <p>Intersection improvements, an upgraded railroad crossing bridge, and a new commuter Park and Ride lot.</p>	<p>No major construction is called for in the plan, but design, access management and right-of-way preservation is essential.</p> <p>Preliminary Development: Reconstruct Middleton Road and SH 55 intersection. Approximate Cost: \$2,177,000</p>	<p>Widen SH 55 from 2 lanes to 4 lanes as a limited access highway between Sunnyslope Curve west of Caldwell to Karcher Interchange in Nampa. \$58,420,000</p> <p>Provide for necessary transit infrastructure, such as bus pull-outs and shelters, along the urban areas of the SH 55 corridor.</p>