

# Ten Mile Road

Ten Mile Road links the high-growth areas of Meridian and Kuna.



## WHY THIS CORRIDOR MATTERS

Ten Mile Road stretches twelve miles from US 20/26 in Meridian to the vicinity of 4<sup>th</sup> Street in Kuna. This corridor provides north-south mobility in Meridian and a connection to Kuna. The two primary north-south corridors in the vicinity are planned to be McDermott and Meridian Roads.

Ten Mile Road is bounded by agricultural uses along the northern part of the corridor. Rapid residential development, however, will soon make this primarily a residential corridor with the exception of some commercial and office uses. In addition, the Meridian Waste Water plant is located along Ten Mile Road at Ustick Road.

The City of Meridian Comprehensive Plan identifies a rail station is in the vicinity of the rail line (Boise Cutoff) and Ten Mile Road. Higher densities and mixed land uses are planned for this area.

Ten Mile Road, between Franklin Road and Overland Road, is planned for commercial use. Further south the corridor is bounded by agricultural uses and is transitioning to residential uses near Kuna.

An interchange at I-84 is expected to be completed in 2010. With the interchange and other improvements, by 2035 traffic volumes will reach near 50,000 on Ten Mile Road at I-84, dropping to 19,000 south of Amity and south of US 20/26.

## 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 Ten Mile Road Corridor to meet CIM goals:

- ❖ Widen to four or five lanes between Franklin Road and Lake Hazel Road, and Ustick Road and US 20/26.

## Recommendations for Ten Mile Road Corridor Public Transportation:

- ❖ Ten Mile Road will need to accommodate and encourage non-motorized modes through appropriate design and provision of infrastructure, non-motorized paths, and bus pullouts.

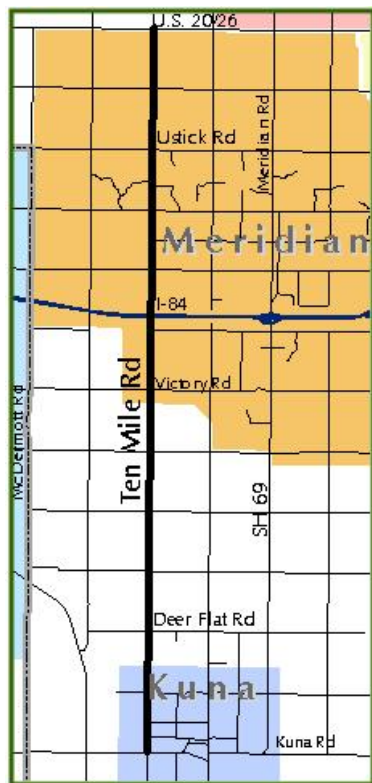
## Land use decisions needed to implement the plan:

- ❖ 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.



# Regional Connection

## CHALLENGES AND OPPORTUNITIES



Residential development in Meridian and Kuna and construction of an interchange at I-84 is likely to lead to substantial demand on Ten Mile Road. In addition, the City of Meridian Comprehensive Plan identifies a mixed-use transit-supportive compact neighborhood in the vicinity of the rail corridor to support a potential rail station. Growth in Kuna and the access to I-84 provided by Ten Mile will pull demand from SH 69.

Rail and rail feeder bus service may provide alternatives to the auto in this corridor. When rail or bus rapid transit is active along the Boise Cut-off, a station at Ten Mile is planned. The effort to accommodate anticipated automobile volumes while maintaining the character of this future rail station area may be a challenge.

Past and Current Investments through 2015	Funded Investments through 2035	Unfunded Improvements through 2035
<p><u>2007</u>: Ten Mile/Amity Roundabout Study.<sup>1</sup></p> <p><u>2009-2011</u> Construction of the Ten Mile Road IC. Widen Ten Mile Road to four or five lanes from interchange project limits to Franklin Road. Open Summer 2011. Estimated Cost: \$68,396,000</p> <p>2010: Widen from two to five lanes from Cherry Lane to Franklin Road. Open August 2010. Approximate Cost \$10,775,000</p> <p>2011: Widen from two to five lanes from New Overland Road to the Ten Mile Interchange project limits. Approximate Cost: \$2,050,000</p> <p>Various Ten Mile Road Design Studies.<sup>2</sup></p>	<p>Widen Ten Mile Road from two lanes to five lanes between Lake Hazel and US 20/26 (Chinden). Estimated Cost: \$51,941,000</p> <p>2015: Widen to 4/5 lanes from Cherry Lane to Ustick Road Approximate Cost: \$5,041,000</p>	<p>Improvements south of Lake Hazel. The City of Kuna has included a Ten Mile rail crossing in its comprehensive plan. In current dollars, a rail crossing would cost \$15-20 million.</p>

<sup>1</sup> Ten Mile Road and Amity Road Roundabout. Study by ACHD can be found at [www.achdidaho.org/Projects/PublicProject.aspx?ProjectID=133](http://www.achdidaho.org/Projects/PublicProject.aspx?ProjectID=133)

<sup>2</sup> These ACHD studies can be found at <http://www.achdidaho.org/Projects/Default.aspx>