

US 20/26

(Chinden, Front/Myrtle, & Broadway)

US 20/26 is vital to the region because of its role as an alternate to I-84.

WHY THIS CORRIDOR MATTERS



US 20/26 is second only to I-84 in the amount of regional travel it carries daily and is the longest primary arterial in the two-county region. Since the US 20/26 designation includes large portions of I-84 in eastern Ada County, for the purposes of this plan the focus will be the segment beginning at Broadway Avenue in Ada County and leaving the region in Canyon County northwest of Parma. In 2035, the corridor is forecasted to carry over 51,000 trips per day on its busiest segment east of Eagle Road to 19,000 north of the City of Parma.

The corridor changes character dramatically in its traverse through the region. In Boise, the highway begins as an urban thoroughfare – Broadway Avenue – lined with commercial uses from I-84 to the Broadway Bridge over the Boise River. As the Front Street/Myrtle Street couplet through downtown Boise, the road is bordered by Julia Davis Park and various employment areas, such as the Ada County Courthouse.

Further west, the highway becomes Garden City's commercial backbone. From Cloverdale Road to Eagle Road, the highway has been improved to five lanes serving newer commercial areas and a large business park. From Eagle Road to I-84, the road passes through the developing areas of Meridian, Eagle, Star, Nampa and Caldwell. The highway is only two lanes in many sections, yet still functions as an alternate route to I-84 for many commuters. Current volumes range from 31,000 east of Eagle to 6,000 north of Parma near the state line.

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 US 20/26 Corridor to meet CIM goals:

- ❖ As an alternative to I-84 to many regional travelers, the US 20/26 corridor from I-84 in Canyon County to McDermott (SH 16) or Eagle Road (SH 55) is recommended to be preserved as an expressway. The section between McDermott and Eagle Roads will need review to determine appropriate standards. US 20/26 from I-84 to Eagle Road is recommended to be built as a four-lane arterial with design treatments determined by collaborative planning among ITD, highway districts and local jurisdictions. West of I-84, US 20/26 will receive operation improvements such as passing lanes and intersection improvements.
- ❖ Support implementation of the corridor plan for US 20/26.

Recommendations for US 20/26 Corridor Public Transportation:

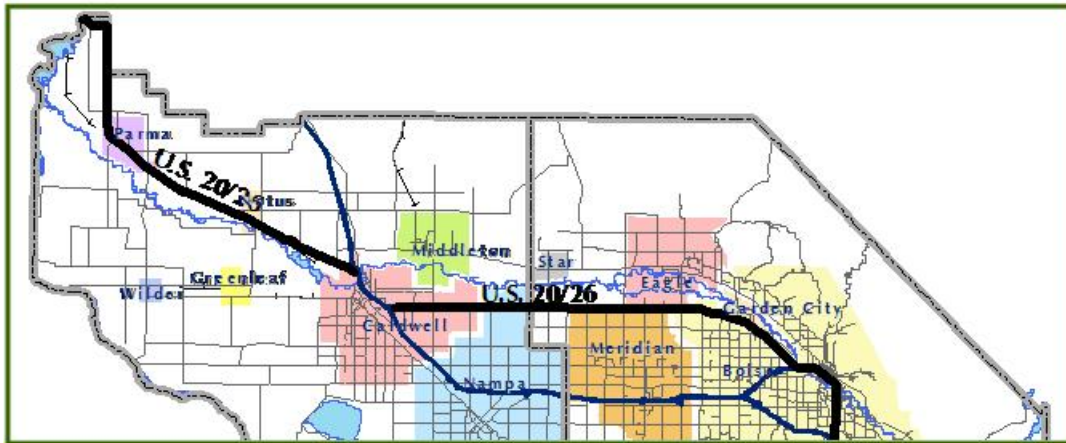
- ❖ Provide bus service along the corridor.
- ❖ Provide for necessary transit infrastructure, such as bus pull-outs, park-and-ride lots, and shelters.

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 US 20/26 corridor consistent with the standards of the Idaho Transportation Department.



Regional Connection



CHALLENGES AND OPPORTUNITIES

A six-mile section of US 20/26 between Midland and McDermott could be an expressway with the support for access management and corridor preservation by local communities. Other segments will be more challenging, such as the North Meridian area where several subdivisions were approved. Other segments are unsuitable, such as the segment through the urban core of Garden City. The US 20/26 Corridor Studies¹ have heightened awareness of the importance of this corridor in the regional transportation system and support for its preservation has been received from developers, citizens, and local governments.

Past and Current Investments through 2015	Funded Investments through 2035	Unfunded Improvements through 2035
<p>A corridor preservation study is currently underway for the segment between Eagle Road and I-84 in Canyon County and is expected to be completed in FY2011. The corridor study will produce a corridor plan, an approved environmental document, and right-of-way plans.</p> <p>A reconstruction of Exit 29 in Caldwell was completed in 2008.</p> <p>A portion of US 20/26 in downtown Boise was included in the Downtown Boise Mobility Study that COMPASS adopted in December 2005. Recommendations pertaining to US 20/26 include pedestrian crossing enhancements, streetscape improvements, and various improvements to traffic operations.</p>		<p>Make operational improvements to US 20/26 between Parma and Exit 25.</p> <p>Right-of-way acquisition. Approximate cost: \$800,000.</p> <p>Widen US 20/26 (Chinden) from two lanes to four lanes as a limited access highway between Aviation Way in Caldwell to SH 16/McDermott Road, and six lanes from SH 16/McDermott Road to Eagle Road including high-volume intersection treatments and/or overpasses at appropriate locations: \$264,036,000</p> <p>Design, alignment, and type of roadway to be determined by the US 20/26 Corridor Preservation Study. Interim improvements may be necessary due to funding limitations. Preserve sufficient right-of-way at major intersections for high volume treatments. The City of Meridian does not support grade separation between McDermott Road /SH 16 and Eagle Road.</p>

¹ The US 20/26 Corridor Preservation Study focuses on the section between I-84 and Eagle Road (SH 55). The other study addresses the western section from I-84 to the Oregon border. These studies can be found at <http://itd.idaho.gov/Projects/D3/>