

# Ustick Road

The Ustick Road corridor connects cities across Ada and Canyon Counties.

## WHY THIS CORRIDOR MATTERS



Ustick Road is one of the longest continuous corridors in the region. It runs thirty-seven miles from the Snake River in Canyon County to Curtis Road in Ada County. Because it connected several communities, Ustick Road was a route for the old inter-urban trolley car system. The road changes in character several times as it connects undeveloped rural areas with developing residential and commercial areas in Caldwell, Nampa and Meridian and ends with established neighborhoods and commercial development in Boise.

In Canyon County, the corridor serves as an east-west arterial. West of Caldwell, farmland borders much of the road. Several new subdivisions are being built, but

they are set well back and are separated from the road by fences. Ustick Road is two lanes and most intersections feature two or four way stop signs. The long-range plan calls for a new interchange (unfunded) connecting Ustick Road to I-84. Ustick Road also connects to McDermott Road, which is planned to transform into an expressway, connecting to both I-84 and State Highway 16 (also unfunded).

Traffic volumes currently range between 16,000 trips per day east of Five Mile Road to 4,400 at Can-Ada Road and 2,000 west of Farmway Road. By 2035 travel will increase to 41,000 at Five Mile, 13,000 at Can-Ada, and 8,000 west of Farmway Road if forecasted growth occurs.



### 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 Ustick Road Corridor to meet CIM goals:

- ❖ Construct new interchange at I-84 and Ustick Road.
- ❖ Widen Ustick Road from two to five lanes from Caldwell/Nampa Boulevard to Curtis Road.
- ❖ The specific design of roadway widening at different points along the corridor should be sensitive to the needs and character of surrounding neighborhoods, allowing for pedestrian and bike pathways and landscaped medians where desirable.

### Recommendations for Ustick Road Corridor Public Transportation:

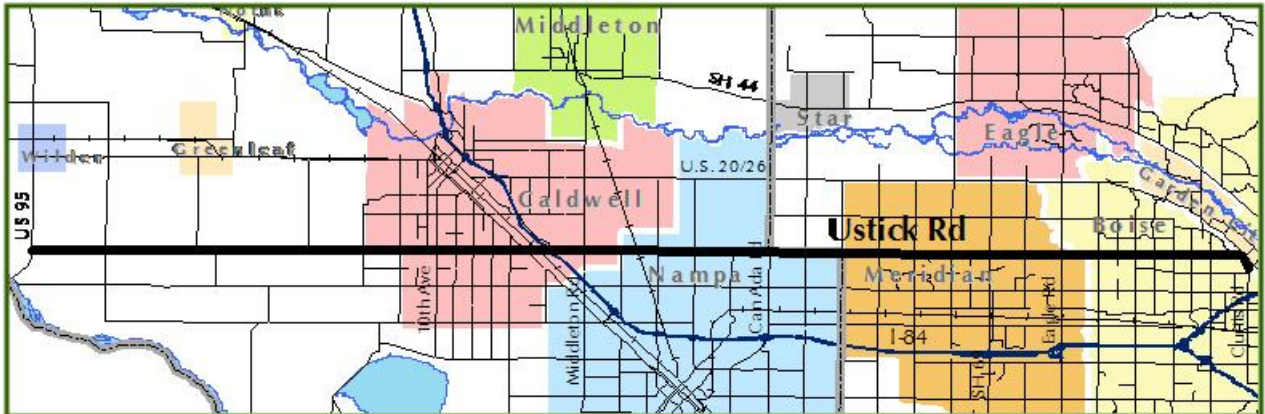
- ❖ This corridor is a likely candidate for major fixed-route services given the residential and commercial uses.
- ❖ Development and street design should allow for direct access to transit stops and consider appropriate locations for shelters and bus pull-outs. Park-and-ride facilities should be considered.

### 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 take into account the neighborhood area development plans prepared by neighborhood associations bordering Ustick Road.



# Regional Connection



## CHALLENGES AND OPPORTUNITIES

Ustick Road will continue to face increased traffic pressure as the region grows. This challenge will increase if US 20/26 is not improved to carry more regional traffic. Preserving the function of Ustick Road as a thoroughfare while creating a neighborhood friendly facility along several sections will challenge the way jurisdictions implement road design. The opportunity for Ustick Road is that it could become a model for how to design a high-capacity road that also serves neighborhood needs. In Ada County, Ustick Road faces increased pressure from the large amount of new residential development in north Meridian and other development in western Ada County. Several schools in both counties border the road. Consideration of fronting housing and effects on businesses will need consideration. Residents along Ustick in Ada and Canyon Counties are concerned that widening Ustick Road to accommodate more through traffic will negatively affect their neighborhoods.

Past and Current Investments through 2015	Funded Investments through 2035	Unfunded Improvements through 2035
<p>The Ustick Road connection to Curtis Road was completed in 2002. The extension provided a new connection for west Boise and Garden City residents and eased traffic along the largely residential Mountain View Road.</p> <p>Ustick Road from Five Mile Road to Cole Road was widened in 2007-8.</p> <p>Ustick Road, Meridian Road to Locust Grove Road – Widen to five (5) lane urban section with curb, gutter, sidewalks, and bike lanes. \$5,555,000</p> <p>ACHD has completed several studies for the Ustick corridor.<sup>1</sup></p>	<p>Widen Ustick Road from two lanes to five lanes between Caldwell/Nampa Boulevard in Nampa and Curtis Road in Boise. Estimated Cost: \$134,275,000</p>	<p>Construct new interchange at Ustick Road and I-84. Estimated Cost: \$32,528,000</p> <p>Provide for necessary transit infrastructure, such as bus pull-outs and shelters, along the corridor.</p>

<sup>1</sup> Ustick Road Concept Design, from Eagle Road to Five Mile Road found at <http://www.achdidaho.org/Projects/Default.aspx>  
 Ustick Road -- Five Mile Road to Cole Road & Maple Grove and Ustick Road & Linder Road Intersection found at <http://www.achdidaho.org/Projects/ProjectsPast.aspx>