

SECTION E
TRANSPORTATION / INFRASTRUCTURE
TEXT AMENDMENT
(Chapter VI)

(Unless otherwise noted, all of the following text is new and, if approved, will be incorporated into Chapter VI of the 2002 Comprehensive Plan in the sections as specified in the boxes. Page numbers refer to the existing Plan.)

Page 52, Paragraph 2.a.

- Add the following roadways to the arterial list:
 - Amity Road, west of Eagle Road
 - Black Cat Road
 - Chinden Blvd. (US 20-26)
 - McMillan Road, east of Ten Mile Road
 - Main Street
 - Meridian Road
 - Pine Avenue, between Eagle Road and Locust Grove Road
 - Star Road, between Ustick Road and US 20-26
 - Victory Road, east of Eagle Road
- **Arterial Planning in North Meridian**

There are two state highways in the North Meridian Area that have a significant influence on the arterial system and deserve special attention:

 1. U.S. 20-26 (Chinden Blvd.). This highway serves as the north boundary of the City's Area of Impact east of Linder Road and bisects the Area of Impact west of Linder Road. It is expected to be five to seven lanes wide at build-out of the city. It separates Meridian's distinctly urban growth patterns from the City of Eagle, with its low-density, semi-rural character. The City of Meridian will establish ordinances and development standards that preserve the highway as a major regional transportation facility, connecting the cities of Caldwell, Nampa, Star, Meridian, Eagle and Boise. The City believes this roadway needs to be protected from multiple access points and preserved as a high capacity connector. The City supports beautification and appropriate sound mitigation measures along the US 20-26 corridor.
 2. State Highway 16 (future extension). The extension of State Highway 16 from State Highway 44 to I-84 is a critical step to providing regional mobility for citizens from north Ada County and Gem County to I-84 and south Ada County. Identifying the most useful and environmentally and fiscally responsible location for this new highway is crucial to the future character of west Meridian. ~~To that end, transportation and land development policies and a special map overlay have been created to preserve and guide development in~~

~~this area. (See “State Highway 16 Corridor Preservation Area” for more details.)~~

- **Urban and Residential Collectors**

The transportation system’s second tier is the collector system. Collectors are generally categorized as either urban or residential. Urban collectors are designed to carry higher volumes of traffic and (often seamlessly) connect one arterial to another through a given mile. They also may move at higher speeds than residential collectors. The latter are typically constructed by private developers at the time of construction of a subdivision and have a more residential character. They may or may not connect through an entire mile section. Collector roads were the subject of an Ada County Highway District-funded study by JUB Engineers in August 2001. The City of Meridian supports and will apply the following conclusions of that study:

- a. Intersection Spacing. The intersections of collector roads and arterial roads should be located at the ½ mile point within any given section.
 - b. Alignment. Collectors should extend in an essentially straight line for 200 feet to 400 feet from the intersection. Beyond that point the alignment is flexible.
 - c. Discontinuity Between Sections. Collectors should not be in a straight alignment for more than two miles to prevent their use as de facto arterials.
- Add the following roadways to the collector list and add a clarification that the collectors listed include both urban and residential collectors that are at least a ¼ mile in length:
 - a. W. Cayuse Creek Drive
 - b. W. Belltower Drive
 - c. W. Monument Street
- Replace Figure VI-11, Functional Classification Map (pg. 53), with the revised map approved by the COMPASS Board of Directors in 2005.

Page 54, Paragraph 2.b.

- Add the following policy to the “Path System” paragraph:
“The City of Meridian shall secure the right of public and recreational access for public use where City-designated public pathways are within irrigation district canal or drain easements or rights-of-way.”

- Amend Table VI-9, Roadway Projects Planned for Meridian and Impact Area, on Page 72 as follows:

Project	Location	Number of lanes	Responsible Party
Eagle Road & Fairview Ave.	Construct Urban Interchange	N.A.	ACHD/ITD
<u>Eagle Road</u>	<u>Amity Road to Victory Road</u>	<u>3</u>	<u>ACHD</u>
<u>Eagle Road</u>	<u>Victory Road to Overland Road</u>	<u>5</u>	<u>ACHD</u>
<u>Fairview Avenue</u>	<u>Meridian Road to Cloverdale Road</u>	<u>7</u>	<u>ACHD</u>
<u>Franklin Road</u>	<u>Linder Road to Black Cat Road</u>	<u>5</u>	<u>ACHD</u>
I-84 widening	Meridian Road – Garrity Road Interchange	6	ITD
Kuna Mora Road & State Highway 69 (Kuna-Meridian Road)	Extend Kuna Mora Road & State Highway 69 (Kuna-Meridian Road) to connect	2-3	ACHD
Linder Road Overpass	Extend over I-84	4-5	ACHD/ITD
Linder Road	Franklin Road to Ustick Road	3 <u>5</u>	ACHD
<u>Linder Road</u>	<u>Victory Road to Overland Road</u>	<u>2-3</u>	<u>ACHD</u>
<u>Locust Grove Road Overpass</u>	<u>Extend over I-84</u>	<u>5</u>	<u>ACHD/ITD</u>
<u>Locust Grove Road</u>	<u>I-84 Overpass to Fairview Ave.</u>	<u>4-5</u>	<u>ACHD</u>
Magic View Road – new road	Locust Grove Road – Eagle Road (all n/o I-84)	3	ACHD
<u>McMillan Road</u>	<u>Meridian Road to Locust Grove Road</u>	<u>3</u>	<u>ACHD</u>

<u>McMillan Road</u>	<u>Locust Grove Road to Eagle Road</u>	<u>5</u>	<u>ACHD</u>
Meridian Road widening	Franklin Road – Cherry Lane	3	ACHD
Meridian Road Interchange	Improvement: cloverleaf ramp for WB I-84 to SB Meridian Rd	N.A.	ITD
Franklin Rd.	Eagle Rd. — Meridian Rd.	<u>5</u>	<u>ACHD</u>
Pine Street—new	Locust Grove to Cloverdale	3 <u>5</u>	ACHD
<u>Pine Street</u>	<u>Meridian Road to Locust Grove</u>	<u>3</u>	<u>ACHD</u>
Overland Road	State Highway 69 (Kuna—Meridian Road)—Eagle Road	3	<u>ACHD</u>
State Highway 16 Freeway (Emmett Highway) river crossing	@ Ten Mile <u>McDermott Road</u> to connect State Highway 44 to I-84	2-5	ACHD/ITD
<u>Ten Mile Road</u>	<u>Victory Road to Ustick Road</u>	<u>4-5</u>	<u>ACHD</u>
Ten Mile Road Interchange	Ten Mile Rd. – I-84	N.A. <u>2008</u>	ACHD/ITD
<u>Ustick Road</u>	<u>Meridian Road to Eagle Road</u>	<u>5</u>	<u>ACHD</u>
Source: COMPASS 2005 <u>ACHD Five Year Work Program & Capital Improvements Program (2003)</u>			

In addition to the above projects which are approved and scheduled in the Ada County Highway District's plan, the City of Meridian has recommended approval to Ada County Highway District of a complete reconstruction of the Main Street and Meridian Road corridor between I-84 and Cherry Lane within the next three to ten years (2008 to 2015). The new design is called the "Split Corridor" and will create a one-way traffic system between the I-84 interchange and approximately the railroad tracks with Main Street being northbound and Meridian Road being southbound. North of the railroad, the system will retain its two-way traffic movement. This project is described in more detail in the Downtown Meridian Transportation Management Plan.

- Add a new section as follows:

TRANSPORTATION PLANNING IN THE NORTH MERIDIAN AREA

Regional Transportation Planning & Cooperation

1. The City of Meridian will work together with the transportation authorities, specifically ACHD, COMPASS and ITD, to protect the US 20-26 and SH69 corridors as regional transportation routes and gateways to not only Meridian but also to Boise, Eagle, Star, Kuna, Nampa and Caldwell.
2. The City of Meridian will coordinate closely with ITD to determine the most appropriate alignment of the future SH16 extension and to preserve appropriate rights-of-way for all state highways. We are committed to effective land use policies that preserve future transportation corridors. The City will protect the public's investments in existing and planned highways and separated grade interchanges.
3. The City of Meridian will coordinate closely with ITD, Ada County, Boise City, businesses, neighborhood groups and other stakeholders in the Eagle Road/SH55 corridor to implement the 2004 Eagle Road Arterial Study (prepared by Cambridge Systematics for ITD).
4. The 2030 Long-Range Regional Transportation Plan (administered by COMPASS) is hereby adopted by reference as part of Meridian's Comprehensive Plan.

Key Transportation Assumptions

- US 20-26 will be a limited access highway that retains a speed of at least 45 miles per hour.
- A grade separated interchange is anticipated at the following intersections: SH16/US 20-26, SH16/Ustick Road and SH16/Franklin Road.
- Multi-modal centers will be encouraged near these interchanges
- Future bus routes will be on the arterial grid and will primarily serve neighborhood centers
- Ultimately, all arterial intersections and many half-mile intersections will have signal lights
- McMillan Road provides the best opportunity to create a North Meridian "community-oriented" transit boulevard, with emphasis on amenities and pedestrian-scale neighborhoods, services and character.

Arterials

1. The section-line arterial roadway network shall serve as the basis for an efficient and cost-effective transportation system.
2. Arterial roadways shall be classified as principal or minor, based on the applicable Transportation Authority determinations for full build-out estimates.
3. Access control standards shall be implemented to improve traffic flow, to minimize the number of travel lanes, to accommodate drainage and to provide for pedestrian safety.
 - Primary access to arterials shall generally be provided at quarter and half-mile intervals with right-in/right-out access provided at intervening points.
4. Pedestrian safety must be balanced with efficient traffic flow.
 - Designated pedestrian crossings shall be provided at all signalized intersections.
 - Center medians at intersections shall provide “safety zones” for pedestrians at all arterials which are five lanes or wider.
5. Arterial intersection design alternatives are encouraged at key intersections that will assure traffic flow is balanced with pedestrian access and the viability of adjacent land uses.
6. Non-structural surface drainage areas are encouraged at key intersection between primary access points where roadways narrow.
 - Sidewalks shall be located behind such drainage areas, away from traffic lanes.

Collectors and Backage Roads

Figure VI-8.A, North Meridian Auto Circulation Map, is a map of planned collectors and backage roads in the North Meridian Area. This map is intended to replace Figure VI-8, Auto Circulation: Future Collector Streets, for the area between Ustick Road and Chinden Boulevard and west of Locust Grove Road. It also includes the expanded Area of City Impact boundaries north of Chinden Boulevard and west of McDermott Road.

The map legend on Figure VI-8.A shows four different types of new roadways: Collectors, Preferred Collectors, Backage Roads and Preferred Backage Roads. The solid lines depict either existing or planned roads and the dashed lines depict the City’s preferred or recommended location of future roads.

Special Note for Implementing Figure VI-8.A, North Meridian Auto Circulation Map:
Figure VI-8.A does not show any collector road extending north to the Phyllis Canal.

The two collectors shown on the north side of US 20-26 at half-mile locations are called-out as key access points to collect future local road traffic. However, this figure does not imply that the City of Meridian will approve future developments which do not take into consideration access needs for development north of the Phyllis Canal. It is fully expected that the City of Meridian will require at least two stub streets to ensure parcels north of the canal have access to US 20-26.

Additional descriptions and policies for each category are listed below:

Collector Roads (solid blue lines)

1. Intersections of new collectors and Chinden Boulevard/US 20-26 shall be limited to one per mile and located as close to the half mile as feasible.
2. Intersections of new collectors and arterial roads shall be located as close to the half mile as feasible and, where needed, as close to the quarter mile as feasible.
3. Where a new collector (solid line) falls entirely within the boundaries of a proposed development, the developer shall be responsible to construct the roadway to an ACHD-approved collector road standard and as close to the depicted location as possible.
4. Collectors shall be designed to provide efficient traffic movement from neighborhoods to the arterial system while maintaining the integrity and internal accessibility of neighborhoods.
5. Collector roadway restrictions shall be required only from the point where internal street trip counts exceed local street standards to the arterial roadway.
6. Where alternate means of vehicular access to the collector are provided (e.g. alleys), front-on uses and housing on the collector are encouraged. This policy is intended to promote more attractive collectors with uses oriented to the road and to discourage any “tunnel effect” created by lining the street with fences.
7. Where the collector falls on a shared property line, the developer shall have the option to either construct the full roadway on his/her property or construct only the minimum street section necessary for that development. In the latter case, the adjoining property owner must agree in writing to dedicate the balance of the required collector right-of-way to ACHD at the same time.
8. The intent of constructing a collector “loop” near the intersection of two arterial roads (especially where commercial or mixed use designations are shown) is to reduce intersection congestion and to provide primary vehicular access off of the collector. The City will generally discourage direct access to arterials within 500 feet of an arterial intersection where a collector and/or local commercial road can be provided.

Preferred Collector Roads (dashed blue lines)

1. These lines represent more generalized locations of future collectors where the planned land uses will likely warrant construction of a more limited access road (e.g. medium to high density housing, community park, etc.). The purpose is to create a more predictable and functional street circulation system and to encourage direct access to commercial services from within the same section without needing to use the arterial roads.

2. Developments in areas where preferred collectors are shown should incorporate a collector road in the site design or accomplish similar circulation goals through an alternative method.
3. When collectors are constructed in these locations, the collector road standards listed above shall apply.

Backpage Roads (solid green lines)

1. Backpage roads are intended to serve primarily non-residential land uses that front onto a state highway. They differ from frontage roads in that buildings, landscaping or other uses are to be constructed between the highway and the road.
2. The purpose of these roads is: 1) to facilitate ITD's and the City's limited access policies to state highways and 2) to effectively move traffic from the highway to the businesses and other uses that front state highways.
3. Residential uses should not have direct vehicular access to backpage roads so as to prevent cut through traffic or other potentially unsafe traffic conditions.
4. Backpage roads are strongly encouraged to be public but may be private where it is clearly demonstrated that trip generations and travel patterns will not benefit from a public facility.
5. Where a backpage road is private, cross-access agreements with adjacent properties will be required to accomplish the desired circulation goals.

Preferred Backpage Roads (dashed green lines)

1. These lines represent more generalized locations of future backpage roads where the planned land uses will likely warrant their construction.
2. Developments where preferred backpage roads are shown should incorporate them in the site design or accomplish similar circulation goals through some alternative method.
3. When backpage roads are constructed in these locations, the standards listed above for backpage roads shall apply.

Public Transportation

1. Land use patterns and residential densities along McMillan Road, east of McDermott Road, shall encourage future public transportation as North Meridian's "community-oriented" corridor.
2. Public transportation facilities will be planned with Valley Regional Transit (VRT) and "stops" shall be provided in designated activity centers on McMillan Road.
3. North/south arterial linkages to east/west public transportation routes will be designated.

Future State Highway 16 Corridor Area

Purpose & Intent

The City of Meridian supports the Idaho Transportation Department's (ITD) plan to extend SH16 from SH44 to I-84. The City's preferred alignment, after crossing south of the Boise River, is to follow the existing McDermott Road right-of-way south to I-84.

It is the City of Meridian's intention to limit annexations and new development within the McDermott Road area until a plan is approved that specifies the SH16 right-of-way location and the associated right-of-way acquisition needs.

The City is concerned about the fiscal, environmental and general quality of life effects that a new state highway can have upon existing and future citizens. We find it is in the best interest of the city to protect the McDermott Road area from development until more details are known about the size, location, function and land use impacts of this regional transportation facility.

The City supports the following policies listed in COMPASS's 2030 long-range transportation plan (limited update) regarding transportation corridor preservation:

- a. COMPASS will coordinate with the cities, Ada County, the Ada County Highway District, and the Idaho Transportation Department to improve plans' and ordinances' abilities to preserve needed rights-of-way through adequate setbacks.
- b. COMPASS will work with local and state elected officials to increase funding for long-term preservation of rights-of-way, which could substantially reduce future costs and reduce conflicts with neighborhoods and businesses. One option to be considered should be a dedicated fund restricted to rights-of-way preservation.
- c. COMPASS will support, in coordination with the Idaho Transportation Department and/or the Ada County Highway District, a study to identify specific alignment of the west county river crossing to align with State Highway 16.

Support for McDermott Road Alignment

The City of Meridian supports the McDermott Road alignment for the following reasons:

- Instead of dividing our community at Ten Mile Road or Black Cat Road, the state highway would be located at the edge of our Area of Impact--which would separate Meridian from Nampa and Ada County from Canyon County (south of Ustick Road). Although the highway would divide the four square miles west of McDermott Road from the rest of Meridian, the City believes this area is large enough to still be blended with the Meridian community.

- The obstacles to preserve sufficient right-of-way and to limit development and curb cuts along McDermott Road are fewer than along Ten Mile Road or Black Cat Road.
- There are fewer existing parcels to negotiate future right-of-way purchase from and the highway impacts fewer property owners in the McDermott Road corridor.
- A McDermott Road alignment fits the logical progression of freeway interchanges at two-mile spacing along I-84 (i.e. Meridian, Ten Mile, McDermott, Garrity).

Guiding Policies

- The City of Meridian supports a collaborative, public-private partnership with property owners, ITD, Ada County, Canyon County, adjacent cities and other affected parties to identify a preferred alignment for the future SH16 extension.
- The City of Meridian encourages Ada County to adopt the City's access management policy for the future SH16 (from Title 11, Chapter 3, Article H of Meridian's Unified Development Code) pertaining to development within Meridian's Area of Impact that precedes annexation. This policy states that no access shall be allowed except at specific interchange locations as established by the Idaho Transportation Department.

Page 76, after Section C, "Water"

- Insert a new paragraph called "Drainage" and re-label numbering:

"The handling of storm water drainage presents an ever-present challenge for both the public and private sectors. The Ada County Highway District has completed drainage studies for portions of Meridian's Area of Impact and is studying additional areas. Given the topography and water table, alternatives for handling of surface drainage are limited.

The implications are significant. If subsurface solutions are not available, then large areas of land will be consumed for drainage facilities. Those areas could serve jointly as open space and storm water facilities, if designed to handle the low-volume storms without restricting the area's use for other purposes, including recreation.

The use of natural and existing constructed drains for storm water must be explored, and standards established to make the use of such drains a feasible alternative to the consumption of large areas of land. This is an area where cooperation between the public agencies and development community is needed. The City will apply the following general policies when reviewing new developments and drainage:

1. Drainage solutions shall be formulated to address the requirements of the public (City of Meridian and ACHD), irrigation/drainage districts, and the development community.

2. Solutions may include subsurface or surface facilities, and discharge into drains.
 - “Non-structural” drainage bio-swales along the arterial roadways may minimize “regional” solutions and reduce costs.
 - Surface facilities may include public and private open space areas where design for low-volume events enables the use of the area for its primary purpose of recreation or other open space activity.
3. The public agencies (City, County and / or ACHD), in concert with the development community, will work with the irrigation/drainage entity to resolve issues of liability and discharge standards for drainage from public rights-of-way and facilities, including local streets.”

Page 79, Goal II, Obj. A

- Add a new policy (#17) as follows: “At a minimum, collectors must extend in a generally straight line for 200 to 400 feet beyond the intersection with an arterial. Beyond that point, the alignment of the collector is flexible. A public street system should be continuous through the full mile section. This does not preclude the use of traffic calming measures, nor does it imply the roadway has a straight alignment.”