



COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Linder Road

Includes river crossing and new overpass – Lake Hazel Road to State Highway 44

Priority 6 Priority 7 (Updated February 26, 2018)

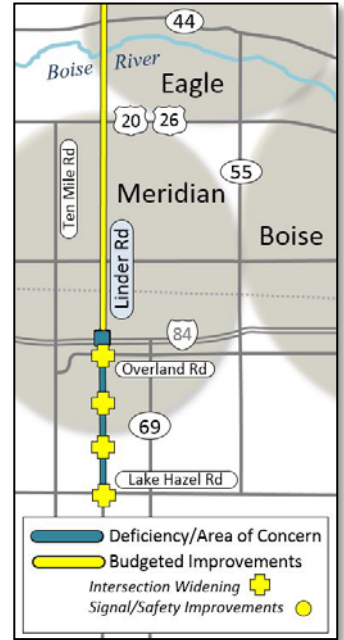
Background

Linder Road runs north-south from the foothills north of Eagle to Kuna. It provides a parallel route to Ten Mile Road and Meridian Road, although there is a gap at I-84 from Franklin Road to Overland Road. Throughout the majority of the corridor, Linder Road is currently bordered by farmland.

Constructing an I-84 overpass would make Linder Road the longest continuous north-south street in Ada County and allow it to serve as an alternate route to Ten Mile Road and Meridian Road.

The Corridor at a Glance

- For most of its 17 miles, Linder road is two lanes wide, including this portion of concern
- There are no bike lanes on this stretch
- Sidewalks are in place on at least one side of Linder for most of the distance from Franklin Road south to I-84 (over ½ mile)
- No bus routes or park-and-ride lots on Linder Road
- This part of the corridor is mostly rural, but includes a number of subdivisions
- Points of interest (north to south)
 - Meridian High School and Boise Valley Railroad nearby (north of Franklin Road)
 - Peregrine Elementary
 - No overpass on I-84
 - Multiple irrigation canal crossings
 - Linder Farms (south of Lake Hazel Road)



Problem

The cities of Eagle, Meridian, Star, and Kuna are expected to grow significantly by 2040, and population growth in the Eagle foothills will put more demand on all north-south routes. Additional employment is anticipated near Overland Road, and retail and residential growth is likely near the Ten Mile Road and Meridian interchanges.

Current and Future ¹	2013	2040
Population	20,069	33,566
Households	6,518	11,990
Employment	2,756	9,758

The main north-south roadways serving these communities, Ten Mile and Meridian Roads, are already experiencing high volumes of traffic. Linder Road could provide an alternate “reliever” route but it’s not currently continuous, as a gap exists at I-84 between Franklin and Overland Roads.

Because there is no overpass, Linder Road traffic has to divert to Ten Mile Road or Meridian Road to cross I-84. With that diversion, it currently takes an average of 20 minutes to drive from Lake Hazel Road to Beacon Light Road. The same drive is expected to increase to 30 minutes by 2040, even with the various improvements that are budgeted for Linder Road. If the unfunded improvements (below) can be built, the driving time on Linder will remain at 20 minutes.

¹ Population, housing, and employment in the corridor are based on neighborhoods and other developments near the road.



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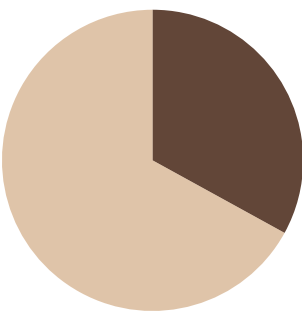
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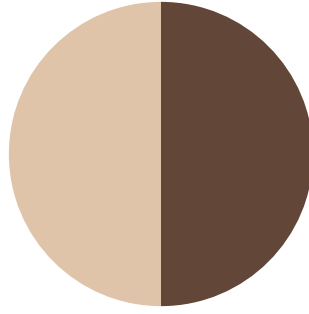
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Drive Times, 2013 vs. 2040, Lake Hazel Road to Beacon Light Road

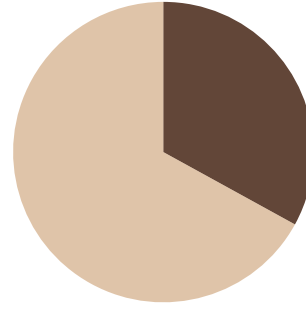
Each pie chart represents one hour. Drive times are in dark brown.



2013



2040 Funded*



2040 Funded Plus Unfunded**

* 2040 Funded reflects the 2013 regional transportation system and all the expansion/improvement projects that are funded in agencies' approved budgets or capital improvement plans, listed in CIM 2040 (Chapter 6, Tables 6.2 and 6.3).

** Unfunded projects/improvements includes all the unfunded needs discussed in this summary and listed in CIM 2040 (Chapter 6, Table 6.5).

When a road, transit line, bikeway or other part of the transportation system is improved, it can accommodate more traffic and, therefore, it attracts more users. Even with more traffic, traveling conditions will be better with the improvements, including on Linder Road. It is anticipated that about 27,000 vehicles would use an overpass on Linder Road every day, reducing the amount of traffic going through the Ten Mile and Meridian Road interchanges.

Other Considerations

Roadway Users

Most of the analysis to identify the increased traffic issue is based on cars, the main mode of transportation on streets and highways. Pedestrians, bicycles, and vehicles such as freight trucks, farm equipment, and buses may also share the road.

Environmental Issues

Changes to a roadway can impact the surrounding environment as well as the people who live nearby. Before major road projects are built, their potential effects are analyzed to make sure they meet environmental regulations as well as provide for "environmental justice," ensuring all people can be involved and are treated fairly.²

There are no environmental justice concerns for this part of the corridor, but a number of environmental issues do exist:

- The majority of the corridor from Franklin Road to Lake Hazel Road is irrigated, prime farmland.
- Increased traffic would impact noise levels and aesthetics of the existing neighborhood north of the I-84 overpass.

² See federal environmental justice definitions at www.epa.gov/region07/ej/definitions.htm.



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Budgeted Projects

ACHD is planning the following roadway improvements along Linder Road:

- intersection improvements at Franklin, Overland, Victory, Amity, Lake Hazel, and Deer Flat Roads
- widening/building Linder Road from Overland Road to I-84 and from I-84 to Beacon Light Road, not including an I-84 overpass
 - For most of the corridor, Linder will be widened to five lanes.
 - From US Highway 20/26 to State Highway 44, the road would be widened to seven lanes, including the Boise River crossing.

Operations, Management and Technology Projects: Aside from road widening, other actions such as improving driveways or changing the traffic signals can help improve traffic conditions. The regional Intelligent Transportation System plan³ includes region-wide technology and incident-response improvements, but there are no plans for specific projects along Linder Road.

Unfunded Future Needs

Roadway: Building an overpass over I-84 would allow Linder Road to serve as a continuous “reliever” route for Ten Mile and Meridian Roads—especially since the Boise River bridges on Linder Road are budgeted to be widened to accommodate increased demand.

Additionally, the ACHD *Capital Improvements Plan* includes recommendations to widen Linder Road between Lake Hazel Road and Overland Road.⁴ The budgeted intersection projects listed above do not include widening stretches of the road between the intersections.

Bus Service/Park and Ride: The regional transit services plan, *valleyconnect*, does not call for any fixed bus routes or park-and-ride lots for Linder Road. However, it does include

- Flex Route #34 in north Meridian, which will be close in proximity to this corridor; and
- fixed routes along Overland and Franklin roads, crossing Linder Road.

Additionally, Linder Road crosses the existing Boise Valley Railroad tracks, which is a possible location for a high-capacity transit system, depending on future evaluations.

Walking/Biking: Bike lanes are generally added by ACHD when a street or intersection is improved or widened, and most new developments include sidewalks or pathways along adjacent streets. ACHD and the Cities of Meridian and Kuna are planning a few specific projects for this corridor:

- ACHD's *Roadways to Bikeways Master Plan* includes bike lanes for Linder Road from Eagle through Meridian to Kuna in the medium-term.⁵
- The *Meridian Pathways Master Plan* proposes a pathway along part of Linder Road south of I-84, and several other pathways that would cross Linder Road along canals and other waterways.⁶
- South of this segment of Linder Road, the *Kuna Downtown Corridor Plan*, developed by ACHD with the City of Kuna, proposes completing sidewalks and bike lanes through the downtown area on Linder Road, continuing south on Swan Falls Road.⁷

³ *Final Report: Treasure Valley Transportation System: Operations, Management, and ITS* can be found online at www.compassidaho.org/prodserve/cms-intro.htm.

⁴ www.achdidaho.org/Departments/ROWDS/CIP.aspx

⁵ www.achdidaho.org/Projects/PublicProject.aspx?ProjectID=77

⁶ www.meridiancity.org/parks_rec.aspx?id=2667

⁷ www.achdidaho.org/projects/PublicProject.aspx?ProjectID=225