

TRANSPORTATION CONTEXT

UNDERSTANDING THE RELATIONSHIP BETWEEN LAND USE AND TRANSPORTATION

In Meridian, the Ada County Highway District (ACHD) is responsible for designing, constructing and maintaining the roads; **the City does not have a roadway department.** The Idaho Transportation Department (ITD) builds and maintains the State highways, including: Interstate 84, Eagle Road/SH-55, Chinden Boulevard/US 20-26, and Meridian Road/SH-69.

This, however, does not mean that the City does not plan for roadways. In fact, roadway considerations including the siting of driveways (curb cuts), drive aisles, and site circulation, are important in nearly all land use decisions.

For more information, see: <http://www.meridiacity.org/transportation/>

Transportation and Land Use Integration

Roads inherently exist to move people and goods. This does not mean that all roads serve all users in all locations though. Roadways much like zoning designations are not one size fits all. Some uses are better in certain locations for example, as site design concessions to otherwise meet industry standards make their location impractical. Transportation and land use integration seeks to ensure:

- » **Protection of public safety**, by ensuring the compatible design, development, and interface between private and public realms.
- » **Protection of public investment**, and that certain users do not adversely or incrementally harm use by the public at large; and
- » **Protection of private investment**, and ensuring that new development does not adversely or incrementally harm existing users, without fair and just improvements or compensation into the system.

See the ACHD Transportation and Land Use Integration Plan website (TLIP) for more information at: <http://www.achdidaho.org/Departments/PP/TLIP.aspx>

Roadway Typology Categories

There are more typologies than can be covered here, but at a higher level there are four basic typology groups:

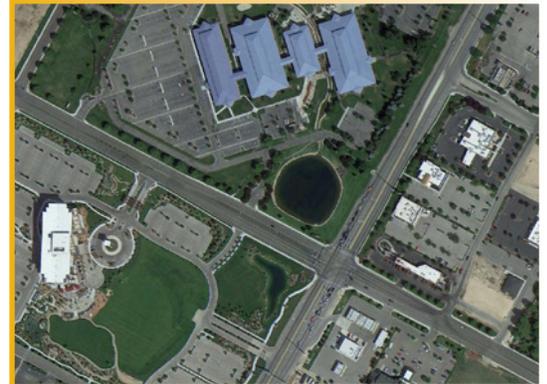
- » **Mobility Corridors**, which have limited access and are intended to move people over longer distances;
- » **Arterial Roadways**, which serve higher traffic volumes and provide controlled access to a variety of uses;
- » **Collector Roadways**, which serve moderate traffic volumes, and connect local roadways to arterials; and
- » **Local Roadways**, which typically serve lighter traffic volumes in residential neighborhoods.

What is a Roadway Typology?

- » Roadway typologies are used to describe the function of a roadway as it relates to the existing or planned land uses adjacent to it. While vehicle trips per day are an element of the designation, it's also about the types of uses, users, orientation and access to them.

What is a Land Use?

- » Land use, generically in this case, is an indication of the type of residence, business, or activity that is either occurring, or will occur on a site. It relates to either or both the zoning designation on a site (the current use), and the future land use on a site (the types of uses envisioned in the future).



Contact Information

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Site Access

Site access, and more specifically curb cuts in the context of roadways, is an important consideration for transportation and land use. The improper siting and installation of curb cuts can have severe consequences for public safety, site circulation, and may negatively impact all roadway, bike lane, and sidewalk users. **Curb cuts for mobility corridors are heavily controlled (see UDC 11-3A-3 & UDC 11-3H-4)**, to preserve for efficient through travel of the public at large. As a general rule of thumb, curb cuts on state highways, arterial, and collector roadways, **are restricted** when:

- » **Shared driveways are feasible**, or were already planned for. New commercial development will typically be required to develop curb cuts at locations that can be shared, or allow and be supportive of connecting drive aisles with future neighboring development;
- » **Stub Streets are provided to the site**, or other similar access (e.g. - backage roads), from adjacent properties;
- » **Near intersections**, particularly on arterial and collector roadways, where safety becomes an issues for turning traffic; and
- » **In close proximity to other curb cuts**, where multiple points of ingress and egress can congest and unreasonably reduce the efficiency of on-street traffic, and the overall network performance.

References and Additional Information

The following are links to the various plans, policy, and studies referenced in applicable transportation policy. For more information on referenced material, see the associated website for applicable information, or contact the responsible agency (see the first page). If you are unclear which policy references are applicable, City of Meridian Planning Division staff can help.

TRANSPORTATION POLICY REFERENCES & SUPPORT

Name and Description

City of Meridian References

City of Meridian Comprehensive Plan

» www.meridiancity.org/compplan

City of Meridian Future Land Use Map

» www.meridiancity.org/compplan

City of Meridian Unified Development Code

» http://www.sterlingcodifiers.com/codebook/index.php?book_id=306

Ten Mile Interchange Specific Area Plan

» www.meridiancity.org/TMISAP

Other Agency References

ACHD Complete Streets Policy

» <http://www.achdidaho.org/departments/PP/TLIP.aspx>

ACHD Master Street Map

» <http://www.achdidaho.org/departments/PP/TLIP.aspx>

ACHD Transportation Land Use Integration Plan

» <http://www.achdidaho.org/departments/PP/TLIP.aspx>

COMPASS Regional Long-range Transportation Plan

» <http://www.compassidaho.org/prodserv/reglrtranpl.htm>

Note: In some cases, other plans, studies, or policy may be applicable. Contact the City of Meridian Planning Division to determine whether other references may be applicable.

