NAMPA
IDAHO

Citywide Transportation Plan

Prepared for

City of Nampa, Idaho

Adopted April, 2012

ACKNOWLEDGEMENTS

Special thanks to those that gave their time and talents to this effort:

City of Nampa;
- Michael Fuss, Public Works Director
- Len Grady, City Engineer
- Clair Bowman, Senior Transportation Planner
- Ken Melton, Traffic Division Manager
- Rod Collins, GIS Manager
- Craig Tarter, GIS Manager
- Rodney Ashby, Planner
- Beth Ineck, Assistant Director, Community and Economic Development
- Sharla Arledge, Public Information Officer

Nampa Highway District #1;
- Eric Shannon, Engineer
- Todd Milich

COMPASS;
- MaryAnn Waldinger, Principal Planner

And Members of the Nampa Community Advisory Committee

TABLE OF CONTENTS

TABLES

FIGURES

ACRONYMS AND DEFINITIONS

ACHD	Ada County Highway District
AWSC	All-Way Stop Control
ADT	Average Daily Traffic
CAC	Community Advisory Committee
CHD4	Canyon Highway District #4
CIM	Communities in Motion –Long Range Transportation Plan
CIP	Capital Improvements Plan
COMPASS	Community Planning Association of Southwest Idaho
DOL	Idaho Department of Labor
GIS	Geographic Information System
GO	General Obligation
HCM 2000	Highway Capacity Manual, Year 2000 edition
HALs	High Accident Location(s)
HDA	Highway Distribution Account
I-84	Interstate 84
I-84 Bus.	Interstate 84 Business Loop (through Nampa and Caldwell)
ITD	Idaho Transportation Department
ITE	Institute of Transportation Engineers
LHTAC	Local Highway Technical Assistance Council
LOS	Level of Service
MOE(s)	Measure(s) of Effectiveness
mph	Miles per hour
MPO	Metropolitan Planning Organization
MUTCD	Manual on Uniform Traffic Control Devices for Streets and Highways
NCHRP	National Cooperative Highway Research Program
NDC	Nampa Development Corporation
NHD1	Nampa Highway District #1
NNU	Northwest Nazarene University
OWSC	One-Way Stop Control
PMI	Pavement Management Index
ROW	Right-of-way
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users
SH-16	State Highway 16
SH-44	State Highway 44

SH-45	State Highway 45
SH-55	State Highway 55
STIP	Statewide Transportation Improvement Program
STP-U	Surface Transportation Program - Urban
STP-R	Surface Transportation Program - Rural
"study area"	The master planning area for the City of Nampa (see Fig. 1)
TAZ	Traffic Analysis Zone
"The Plan"	The Nampa Citywide Transportation Master Plan
TIP	Transportation Improvement Program – Nampa Urbanized Area
TMA	Transportation Management Area
TWLTL	Two Way Left Turn Lane
TWSC	Two-Way Stop Control
US 20/26	United States Highway 20/26
VRT	Valley Regional Transit

I EXECUTIVE SUMMARY

I.1 BACKGROUND

Nampa is the largest city in the State of Idaho having primary jurisdiction over its local roadway system. Located just sixteen miles west of Boise, the state's largest city, Nampa is bordered by three highway districts. The City of Nampa is located near the center of the Boise Metropolitan Statistical Area, also referred to as the Treasure Valley, the largest metropolitan area in the State of Idaho and home to the 4th largest population base in the Pacific Northwest region.

The City of Nampa is served by a complete transportation system. It is highly connected to other cities in the Treasure Valley via I-84 and several state-owned highways. Nampa is also connected to the greater Pacific Northwest and Intermountain west through I-84, the Union Pacific Railroad, two municipal airports, and one regional airport (the Boise Air Terminal). Public transportation in the Treasure Valley is offered through several services administered by the area's regional transit authority, VRT.

It is due, in part, to this multimodal connectivity that the City of Nampa has experienced such a large amount of growth and development over the past two decades. With this growth has come increased traffic, greater roadway congestion, and longer travel times no matter the destination. Growth has increased the amount of freight moved through the City by trucks and rail cars. Within the City, it has increased the demand for adequate bicycle and pedestrian facilities – transportation system features not typically provided in the once-rural city.

The City embarked on a transportation master-planning effort in 2008, led by its Public Works Department. The Nampa Citywide Transportation Master Plan (hereafter referred to as The Plan) is intended to be a 25-year blueprint for improving and expanding transportation systems throughout the City of Nampa and its area of impact. **Figure 1** displays the study area boundaries, roughly defined as:

- North to US 20/26
- East to McDermott Road
- South to Bowmont Road
- West to Midway Road/Rim Road

The overall goal of The Plan is to identify critical investments needed to implement a safe, efficient, and sustainable transportation system that responds to current and future expectations of a growing community. In the spirit of that goal, The Plan's objectives are twofold:

1. Develop a fiscally constrained, prioritized blueprint for all modes of transportation throughout the City of Nampa and its proposed Area of City Impact.
2. Conduct the planning process in a fiscally prudent manner.

Due to financial constraints, The Plan emphasizes the needs and priorities of the major, high traffic roadways and intersections in the study area. However, through stakeholder outreach activities conducted as part of the planning process, some immediate needs related to pedestrians and bicyclists are also identified.

Other transportation plans covering the City of Nampa's system are incorporated or referenced to avoid redundancy. For example, the *Nampa Bicycle and Pedestrian Master Plan (pending)* speaks directly to needs identified by stakeholders in the planning process for this Transportation Plan. This master plan sets standards for bicycle and pedestrian infrastructure as related to pathways, streets and transportation in general. Its guidelines will be incorporated into this Plan by reference when adopted by the Nampa City Council.

Likewise, Valley Regional Transit (VRT) is responsible for public transportation planning and implementation in the Treasure Valley. Therefore, The Plan references VRT's plans for current and future public transportation needs in Nampa.

A technical oversight committee (the Project Coordinating Committee, or PCC) was formed to aid in developing The Plan. Its membership included NHD1 staff and City employees from a number of relevant departments:

- Economic Development
- Mayor's Office
- NHD1
- Planning and Zoning
- Public Works

Input on The Plan was solicited in multiple ways. The first was to establish a Community Advisory Committee (CAC). Eighty-members strong, it included:

- Three dozen volunteers solicited with a citywide mailing;
- A dozen selected business leaders;
- Elected officials from local governments in Canyon County;
- Representatives of transportation planning agencies such as ITD, NHD1 and COMPASS, and
- A number of city employees from relevant departments.

Further input was solicited via a website specific to the effort that allowed those interested in the process to review materials as they became available and submit comments or questions to

Public Works Department staff. The community was surveyed to obtain input on current and future system needs. Newsletters were distributed to inform Nampa residents of the planning effort and offer them an opportunity to participate. An open house-style public meeting was also held at which elements of The Plan were presented for review and comment alongside information from COMPASS and VRT long-range plans.

1.2 EXISTING CONDITIONS AND FUTURE NEEDS

Data on current conditions of the arterial roadway network were collected and documented for the entire study area. Information was obtained from a number of sources, including the City of Nampa, NHD1, COMPASS, VRT, and ITD. **Figures 4 through 8** display existing features of the arterial roadway network located in the study area.

A planning-level assessment of existing arterial roadway and intersection capacity needs was explored through an analysis of current (2010) traffic volumes. Identifying capacity-based needs involved establishing performance standards (or planning thresholds) based on traffic volumes. Roadways and intersections throughout the study area were included in the analysis, even if they were owned and operated by other entities such as ITD, NHD1 and CHD4. This analysis provided the basis for subsequent project lists.

Planning thresholds developed for The Plan were based on a standard user-based performance scale established by the *Highway Capacity Manual* (TRB, 2000). "Level of Service" (or LOS) quantifies the operation of a roadway or intersection using six letter grades "A" through "F", "A" being the least congested condition and "F" the most congested condition. LOS D was chosen as the most appropriate planning threshold after some discussion regarding merits of LOS E as opposed to LOS D. Selecting LOS D for the planning threshold was founded on three major principles:

- LOS D is the de facto standard used in the Treasure Valley by many regional and local transportation plans,
- LOS D allows some flexibility in plan implementation, and
- LOS D provides a more comprehensive list of capacity-based needs than would be derived with a LOS E threshold.

Traffic volume forecasts for each arterial roadway in the study area were compared to planning thresholds given the roadway's current lane configuration (number of lanes). If current traffic volume exceeded the planning threshold for a given roadway, the necessary number of lanes to achieve LOS D was estimated based on the forecasted traffic volumes for the year 2035.

Planning thresholds for intersections were established in much the same way. All arterial intersections in the study area are currently controlled using either "stop" signs, traffic signals, or

with a roundabout intersection design. Planning thresholds were developed for each type of intersection control based on LOS D. The planning-level analysis conducted for The Plan did not provide the detail necessary to identify specific improvements needed at each location. Instead, it simply determined if there was a need for increased capacity (i.e. adding turn lanes).

The same methodology and planning thresholds used to identify capacity needs were then applied to future years' capacity needs. Future needs were developed for several analysis years; 2015, 2020, 2025, 2030, and 2035. COMPASS' regional travel demand model was used to forecast future year traffic volumes throughout the study area. Demographic forecasts recently completed by the Public Works Department were used to provide long-range population and land use components for the COMPASS model.

The City of Nampa supports utilization of roundabouts for many intersections. However roundabouts may not be appropriate for every arterial intersection. Therefore screening criteria were developed to determine if a roundabout would be appropriate. Criteria were based on guidelines from the Federal Highway Administration document *Roundabouts: An Informational Guide* and the Ada County Highway District's *Ada County Roundabout Study: Draft Roundabout Application Guidelines for Ada County*. The intent of these criteria was to identify intersections that are good candidates for roundabout treatments. They were not intended to replace the need for further study and analysis. All seven criteria in these documents were required to be met before a roundabout would be considered at a specific intersection.

Alternatives to the current traffic pattern in Downtown Nampa were also considered using the preceding analysis methodologies to aid the Nampa Development Corporation (NDC) with the development of an alternative traffic pattern. Roadway and intersection capacity needs in Downtown Nampa were estimated based on year 2035 travel demands. Twelve traffic alternatives were then developed with particular attention paid to making downtown more accommodating to bicyclists and pedestrians as well as vehicles. A screening process identified two reasonable traffic alternatives for further analysis and refinement. Alternative 1A, which promotes the use of Northside Boulevard for travel between 12th Avenue South (SH-45) and I-84 by improving Yale Street and 7th Street South, was recommended for implementation based on traffic modeling analyses. The *Downtown Traffic Alternatives Analysis* (October 2010) provides more detail on the alternatives considered and the screening process used to select alternatives for more detailed traffic modeling. Alternative 1A is not included anywhere in the lists of needed improvements developed for The Plan, but capacity improvements to Yale Street and 7th Street South were identified during the capacity analysis of arterial roadways and intersections.

Figures 9 and **10** highlight arterial roadways and intersections that were identified as being in need of improvement based on capacity analysis results. Overall, the analysis identified approximately 122 miles of needed arterial roadway improvements and 120 intersection improvements over the next 25 years:

- Approximately 22.5 miles of arterial roadway and 56 intersections were identified as either currently deficient or likely to become deficient between now and 2019.
- Approximately 99 miles of arterial roadway and 45 intersections were identified to become deficient between 2020 and 2035.

Additionally, 81 community-based needs were identified. Community-based needs are transportation improvements identified by members of the CAC, website suggestions, or by other stakeholders. Many of the needs identified were related to bicycle, pedestrian and public transportation modes. It was assumed that the needs identified by the community were all existing needs.

Public transportation needs were identified during the planning process, but not considered in The Plan, since transit service and facilities are primarily planned and funded by VRT on a regional basis. Therefore, Nampa, through its participation on the VRT Board of Directors, will continue to pursue funding for its public transportation needs. However, the City can help facilitate future public transportation needs by ensuring the City's roadway system has adequate capacity.

Collectively, capacity-based and community-based needs were organize into four project types for evaluation purposes:

- Roadway Capacity
- Intersection Capacity
- Bicycle and Pedestrian
- Congestion Management

Needs were converted to discrete projects by identifying reasonable project termini. It was assumed that roadway projects would span no more than one mile in length while each intersection was considered as an individual project. Community-based needs were reviewed by Public Works staff, aggregated and defined so that each could be classified as either a bicycle/pedestrian project or a congestion management project. Projects were also classified into one of two time periods – short-term (2010 through 2019) and long-term (2020 through 2035) – based on when additional capacity is needed.

I.3 PROJECT PRIORITIZATION AND FUNDING

A primary reason for developing The Plan is to identify the City's most critical capacity improvement projects. Planning-level capacity analysis for the study area identified more than 100 capital improvement projects needed over the next 25 years. To fund all of them would, it was later estimated, require approximately $650 million (in 2010 dollars). This was, of course, far more than is available even with the most optimistic projection of the City's current and anticipated future revenue streams. Therefore priorities had to be established. Winnowing through the long list of potential improvement projects required a formalized prioritization process to identify which projects deserve highest consideration for whatever funding might be or become available.

A prioritization process and criteria were established to evaluate projects consistently for each of the four project types. A variety of alternative prioritization concepts employed by other transportation agencies was considered for The Plan. However, the process and criteria ultimately developed were based on the amount and type of data readily available for the study area.

Each project received a score and a rank relative to other projects of the same type based on how it performed during the evaluation process. Separate prioritized project lists were identified for short-term and long-term roadway capacity projects, for short-term and long-term intersection capacity projects, for bicycle and pedestrian projects, and for congestion management projects. Thus, six "Number 1" projects were identified, one for all four short-term project types and one for each of the two long-term project types.

Tables 23 through 28 display the transportation projects indentified by The Plan as ranked by the prioritization process. Note, however, that these project rankings are not to be confused with funding priorities. Ultimately, the Nampa City Council establishes the City's transportation improvement priorities via its funding decisions. The Plan merely provides tools and analyses necessary for staff to make transportation funding recommendations to the City Council, to local highway districts, to the regional MPO (COMPASS), to VRT, and to ITD.

ROW and construction costs were estimated for each individual roadway and intersection capacity project. These estimated costs were conceptual at best and relied upon several assumptions. Therefore, they should be used with caution. Estimates of unit costs do not include major utility work such as relocations. More detailed information will be collected for the "funded" projects as they are prepared for recommendation to implementing agencies, allowing cost estimates contained in The Plan to be replaced with better information.

Costs associated with community-based projects are estimated in 2010 dollars using information provided by the Public Works Department. For most of these projects, it was assumed that no additional ROW would be needed.

The City of Nampa typically relies upon three broad sources of funding for its transportation projects; federal, state, and local. Federal funding is provided by the federal government via transportation authorization bills passed by Congress. ITD, in partnership with local MPOs and ITD's Local Highway Technical Assistance Council (LHTAC), administers most transportation-related federal aid programs. Each such program requires local matching funds. Nampa competes for federal funding with other jurisdictions across the state. COMPASS, the designated MPO for Ada and Canyon Counties, aids the City in this process.

The primary source of state funding comes from the State of Idaho's highway distribution account (HDA). Revenues from this account are generated primarily from fuel taxes (gasoline and diesel) and vehicle registration fees. Distributions are based on a formula specified in Idaho Code (Title 40, Chapter 7). By contrast, there are several sources of local transportation funding available to city and/or county governments. The primary sources of local funding include property taxes, impact fees, and exactions. There are several miscellaneous transportation funding sources available, including franchise fees, the sale of assets, local improvement districts, and general obligation (GO) bonds. All of these are being or have been used by Nampa in recent years.

Forecasting the availability of transportation funding sources is difficult and requires several assumptions due to its dynamic nature. In late 2008, COMPASS commissioned an analysis of the available transportation funding sources in Ada and Canyon Counties specific to the time period from 2009 to 2035 (*Funding Transportation Needs*, Report No. 08-2009). Its purpose was to develop reasonable assumptions for how transportation funding sources could change over the next 25 years and estimate financial variables such as inflation, maintenance costs, public transportation revenues, and possible changes to the distribution formulas in use. The study reveals that federal and state funding sources are expected to increase at a rate below inflation while local funding sources are likely to grow at a rate comparable to inflation. Because growth in federal and state funding will not keep up with inflation, it is likely the City of Nampa will not be able to sustain the current level of capital improvements that it has over the past decade unless the difference is made up using local funding options.

Approximately $13.6 million in federal transportation funding and $1.9 million in local funds is anticipated for Nampa capital transportation projects between FY2010 – FY2015. The local funding estimate includes matching funds required as part of federal aid projects. Currently funded (committed) federal aid projects for FY2010 through FY2015 are:

- Nampa Downtown Traffic Signal Interconnect Project
- Amity Road, Chestnut Street to Kings Corner
- Intersection of Star and Franklin Road
- Karcher Road and Middleton Road Intersection
- 16th Avenue North Rebuild and Pedestrian Improvements

In addition to these projects, the Public Works Department intends to use local funds to complete several projects between FY2010 and FY2015 including:

- Improve the intersection of Happy Valley Road and Greenhurst Road (completed - 2010)
- Improve the intersection of Happy Valley Road and Stamm Lane
- Improve the intersection of Midland Boulevard and Lake Lowell Avenue
- Implement some form of access control along 12th Avenue South between Sherman Avenue and Dewey Avenue
- Eliminate left-in-left-out turns between Yale Street and Davis Street (completed in 2010)
- Create an NNU Neighborhood District by increasing informational signage, establishing crosswalks, constructing sidewalks, and adding bicycle lanes.

It may be possible to complete two additional impact-fee eligible, highly-ranked intersection capacity projects if adequate revenue is generated. It may also be possible to fund capacity projects outside of the impact fee program via public/private partnerships as development occurs within the City. However, current expectations are that no funding is anticipated to address any of the arterial capacity needs between FY2010 and FY2035.

I.4 POLICIES AND RECOMMENDATIONS

Several policy needs are identified in Section VIII based on information collected and analyses conducted during this project. Each is focused on a specific element of Nampa's transportation system. A sample of identified policy needs and recommendations include the following:

- Support strong, viable public transportation, bicycle and pedestrian opportunities as a fundamental component of a comprehensive, multi-modal transportation system.

- Establish preferred truck routes that support current needs of commercial, industrial and agricultural users. Develop an implementing ordinance.

- Adopt and implement a Transportation Impact Studies policy as contained in Section VII of this plan.

- Update the City of Nampa's Development Impact Fee ordinance in light of this transportation plan.

- Place on-street bicycle lanes primarily on streets functionally classified as Minor Arterials or lower.
- Consistently require sidewalks to be constructed for all developments or redevelopment along every street in the City.
- Manage the frequency and type of accesses given to development projects throughout the study area.
- Position high priority transportation projects for future federal funding options
- Provide reasonable criteria and standards for roadway and intersection designs based on functionality, context, and future capacity needs.

II INTRODUCTION

The City of Nampa, located in Canyon County, Idaho, is approximately 25 square miles in size with a 2010 population estimate of approximately 82,800. Nampa's average annual growth rate has been just over 6% since 2000, making it one of Idaho's fastest growing cities.

Nampa's roadway system was originally oriented around the Union Pacific Railroad which is still heavily used. As the City developed, a more robust network of roads was built in a north-south-east-west one-mile grid. The City's downtown is located within two miles of Southwestern Idaho's main thoroughfare, Interstate 84 (I-84), and is well connected to the region's major highways, including United States Highway 95 (US-95), Chinden Boulevard (US-20/26), and US-30. Two state highways, Idaho 45 and Idaho 55, connect the City to state and regional highways.

Nampa's high connectivity to regional highways, railroads, public transportation, and to two airports provides a solid basis for a complete transportation system. Traffic levels have increased as a result of this connectivity, Nampa's large growth rate and new development. Increased traffic has led to congestion, increased travel times, and associated problems. As the City continues to expand and become more urban, these problems will become more severe and widespread.

To identify current (2010-2015) and future (2015-2035) needs of the City's transportation system, the first-ever blueprint for improving and expanding Nampa's system has been developed. The study area for this planning effort encompasses the current Nampa area of impact. **Figure 1** displays the Nampa Citywide Transportation Plan study area boundaries. Roughly, the geography is:

- North to US 20/26
- East to McDermott Road
- South to Bowmont Road
- West to Midway Road/Rim Road

The study area was subdivided into five geographic regions due to the size of this City. These sub-areas were selected to provide improved focus on existing conditions. Nampa's existing transportation system and the condition of that system were documented to help identify critical components of the system, identify gaps, and provide information to help prioritize current and future needs. The City's own plans for growth were used, in conjunction with a regional forecasting model, to identify possible roadway needs. Community involvement was critical in

defining non-roadway needs. Many local and regional plans were also consulted to help in this process.

Needs, once identified, were prioritized to spot projects that represent critical elements of the system required to meet the City's transportation goals and objectives. Estimates of future funding and their sources were identified and project costs estimated. Finally, funding estimates were applied to the lists of project priorities, resulting in a CIP for the City of Nampa.

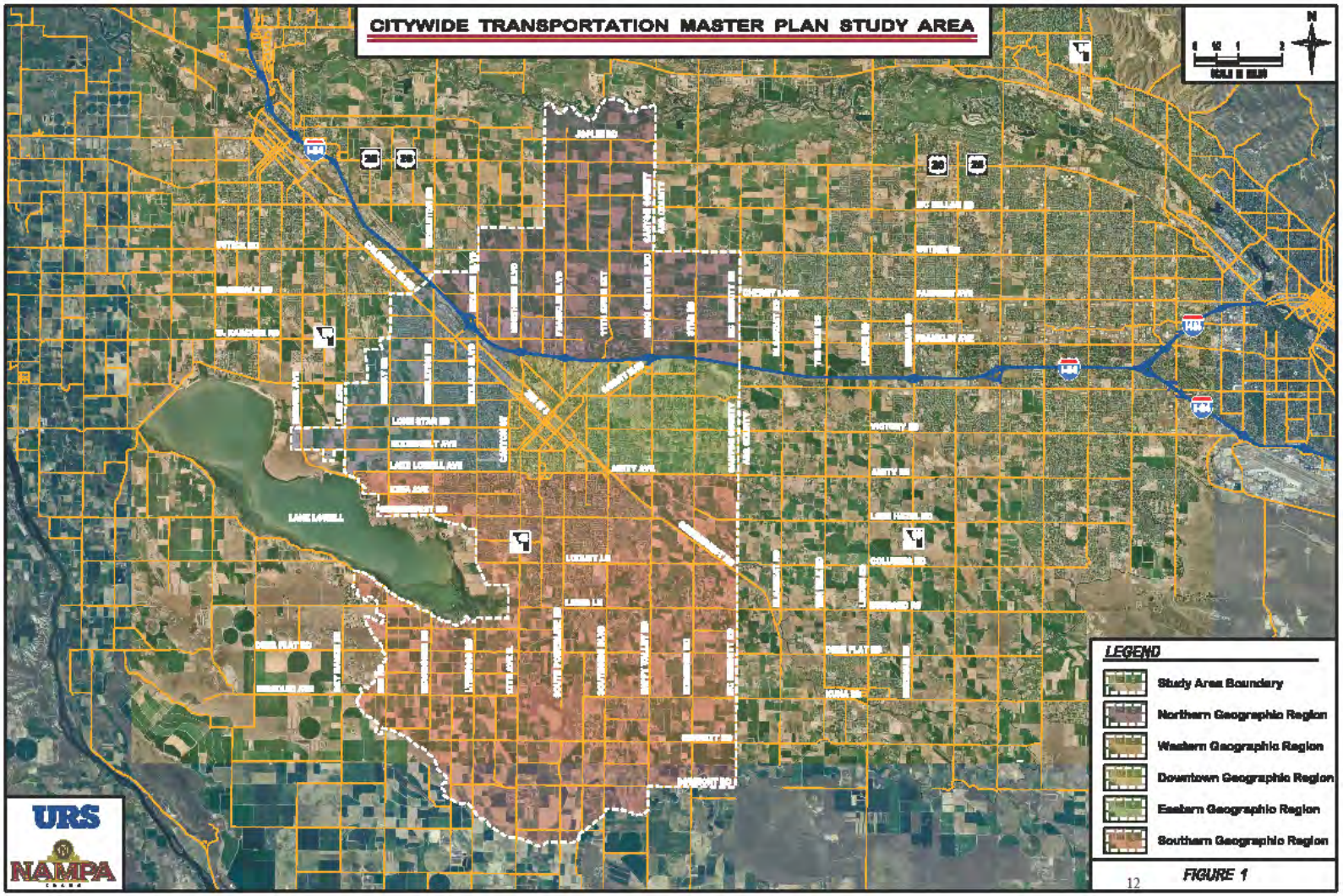
II.1 AGENCY INVOLVEMENT

A technical Project Coordination Committee (PCC) was formed to aid in developing the City's transportation plan (The Plan). Its membership included City employees from a number of relevant departments:

- Public Works
- Planning and Zoning
- Economic Development
- Mayor's Office

Other transportation agencies involved in the Project Coordination Committee (PCC) included NHD1 and COMPASS. The PCC met on a regular basis to guide The Plan's development, review planning materials, and prepare for and conduct community involvement opportunities.

Figure 1: Citywide Transportation Master Plan Study Area



II.2 COMMUNITY INVOLVEMENT

Input on the transportation master-planning effort was acquired in multiple ways. The City established a website specific to the effort that allowed those interested in the process to review planning materials as they became available and submit comments or questions to Public Works Department staff. A citywide community survey was implemented to obtain citizens' input on the current and future system needs. A Community Advisory Committee (CAC) was formed and met throughout the planning process. Newsletters were distributed to inform Nampa residents of the planning effort and offer them an opportunity to participate. An open house-style public meeting was held at which elements of the Nampa Citywide Transportation Plan were presented for review and comment alongside displays of COMPASS' and VRT's long-range plans. A complete, detailed summary of community involvement opportunities and their outcomes is provided in Appendix A.

II.2.1 Community Advisory Committee

Specific stakeholders and community leaders were offered an opportunity to participate in the development of The Plan through participation on the CAC. Members were carefully selected by the PCC to represent a broad range of stakeholders, including the general citizenry. Committee members were recruited in several ways:

- **Newsletter #1:** Every utility bill payer in the Nampa area received a newsletter announcing the start of the planning project. Citizens interested in serving on the committee were encouraged to contact the City of Nampa. Through this process 32 citizens indicated an interest in joining the committee.
- **Identification of key community leaders:** The PCC invited business leaders, senior representatives of the largest businesses in Nampa, elected officials, leaders of community and economic development organizations and many others to serve on the committee.
- **Personal letters from Mayor Tom Dale:** The mayor corresponded with every person who had shown interest in being on the committee to outline details about the project, explain the role of committee members and formally invite them to participate.

Total membership on the CAC was more than eighty members, including three dozen volunteers solicited via the citywide mailing, a dozen business leaders, elected officials from local governments in Canyon County, representatives of transportation planning agencies and City employees from relevant departments. A list of those invited to participate in the CAC is provided in Appendix A.

The purpose of the CAC was to:

- Provide guidance and advice to the City of Nampa during development of the Citywide Transportation Plan.
- Help plan for current and future transportation needs.
- Represent a diversity of viewpoints to ensure full discussion of the transportation plan and recommendations.

CAC Meeting #1

Information received via community surveys, along with initial draft goals and objectives for The Plan were provided to the CAC at their first meeting on March 19, 2009. Several small "breakout" work groups were formed with the charge of discussing draft goals and objectives and providing input on their refinement.

Feedback obtained at the CAC meeting was summarized and documented and included the following:

- Safety and fiscal efficiency should be top priorities;
- Focus on people's needs and include a broader definition of transportation (not just roadways and intersections);
- Include public transportation, pedestrian, and bicycle facilities in The Plan;
- Integrate and coordinate transportation planning with land use (Comprehensive) planning;
- Utilize "grass-roots" efforts to educate on the City's needs, its plans, and funding future projects;
- The Plan should be sustainable.

In addition to comments and observations they provided, CAC members had several questions regarding The Plan:

- How is maintenance associated with the planned system being handled?
- What is being done to design and construct a sustainable transportation system?
- How will The Plan integrate with the needs of emergency service providers?
- What is being done to integrate The Plan with anticipated growth?
- Will local workers and contractors be used to design and construct the system?

Input provided at the first CAC meeting was used to revise The Plan's goals and objectives. It also led to a community-based solicitation of transportation needs.

CAC Meeting #2

Twenty-two people attended the second CAC meeting on September 10, 2009 at the Nampa Civic Center. Meeting objectives were to:

- Review plan's goals and objectives
- Confirm transportation needs
- Assist in developing ranking criteria for future transportation projects

The meeting format included a formal presentation by Nampa City Councilmember Pam White and an opportunity for attendees to visit five stations representing important aspects of the transportation planning process. At each station, CAC members offered specific needs that they felt should be included as projects. These needs were captured on flip chart notes at each station.

Additionally, twenty-four members completed a survey designed to obtain their transportation priorities. Committee members were asked to compare a pair of statements from a list and identify the one that best supported their vision of transportation in Nampa. The survey assumed

safety would always be the top priority and therefore was not included in any of the statements. The statements used in the survey included:

- Remove bottlenecks and improve connectivity
- Prepare for growth before it occurs
- Construct one or two large projects over a period of years (like King's Corner)
- Develop many small projects to be built in a short (1-2 year) time frame (like Cherry @ Midland)
- Favor joint projects that involve multiple highway districts and/or ITD
- Serve a large number of citizens
- Provide transportation mode options

A set of "High," "Moderate," and "Low" transportation priorities were developed from the survey based on how often a statement was selected. Priorities developed for the system resulting from the survey are listed in Table 1. They were used to construct the project prioritization process and criteria discussed in Section V.5.

TABLE 1: Summary of CAC Meeting #2 Survey

Priority	Statement
High	Provide transportation mode options
	Prepare for growth before it occurs
	Remove bottlenecks and improve connectivity
Moderate	Serve a large number of citizens
	Favor joint projects that involve multiple highway districts and/or ITD
	Develop many small projects to be built in a short (1-2 year) timeframe
Low	Construct one or two large projects over a period of years

CAC Meeting #3

Sixty-three people attended the third CAC meeting on Feb. 8, 2010 at the Nampa Civic Center. The meeting included a work session to gather input on the types of criteria that may be used to prioritize transportation projects. Meeting objectives were to:

- Review transportation system needs
- Discuss survey results
- Establish a framework to develop a prioritization process for transportation projects

This meeting began with a review of the previous CAC meetings and information on the next steps in the planning process. Results from the needs analysis were presented and made available for review; and a draft project prioritization process was introduced. A work session was convened with the goal of gathering input on the types of criteria that should be used to prioritize the City's transportation projects. Worksheets were distributed for each of four project types to help establish criteria to use for prioritizing transportation projects. The project types included:

- Roadway capacity
- Congestion management
- Intersection capacity
- Bicycle and pedestrian

CAC members reviewed proposed criteria for each project type and completed their worksheets individually and as a group to answer several questions/statements:

- What criteria are missing?
- What criteria can be eliminated?
- What criteria can be combined?
- The top three criteria to consider when prioritizing each type of project.
- Do you have any additional comments?

At the end of the workshop, two additional questions were asked of CAC members:

- What concerns to you have regarding the project prioritization process for the City of Nampa?
- What is the best way for the City of Nampa to communication information?

A total of 231 worksheets were completed and returned during the meeting. Input obtained from the workshop resulted directly in modifications to the criteria and scoring methodology used to prioritize transportation projects.

Draft Plan Review

The CAC was informed of the availability of a draft plan in May, 2011 via e-mail. This correspondence invited committee members to review a copy at the Library and City Hall or download materials for their review and comment. Additionally, CAC members were provided with a condensed version of the executive summary for their use and information. Goals of the email correspondence included:

- Inform them about the completion of the project,
- Allow them to provide final input on The Plan,
- Review the realities of transportation funding in Nampa, and
- Give them an opportunity to stay involved with future transportation plans and Nampa Public Works Projects.

II.2.2 Newsletters and Surveys

Input was collected from those living and working in the study area to aid in developing goals and objectives for The Plan. Nampa's Public Works Department solicited community input on transportation issues through a survey mailed along with utility bills. It asked the community:

- What are your top three concerns about transportation in Nampa?
- What transportation improvements would you like to see in the City of Nampa?

Approximately 30,000 surveys were distributed throughout the City between December 2008 and February 2009. Of the 30,000, 157 completed surveys were returned to the City. The most frequent comments or themes in response to the questions were:

- Improved public transportation system
- Mitigation of traffic congestion
- Bicycle lanes, sidewalks, and crosswalks
- Maintenance of existing roads and sidewalks
- More traffic signals/less STOP controlled intersections

II.2.3 Project Website

A website was developed specifically for the purpose of disseminating information to the public and CAC members. It was the primary avenue by which community members submitted their concerns about transportation in Nampa and offered their ideas for projects to improve that system.

II.2.4 Public Open House

On June 24, 2010 the City hosted a public open house in an effort to present components of The Plan. The open house consisted of several stations:

- Needed roadway and intersection projects
- Project evaluation methodology
- Bicycle and pedestrian plans
- Transportation funding
- Traffic alternatives for Downtown Nampa
- Transit
- Regional transportation planning

Stakeholders who attended the open house were asked to respond to several questions:

- Is the list of transportation projects complete?
- Do you have any comments about how projects were evaluated?
- In your opinion, what percentage of Nampa's transportation need should be funded?
- Do you have any suggestions for increasing state and local transportation funding?
- Do you have any other comments?

A majority of the completed comment sheets received during the open house supported these statements:

- The list of needed projects is acceptable.
  - Some attendees had suggestions related to specific projects.
- The process used to evaluate projects was acceptable.
  - Some stakeholders did have trouble understanding the process.
- The majority of comments received supported funding 50% of the capital project needs between 2010 and 2035.

- The most popular ways to increase funding for transportation projects were determined to be via gas tax increases, vehicle registration fees, and/or with the aid of a local option sales tax.

II.3 OTHER PLANNING DOCUMENTS

II.3.1 Transportation Improvement Program

The Nampa Urbanized Area Transportation Improvement Program (TIP) is a short-range (five-year) capital improvement program (or budget) of transportation projects consistent with federal regulations and the area's policies and strategies. The State Transportation Improvement Program (STIP) is the state's short-range capital improvement counterpart to the TIP. Both the TIP and STIP must contain consistent information about transportation projects. They also must be consistent with any long-range transportation plans developed for the area.

The TIP is developed through a cooperative process led by COMPASS, the designated MPO for both the Nampa Urbanized Area and the Northern Ada County Transportation Management Area (TMA). Developing the TIP involves extensive consultation between ITD, NHD1, CHD4, Notus-Parma Highway District, Golden Gate Highway District, Canyon County, VRT and the cities of Nampa, Caldwell, Middleton, Parma and Notus.

The current TIP, at the time of preparing The Plan, was for the period of 2011-2015. Its only projects for Nampa are:

- KN 10541, Amity Road widening from Chestnut Street to King's Overpass – four lanes
- KN 11591, Cherry Lane Railroad Crossing - signals
- KN 11974, I-84 11th Avenue to Garrity Boulevard widening – three/four lanes
- KN H330, I-84 11th Avenue Bridge replacement – two lanes
- KN 09989, Star-Franklin Intersection Improvements – designed as two-lane roundabout; only one built with this project (Buildout ROW is included)
- KN H325, Karcher-Middleton Intersection Improvements - and Karcher widening back to Sundance on the east and to Elijah Drain on the west
- Nampa Highway District #1 still has KN, 10566 Bowmont Road widening

II.3.2 Regional Long Range Transportation Plan

The COMPASS Board of Directors approved CIM, the regional long-range transportation plan for Ada, Boise, Canyon, Elmore, Gem, and Payette Counties on August 21, 2006. This plan is comprised of population forecasts, projected travel demand, long-range transportation needs, transit needs, pathway development plans, and transportation system management elements. CIM is consistent with the goals and objectives of the region's comprehensive plans, including the City of Nampa's plan.

II.3.3 Public Transportation

VRT completed a comprehensive Regional Operations and Capital Improvement Plan that detailed a short-term and long-term public transportation plan for the two-county region in 2005. The short term (five-year) plan called for route restructuring designed to improve transit services using existing financial and equipment resources. Improvements to the current fixed-route bus systems in Caldwell and Nampa, along with the inter-county service, were implemented in March 2005.

Current long-term transit plans are based on a "Low-Growth" funding scenario, adopted by VRT in 2006 as part of the *Treasure Valley in Transit* Plan. This scenario includes a new all-day route connecting Downtown Nampa to the Idaho State Hospital, College of Western Idaho, and Idaho Center. This route provides better access between northeastern Nampa and the western end of the study area. Service to southern Nampa would run every 30 minutes and a flex-route would provide structured demand-responsive service throughout the study area where fixed-route service is not currently available.

II.3.4 Nampa Bicycle and Pedestrian Master Plan

Nampa began a separate, but related transportation planning effort in early 2010. The *Nampa Bicycle and Pedestrian Master Plan (pending)*, led by the Planning Department, enhances the Transportation Plan by expanding on the network of pathways, sidewalks, and on-street facilities within the transportation network. It provides standards and guidelines for lane and sidewalk widths, paint striping, pathways, signage, among other items, to meet objective of the Transportation Plan to provide a blueprint for all modes of transportation.

II.3.5 Downtown Streetscape Plan

Well designed streets and sidewalks add value and act as a catalyst to develop private property. The required capacity of a street to carry traffic determines, in part, land uses appropriate for that street. Sidewalk width, street lights and other amenities affect pedestrian activity and a block's aesthetic quality; these, too, help determine how adjoining private land is developed and used in the future.

In the summer of 2009, the NDC, in collaboration with the Public Works Department developed a strategy for how roadways and intersections will look as redevelopment occurs. The *Nampa Streetscape Plan* recognizes three primary sub districts in downtown (historic district, village district, and business district) and provides a strategy for unifying them through coordinated streetscape design. In most cases The Streetscape Plan identifies an 80 foot ROW cross section for roadways. While this works for collector roadways, arterial roadways will require 100 to 125 foot ROW sections, depending on roadway capacity needs (see Section V.5).

A large portion of roadways in downtown currently provide diagonal on-street parking. This type of parking reduces opportunities for more attractive uses such as merchandise display and outdoor dining. Proposed streetscape types feature parallel parking in place of the diagonal parking. This strategy keeps a large percentage of the parking spaces that currently exist while also freeing up space for more context-sensitive uses. On-street parking is already being supplemented with off-street parking in key locations throughout the downtown area; an aggressive effort by NDC to augment off-street parking is currently being implemented.

III EXISTING CONDITIONS

Data necessary to evaluate the study area's existing transportation system conditions were collected from a number of sources, including the Public Works Department, NHD1, COMPASS, VRT, and ITD. Some additional data werecollected through field observations and Google Earth software.

The study area was divided into five geographic regions to aid in discussing the transportation system's existing conditions: North, South, East, West, and Central/Downtown. A review of specific conditions in each region can be found in Appendix B. Existing characteristics of each individual arterial corridor are also detailed in Appendix B, including roadway configurations, major intersections, crash data, and pedestrian/bicycle amenities.

III.1 BICYCLE AND PEDESTRIAN INFRASTRUCTURE

This Plan recognizes that walking and bicycling are viable transportation modes for daily utilitarian and recreation trips, especially in light of Nampa's growing population, flat terrain, and mild weather. Pathways provide access and mobility for non-motorists in a safe and convenient environment in addition to what is offered alongside roadways. **Figure 2** shows the existing pathways and greenways established by the City of Nampa. There are approximately 19.7 miles of dedicated pathways with the majority (approximately 13.70 miles) located in the southern region of the study area.

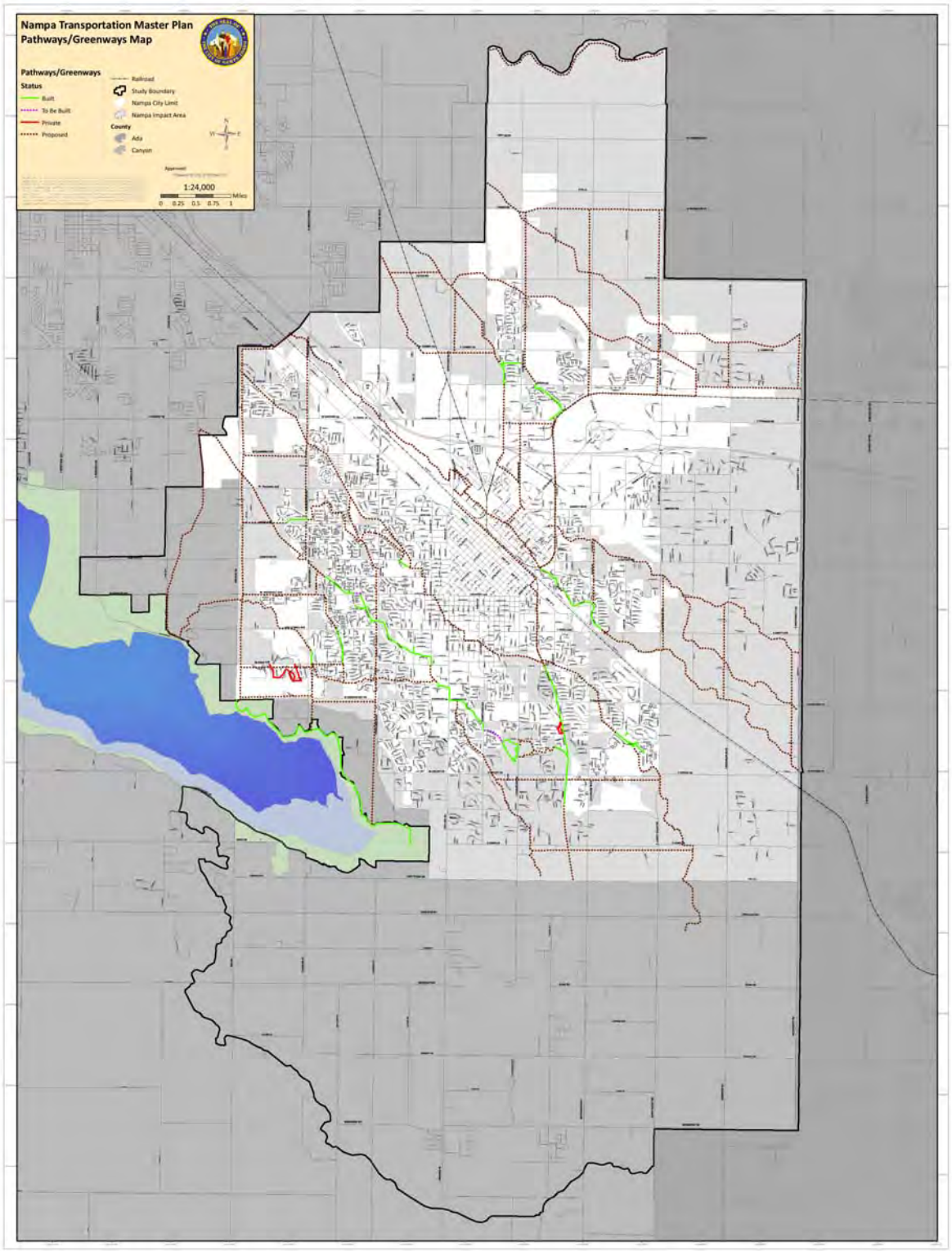
Three City departments are charged with developing, constructing, and maintaining pathways. They are the Planning Department, the Public Works Department, and the Parks and Recreation Department, respectively. As previously mentioned (see Section II.3.4), the Planning Department has developed a new bicycle and pedestrian plan that inventories existing pedestrian and bicycle facilities, including shared-use pathways, sidewalks, intersections and bikeways; identifies opportunities and constraints related to walking and biking in Nampa; and provides standards and guidelines for providing a safe, accessible, connected and economical pedestrian and bicycle environment as part of Nampa's transportation network. It includes a new facilities map as one part of that planning effort.

III.2 PUBLIC TRANSPORTATION

VRT is the regional public transportation authority for Ada and Canyon Counties in southwest Idaho. Its main responsibilities are to coordinate transit services and implement a regional public transportation system. VRT currently contracts with a local transportation company to provide service in Nampa/Caldwell and between Ada and Canyon counties. All bus services under VRT are operated as "ValleyRide."

ValleyRide operates four fixed-line bus routes that provide service between Nampa and Caldwell. There are also five inter-county bus routes, three of which connect the study area with Ada County. Approximately 75 transit stops exist within the planning area. More information about VRT and ValleyRide's current services can be found on their website *http://www.valleyregionaltransit.org/* and in Section VI Public Transportation.

Figure 2: Exhibit with existing pathways highlighted



III.3 TRUCK FREIGHT

Nampa has historically been a hub for freight delivered by rail. Union Pacific Railroad's mainline bisects the City, creating limited connectivity between the northern and southern parts of the City. In 2008, COMPASS and ITD coordinated the *Treasure Valley Truck Freight Study*. Its primary purpose was to collect local data and understand impacts of truck freight on traffic patterns in Southwest Idaho.

COMPASS' study documents several general conclusions about commercial truck freight movement to, from, and through the City of Nampa. The types of trucks traveling through the study area on the major highways are mainly semi box unit trucks (39%), flatbed trucks (19%), refrigerated or "reefer" trucks (17%), and multi-unit semi trucks (10%). Commercial vehicles traveling within the planning area are predominantly light trucks (42%) and heavy trucks, including semi-trucks (16%) and vans (14%).

Most of these trucks are traveling to or from Nampa either to deliver or pick up cargo. Approximately 60% of the cargo dropped off in Nampa stays in Nampa while 40% moves on to other destinations. A relatively small percentage travels through the study area without stopping. Trucks that are traveling through the area primarily use I-84.

Data collected as part of the COMPASS study lead to the conclusion that truck freight is traveling to and from Nampa regularly to access various establishments. Trucks are predominantly using I-84 and the principal arterials (Garrity Boulevard, 11th Avenue, and 12th Avenue) to access these destinations. **Figure 3** presents the logical principal arterial routes that trucks use to travel to, from, and through the City of Nampa.

COMPASS' study did not target or isolate agricultural freight. Therefore details about how trucks carrying this type of freight move around and through the City are not available. However through observations and anecdotes it is clear that agricultural freight trucks uses the same routes as other trucks and impact traffic patterns within the study area.

Figure 3: Existing Truck Freight Routes

III.4 ROADWAYS AND INTERSECTIONS

Figures 4 – 8 show existing features of the arterial roadway and intersection network in the study area for The Plan. The study area was subdivided into five geographic regions to better communicate existing conditions: North, East, South, West and Central/Downtown. Two major transportation features divide the network: the Union Pacific Railroad mainline (UPRR) and I-84. Traffic wishing to cross either of these features becomes concentrated at the handful of grade-separated crossings. UPRR crossings include SH-55/Karcher Road Connector, Northside Boulevard, 11th Avenue, 16th Avenue, South Kings Road, and Amity Avenue. There are three overpasses and four full access interchanges moving traffic on, off, and over I-84. I-84 overpasses are located at Robinson Road, 11th Avenue North, and Karcher Road. Interchanges are located at Garrity Boulevard, Franklin Boulevard, Northside Boulevard, and Karcher Road/Midland Boulevard.

III.4.1 Pavement Condition

Current pavement conditions were provided by the City of Nampa, CHD4, and NHD1. **Table 2** summarizes the pavement conditions using the five geographic regions defined for The Plan. This information is based on a pavement management index (PMI) rating which was later used to help prioritize needed roadway projects (See Section V.5). Based on information provided, approximately 4% of all public roadways in the study area have pavement in need of replacement. However, more than one-quarter of the system has not been inspected as of the preparation of The Plan. Some of the earliest-collected data may be unreliable and need to be re-inspected. The actual need for pavement replacement will likely be much higher than 4%.

TABLE 2: Summary of Roadway Pavement Conditions

	Roadway Centerline Miles					
Pavement Condition*	**North Region**	**East Region**	**South Region**	**West Region**	**Central Region**	**Total**
Good	65	39	190	28	13	**334**
Satisfactory	19	12	42	9	16	**98**
Fair	10	7	24	4	14	**59**
Poor	3	4	9	1	6	**23**
Failed	0	0	3	0	3	**6**
Not Yet Inspected	10	1	30	79	35	**154**
No Data	2	8	3	12	0	**25**

*Condition based on PMI ratings.

Figure 4: Existing Conditions – Northern Geographic Region

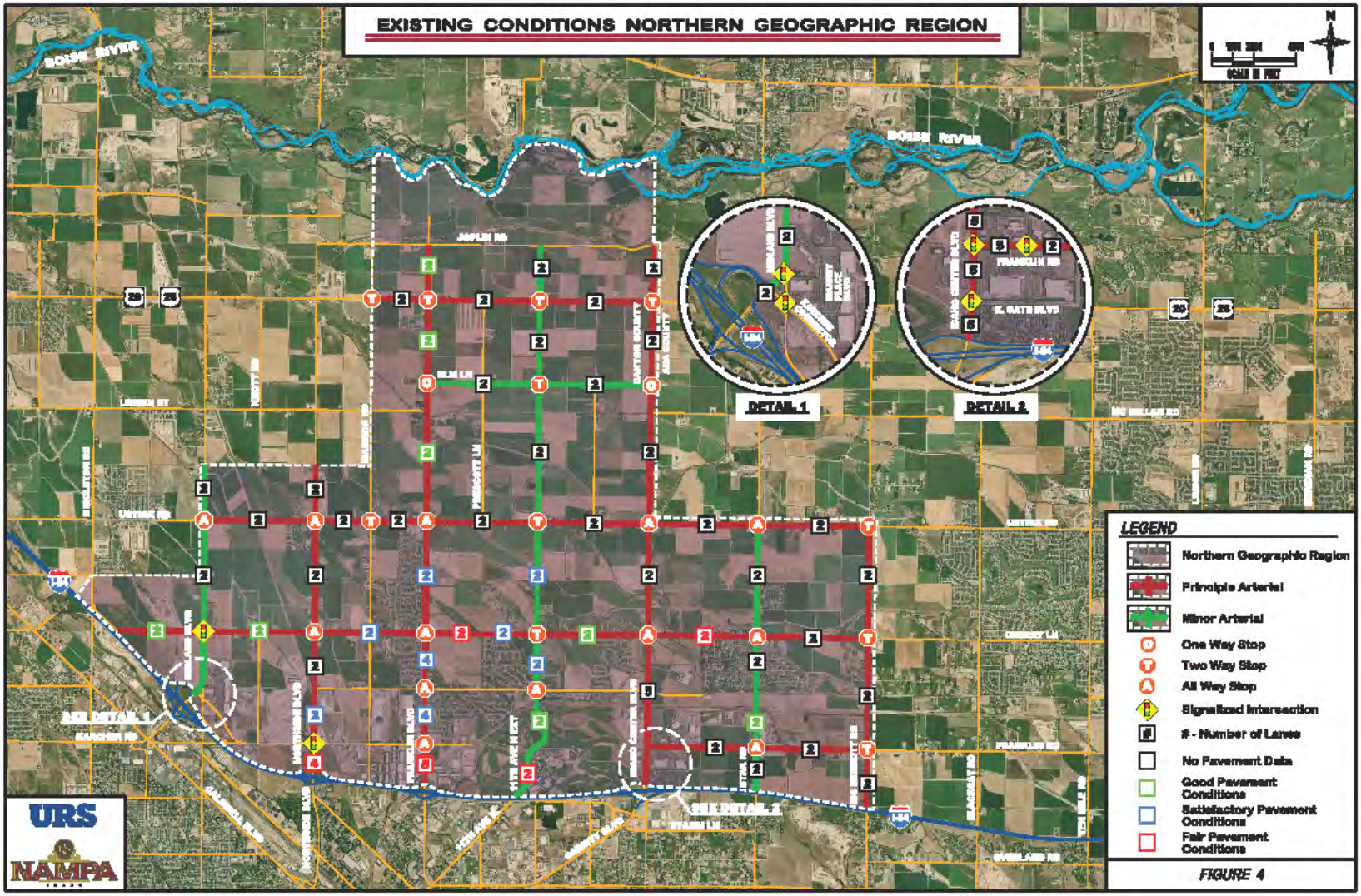


Figure 5: Existing Conditions – Eastern Geographic Region

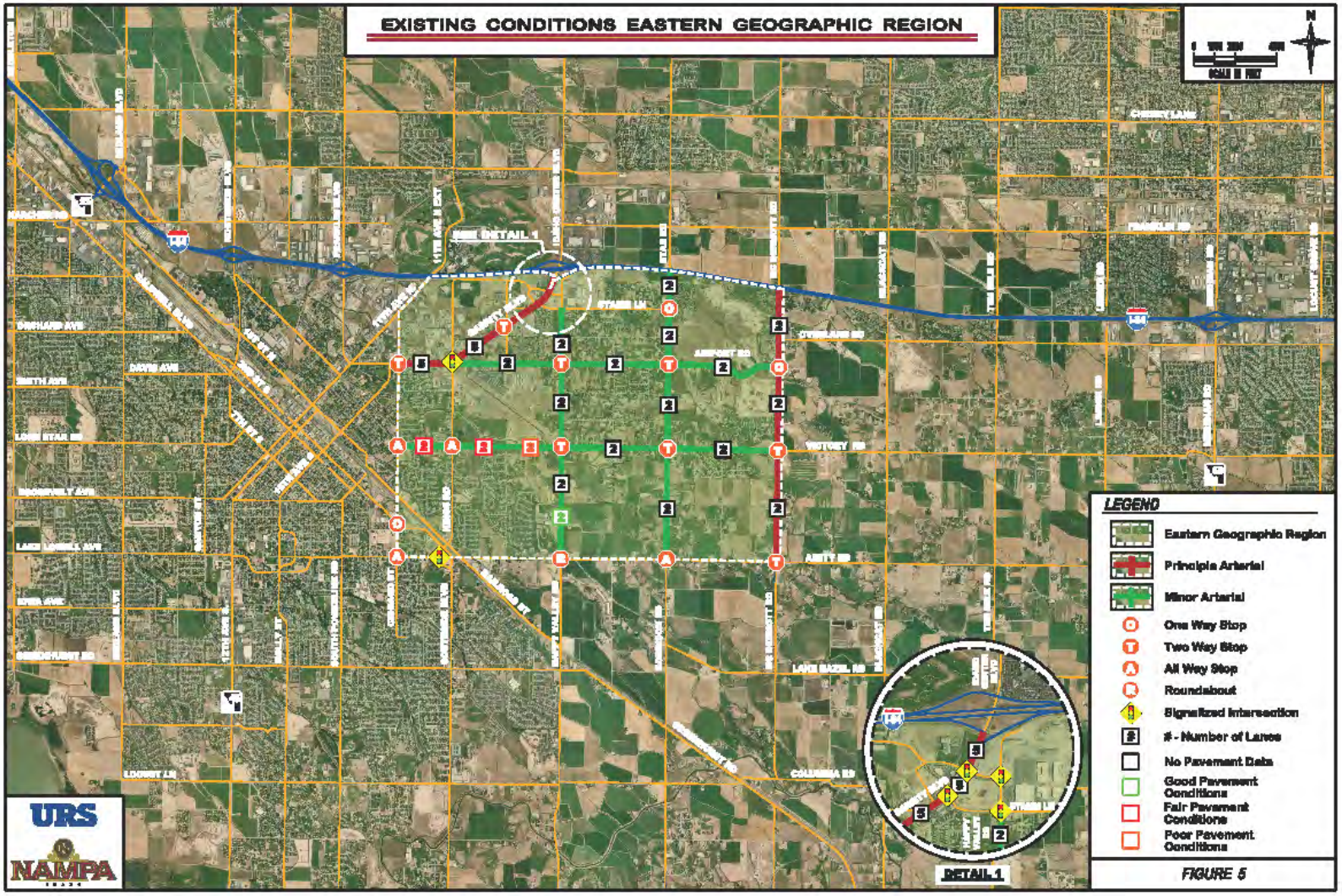


Figure 6: Existing Conditions – Southern Geographic Region

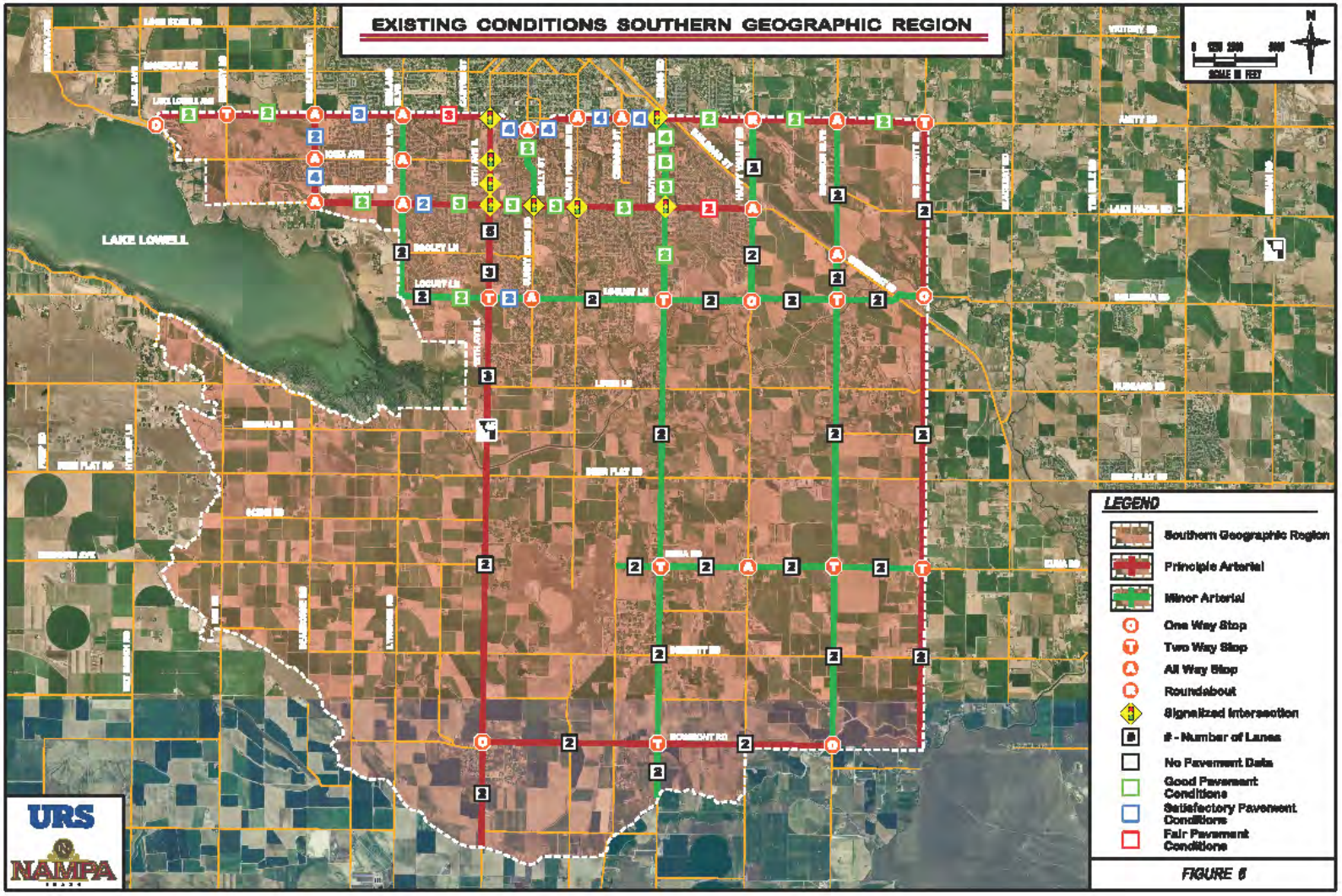


Figure 7: Existing Conditions – Western Geographic Region

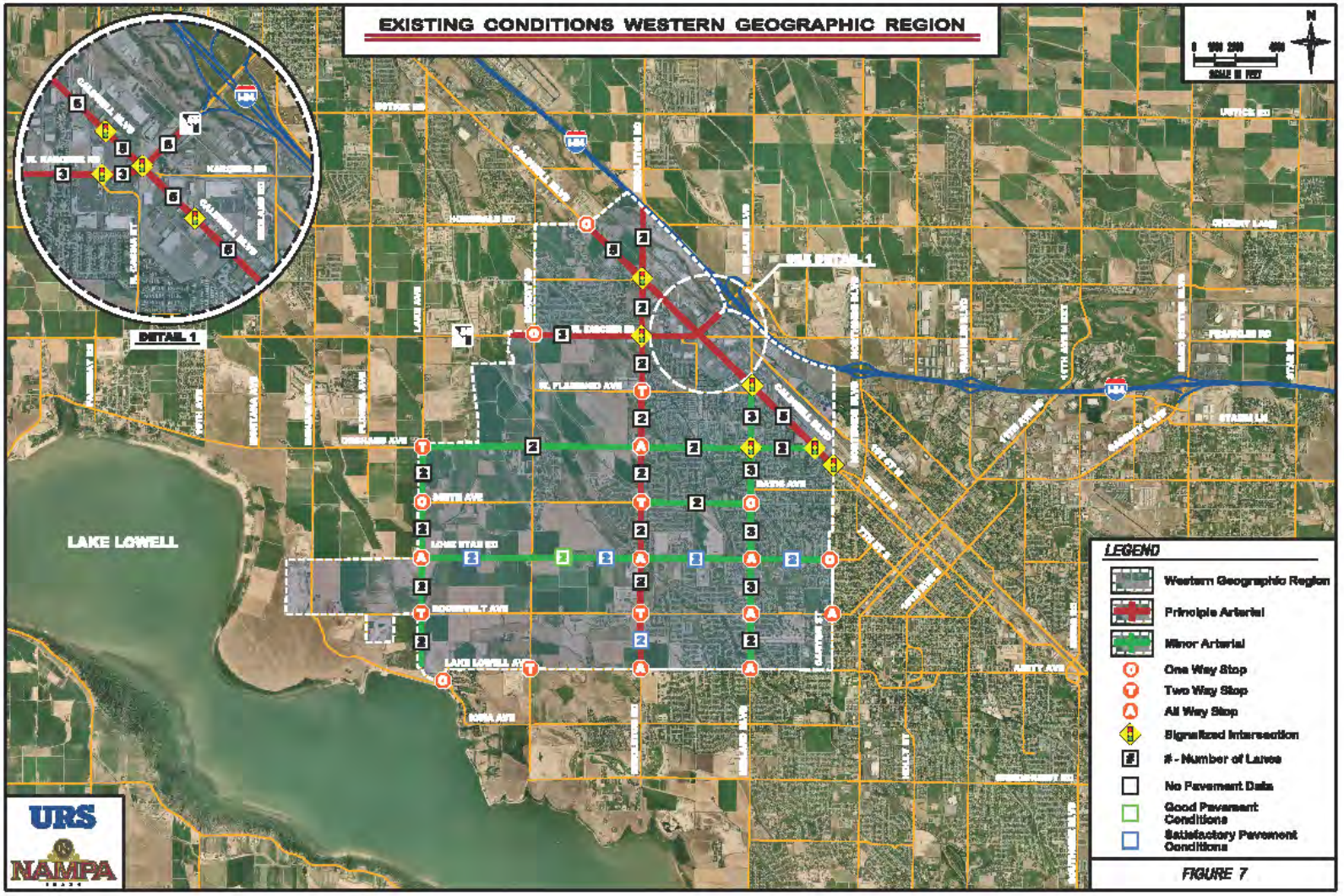
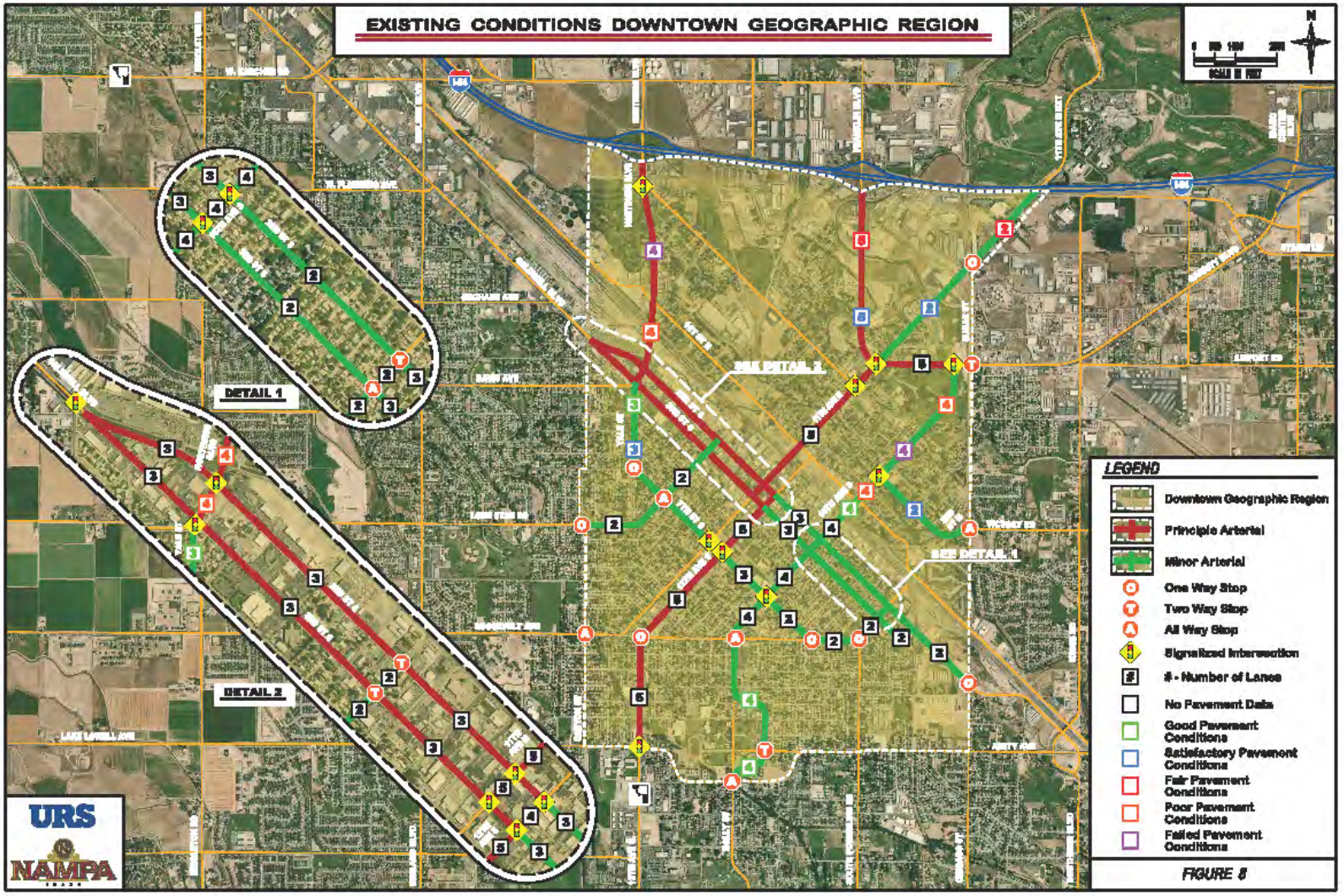


Figure 8: Existing Conditions – Downtown Geographic Region



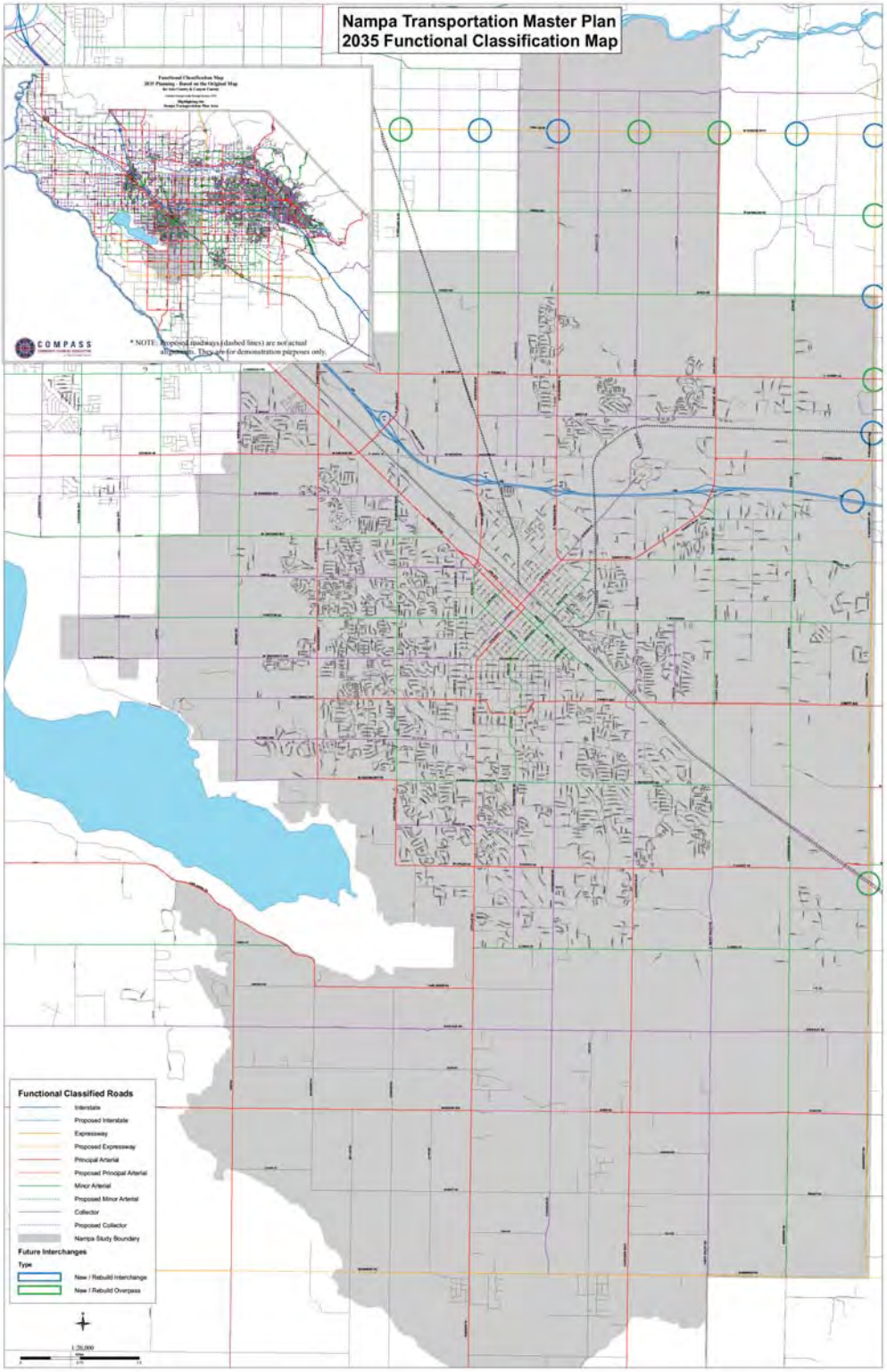
III.4.2 Roadway Functional Classifications

The Plan focuses on current and future needs of the arterial roadway system and its intersections. Arterial intersections are defined as those where any principal or minor arterial intersects with another arterial, collector, or currently signalized commercial driveway. COMPASS develops several roadway functional classification maps as part of its regional transportation planning efforts. Principal and minor arterials within the study area were identified at the beginning of the study using COMPASS' *Official 2030 Planning Functional Classification Map*.

Governing bodies of Canyon County roadway agencies, including the Nampa City Council, collectively requested COMPASS to make changes to their roadway functional classifications after the beginning of this study. These changes were part of COMPASS CIM update. A table listing these changes is available on COMPASS' website:
http://www.compassidaho.org/documents/prodserv/func/ListofRequestedChanged_120709CanyonAll.pdf.

All proposed changes were subsequently incorporated into COMPASS updated *2035 Planning Functional Classification Map*. This update occurred after capacity analyses for this current study were completed. Figure 9 shows the updated, 2035 planning functional classifications for the study area. The official Nampa Functional Classification planning map is maintained in the office of the City Engineer.

Figure 9: 2035 Planning Level Functional Classifications


Nampa Transportation Master Plan
2035 Functional Classification Map
COMPASS
Functional Classified Roads
Interstate
Proposed Interstate
Expressway
Proposed Expressway
Principal Arterial
Proposed Principal Arterial
Minor Arterial
Proposed Minor Arterial
Collector
Proposed Collector
Nampa Study Boundary
Future Interchanges
Type
New / Rebuild Interchange
New / Rebuild Overpass

III.4.3 Access Management

The term "access management" refers to systematic control of the location and design of intersections (including driveways) along a roadway. It also includes roadway design characteristics that affect access such as two-way left turn lanes (TWLTLs) and other median treatments. The goal of access management is to reduce the number of conflicts between vehicles, bicycles, and pedestrians, thus promoting a safer, higher quality transportation system. Most opportunities for managing access points (i.e., reducing conflicts) lie in reducing turning movements into and out of driveways and limiting the frequency of, or increasing the distance between, roadway intersections.

To effectively manage access, land use decisions must be made in concert with the needs of the transportation system. This requires the City to coordinate with several transportation agencies in addition to their own Public Works Department.

Nampa must work with ITD when approving land uses adjacent to state owned and operated roadways. ITD has established specific standards and procedures necessary to regulate and control access to and encroachments within State highway rights-of-way. The document *Access Management: Standards and Procedures for Highway Right-of-Way Encroachments (March 2002)* also defines ITD access control classifications by roadway type and lists access requirements, standards, and procedures for securing access to State roadways.

The City must also work with the highway districts on access issues in areas that are outside of the city limits but within the City's area of impact. The Association of Canyon County Highway Districts has access policies in place, based on the functional classification of each roadway. These policies are located in section 3000 of the Association of Canyon County Highway Districts' (ACCHD) *Manual for Highway Standards and Development Procedures* (May 2007).

Nampa's own Access Management Plan is incorporated in the *Engineering Development Process and Policy Manual (July, 2010)*.

III.4.4 Capacity-Based Needs Analysis

Several agencies have jurisdiction over roadways within the study area. ITD has jurisdiction over the interstate, U.S. Highways (e.g., U.S. 20/26), and state highways (e.g., SH-45). The City of Nampa has jurisdiction over city roadways such as Greenhurst Road. Outside city limits, two highway districts have jurisdiction. NHD1 generally has jurisdiction over roadways south of Ustick Road and outside the current city limits while CHD4 has jurisdiction over roadways north of Ustick Road. Previous work by each of these agencies has identified some existing deficiencies within their planning areas particularly regarding intersection capacity needs.

III.4.4.1 Interstate Needs

Existing conditions and improvement recommendations for the interstate (I-84) throughout the study area have already been determined by ITD's *I-84, Karcher Interchange to Five Mile Road Environmental Study*. Many of the deficiencies are being addressed as part of the Connecting Idaho Program. Therefore, no additional analysis of interstates will be conducted for The Plan.

III.4.4.2 Arterial Roadway Needs

Approximately 700 centerline miles of principal and minor arterials are covered by The Plan. Capacity needs for arterials within the study area were identified regardless of current jurisdictional responsibility. Thus, capacity needs have been assessed for ITD facilities along with those for the City of Nampa and for both highway districts' facilities.

Existing (2010) capacity-based needs for arterials in the study area were determined first by establishing traffic volume thresholds to estimate when roadways may require improvements. These planning thresholds developed for The Plan are based on a standard user-based performance scale established by the *Highway Capacity Manual* (TRB, 2000). "Level of Service" (or LOS) quantifies the operation of a roadway (or intersection) using six letter grades "A" through "F"; "A" being the best, least congested condition and "F" the worst, most congested condition. Planning thresholds were developed, based on traffic volumes that represent one of the midpoints of this scale, LOS D. This level of service was chosen as the most appropriate target condition for a number of reasons:

- LOS D is the de facto standard in the Treasure Valley, as many regional planning studies base their needs assessments on LOS D, including CIM
- LOS D allows some flexibility in recommending improvements as it does not represent complete failure of roadway segments before improvements are identified
- LOS D conceptually provides a more comprehensive list of needs than a threshold based on either E or F.

To determine which arterials in the study area are currently deficient, traffic volume data were collected or estimated with the help of COMPASS' travel demand forecasting model (See Section IV.2). Traffic volume information was compared to traffic volume planning thresholds. Which threshold was applied depended on physical characteristics of each arterial roadway. **Table 3** displays traffic volume thresholds used for the study area. When volumes on an arterial roadway exceeded the threshold, that roadway was considered deficient. A recommendation on the number of lanes (i.e. lane configuration) needed to resolve the deficiency was made based on meeting traffic demands for the year 2035.

TABLE 3: Nampa Transportation Planning Thresholds

Arterial Roadway Configuration	# of Lanes per Direction	LOS D Thresholds (ADT)
No left-turn lane	1	5,500
	2	11,000
Continuous Center Turn Lane	1	7,500
	2	16,000
	3	24,400
Median Controlled	1	7,900
	2	16,800
	3	25,600

Several ITD roadways require widening to accommodate current (2010) travel demand based on this capacity analysis. No existing capacity-based deficiencies were identified for arterial roadways owned by the City of Nampa, NHD1, or CHD4 within the study area. **Table 4** displays the identified existing capacity-based roadway needs.

TABLE 4: Existing Roadway Capacity Needs

Year of Need	Jurisdiction	Corridor	Location	Current # of Lanes	Needed # of Lanes
2010	ITD	I-84 Business Loop (Garrity Blvd.)	Sugar St. to I-84	5	6
		SH 55 (Karcher Rd.)	Midway Rd. to Sundance Rd.	2	5
		SH 55 (Karcher Rd.)	Sundance Rd. to I-84	5	6
		US 20/26 (Chinden Blvd.)	Madison Rd. to Can Ada Rd.	2	5

III.4.4.3 Intersection Needs

Transportation Impact Studies (TISs) are often required before the City approves new developments. A TIS identifies potential transportation impacts associated with a specific development. Additionally, before a decision is made to add a traffic signal or install a roundabout, a warrant analysis is completed for each intersection.

Neither of TISs nor warrant analyses could be used to identify currently deficient intersections in the planning area, because both apply only to specific locations. Therefore, an alternate methodology was developed to identify deficient intersections based on estimates of intersection capacity. This methodology was not meant to replace more robust analyses provided by TISs and warrant analyses, but rather merely to identify locations that might benefit from more specific analyses.

Additionally, the analysis methodology developed to identify intersection needs for The Plan may identify improvements that do not fit completely within the context of the existing roadway network. Thus verification of these capacity improvement needs should be conducted using a more refined, location specific analysis (e.g., HCS+ analysis).

Capacity Analysis

Planning-level thresholds were established for intersections in the study area in a manner similar to that for roadways. Information collected on existing conditions verified that all arterial intersections in the study area are controlled by one of only four types of control:

- all way stop controlled (AWSC),
- two way stop controlled (TWSC),
- signal controlled, or
- a roundabout design.

Planning thresholds were developed to identify whether an existing intersection control is sufficient or if there is a need to improve an intersection based on future demand.

Two types of planning thresholds were developed for intersections within the study area based on the information collected. Note that these values were used for planning purposes only and do not represent a detailed capacity analysis or warrant analysis of the intersections:

- For stop controlled intersections analyzed using HSC+, a volume to capacity (or v/c) ratio of 0.90 was used for the overall intersection with lane groups within that intersection having a v/c of 1.00 or less.
- All other intersections were analyzed and recommendations made based on overall intersection LOS D thresholds provided in **Table 5**. Typical TWSC, AWSC, and signalized intersections were assumed to have the following configurations in order to develop thresholds:
  - The major street of a 4-leg TWSC intersection is assumed to have one through lane, one left turn pocket, and one right turn pocket. The minor street is assumed to have one through lane and no turn pockets. Major and minor legs were determined based on traffic volume.
  - AWSC intersections have single lane approaches with no turn pockets.
  - Signalized intersections have one left turn lane on all legs and a shared through/right turn lane.

TABLE 5: Generalized Intersection LOS D Planning Thresholds

Intersection Type	Number of Through Lanes per Approach	Major Street Maximum Service Volumes	Minor Street Maximum Service Volumes

		(veh/hr)	(veh/hr)
TWSC "T"	1	200	700
		400	530
		600	390
		800	270
		1,000	180
TWSC	1	500	260
		1,000	70
		1,500	N/A
AWSC	1	340	N/A
	2	480	N/A
Signalized	1	530	N/A
	2	1090	N/A
	3	1510	N/A

Two levels of capacity analysis were conducted for intersections. A detailed capacity analysis was conducted for specific intersections identified by the PCC; this analysis used the current version of the Highway Capacity Software (HCS+). HCS+ is based on capacity calculations contained in the latest edition of the Highway Capacity Manual published by the Transportation Research Board of the National Academies of Sciences. This level of analysis can be used to estimate specific improvements needed to achieve a specific LOS. Intersections analyzed using HCS+ include:

- Cherry Lane & Can Ada Road
- Cherry Lane & Franklin Boulevard
- Cherry Lane & Northside Boulevard
- Colorado Avenue & Holly Street
- Yale Street & Davis Avenue
- Flamingo Avenue & Happy Valley Road
- Garrity Boulevard & 11th Avenue North
- Garrity Boulevard & 16th Avenue North
- Garrity Boulevard & 39th Avenue North
- Garrity Boulevard & Kings Road
- Greenhurst Road & S. Powerline Road
- Greenhurst Road & Sunny Ridge Road
- Greenhurst Road & Southside Boulevard
- Hawaii Avenue & Holly Street
- Yale Street & High Street
- Lone Star Road & Fairview Avenue
- Roosevelt Street & 10th Avenue
- Roosevelt Street & Canyon Road
- Roosevelt Street & Holly Street
- Stamm Road & Happy Valley Road
- Ustick Road & Can Ada Road
- Ustick Road and Franklin Road
- Ustick Road & 11th Avenue North
- Ustick Road & Madison Road
- Ustick Road & Star Road
- 16th Avenue & 3rd Street North
- Caldwell Boulevard & Midland Boulevard
- SH-45 & Locust Lane
- Victory Road & Happy Valley Road

Current peak hour turning movement counts for each of these intersections were provided by the City of Nampa for the analysis. Results of the HCS+ analysis are provided in Appendix D.

A planning-level capacity analysis was conducted for all other arterial intersections within the study area. Chapter 10 of the 2000 edition of the *Highway Capacity Manual* (HCM 2000) contains several examples of peak hour approach volumes that equate to LOS A through E. Specifically, Exhibits 10-24, 10-28, 10-29, and 10-30 provide service volume ranges for signalized intersections, TWSC "T" intersections, 4-leg TWSC intersections, and AWSC intersections, respectively. Tables of thresholds used in The Plan were developed using the HCM 2000 exhibits and are provided in Appendix E. All assumptions used to develop the tables can be found in Chapter 10 of HCM 2000.

Nampa actively supports installation of roundabouts where appropriate and cost effective. However, without conducting a specific capacity analysis with real traffic data for a specific intersection, it is difficult to estimate whether a roundabout will function at an adequate level of service. In addition, roundabouts are probably not appropriate for every arterial intersection. Therefore, screening criteria were developed to determine if a roundabout would be appropriate for each arterial intersection. The screening criteria are based on guidelines from the FHWA publication, *Roundabouts: An Informational Guide* and the ACHD *Ada County Roundabout*

Study: Draft Roundabout Application Guidelines for Ada County. Collectively, the criteria include:

1. A stop-controlled intersection that fails with forecast volumes
2. Low to moderate expected pedestrian volumes at the intersection
3. Moderately flat terrain around the intersection
4. Proximity of adjacent roundabouts on the corridor
5. Feasible ROW available for roundabout
6. Forecast volumes are appropriate for roundabouts
7. Roundabout is appropriate for functional classification of the roadway

All seven criteria must be met for a roundabout to be considered at a specific location. Additionally, it was assumed that a signalized intersection would not be replaced with a roundabout. Therefore, the seven screening criteria were not applied to existing signalized intersections. Note that there are many other factors that should be considered before a decision is made to design and build a roundabout. The intent of the criteria used for The Plan is merely to identify intersections that are good candidates for roundabout treatments. Each warrants further study/consideration before such a decision is made.

Table 6 presents the planning-level thresholds used to analyze roundabouts. The same threshold used for signalized intersections (v/c ratio of 0.90) was applied once intersections were screened for roundabout applicability. However two methods were used to evaluate the capacity of proposed roundabouts. One method applied to most of the roundabout-eligible intersections and involved using a traffic volume correlation developed by the Institute of Transportation Engineers (ITE). Table 7-17 in the Transportation Planning Handbook (2nd edition) identifies roundabout approach volumes and estimates of v/c ratios. To achieve a v/c of 0.90, the total peak hour traffic volume on all approaches should not exceed 2,090 vehicles per hour for a single-lane roundabout. It was assumed for planning purposes that dual lane roundabouts will be able to serve twice this approach volume at LOS D. A planning chart found in Chapter 3 of FHWA's *Roundabouts: An Informational Guide* presents similar information on single and dual lane roundabout capacities and supports the assumption that dual lane roundabouts can serve approximately twice the approach volumes of single lane roundabouts.

TABLE 6: Generalized Roundabout Intersection LOS D Planning Thresholds

Roundabout Intersection	Total Volume on all Approaches (veh/hr)	Approach v/c
Single Lane	2,090	0.90
Dual Lane	4,180	0.90

A more robust capacity analysis was conducted for specific intersections identified by Nampa Public Works staff. These intersections were analyzed using forecasted traffic volumes and FHWA's capacity method found in *Roundabouts: An Informational Guide*. This method provides a v/c ratio in a manner similar to HCS+ output for a signalized intersection. The v/c ratio calculated in the analysis for these intersections was compared to the threshold to determine if either a dual or single lane roundabout would adequately serve 2035 traffic demands.

All roundabout recommendations are based on needs of the roadway approach configurations. If roadway segments beyond the intersection approaches require two travel lanes in each direction to operate adequately in 2035, a dual lane roundabout was recommended. Intersections of major roadways requiring more than two travel lanes in each direction were not considered for roundabout treatments.

Results

Several arterial intersections were identified as currently in need of capacity improvements based on the analysis methodologies described. **Table 7** summarizes these needs.

TABLE 7: Existing Intersection Capacity Improvement Needs

Intersection		Needed Improvement
2nd St. South	11th Ave. South (I-84 Bus.)	Add turn lanes
2nd St. South	Northside Blvd.	Add lanes
3rd St. South (I-84 Bus.)	12th Ave. South (SH-45)	Add turn lanes
3rd St. South (I-84 Bus.)	Northside Blvd.	Add lanes
7th St. South	11th Ave. South	Add lanes
7th St. South	12th Ave. South (SH-45)	Add turn lanes
Amity Rd.*	Robinson Rd.	Dual lane roundabout
Caldwell Blvd. (I-84 Bus.)	Middleton Rd.	Add turn lanes
Caldwell Blvd. (I-84 Bus.)	Midland Blvd.	Add turn lanes
Cherry Ln.[1]	Can-Ada Rd.	Add signal and turn lanes
Cherry Ln.[1]	Franklin Blvd.	Add signal and turn lanes
Cherry Ln.[2]	Northside Blvd.	Add signal and turn lanes
Davis Ave.	Yale St.	Add signal
Garrity Blvd. (I-84 Bus.)	11th Ave. North	Add turn lanes
Garrity Blvd. (I-84 Bus.)	16th Ave. North	Add turn lanes
Garrity Blvd. (I-84 Bus.)	Kings Rd.	Add turn lanes
Garrity Blvd. (I-84 Bus.)	Stamm Lane	Add turn lanes
Greenhurst Rd.[1, 4]	Happy Valley Rd.	Dual lane roundabout
Greenhurst Rd.[4]	Robinson Rd.	Dual lane roundabout
High St.	Yale St.	Add signal
Homedale Rd.	Caldwell Blvd. (I-84 Bus.)	Add turn lanes
Karcher Rd. (SH-55)	Caldwell Blvd. (I-84 Bus.)	Add turn lanes
Karcher Rd. (SH-55)	Cassia St.	Add turn lanes
Karcher Rd. (SH-55)	Middleton Rd.	Add turn lanes
Karcher Rd. (SH-55)	Midway Rd.	Add signal

Intersection		Needed Improvement
Lake Lowell Ave.[4]	Midland Blvd.	Single lane roundabout
Lone Star Rd.[4]	Midland Blvd.	Single lane roundabout
Marketplace Blvd.	Midland Blvd.	Add lanes
Orchard Ave.	Caldwell Blvd. (I-84 Bus.)	Add turn lanes
Orchard Ave.[2, 4]	Middleton Rd.	Single lane roundabout
Roosevelt Ave.[1, 4]	Midland Blvd.	Add signal
Smith Ave.	Midland Blvd.	Add turn lanes
US 20/26	Can-Ada Rd.	Add signal and turn lanes
Ustick Rd.[1]	11th Ave. North	Add signal and turn lanes
Ustick Rd.[1]	Can-Ada Rd.	Add signal and turn lanes
Ustick Rd.[1]	Franklin Blvd.	Add signal and turn lanes
Ustick Rd.[1]	Madison Rd.	Add signal
Ustick Rd.[1]	Star Rd.	Add signal and turn lanes
Victory Rd.[2]	Kings Rd.	Dual lane roundabout
Victory Rd.[4]	Happy Valley Rd.	Dual lane roundabout

Indicates ITD jurisdiction

[1] *Shared jurisdiction with local Highway District*

[2] *Local Highway District*

[3] *Intersection met all screening criteria for a dual lane roundabout*

[4] *Existing signal warrant analysis completed, shows need for improvements with current volumes*

III.5 OTHER EXISTING NEEDS

Additional transportation system needs were identified using observations made by stakeholders throughout the community via a solicitation process that utilized the project's website and the CAC. Appendix C lists 81 needs resulting from this process. Many of these suggestions are related to bicycle, pedestrian and public transportation facilities. It is assumed all of these identified needs are required in the next 5 to 10 years for purposes of The Plan.

IV FUTURE NEEDS

IV.1 DEMOGRAPHIC ASSUMPTIONS

URS held meetings with COMPASS, City of Nampa staff and the PCC to discuss demographic assumptions and travel demand modeling efforts for the needs assessment. The official 2030 demographic forecast used to develop COMPASS' CIM is known as the "Community Choices" 2030 growth scenario. "Community Choices" combines modest land use intensification/densification along transportation corridors with additional employment and population growth in outlying communities. Less suburban residential development is anticipated in this growth scenario. This scenario consumes less land by 2030 than the current development trend via more infill development (and thus increased densities) along existing transportation corridors.

Nampa recently completed a demographic forecast specific to the study area; *Demographic Forecast and Land Use Analysis for the Nampa Study Area and South Study Areas 2007-2030.* This document provided long-range population and land use data for the purpose of planning city infrastructure. Population data from this document were used as the basis for forecasting roadway and intersection needs within the study area. An initial review of 2010 census data compared to the 2007 forecasts for 2010 concluded that 2007 forecasts for 2010 population were sufficiently close to 2010 census actual numbers that no re-analysis was needed. Outside the study area, the official "Community Choices" scenario was used.

Commercial growth (in the form of jobs) and residential growth are incorporated into COMPASS' travel demand model through the use of specific geographic areas called traffic analysis zones (TAZs). When a regional travel demand model is used to forecast traffic volumes for a specific area, the established TAZ structure may be too coarse to effectively represent localized traffic patterns. It may be necessary to divide large TAZs found in the regional structure into smaller geographies, redistributing the demographic data assigned to the original (parent) TAZ. For the COMPASS model to effectively use Nampa-specific demographic data, the size of TAZs in the study area was reviewed. TAZ splits within the study area were recommended by the City of Nampa and implemented by COMPASS.

Adjustments to Nampa-specific demographic data were necessary to implement TAZ splits. Specifically for 2008, housing data adjustments were made through comparisons to COMPASS estimates which are based on 2000 Census data and building permit data from Canyon County and the City of Nampa. COMPASS used 2008 Idaho Department of Labor (DOL) data and apportioned it to TAZs instead of Nampa's employment forecasts. This was due to the fact Nampa's data were based on acreages and could not be converted into number and type of jobs which is needed by the travel demand model. To forecast housing and employment in the study area, growth estimates per TAZ provided in the *Demographic Forecast and Land Use Analysis*

for the Nampa Study Area and South Study Areas 2007-2030 were applied to the COMPASS 2008 data. Forecasts for the year 2035 were made by applying an annual growth rate estimated between 2025 and 2030 to 2030 estimates for a five year period.

IV.2 TRAVEL DEMAND ASSUMPTIONS

Travel demand models are built to replicate (or are calibrated to) traffic conditions of a specific year. To do so, a model's output is compared to traffic counts taken during the same year the model was built to replicate. Acceptable performance is determined via a statistical analysis of the entire modeling domain, referred to as model validation. Once a model is calibrated and validated, it is considered ready to forecast traffic volumes.

COMPASS maintains a regional travel demand model that forecasts traffic volumes for both average weekday and PM peak hour conditions in the study area. The current COMPASS model is calibrated and validated for the year 2002. Specific details regarding the COMPASS model calibration/validation process can be found in COMPASS' *2002 Travel Demand Forecast Model Calibration Report for Ada and Canyon Counties.*

Current and future roadway and intersection needs are based on forecasts produced by the COMPASS model. Specific assumptions were made regarding growth (demographic forecasts) and future roadway connections (model network) to develop the travel demand forecasts for The Plan. Existing traffic counts (2008 conditions) were compared against 2008 model forecasts to update the calibration of the COMPASS model. In most cases traffic volume forecasts were considered within acceptable performance standards, based on those currently used by COMPASS to calibrate and validate the regional model. However, there were a few locations with unacceptable discrepancies between existing traffic counts and model forecasts. As a result, minor adjustments were made consisting of adding Birch Lane and adjusting several centroid connections.

Four primary roadway networks were developed and modeled for purposes of forecasting travel demand in the study area and assessing transportation needs in the study area. They include:

- Current year (2008): This model network represents the regional arterial and interstate system as it currently exists. It was used to validate the COMPASS model with revised TAZs and 2008 demographics as described in Section IV.1.
- Base year (2010): This model network represents the regional arterial and interstate system as it exists today and includes projects identified in the *FY2009-2013 Northern Ada County Transportation Improvement Program* (COMPASS report # 13-2008) that will be constructed and open to the public by December of 2010. It was used in combination with 2010 demographic forecasts and represents the "base year" for the

needs analysis. 2010 was selected at the base year for the analysis to coincide with the base year of the next TIP.

- Year 2015: It represents the regional arterial and interstate system that is provided by the 2010 network, the *FY2009-2013 Northern Ada County Transportation Improvement Program*, and non-programmed projects likely to be complete by 2015 as determined through consultation with the City of Nampa, city of Caldwell, ITD, ACHD, NHD1, and CHD4. Two non-programmed roadway improvements were added. They include a small amount of widening on Karcher Road (SH-55) and the two-lane connection of Bowmont Road to Swan Falls Road. The 2015 network was used to forecast travel demand for the years 2015, 2020, 2025, and 2030 by using appropriate demographic forecasts.
- Horizon year (2035): The 2035 network was used to forecast travel demand using 2035 demographic forecasts. It was created using the 2015 network and adding roadway projects likely to be complete by 2035 as determined through consultation with the City of Nampa, city of Caldwell, ITD, ACHD, NHD1, and CHD4. Added roadway improvements include:
  - A 5-lane Ustick Road from Eagle Road in Meridian to I-84 in Caldwell
  - A new two-lane connection of Airport Road in Nampa to Overland Road in Meridian
  - A new two-lane western arterial through Canyon County that connects Bowmont Road from SH-45 to SH-55 using an alignment that connects with Malt Lane.

IV.3 ROADWAY AND INTERSECTION CAPACITY

IV.3.1 Functional Classification

A consistent roadway functional classification was used to identify existing capacity needs and future capacity needs. Thus, the same designations for interstates, arterials, and collectors were used throughout the planning process. Section III.4.2 describes the functional classification used for both existing capacity needs analysis and future capacity needs analysis.

IV.3.2 Capacity-Based Needs Analysis (Years 2015 to 2035)

IV.3.2.1 Roadway Needs

Traffic volume forecasts for each arterial roadway in the study area were compared to the traffic volume thresholds specified in **Table 3 (**See section III.4.4**)**. Comparisons were made based on travel demand forecasts for years 2015, 2020, 2025, 2030, and 2035. When a roadway volume exceeded the established threshold, the number of lanes (lane configuration) needed to meet demand in the year 2035 was estimated and listed as a capacity need.

Based on the roadway capacity analysis, several improvements are needed to accommodate forecasted travel demand in 2035. Future roadway capacity needs for each analysis year are listed in **Tables 8 through 12**.

TABLE 8: 2015 Needed Roadway Capacity Improvements

Jurisdiction	Roadway	Location	Current # of Lanes	Needed # of Lanes
ITD	12th Ave. South (SH-45)	Sunrise Rim Rd. to Dooley Ln.	2	5
	Caldwell Blvd. (I-84 Bus.)	Homedale Rd. to Canyon St.	5	6
Nampa	Cherry Ln.[1]	Midland Blvd. to McDermott Rd.	2	5
	Franklin Rd.[1]	East Gate Blvd. to McDermott Rd.	2	5
	Franklin Blvd.[1]	Karcher Rd. to Linden St.	2	5
	Happy Valley Rd.[1]	Greenhurst Rd. to Amity Rd.	2	5
	Midland Blvd.[1]	Marketplace Blvd. to Ustick Rd.	2	5

[1] *Shared jurisdiction with local highway district*

TABLE 9: 2020 Needed Roadway Capacity Improvements

Jurisdiction	Roadway	Location	Current # of Lanes	Needed # of Lanes
ITD	Garrity Blvd. (I-84 Bus.)	Franklin Blvd. to I-84	5	6
	11th Ave. South (I-84 Bus.)	3rd St. South to Garrity Blvd.	5	6
Nampa	Amity Rd.	Chestnut St. to Southside Blvd.	2	5
	Amity Rd.[1]	Grays Ln. to McDermott Rd.	2	5
	Greenhurst Rd.[1]	Southside Blvd. to Happy Valley Rd.	2	5
	Kuna Rd.[2]	Track Rd. to McDermott Rd.	2	5
	Lone Star Rd.	Canyon St. to Greenleaf St.	2	5
	Ustick Rd.[2]	Midland Blvd. to McDermott Rd.	2	5
	Victory Rd[1]	Sugar St. to McDermott Rd.	2	5

[1] *Shared jurisdiction with local highway district*

[2] *Local highway district*

TABLE 10: 2025 Needed Roadway Capacity Improvements

Jurisdiction	Roadway	Location	Current # of Lanes	Needed # of Lanes
ITD	12th Ave. South (SH-45)	Bowmont Rd. to Lake Shore Dr.	2	3
Nampa	3rd St. North	16th Ave. North to Sugar St.	2	5
	Greenhurst Rd.	Middleton Rd. to Horton St.	2	3
	Greenhurst Rd.	Happy Valley Rd. to McDermott Rd.	2	3
	Locust Ln.[1]	Midland Blvd. to McDermott Rd.	2	5
	11th Ave. North[1]	I-84 to Ustick Rd.	2	5
	16th Ave. South	Roosevelt Ave. to Garrity Blvd.	4	5
	Can-Ada Rd.[1]	Birch Ln. to US 20/26	2	5
	McDermott Rd.[2]	I-84 to Ustick Rd.	2	3
	Northside Blvd.[1]	Karcher Rd. to Ustick Rd.	2	3
	Star Rd.[1]	I-84 to Ustick Rd.	2	5

[1] *Shared jurisdiction with local highway district*

[2] *Local highway district*

TABLE11: 2030 Needed Roadway Capacity Improvements

Jurisdiction	Roadway	Location	Current # of Lanes	Needed # of Lanes
Nampa	7th St. South	Yale St. to 16th Ave. South	3	5
	Airport Rd.	Kings Rd. to McDermott Rd.	2	3
	Lone Star Rd.	Middleton Rd. to Canyon St.	2	3
	Orchard Ave.[1]	Lake Ave. to Caldwell Blvd.	2	3
	7th Ave. South	Greenleaf St. to 1st St. South	2	3
	Franklin Blvd.	I-84 to Karcher Rd.	5	6
	Happy Valley Rd.[1]	Amity Rd. to Stamm Ln.	2	3
	Idaho Center Blvd.	I-84 to Birch Ln.	5	6
	Lake Ave.[2]	Lake Lowell Ave. to Orchard Ave.	2	3
	McDermott Rd.[1]	Locust Ln. to Amity Rd.	2	3
	Middleton Rd.[1]	Greenhurst Rd. to Lake Lowell Ave.	2	3
	Midland Blvd.[1]	Locust Ln. to Lake Lowell Ave.	2	3
	Robinson Rd.[2]	Lewis Ln. to Amity Rd.	2	3
	Robinson Rd.[2]	Victory Rd. to I-84	2	3

[1] *Shared jurisdiction with local highway district*

[2] *Local highway district*

TABLE12: 2035 Needed Roadway Capacity Improvements

Jurisdiction	Roadway	Location	Existing # of Lanes[3]	Needed # of Lanes
Nampa	Ustick Rd.[2]	Midland Blvd. to McDermott Rd.	5	6
	11th Ave. North	Garrity Blvd. to I-84	2	3
	Middleton Rd.[1]	Lake Lowell Ave. to I-84	2	3
	Southside Blvd.[1]	Bowmont Rd. to Greenhurst Rd.	2	3

[1] *Shared jurisdiction with local highway district*

[2] *Local highway district*

[3] *Analysis assumes Ustick Road is widened to 5 lanes by 2035*

IV.3.2.2 Intersection Needs

Forecasted peak hour approach volumes were compared to planning thresholds (see Tables 5 and 6 in Section III.4.4) developed for the various types of intersections that exist in the study area. Through-lane configurations used in the analysis for intersection approaches were based on recommendations from the roadway capacity needs analysis. An intersection was considered in need of improvement when forecasted approach volumes exceed established traffic volume thresholds. Intersections identified as in need of capacity improvements were included on the list for the analysis year it exceeded the threshold. All capacity improvement recommendations were made in general terms (i.e., add turn lanes, add signal) based on 2035 traffic demands.

The planning-level analysis described above was good for quickly assessing future capacity needs given many intersections throughout the planning area. However, it did not provide the detail necessary to identify specific capacity improvements needed (e.g., right-turn lane vs. an additional left turn lane). Due to this limitation the City identified several intersections for which a more detailed analysis was preferred.

COMPASS' 2035 peak hour model approach volume forecasts for these intersections were first input into WinTurns to forecast specific turning movements. WinTurns is a software tool that forecasts turning volumes using techniques described in NCHRP 255 (*Highway Traffic Data for Urbanized Area Project Planning and Design*). It uses an iterative approach which alternately balances the inflows and outflows of a given intersection until the results converge. Forecasts produced by WinTurns were then input into HCS+ to determine specific intersection capacity improvements. Appendix D contains HCS+ results for the analysis of those intersections called out by the city's Public Works Department.

All intersections were considered for roundabout implementation based on screening criteria and capacity analysis methodology discussed in Section III.4.4. Existing stop-controlled intersections

were screened to determine if a roundabout was feasible and/or practical given future peak hour approach volumes. If an intersection already utilized a traffic signal, conversion to a roundabout was not considered reasonable. Traffic signals were recommended for those stop-controlled intersections that did not meet all roundabout screening criteria.

Results

Several arterial intersections were identified as in need of capacity improvements between 2015 and 2035 based on capacity analysis methodologies described. **Tables 13 through 17** summarize these identified improvements by analysis year. Once again, it is noted that the analysis methodology developed to identify intersection needs for The Plan may identify improvements that do not fit completely within the context of the existing roadway network. Thus verification of these capacity needs should be conducted using a more refined, location-specific methodology.

TABLE 13: 2015 Intersection Capacity Needs

Intersection		Needed Improvement
2nd St. South	12th Ave. South (SH-45)	Add turn lanes
Birch Ln.	Franklin Blvd.	Add signal & turn lanes
Birch Ln.	Idaho Center Blvd.	Add signal & turn lanes
Cherry Ln.[1]	Midland Blvd.	Add lanes
Cherry Ln.[2,4]	Star Rd.	Dual lane roundabout
Franklin Rd.[1,4]	Star Rd.	Dual lane roundabout
Garrity Blvd. (I-84 Bus.)	39th Ave. North	Add signal & turn lanes
Greenhurst Rd.[1]	Midland Blvd.	Single lane roundabout
Greenhurst Rd.[1]	Southside Blvd.	Add turn lanes
Iowa Ave.	Midland Blvd.	Add signal
Karcher Rd.	Franklin Blvd.	Dual lane roundabout
US 20/26	11th Ave. North	Add signal & turn lanes
US 20/26	Franklin Blvd.	Add signal & turn lanes
US 20/26	Madison Rd.	Add signal & turn lanes
US 20/26	Northside Blvd.	Add signal & turn lanes
Ustick Rd.[1]	McDermott Rd.	Add signal & turn lanes

Indicates ITD jurisdiction

[1] *Shared jurisdiction with local highway district*

[2] *Local highway district*

[3] *Intersection met all screening criteria for a dual lane roundabout*

[4] *Existing signal warrant analysis completed, shows need for improvements with current volumes*

TABLE14: 2020 Intersection Capacity Needs

Intersection		Needed Improvement
2nd St. South	16th Ave. South	Add turn lanes
3rd St. South	7th Ave. South	Add signal
3rd Street South (I-84 Bus.)	11th Ave. South (I-84 Bus.)	Add lanes
Birch Ln.	11th Ave. North	Add signal
Cherry Ln.[1]	11th Ave. North	Dual lane roundabout
Hawaii Ave.	Holly St.	Add signal
Karcher Connector	Midland Blvd.	Add turn lanes
Locust Ln.	12th Ave. South (SH-45)	Add signal
Locust Ln.[2]	Robinson Rd.	Single lane roundabout
Ustick Rd.[1]	Midland Blvd.	Add signal & turn lanes
Ustick Rd.[1, †]	Northside Blvd.	Add signal & turn lanes

Indicates ITD jurisdiction

[1] *Shared jurisdiction with local highway district*

[2] *Local highway district*

†Year of need based on roadway improvement

TABLE 15: 2025 Intersection Capacity Needs

Intersection		Needed Improvement
2nd St. South	7th Ave. South	Add signal & turn lanes
3rd St. North	16th Ave. South	Add turn lanes
3rd St. South	16th Ave. South	Add turn lanes
7th St. South	7th Ave. South	Add signal
Airport Rd.[2]	Happy Valley Rd.	Add signal & turn lanes
Airport Rd.[2]	Robinson Rd.	Single lane roundabout
Amity Rd.[1]	Happy Valley Rd.	Dual lane roundabout
Amity Rd.[1]	McDermott Rd.	Dual lane roundabout
Amity Rd.	Powerline Rd.	Dual lane roundabout
Cherry Ln.[1]	McDermott Rd.	Add signal
Flamingo Ave.	Middleton Rd.[1]	Single lane roundabout
Franklin Rd.[1]	McDermott Rd.	Add signal & turn lanes
Greenhurst Rd.[2]	Robinson Rd.	Dual lane roundabout
Iowa Ave.	Middleton Rd.	Single lane roundabout
Kuna Rd.[2]	Southside Blvd.	Single lane roundabout
Locust Ln.[1]	McDermott Rd.	Add signal
Locust Ln.[1]	Southside Blvd.	Add signal

Intersection		Needed Improvement
Lone Star Rd.	Canyon St. East†	Add turn lanes
Lone Star Rd.	Canyon St. West†	Add turn lanes
Orchard Ave.[1]	Lake Ave.	Single lane roundabout
Victory Rd.[2]	Robinson Rd.	Dual lane roundabout
Victory Rd.[1]	McDermott Rd.	Dual lane roundabout

Indicates ITD jurisdiction

[1] *Shared jurisdiction with local highway district*

[2] *Local highway district*

† *Closely spaced "T" intersections along Lone Star Road*

TABLE 16: 2030 Intersection Capacity Needs

Intersection		Needed Improvement
Colorado Ave.	Holly St.	Add signal[3]
Greenhurst Rd.[1]	Sunnyridge Rd./Holly St.	Add turn lanes
Greenhurst Rd.[1]	S. Powerline Rd.	Add turn lanes
Lone Star Rd.[1]	Middleton Rd.	Single lane roundabout
Smith Ave.	Middleton Rd.	Single lane roundabout

Indicates ITD jurisdiction

[1] *Shared jurisdiction with local highway district*

[2] *Local highway district*

[3] *Intersection met all screening criteria for a dual lane roundabout*

TABLE 17: 2035 Intersection Capacity Needs

Intersection		Needed Improvement
Bowmont/Kuna-Mora Rd.[2]	Southside Blvd.	Single Lane Roundabout
Iowa Ave.	12th Ave. South (SH-45)	Add Turn Lanes
Lake Lowell Ave.	12th Ave. South (SH-45)	Add Turn Lanes
Lake Lowell Ave.[1]	Middleton Rd.	Single Lane Roundabout
Lone Star Rd.[2]	Lake Ave.	Single Lane Roundabout

Indicates ITD jurisdiction

[1] *Shared jurisdiction with local highway district*

[2] *Local highway district*

IV.4 DOWNTOWN NAMPA TRAFFIC ALTERNATIVES

NDC is considering improvements to Downtown Nampa traffic patterns to increase redevelopment opportunities and reduce the amount of regional traffic (e.g. truck traffic) through the area. An analysis of traffic alternatives and associated roadway improvements was conducted specific to the current and future needs of Downtown Nampa as part of The Plan.

Note: This section is a summary of a separate Downtown Nampa Traffic Alternatives Analysis completed by URS for NDC. The study's full text and graphics are available at http://www.cityofnampa.us/engineering/documents/studies.aspx

Roadway and intersection capacity needs in Downtown Nampa, based on year 2035 travel demands, were estimated using the same methodology developed for The Plan. Demographic forecast were supplied by the Nampa Public Works Department and the travel demand forecasts provided by COMPASS' travel demand model. Specific analyses of intersections in the study area under p.m. peak hour (i.e., rush hour) conditions were conducted using Synchro. Synchro is a software application used to perform intersection capacity analysis using the industry standard methodologies contained in the HCM 2000. However, Synchro is capable of modeling several intersections at once and simulating traffic flow, whereas HCS+ is not.

Approximately seven miles of arterial roadways in Downtown Nampa were determined to be in need of capacity improvements by the year 2035. Additionally, 26 intersections were identified as needing capacity improvements and/or traffic signals to maintain LOS D in 2035. Improvements to these roadways and intersections would impact several properties in and around the area in downtown known as the pivot block (i.e., the block bounded by 11th Avenue South, 12th Avenue South (SH-45), 2nd Street South and 3rd Street South), making the block unattractive to future developments that cater to more urban lifestyles.

Possible transportation solutions were discussed with the NDC Board at a workshop held in July 2009 to help identify traffic alternatives. Board members completed a survey as part of the workshop to help establish transportation priorities specific to Downtown Nampa. The survey asked board members to consider the following comments about Downtown Nampa's transportation system:

- Make streets more pedestrian and bicycle friendly
- Provide a public downtown circulator
- Reduce congestion
- Remove non-delivery truck traffic
- Connect to a regional, high-capacity transit system
- Facilitate convenient parking

A similar survey was made available to the general public after the NDC Board Workshop. Overall, survey results provided a set of high, moderate, and low transportation priorities for Downtown Nampa. Specifically the priorities were:

- High Priorities
  - Facilitate convenient parking
  - Make streets more pedestrian and bike friendly
  - Connect regional high-capacity transit system
- Moderate Priorities
  - Reduce non-delivery truck traffic
  - Reduce congestion
- Low Priorities
  - Provide a public downtown circulator

Most of the high and moderate priorities could be achieved through developing a well-conceived traffic alternative for downtown. Therefore, twelve traffic alternatives were developed with particular attention paid to making downtown more accommodating to bicyclists and pedestrians. A screening process was developed to identify the most reasonable traffic alternatives for further analysis and refinement using priorities established with the returned surveys. The screening process evaluated all proposed traffic alternatives and their options as well as the existing pattern (i.e., baseline condition).

Two alternatives, Alternative 1 (with options A, B, and C) and Alternative 9 (with options A and B), were advanced for further refinement and analysis as a result of the screening analysis. Alternative 1 promotes the use of Northside Boulevard for travel between 12th Avenue South (SH-45) and I-84 by improving Yale Street and 7th Street South. To make this alternative route effective, access to adjacent local roadways and driveways will need to be limited, and key intersections along the route improved. The three improvement options specific to Alternative 1 are:

- *Option A*: Cutting through the block on which Albertson's currently resides.
- *Option B:* Using 11th Avenue South, 8th Street South, 12th Avenue South (SH-45), and 7th Street South to create a block-a-bout. The block-a-bout concept utilizes existing roadways to create more capacity at specific locations (e.g., one or more intersections) by changing two-way streets to one-way streets.
- *Option C:* Improving the existing signalized intersection at 7th Street South and 12th Avenue South (SH-45) to accommodate an increase in turning traffic volumes. This includes disconnecting 11th Avenue South from 7th Street South.

Alternative 9 also uses 7th Street South to route regional traffic around downtown. Traffic is encouraged to use either Northside Boulevard or 16th Avenue South to access I-84 and 12th

Avenue South (SH-45). To facilitate this, a one-way couplet is created along four blocks of both 11th Avenue South and 12th Avenue South (SH-45) between 3rd Street South and 7th Street South. There are two options for the one-way couplet:

- *Option A*: 11th Avenue South is northbound only while 12th Avenue South is southbound only.
- *Option B*: 11th Avenue South is southbound only while 12th Avenue South is northbound only.

Both of these alternatives and their options were analyzed using Synchro and travel demand forecasts provided by COMPASS. Measures of effectiveness (MOEs) were established for the analysis which included:

- Total number of added approach lanes
- Total peak hour delay (measured in seconds per vehicle)
- Average LOS
- Reduction in 2035 capacity need (measured in 2010 dollars)

The most effective alternative options were found to be Alternative 1A and 9B based on the analysis. Simulations of these alternatives were completed using VISSIM traffic modeling software. VISSIM is a microscopic, behavior-based traffic simulation modeling platform developed to analyze urban traffic operations. Travel times provided by VISSIM simulations of these alternatives were compared to a 2035 baseline condition and to each other. Ultimately, Alternative 1A was recommended for implementation as a result of the various traffic analyses.

Alternative 1A would require controlling access along the route and limiting the number of full-movement intersections. Widening 7th Street South and improving capacity at intersections along the route were identified as needs in the Downtown plan. Therefore, Alternative 1A does not increase overall capacity needs identified in it. However, capacity improvements to three intersections along the route (2nd Street South at 12th Avenue South, 3rd Street South at 12th Avenue South, and 3rd Street South at 16th Avenue South) may no longer be needed if Alternative 1A is implemented.

V CAPITAL IMPROVEMENT PLAN

Transportation-related capital improvements (i.e., "projects") are those that address an existing or anticipated deficiency in transportation capacity or safety. Such projects include reconstruction of existing roadways and intersections, widening existing roadways and intersections, adding new roadways, or signalizing existing intersections. A Capital Improvements Plan (CIP) is essentially a list of roadway, intersection, and other infrastructure improvements (i.e., capital projects) needed to meet current and future demands of a transportation system. Typically, a CIP classifies projects as those for which funding is known or assumed to be very likely (i.e., "funded") and those that are needed but for which there is no currently known source of funds (i.e., "unfunded").

A primary reason for developing The Plan was to identify the most critical improvement projects for the transportation system. The capacity analysis (Sections III and IV) identified over one hundred potential capital improvement projects for the transportation system between now (2010) and 2035. This is far more than can be implemented with the City's current and anticipated future revenue streams. Therefore priorities had to be established. Winnowing through the long list of potential improvement projects required developing a formalized prioritization process to identify which projects deserve highest consideration for the limited funding available.

Project rankings are not to be confused with funding priorities. Ultimately, the Nampa City Council establishes the City's transportation improvement priorities via its funding decisions. The Plan provides a tool and analysis methodology necessary for City staff to use when making funding recommendations to decision-making transportation agencies.

Conceptual cost estimates are included in The Plan for each project. These estimates are based on several assumptions and should be used with caution. More detailed and specific information is needed in order to develop more accurate cost estimates. This is typically part of a project's preliminary design process.

V.1 Capital Projects

All transportation system needs identified during development of The Plan were sorted into four project types for evaluation purposes:

- Roadway Capacity: These were capacity enhancement projects identified via analyses documented in Sections III and IV and typically involved some form of roadway widening.

- Intersection Capacity: These were capacity enhancement projects identified via analyses presented in Sections III and IV and included new traffic signal installations, roundabout intersection installations, and intersection widening to add turn lanes.
- Bicycle & Pedestrian: These were projects identified by citizens and the CAC. They typically involved improving or adding sidewalks and/or bicycle lanes adjacent to roadways. Projects not adjacent to a roadway were passed to the Nampa Planning Department for inclusion in the pathways master plan currently under development.
- Congestion Management: These were projects identified by capacity analyses, CAC/public input, and consultation with Nampa's Traffic Division staff. They included projects that improve safety, facilitate traffic flow, and improve traveler information, but require little (if any) actual roadway construction. Examples included upgrading traffic signal equipment, improving traffic signal timing, and access control projects.

Both existing and future needs were converted to short-term (2010-2019) and long-term (2020-2035) projects by identifying reasonable project termini. It was assumed that roadway projects would span no more than one mile in length while each intersection was considered an individual project. **Figures 10 and 11** show identified roadway and intersection projects based on the capacity needs analysis.

Transportation system needs identified by the community were reviewed by Nampa Public Works staff. Staff aggregated, refined, clarified, and classified each of these projects as either a bicycle/pedestrian project or a congestion management project. **Tables 18 and 19** provide specific bicycle/pedestrian projects and congestion management projects identified. All projects in both categories are assumed to be short-term projects because they represent existing needs.

Public transportation needs were identified but not considered as projects, since transit service in the study area is provided by a regional transit authority, VRT. Nampa must work through the VRT Board to develop projects that address public transportation needs. By increasing the capacity of the City's roadway system, future improvements to public transportation will be facilitated. Section VI Public Transportation provides a more in-depth review of VRT and ValleyRide services in Canyon County.

Figure 10: **Roadway Capacity Improvement Projects**

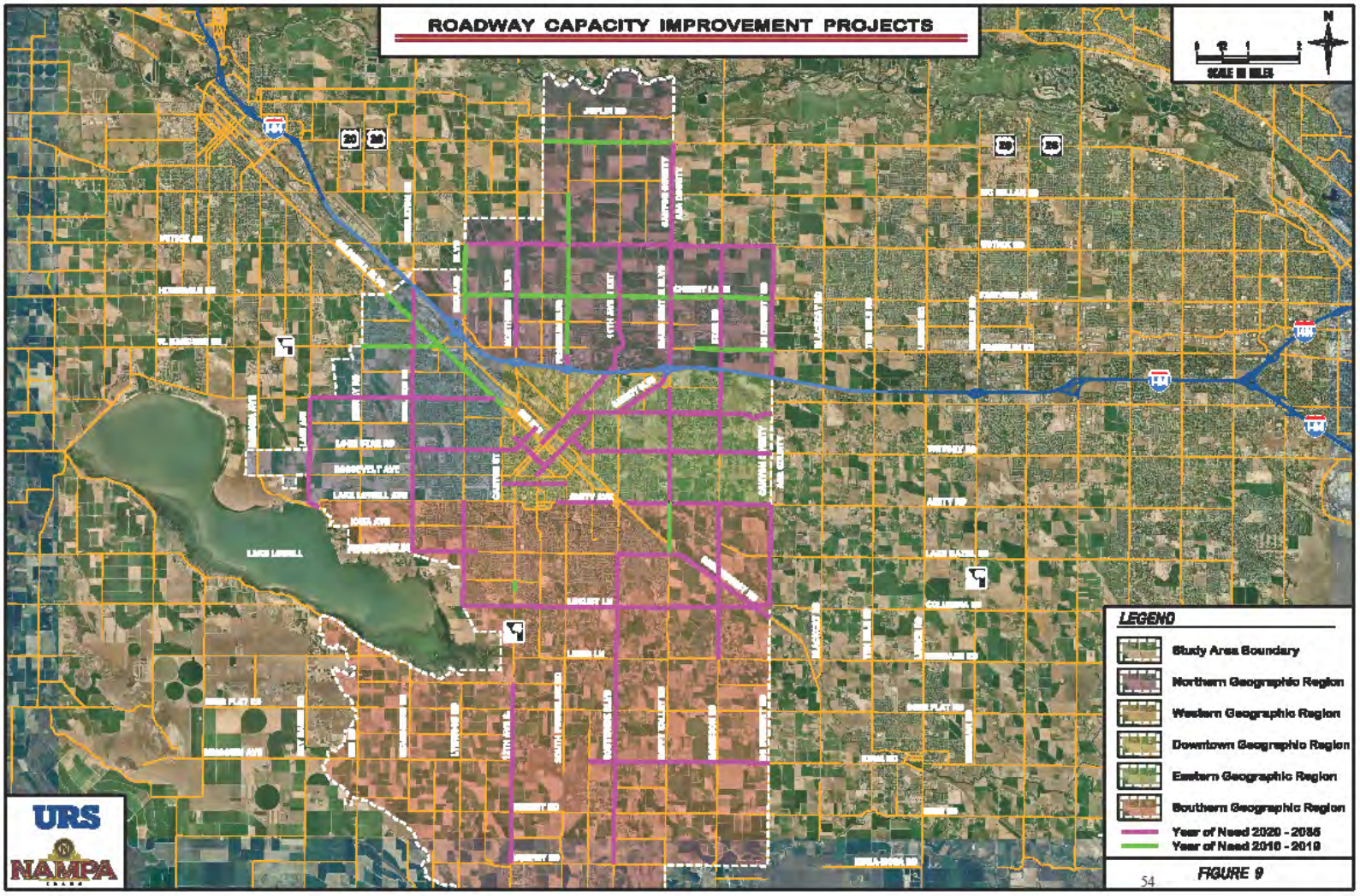


Figure 11: Intersection Capacity Improvement Projects

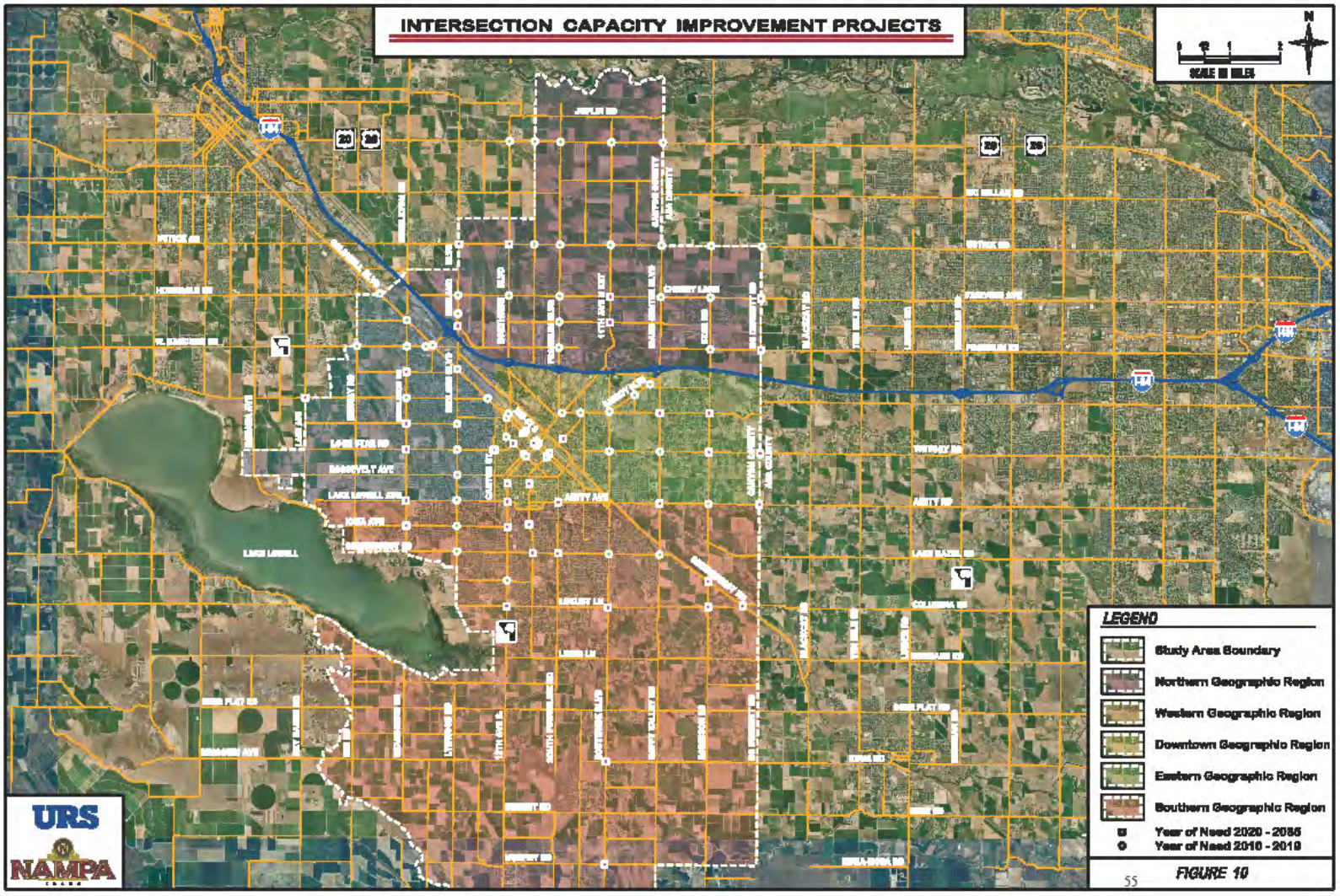


TABLE 18: Bicycle and Pedestrian Projects (2010-2019)

Location	Project Description*
Iowa Avenue, just west of 12th Avenue South	Add sidewalks (or just widen the street surface) on a section that has no safe walking/riding space.
Ruth Lane between 12th Avenue South on the west and Sunnyridge Road on the east	Widen Ruth Lane to accommodate pedestrians and bikes.
Citywide	Install bicycle parking at all Park-and-Ride lots to facilitate multi-modal transportation.
NNU Neighborhood District: Holly Street, Fern Street, 18th Avenue, Bird Avenue, Colorado Avenue, Sheridan Avenue, University Boulevard	Multimodal connectivity project between Downtown Nampa and NNU: • Create continuous on-street bicycle lanes • Establish a "boulevard" feel, add landscaped median turn lanes • Add pedestrian cross walks • Improve sidewalks • Reduce roads to two travel lanes
Iowa Avenue to Midland Boulevard, then Midland Boulevard to Caldwell Boulevard	Add bicycle lanes and signs.
Lake Lowell Avenue from 12th Avenue South to Midway Road	Add bicycle lanes and signs.
Kings Road from the railroad overpass to Garrity Boulevard	Add bicycle lanes and signs.
Lone Star Road/7th Avenue South; east of Midland Boulevard all the way into Downtown (7th Avenue South @ 2nd Street South)	Stripe bicycle lanes on both sides of the road.
Middleton Road; Greenhurst Road to Nampa/Caldwell Boulevard	Add bicycle lanes wherever possible.
Sunnyridge Road between Maine Avenue and Greenhurst Road	Add sidewalks to eliminate gaps, especially for student safety.
Caldwell Boulevard at the Canyon County Center	Reduce traffic speed and install a pedestrian crosswalk.
Greenhurst Road, between Wal-Mart's south parking lot and Sunnybrook Drive	Install a pedestrian/bicyclist crosswalk.
Pheasant Hollow Subdivision and many places on Greenhurst Road, Southside Boulevard and Amity Avenue**	Add sidewalks.

*Projects represent those submitted via public outreach activities.
** This project could not be evaluated because the submitted project description was too vague.

TABLE 19: Congestion Management Projects (2010-2019)

Location	Project Description*
1st Street South to 7th Street South; 11th Avenue South to 16th Avenue South	Downtown Nampa Traffic Signal Interconnect Project: • Upgrade signal controllers on all Downtown signals • Install cameras and new heads as required • Interconnect all cameras and signals to a newly-established traffic control center at Nampa Traffic Division
12th Avenue South & Iowa Street	Force right-in-right-out on Iowa at the Blimpies.
12th Avenue South between Sherman Avenue and Dewey Avenue	Implement access control and limit number of entries/exits.
Citywide	Create a traffic operations center to centralize management of coordinated signals to smooth traffic flow.
Cherry Lane	Cul-du-sac Cherry Lane at Middleton Road; Connect Laster Lane to Midland Boulevard.
Davis Street	Eliminate left-in-left-out capability at Yale Street or terminate connection with Yale Street and cul-de-sac Davis Street.

*Projects represent those submitted via public outreach activities.

V.2 ESTIMATING PROJECT COSTS

Project costs were estimated separately for each project type using specific sets of assumptions. It is estimated that approximately $650 million (in 2010 dollars) is needed to fund all identified short-term and long-term projects in the study area over the next 25 years.

V.2.1 Roadway and Intersection Projects

Roadway and intersection capacity project costs were estimated separately for ROW and construction.

Right-of-Way Estimates

ROW cost assumptions were based on the following:

- Additional ROW costs $4.25 per square foot (or $185,130 per acre) in 2010 dollars. This estimate was provided by City staff and is based on the Amity Avenue project, the Franklin Road/Star Road roundabout project, and ITD's SH-16; SH-44 to US 20/26 project.
- Existing ROW for both roadways (width in feet) and intersections (area in acres) was estimated by City engineering staff.
- Needed ROW for roadway capacity projects was based on recommended street cross-sections for 6-lane principal arterials (125 feet), 5-lane arterials (100 feet), and collectors

(80 feet). More detailed information on recommended cross-sections is provided in Section V.5.
    - The difference between the amount of total ROW needed and existing ROW was multiplied by the length of the project (in feet) and then by the unit cost ($4.25 per square foot) to arrive at a cost estimate.
- The amount of ROW needed for signalized intersection projects was based on applicable roadway cross-sections with 12 feet added per leg to account for each additional turn lane needed.
    - One turn lane per leg was already provided for based on the arterial and collector roadway cross-sections.
    - It was assumed that the needed ROW extends 500 feet from the stop bar on all legs of the intersection.
    - The difference between needed and existing ROW was multiplied by 500 feet in distance for each intersection leg to provide the area (in acres). This was then multiplied by $185,130 per acre to estimate the right-of way cost (in 2010 dollars) associated with each intersection capacity project.
- The amount of ROW needed to build a roundabout at a given location was based on estimates developed by URS and ACHD for the *South Meridian Transportation Plan* (September, 2009).
    - To replace a deficient stop-controlled intersection with a single-lane roundabout requires about 1.2 acres of additional ROW.
    - To replace a deficient stop-controlled intersection with a dual-lane roundabout requires about 2.5 acres of additional ROW.
    - Estimates of needed ROW per roundabout were multiplied by the assumed unit cost per acre ($185,130).

ROW cost estimates are presented in Appendix F. Costs associated with all ROW needs for roadway and intersection capacity projects totaled approximately $118 million (2010 dollars). Although it appears some projects do not require much additional land, if any, it is likely that small amounts (ex. less than 0.5 acres) of additional ROW will be needed. Better, more accurate estimates of needed ROW and associated costs will be developed during project design. Therefore, the cost estimates in Appendix F should be used for planning purposes only.

Construction Estimates

Construction cost assumptions were developed using several information sources including recently constructed capacity projects, ACHD's *South Meridian Transportation Plan*, and engineering judgment. **Tables 20 and 21** display construction cost assumptions used for Nampa roadway and intersection projects. Assumed unit costs did not include major utility work such as relocations. However, they did include a surface rebuild down to the sub-grade and construction

of new curb, gutter, and sidewalk. An exception to these assumptions was for reconfiguring a 5-lane arterial to a 6-lane arterial. In this instance, it was assumed that there would be sufficient road surface to reconfigure the arterial using the center median (i.e., TWLTL), existing lanes, and shoulders. Estimated construction costs for all roadway and intersection capacity projects totaled approximately $523 million (2010 dollars). Again, more accurate estimates of construction costs specific to each project will be developed during its preliminary design.

TABLE 20: Roadway Construction Cost Assumptions

Roadway Projects	$/mile[4]	$/lane mile[4]	$/per linear foot[4]
Rebuild from 2 lane to 3 lane[1]	$3,168,000	$1,056,000	$600
Rebuild from 2 lane to 5 lane[1]	$4,752,000	$950,400	$900
Rebuild from 4 lane to 5 lane[1]	$4,752,000	$950,400	$900
Rebuild from 4 lane to 6 lane[3]	$5,280,000	$880,000	$1,000
Rebuild from 5 lane to 6 lane[3]	$5,016,000	$836,000	$950
Reconfigure 5 lane to 6 lane[3]	$792,000	$792,000	$150

[1]Estimated from ACHD's *South Meridian Transportation Plan* cost estimates
[2]From PEC estimates of similar City of Nampa projects
[3]Estimated using readily available information and URS Engineering Judgment
[4]Does not include ROW or design

TABLE 21: Intersection Construction Cost Assumptions

Intersection Project	Cost Estimate[4]
Replace a 2 x 2 stop controlled intersection with a single lane roundabout[2]	$843,000
Expand a single lane roundabout to a dual lane roundabout[2]	$608,000
Replace a 2 x 2 stop controlled intersection with a dual lane roundabout[3]	$1,147,000
Replace a 2 x 2 stop controlled intersection with a 3 x 3 Signalized Intersection[2]	$848,000
Replace a 2 x 2 stop controlled intersection with a 5 x 5 Signalized Intersection[3]	$1,579,667
Expand a 2 x 2 signalized intersection to a 5 x 5 Signalized Intersection[2]	$1,297,000
Expand a 4 x 4 signalized intersection to a 5 x 5 Signalized Intersection[3]	$1,002,250
Expand a 2 x 5 stop controlled intersection[3]	$648,500

[1]Estimated from ACHD's *South Meridian Transportation Plan* cost estimates
[2]From PEC estimates of similar City of Nampa projects
[3]Estimated using readily available information and URS Engineering Judgment
[4]Does not include ROW

V.2.2 Bicycle and Pedestrian Projects

Costs (in 2010 dollars) associated with identified bicycle and pedestrian projects were estimated based on information provided by the Nampa Public Works Department. It was assumed that no additional ROW would be needed for most of these projects. When additional ROW was

required, the cost was assumed to be $4.25 per square foot. Roadway widening cost assumptions in **Table 20** were also used as needed. A conservative cost estimate of $6.82 per linear foot (or $36,000 per mile) was provided by Nampa Public Works staff and used for bike lane demarcation (i.e., paint) and signage. Other cost assumptions for bicycle and pedestrian projects include:

- $12 per linear foot for new curb and gutter installation
- $24.50 per linear foot for new sidewalk installation
  - Assumes a 7 foot wide sidewalk, 4 inches thick
- $1,000 per bicycle rack
- $400,000 per mile to construct landscaped medians
- $100,000 per signalized pedestrian crosswalk

Using these assumptions the estimated cost associated with bicycle and pedestrian projects identified in **Table 18** was approximately $3 million. Of that, $1.8 million was associated with one project; widening Ruth Lane.

V.2.3 Congestion Management Projects

Costs associated with congestion management projects were estimated using information provided by the Nampa Public Works Department, with specific input from Traffic Division staff. Previously described ROW and construction cost assumptions were used when additional roadway or intersection capacity was a component of a congestion management project. Specific cost estimates developed for each congestion management project include:

- $1.2 million for the Nampa Downtown Traffic Signal Interconnect Project
- $5,000 to implement access control at 12th Avenue South at Iowa Street
- $13,200 to implement access control along 12th Avenue South between Sherman Avenue and Dewey Avenue
  - Assumes 660 linear feet of concrete curbing needed at a cost of $20 per linear foot
- $200,000 for a citywide traffic operation center at the Nampa Traffic Division headquarters
- $4.3 million to cul-du-sac Cherry Lane at Middleton Road and connect Laster Lane to Midland Boulevard
- $10,000 to eliminate left-in-left-out capability at Yale Street or terminate the connection of Davis Street with Yale Street by creating a cul-de-sac at Davis Street

Total estimated cost (in 2010 dollars) of all identified congestion management projects was approximately $5.7 million.

V.2.4 Downtown Nampa Traffic Alternatives Cost Estimates

The same assumptions used to estimate project cost for The Plan were used to develop cost estimates for Downtown Nampa traffic Alternatives 1 and 9 (See Section IV.4). Specific needs associated with each alternative were based on the concept for each option. Estimates for Alternative 1 ranged between $7.5 million and $8.3 million (2010 dollars) depending on the option chosen. Cost estimates for Alterative 9 ranged between $23.6 million and $27.3 million. These ranges are intended for planning-purposes and require the development of a preliminary design before they can be further refined.

V.3 FUNDING SOURCES

Implementation of The Plan requires multiple sources of funding. The City currently relies on three broad sources of funding for transportation projects; federal, state, and local.

V.3.1 Federal Funding

Funding for transportation projects is provided by the federal government via transportation authorization bills enacted into law by the US Congress. The most recent authorization bill, referred to as the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU), provided funding for transportation projects through December of 2010. ITD, in partnership with local MPOs and ITD's Local Highway Technical Assistance Council (LHTAC), administer several federal aid programs within the authorization bill. Each requires local matching funds. Programs include:

- Surface Transportation Program - Transportation Management Area (TMA). These funds are used by state and local agencies for capital projects and transportation planning. TMA funds can only be used in metropolitan areas with populations in excess of 200,000. As of the 2000 Census, Nampa was not eligible to receive TMA funds. However, it is likely, based on the results of the 2010 Census, that the City will either be included in the Northern Ada County TMA or become part of a new Canyon County TMA.
- Surface Transportation Program – Urban (STP-U). These funds are used to fund capital projects and conduct transportation planning in urban areas (population of 5,000 to 200,000). MPOs prioritize and allocate these funds to projects.
- Surface Transportation Program – Rural (STP-R). These funds are used by state and local governments to fund capital projects and conduct transportation planning in rural areas (population less than 5,000 or in unincorporated portions of Canyon County). They are administered statewide by ITD with the assistance of LHTAC.
- High Priority projects as designated specifically in SAFETEA-LU. These funds cannot be used for any other purpose without congressional action.

Projects receiving federal aid must be programmed for funding by COMPASS. Nampa competes for federal funding with other jurisdictions across the state and COMPASS aids the City in this process.

V.3.2 State Funding

A primary source of transportation funding distributed to the City from the State of Idaho comes from a highway distribution account (HDA). Revenues from this account are generated primarily from fuel taxes (gasoline and diesel) and vehicle registrations. Distributions to state and local transportation agencies are based on a formula specified in Idaho Code (Title 40, Chapter 7). HDA funds are often used to fulfill the matching requirement for federally funded projects. Their use is unrestricted with respect to roadway and intersection capacity improvements.

V.3.3 Local Funding

There are several sources of transportation funding available to city and/or county governments. Primary sources of local funding include:

- Property Taxes – These make up a majority of local transportation dollars. There are no restrictions on their use for roadway and intersection capacity projects.
- Impact Fees – These are charges levied against new construction and development to offset traffic impacts of their project. Nampa's impact fee ordinance (Title 3, Chapter 7 of the City of Nampa Code) limits the use of impact fees to "*…system improvements that create additional service available to serve new growth and development. (Ord. 3729, 8-20-2007).*" Depending on the size of a transportation project, it may be possible to use impact fees on specific roadway or intersection improvements.
- Exactions – Capacity improvements can be funded via negotiated exactions where developers are required to fund and build wider roadways and intersections. This source of funding is widely used by the City.
- Vehicle Registration Fees – Counties can charge additional vehicle registration fees in addition to those levied by the state. By law, funds collected via this method must be used for roadway and intersection projects. Canyon County (and therefore the City of Nampa) does not currently receive any county-specified vehicle registration funds.
- Other Sources – There are several miscellaneous sources of transportation funding available, including franchise fees, the sale of assets, local improvement districts, and general obligation (GO) bonds. All are or have been used by Nampa in recent years.

V.4 FUNDING FORECASTS

Forecasting the availability of federal, state, and local funding sources is difficult and requires several assumptions because transportation funding in Idaho is so dynamic. In late 2008, COMPASS completed an analysis of available transportation funding for Ada and Canyon Counties specific to the time period from 2009 to 2035 (*Funding Transportation Needs*, Report No. 08-2009). It attempted to develop reasonable assumptions regarding how transportation

funding sources could change over the next 20 years and estimate financial variables such as inflation, maintenance costs, public transportation revenues, and possible changes to formulas used for allocating funding to state and local governments.

COMPASS' *Funding Transportation Needs* report produced three escalation rates based on a set of high (optimistic), low (or conservative), and "most likely" assumptions. **Table 22** provides forecasted escalation rate estimates along with rates of inflation associated with capital improvement projects. Federal and state funding sources are expected to increase at a rate below inflation while local funding sources are likely to grow at a rate comparable to inflation. Because of this it is likely Nampa will not be able to sustain the amount of capital improvements that it has over the past decade.

TABLE 22: Revenue and Inflation Estimates for Capital Projects

	Percent Contribution of Source		Revenue Escalation Rate Estimates		
Funding Source Category	**FY 2010**	**FY 2035**	**High (APR)**	**Low (APR)**	**Most Likely (APR)**
Federal	11	8	6.1	0.1	1.5
State	30	25			
Highway Distribution Account	28		5.6	0.1	1.5
Other	2		6.7	5.3	5.7
Local	59	67			
Property Tax	36		5.7	3.2	3.9
Impact Fees	12		2.2	1.9	2.0
Other	11		4.4	2.9	3.3
Inflation Rate (APR)					
2010-2014			10.0	0.5	3.0
2015-2035			7.0	2.5	4.0

Source: *Funding Transportation Needs*; COMPASS report No. 08-2009

V.5 PRIORITIZING CAPITAL PROJECTS

Far more projects were identified than can be implemented with current and projected revenue streams. Therefore, a formalized process was developed to identify the highest priority improvement projects. A set of prioritization criteria was established to consistently evaluate each of the four project types; roadway capacity, intersection capacity, bicycle/pedestrian, and congestion management. Each criterion was refined so a basic **GRAY-YELLOW-GREEN** determination could be made for each project. This method was simple in concept, lending itself to generally clear distinctions among the three ratings, and allowed easy communication to stakeholders on project scoring.

- **A criterion was rated GRAY if it is unfavorable for a proposed project.**
- **A criterion was rated YELLOW if it is neutral or not applicable for a proposed project.**
- **A criterion was rated GREEN if it is favorable for a proposed project.**

Each project received a score and a rank relative to type based on its performance during an evaluation with each criterion. A "Number 1" project was identified for the short-term (years 2010 through 2019) and long-term (years 2020 through 2035) roadway capacity projects, the short-term (years 2010 through 2019) and long-term (years 2020 through 2035) intersection capacity projects, the bicycle/pedestrian projects, and the congestion management projects. Thus, six "Number 1" projects were identified through this process.

V.5.1 Evaluation Criteria

Criteria were developed first by exploring a variety of prioritization methodologies used by other transportation agencies. Prioritization criteria for The Plan were refined so projects could be evaluated using readily available transportation system data and forecasts. Preliminary criteria were reviewed with the CAC at a meeting on February 8, 2010 and refined based on their input. More information on this meeting can be found in Appendix A.

V.5.1.1 Roadway Capacity Projects

Ten criteria were developed to evaluate roadway capacity projects:

Safety (High Accident Locations)
A high accident location (HAL) was defined as any roadway segment (including intersections) with five or more recorded collisions in a 12-month period. Three calendar years (2006-2008) of collision data were available to identify HALs. This criterion favored projects focused on improving safety at HALs. A proposed project was considered **GREEN** if the roadway was identified as a HAL in each of the three data collection years (2006-2008). A project was considered **YELLOW** if the roadway was identified as a HAL in one or two of the three data collection years (2006-2008). Projects were considered **GRAY** if they did not improve a HAL.

Right-of-way
This criterion evaluated the need for additional ROW to develop a project and favored those that need little or no additional ROW. A project was considered **GREEN** for this criterion if negligible amounts (less than 0.5 acres) of needed ROW were estimated for a proposed project. If fewer than five acres were estimated, the project was considered **YELLOW**. If more than five acres of ROW were estimated as needed, the project was considered **GRAY** for this criterion.

Pavement Management Index Ratings

Many roadway segments in the City have been given a PMI rating. PMI begins at 100 after a roadbed and surface have been completely re-built (i.e., brand new) and reduces over time. PMI approaches zero when a roadway surface and the roadbed below it both fail badly. This criterion penalized projects that would cut into or tear up a roadway that was currently in good shape and favors projects that would repair or improve roadways with existing pavement deficiencies.

If more than one-half of the roadway's length had a PMI at or below 44, the project was considered **GREEN**. If a project involved a roadway with a PMI rating at or above 75, the project was considered **GRAY**. This criterion was considered **YELLOW** for all roadways with a PMI between 44 and 74 or for roadways that did not have a PMI.

Bridge and Culvert Sufficiency Ratings

Each bridge and culvert in the City has been examined and given a sufficiency rating. This criterion favored projects that replace or rehabilitate structurally deficient or functionally obsolete structures. If a proposed roadway project involved replacing or rehabilitating a functionally or structurally deficient bridge or culvert, it was considered **GREEN**. If a project impacted a functionally and/or structurally sound bridge or culvert the criterion was considered **GRAY**. This criterion was considered **YELLOW** for all roadway projects that did not involve a structure or where no sufficiency data existed.

Conformity to Current Design Specifications

Nampa maintains a comprehensive set of design standards for roadways based on functional classification. These standards include typical sections, base preparation, access control, and other similar features. New developments are generally required to develop roadways in full compliance with current standards. For a variety of reasons, existing roadways do not always conform to current standards. This criterion favored projects that bring non-conforming transportation facilities into conformity with current design standards.

This criterion was considered **GREEN** for any project that would bring a non-conforming roadway design into compliance with current standards. This criterion was considered **GRAY** for any capacity project impacting a roadway that meets or exceeds the current design standards. For all other projects, this criterion was considered **YELLOW**.

Existing Quality of Service

Capacity analysis allowed for calculation of a ratio of current traffic volumes to traffic volume threshold (based on LOS D). Thresholds were established for each arterial roadway in the study area to measure quality of service (see Section III). This criterion favored projects that had an existing traffic volume that exceeded the traffic volume threshold for the roadway. A project with a 2010 traffic-volume-to-threshold ratio that was greater than or equal to 1.10 was

considered **GREEN**. A proposed project with a ratio less than 0.90 was considered **GRAY**. Projects with a 2010 traffic-volume-to-threshold ratio between 0.90 and 1.10 were considered **YELLOW**.

Horizon Year (2035) Quality of Service

A horizon year (2035) traffic-volume-to-threshold ratio was computed for each roadway capacity project similar to the one to measure existing quality of service. Traffic volume forecast were obtained using COMPASS' travel demand model (see section IV). This criterion favored improvements to roadways that did not meet the LOS D threshold in the year 2035 established for The Plan. A project with a ratio of forecasted traffic-volume-to-threshold greater than or equal to 1.10 was considered **GREEN**. Capacity projects with a ratio less than 0.90 was considered **GRAY**. Projects with a forecasted traffic-volume-to-threshold ratio between 0.90 and 1.10 were considered **YELLOW**.

Prior Expenditures

Improving a mile or more of roadway is often more practical to manage with several smaller companion projects rather than one large project due to the limited availability of transportation funding. Therefore funding companion projects was favored. This criterion was considered **GREEN** for any roadway project when two or more companion projects were funded or completed within the past five years. Roadway projects with no previous expenditures were considered **GRAY**. All other roadway projects were considered **YELLOW** for this criterion.

Functional Class

Arterials carry the majority of the traffic in the study area and are vital to the public transportation system. Therefore this criterion favored capacity improvements to arterial roadways. It was considered **GREEN** if a project primarily involved capacity improvements for a principal arterial. This criterion was considered **YELLOW** if a project primarily involved capacity improvements for a minor arterial. **A**ll other roadway projects involving collector and/or local roadways were considered **GRAY**.

Regional Transportation Plan Corridor

COMPASS prepares or updates a regional long-range transportation plan every three to four years that specifies transportation system goals for the entire Treasure Valley. The current long-range transportation plan for the region is CIM. CIM places strong emphasis on a limited number of transportation corridors. Therefore this criterion favored projects that were also on the "funded" corridors list in CIM. This criterion was considered **GREEN** if a project was classified as "funded" in CIM. It was considered **GRAY** for projects on CIM's unfunded list. A project was considered **YELLOW** if it was not listed as a regional transportation corridor in CIM.

V.5.1.2 Intersections

Six criteria were developed to evaluate proposed intersection capacity projects. Some are similar to those used to evaluate roadway capacity projects while others are unique to intersections. Evaluation criteria include:

Safety (HALs)

This criterion favored projects focused on improving safety at HALs. A HAL was defined as any intersection with five or more recorded collisions in a 12-month period. Three calendar years (2006-2008) of collision data were available to identify HALs. A proposed project was considered **GREEN** if the intersection was identified as a HAL in each of the three data collection years (2006-2008). An intersection project was considered **YELLOW** if it was identified as a HAL in one or two of the three data collection years (2006-2008). A project was considered **GRAY** if it did not improve a HAL.

Right-of-way

This criterion evaluated the need for additional ROW to improve an intersection and favored those that need little or no additional ROW. This criterion was considered **GREEN** if a negligible amount (less than 0.5 acres) of additional ROW was needed to improve an intersection. If fewer than 2 acres were required, this criterion was considered **YELLOW**. If more than 2 acres of ROW were needed, the project was considered **GRAY**.

Conformity to Current Design Specifications

The City maintains a comprehensive set of design standards for intersections, including signalization requirements and guidelines for roundabout intersection designs. For a variety of reasons, existing intersections do not always conform to current standards. This criterion favored projects that bring non-conforming intersections into conformity with current design standards.

This criterion was considered **GREEN** for any capacity project that would bring a non-conforming intersection into compliance with current design standards. Projects were considered **GRAY** if they currently meet the City's design specifications. For all other projects, this criterion was considered **YELLOW**.

Benefit/Cost Ratio

A ratio of an intersection project's estimated cost to its potential benefit is, conceptually, a superb measure of whether the project is worth funding. A worthwhile project would have relatively low cost for the number of people or vehicles receiving benefit from it. However, calculating this ratio requires consistent measures of cost as well as benefit. This criterion established a consistent method to calculate benefit and compared it to project cost estimates developed with the assumptions in Section V.2.1.

Benefit was defined as the difference in travel delay (in seconds) between the intersection before and after implementation of capacity improvements. This was calculated using an assumed reduction in delay per vehicle based on an improved intersection meeting the LOS D threshold and an unimproved intersection performing at an assumed LOS of F. This difference in delay (per vehicle) was multiplied by the forecast traffic volume appropriate to the year of need to estimate the total daily reduction in delay. Total daily reductions for each intersection project were then multiplied by an average 250 working days per year to provide an annual reduction in delay. The annual delay estimate was then multiplied by the number of years the improvement would be in service, based on 2010 as the base year and the year of need as the implementation year. A current (2009) average wage rate for the metro area ($18.89/hour) was multiplied by this overall reduction in delay (i.e., benefit) to allow for calculation of a benefit/cost ratio.

This method for estimating intersection benefit favored capacity projects needed now (i.e., short-term projects) over those needed in 2020 and beyond (i.e., long-term projects). Therefore, evaluations were slightly different depending on the intersection project list under consideration.

Long-term intersection capacity projects (2020 and beyond) with a benefit/cost ratio greater than 1.1 were considered **GREEN**. A benefit/cost ratio of less than 0.9 was considered **GRAY** for long-term intersection project and those with a ratio between 0.9 and 1.1 were considered **YELLOW**.

Short-term projects (2010 to 2019) with a benefit/cost ratio greater than 2.0 were considered **GREEN**. A benefit/cost ratio of less than 1.0 was considered **GRAY** for short-term intersection projects and projects with a ratio between 1.0 and 2.0 were considered **YELLOW**.

Functional Class

This criterion prioritized intersection capacity improvements using the functional classification of the roadway(s) they serve. Roadway functional classification is discussed in Section III.4.2. Intersection projects were considered **GREEN** if both intersecting roadways were classified as principal arterials. Projects were considered **YELLOW** if one of the intersecting roadways was classified as a principal arterial and the other as a minor arterial or if both roadways were classified as minor arterials. This criterion was considered **GRAY** for intersections involving roadways classified as either collectors or local roads.

Regional Transportation Plan Corridor

This criterion favored intersection projects also listed on the “funded” corridors (or roadways) list in CIM. A project was considered **GREEN** if the intersection was located along one of the

"funded" CIM roadways. It was considered **GRAY** for projects located along a roadway on the CIM unfunded list and **YELLOW** if it was located along a roadway not listed in CIM.

V.5.1.3 Bicycle and Pedestrian

Seven criteria were developed to evaluate identified bicycle and pedestrian projects:

HALs

Projects that improve bicycle and/or pedestrian safety at HALs as identified per the evaluation of roadway and intersection capacity projects were favored by this criterion. A project was considered **GREEN** if it specifically improved bicycle and/or pedestrian facilities at a HAL identified in each of the three data collection years (2006-2008). This criterion was considered **YELLOW** for bicycle and/or pedestrian projects that improved facilities at a HAL identified in one or two of the three data collection years (2006-2008). Bicycle and pedestrian projects were considered **GRAY** if they would not improve bicycle and/or pedestrian facilities at a HAL.

Routes to Schools

This criterion favored projects that provided dedicated bicycle and pedestrian facilities near schools. A project was considered **GREEN** if it improved the walking/biking facilities within ½ mile of a school. Projects were considered **YELLOW** if they improved the walking/biking facilities within a ½ mile to 1 mile radius of a school. All other projects were considered **GRAY** for this criterion.

Gap Completion

There are several reasons why gaps in the sidewalk and bike lane network exist. Some are created when new residential subdivisions are constructed in once rural areas. Others are a result of a recent roadway capacity or rehabilitation project. This criterion favored bicycle and pedestrian projects that "filled the gaps" in the existing network of sidewalks and bike lanes. A project that eliminates a gap in an otherwise continuous pedestrian or bicycle facility was considered **GREEN**. The criterion was considered **YELLOW** if a project partially eliminated some gaps or if the project location had no gaps. All other proposed projects were considered **GRAY** for this criterion, specifically for those projects that would create new gaps in the network.

Prior Expenditures

Constructing a mile or more of sidewalk is often more practical to manage in a series of several smaller companion projects completed a funding is available rather than one large project. Therefore completing companion projects was favored by this criterion. A project was considered **GREEN** if a design was completed and a companion project was recently constructed (past 5 to 10 years). Projects with no previous expenditures or companion projects

were considered **GRAY**. This criterion was considered **YELLOW** for projects with completed designs or for projects in various stages of design, but not part of a previously constructed companion project.

Proximity to Bridges and Culverts

Bicycle and pedestrian projects installed adjacent to roadways could require additional ROW to accommodate them. This can be a difficult issue when they are also adjacent to canals and ditches or require the extension of bridges and/or culverts. Widening roadways near these waterways and structures can be costly and have environmental impacts. Therefore this criterion favored those projects that were not adjacent to waterways and did not cross bridges or culverts.

A project was considered **GREEN** if it did not cross or otherwise impact a waterway or canal. If the project was adjacent to a waterway or canal but did not cross it, the project was considered **YELLOW**. Any bicycle or pedestrian project that crossed a canal or waterway was considered **GRAY**.

Plan Implementation

The City of Nampa prepares many documents to guide staff in reviewing proposed developments and to inform the general public about what is required or expected in those developments. Specific plans with bicycle and pedestrian improvements include the *Nampa Downtown Streetscape Plan* and the *University District Neighborhood Plan*. This criterion favored projects supporting implementation of Nampa's other transportation and land use plans.

Projects were considered **GREEN** if they specifically addressed and implement (either partially or fully) a goal identified in two or more of the City's plans. A project was also considered **GREEN** if fully implemented at least one specific project in a planning document. This criterion was considered **YELLOW** for projects that partially addressed and would implement a transportation system goal from any of two planning documents (Nampa Streetscapes Plan or University District Neighborhood Plan). All other projects were considered **GRAY** for this criterion.

Context of Adjacent Land Use

A roadway's adjacent land use influences the type of bicycle and pedestrian facilities needed. If adjacent land uses do not create an attractive and safe environment, there is less of a need for sidewalks and bicycle lanes. Therefore this criterion favored investments in bicycle and pedestrian facilities adjacent to land uses that would have the greatest potential for creating urban centers and core neighborhoods.

This criterion was considered **GREEN** if adjacent land uses were considered more urban because of their high levels of accessibility and completeness. Projects were considered **YELLOW** if it was adjacent to more stand-alone suburban use types with lower levels of regional access. All other projects were considered **GRAY** because they were adjacent to land uses that were considered incomplete, more rural in nature, and/or having limited amounts of accessibility.

V.5.1.4 Congestion Management

Six criteria were developed to evaluate the identified congestion management projects:

HALs

This criterion favored projects that focus on improving safety at HALs. A project was considered **GREEN** if it would specifically improve a HAL identified in each of the three data collection years (2006-2008). A project was considered **GRAY** if it did not improve conditions at a HAL. Projects were considered **YELLOW** if they improved conditions at a HAL identified in one or two of the three data collection years (2006-2008).

Conformity to Current Design Specifications

There are a variety of reasons why existing transportation facilities do not always conform to current standards. This criterion favored projects that would bring non-conforming components and designs into compliance with current standards. Projects were considered **GREEN** if they brought non-conforming transportation system components into full compliance with current standards. A project was considered **YELLOW** if it addressed some, but not all of the existing non-conforming features. For all other projects, this criterion was considered **GRAY**.

Implement Access Management Strategies

Nampa has developed and adopted access management strategies to reduce conflicts between vehicles and improve traffic operations on city roadways (see the Engineering Development Policy and Procedures Manual, July 2010). This criterion favored projects that implement any of the City's access management strategies. A project was considered **GREEN** if it implemented access management strategies along a principal arterial. It was considered **YELLOW** if it implemented access management strategies along a minor arterial and **GRAY** for all other projects.

Traffic Operations

Traffic flow (efficiency and capacity) can be improved in a number of ways that do not involve making facilities bigger. Examples include improving access control, coordinating signals, modifying timing of a traffic signal, and improving signage and/or information to travelers. Often the positive effects of these types of projects are difficult to measure.

This criterion favored projects that were judged by traffic professionals and engineers to improve traffic operations. Projects were designated **GREEN** if they were likely to improve traffic operations. A project that did not improve traffic operations was considered **GRAY** and all other projects were considered **YELLOW**.

Emergency Response
Congestion management projects can have an effect on emergency response times. Examples include projects that add emergency vehicle preemption capabilities at signalized intersections and projects that connect traffic operation personnel to emergency responders. This criterion favored projects that improve emergency response times. Projects were considered **GREEN** if they directly improved emergency response times. They were considered **GRAY** if they increased emergency response times. All other projects were considered **YELLOW**.

Conflict Mitigation
Conflict mitigation addresses alerting travelers to potential conflicts within or near roadways and intersections. Specific types of transportation projects that can mitigate and control conflicts include HAWK pedestrian crossings, school zone flashers, and new or improved traffic signals. Other conflict mitigation projects, such as dynamic message signs, communicate potential dangers to travelers. This criterion was considered **GREEN** if a project directly mitigated and controlled vehicle conflicts. It was considered **YELLOW** if it highlighted or communicated conflicts to travelers, but not mitigate them and **GRAY** if it did not reduce or communicate vehicle conflicts to travelers.

V.5.2 Scoring and Results

A tiered scoring system was used based on the number of **GRAY**s, **YELLOW**s, and **GREEN**s each project received. The first scoring tier identified favorable projects as opposed to those considered neutral or unfavorable. This was accomplished by determining a median "color" for each project.

Tier two compared the number of favorable criteria (**GREEN**) to the number of unfavorable (**GRAY**) criteria. Those with more favorable qualities (more **GREEN**s and fewer **GRAY**s) scored higher than those with fewer favorable qualities (fewer **GREEN**s and more **GRAY**s).

A third tier weighted the scores using specific criteria identified by the CAC as high priorities for each project type. This third tier was scored the same way as the first tier (median score), but for only specific criteria. High priority criteria identified for each project type include:

- Roadway Capacity Projects
  - HALs
  - Conformity to Current Design Specifications

  - Existing Quality of Service
  - Horizon Year (2035) Quality of Service
- Intersection Capacity Projects
  - HALs
  - Conformity to Current Design Specifications
  - Benefit/Cost Ratio
- Bicycle and Pedestrian Projects
  - Routes to Schools
  - Gap Completion
  - Plan Implementation
- Congestion Management Projects
  - HALs
  - Traffic Operations
  - Conflict Mitigation

The fourth and final scoring tier used "year of need" to differentiate those projects needed sooner from those needed later. Short-term projects had a "year of need" of either 2010 or 2015 based on the capacity analysis. A project needed in 2010 was scored higher than one needed in 2015. Long-term projects had a "year of need" of 2020, 2025, 2030, or 2035 and a project needed in 2020 scored higher than one needed in 2035. "Year of need" was assumed to be 2010 for all bicycle/pedestrian and congestion management projects. Therefore the fourth scoring tier did not influence the ranking for these project types.

Scores from all four tiers were used to finalize a project's rank within a given list. **Tables 23 through 26** show short-term (2010-2019) project ranks. Tables **27 and 28** show long-term roadway and intersection project ranks. Overall, the highest ranked projects for the study area were:

- Roadway Capacity
  - Franklin Road, Gate Boulevard to Star Road (short-term)
  - Greenhurst Road, Southside Boulevard to Happy Valley Road (long-term)
- Intersection Capacity
  - 2nd Street South/3rd Street South at Northside Boulevard (short-term)
  - Amity Road at Happy Valley Road (long-term)
- Bicycle and Pedestrian
  - NNU Neighborhood District Project
- Congestion Management
  - 12th Avenue South between Sherman Avenue and Dewey Avenue

Appendix G contains results of the project prioritization process for each of the six project lists. These ranking will be used to help determine which transportation projects receive the City's support for funding.

TABLE 23: Roadway Capacity Rankings (Short-Term; 2010-2019)

Roadway Project	Beginning Location	End Location	Description	Rank	Cost Estimate (2010 $)
Franklin Road	East Gate Boulevard	Star Road	Widen to 5 lanes	1	$2,881,000
Karcher Road (SH-55)	Midway Road	Sundance Road	Widen to 5 lanes	2	$6,368,000
Karcher Road (SH-55)	Sundance Road	I-84	Widen to 6 lanes	3	$3,771,000
Caldwell Boulevard (I-84 Bus.)	Middleton Road	Karcher Road	Widen to 6 lanes	4	$4,519,000
Franklin Road	Star Road	McDermott Road	Widen to 5 lanes	5	$5,762,000
12th Avenue South (SH-45)	Sunrise Rim Road	Dooley Lane	Widen to 5 lanes	6	$ 950,000
Caldwell Boulevard (I-84 Bus.)	Homedale Road	Middleton Road	Widen to 6 lanes	6	$4,351,000
Caldwell Boulevard (I-84 Bus.)	Midland Boulevard	Canyon Street	Widen to 6 lanes	6	$6,563,000
Happy Valley Road	Greenhurst Road	Amity Road	Widen to 5 lanes	6	$5,874,000
US 20/26	Madison Road	Franklin Road	Widen to 5 lanes	6	$2,376,000
Cherry Lane	11th Avenue North	Can-Ada Road	Widen to 5 lanes	11	$5,874,000
Franklin Boulevard	Karcher Road	Cherry Lane	Widen to 5 lanes	11	$5,425,000
Franklin Boulevard	Cherry Lane	Ustick Road	Widen to 5 lanes	11	$5,650,000
US 20/26	11th Avenue North	Can-Ada Road	Widen to 5 lanes	11	$5,201,000
Caldwell Boulevard (I-84 Bus.)	Karcher Road	Midland Road	Widen to 6 lanes	15	$4,063,000
Midland Boulevard	Marketplace Boulevard	Cherry Lane	Widen to 5 lanes	15	$2,056,000
Midland Boulevard	Cherry Lane	Ustick Road	Widen to 5 lanes	15	$5,537,000
US 20/26	Franklin Road	11th Avenue North	Widen to 5 lanes	15	$5,201,000
Cherry Lane	Cad Ada Road	Star Road	Widen to 5 lanes	19	$5,537,000
Cherry Lane	Franklin Road	11th Avenue North	Widen to 5 lanes	20	$5,874,000
Franklin Boulevard	Ustick Road	Linden Road	Widen to 5 lanes	20	$5,537,000
Cherry Lane	Midland Boulevard	Northside Boulevard	Widen to 5 lanes	22	$5,874,000
Cherry Lane	Star Road	McDermott Road	Widen to 5 lanes	23	$5,874,000
Cherry Lane	Northside Boulevard	Franklin Road	Widen to 5 lanes	24	$5,874,000

Indicates ITD jurisdiction

Indicates full or partial NHD1 jurisdiction

TABLE 24: Intersection Capacity Rankings (Short-Term; 2010-2019)

Intersection Project		Project Description	Rank	Cost Estimate (2010 $)
E-W Street	N-S Street			
2nd Street South (I-84 Bus.)	Northside Boulevard	Add lanes	1	$ 1,002,000
3rd Street South (I-84 Bus.)	Northside Boulevard	Add lanes	1	$ 1,002,000
Caldwell Boulevard (I-84 Bus.)	Middleton Road	Add turn lanes	3	$ 1,297,000
2nd Street South	11th Avenue South (I-84 Bus.)	Add turn lanes	4	$ 1,251,000
3rd Street South (I-84 Bus.)	12th Avenue South (SH-45)	Add turn lanes	4	$ 1,202,000
Caldwell Boulevard (I-84 Bus.)	Midland Boulevard	Add turn lanes	4	$ 1,297,000
Karcher Avenue (SH-55)	Caldwell Boulevard (I-84 Bus.)	Add turn lanes	7	$ 1,337,000
Karcher Avenue (SH-55)	Middleton Road	Add turn lanes	7	$ 1,180,000
Ustick Road[1]	Franklin Boulevard	Add signal and turn lanes	7	$ 1,676,000
2nd Street South	12th Avenue South (SH-45)	Add turn lanes	10	$ 1,251,000
7th Street South	12th Avenue South (SH-45)	Add turn lanes	11	$ 1,202,000
Garrity Boulevard (I-84 Bus.)	16th Avenue North	Add turn lanes	11	$ 1,121,000
Orchard Avenue	Caldwell Boulevard (I-84 Bus.)	Add turn lanes	11	$ 1,235,000
Ustick Road[2]	Can-Ada Road	Add signal and turn lanes	11	$ 1,925,000
Garrity Boulevard (I-84 Bus.)	11th Avenue North	Add turn lanes	15	$ 1,241,000
Garrity Boulevard (I-84 Bus.)	Kings Road	Add turn lanes	15	$ 1,254,000
Marketplace Boulevard	Midland Boulevard	Add lanes	15	$ 1,002,000
Karcher Avenue (SH-55)	Cassia Street	Add turn lanes	18	$ 1,254,000
Lake Lowell Avenue*	Midland Boulevard	Single lane roundabout	18	$ 1,065,000
Lone Star Road*	Midland Boulevard	Single lane roundabout	18	$ 1,065,000
7th Street South	11th Avenue South	Add lanes	21	$ 1,051,000
Garrity Boulevard (I-84 Bus.)	Stamm Lane	Add turn lanes	21	$ 1,214,000
Greenhurst Road[1]	Southside Boulevard	Add turn lanes	21	$ 1,278,000
Ustick Road[1]	11th Avenue North	Add signal and turn lanes	21	$ 1,743,000
Amity Road*	Robinson Road	Dual lane roundabout	25	$ 1,610,000
Karcher Avenue (SH-55)	Midway Road	Add signal	25	$ 1,899,000
Roosevelt Avenue*, [1]	Midland Boulevard	Add signal	25	$ 848,000
Smith Avenue	Midland Boulevard	Add turn lanes	25	$ 649,000
Ustick Road[1]	Star Road	Add signal and turn lanes	25	$ 2,069,000

Intersection Project		Project Description	Rank	Cost Estimate (2010 $)
E-W Street	N-S Street			
Cherry Lane[1]	Can-Ada Road	Add signal and turn lanes	30	$ 2,037,000
Davis Avenue	Yale Street	Add signal	30	$ 1,098,000
Homedale Road	Caldwell Boulevard (I-84 Bus.)	Add turn lanes	30	$ 1,587,000
Ustick Road[1]	Madison Road	Add signal	30	$ 1,580,000
Victory Road*	Happy Valley Road	Dual lane roundabout	30	$ 1,610,000
Birch Lane	Franklin Boulevard	Add signal and turn lanes	35	$ 1,580,000
Karcher Road	Franklin Boulevard	Dual lane roundabout	35	$ 1,610,000
US 20/26	Can-Ada Road	Add signal and turn lanes	35	$ 1,877,000
Victory Road [2]	Kings Road	Dual lane roundabout	35	$ 1,610,000
Cherry Lane[1]	Midland Boulevard	Add lanes	39	$ 1,596,000
Orchard Avenue*, [2]	Middleton Road	Single lane roundabout	39	$ 1,065,000
Ustick Road[1]	McDermott Road	Add signal and turn lanes	39	$ 2,024,000
Birch Lane*	Idaho Center Boulevard	Add signal and turn lanes	42	$ 1,122,000
Franklin Road*, [1]	Star Road	Dual lane roundabout	42	$ 1,610,000
Greenhurst Road*, [1]	Happy Valley Road	Dual lane roundabout	42	$ 1,610,000
Greenhurst Road*	Robinson Road	Dual lane roundabout	42	$ 1,610,000
US 20/26	Franklin Boulevard	Add signal and turn lanes	42	$ 1,708,000
US 20/26	Northside Boulevard	Add signal and turn lanes	42	$ 1,807,000
Cherry Lane[1]	Franklin Boulevard	Add signal and turn lanes	47	$ 2,069,000
Cherry Lane[2]	Northside Boulevard	Add signal and turn lanes	47	$ 2,069,000
Dooley Lane	12th Avenue South (SH-45)	Add signal	47	$ 1,333,000
Garrity Boulevard (I-84 Bus.)	39th Avenue North	Add signal and turn lanes	47	$ 1,903,000
Greenhurst Road[1]	Midland Boulevard	Single lane roundabout	47	$ 1,065,000
High Street	Yale Street	Add signal	47	$ 1,098,000
Iowa Avenue	Midland Boulevard	Add signal and lanes	47	$ 903,000
US 20/26	11th Avenue North	Add signal and turn lanes	47	$ 1,631,000
US 20/26	Madison Road	Add signal and turn lanes	55	$ 1,600,000
Cherry Lane*, [2]	Star Road	Dual lane roundabout	56	$ 1,610,000

Indicates ITD jurisdiction

[1] *Shared jurisdiction with local Highway District*

[2] *Local Highway District*

[*] *Existing signal warrant analysis completed, shows need for improvements with current volumes*

TABLE 25: Bicycle and Pedestrian Rankings (Short-Term; 2010-2019)

Project Location	Project Description	Rank	Cost Estimate (2010 $)
NNU Neighborhood	Multimodal connectivity project between Downtown Nampa and NNU	1	$ 454,000
Sunnyridge Road between Maine Avenue and Greenhurst Road	Add sidewalks to eliminate gaps, especially for safe routes to school	2	$ 48,000
Greenhurst Road, between Wal-Mart's south parking lot and Sunnybrook Drive	Install a pedestrian/bicyclist crosswalk	3	$ 100,000
Lone Star Road/7th Avenue; east of Midland Boulevard all the way into Downtown (7th Avenue @ 2nd Street)	Stripe bicycle lanes on both sides of the road	4	$ 54,000
Caldwell Boulevard at the Canyon County Center	Reduce traffic speed and install a pedestrian crosswalk	5	$ 100,000
Iowa Avenue to Midland Boulevard, then Midland Boulevard to Caldwell Boulevard	Add bicycle lanes and signs	5	$ 144,000
Kings Road from the railroad overpass to Garrity Boulevard	Add bicycle lanes and signs	7	$ 65,000
Citywide	Install bicycle parking at all Park-and-Ride lots to facilitate multi-modal transportation	8	$ 6,000
Iowa Avenue, just west of 12th Avenue South	Add sidewalks (or just widen the street surface) on this section that has no safe walking/riding space	8	$ 39,000
Lake Lowell Avenue from 12th Avenue South to Midway Road	Add bicycle lanes and signs	8	$ 108,000
Middleton Road; Greenhurst to Nampa/Caldwell Boulevard	Add bicycle lanes wherever possible	8	$ 126,000
Ruth Lane between 12th Avenue South on the west and Sunnyridge Road on the east	Widen Ruth Lane to accommodate pedestrians and bikes	12	$1,764,000

TABLE 26: Congestion Management Rankings (Short-Term; 2010-2019)

Project Location	Project Description	Rank	Cost Estimate (2010 $)
12th Avenue South between Sherman Avenue and Dewey Avenue	Implement access control and limit number of entries/exits	1	$ 13,200
Davis Street	Eliminate left-in-left-out capability at Yale Street or terminate connection to Yale Street by creating a cul-de-sac at Davis Street	2	$ 10,000
1st Street South to 7th Street South; 11th Avenue South to 16th Avenue South	Nampa Downtown Traffic Signal Interconnect Project: • Upgrade signal controllers on all downtown signals • Install cameras and new heads as required • Interconnect all cameras and signals to a newly-established traffic control center at Nampa Traffic Division	3	$1,200,000
12th Avenue South & Iowa Street	Force right-in-right-out on Iowa Street near the Blimpies	4	$ 5,000
Citywide	Create a traffic operations center to centralize management of coordinated signals to smooth traffic flow	5	$ 200,000
Cherry Lane	Cul-du-sac Cherry Lane at Middleton Road; Connect Laster Lane to Midland Boulevard	6	$4,300,000

TABLE 27: Roadway Capacity Rankings (Long-Term; 2020-2035)

Roadway Project	Beginning Location	End Location	Description	Rank	Total Cost (2010 $)
Greenhurst Road	Southside Boulevard	Happy Valley Road	Widen to 5 lanes	1	$5,537,000
Ustick Road	Northside Boulevard	Franklin Road	Widen to 5 lanes	2	$6,435,000
11th Avenue South (I-84 Bus.)	3rd Street South	Garrity Boulevard (I-84 Bus.)	Widen to 6 lanes	3	$5,661,000
Garrity Boulevard (I-84 Bus.)	Franklin Boulevard	Sugar Street	Widen to 6 lanes	4	$5,465,000
Garrity Boulevard (I-84 Bus.)	Sugar Street	Kings Road	Widen to 6 lanes	4	$3,013,000
Can-Ada Road	Birch Lane	Cherry Lane	Widen to 5 lanes	6	$2,769,000
Garrity Boulevard (I-84 Bus.)	Kings Road	I-84	Widen to 6 lanes	6	$6,692,000
Ustick Road	Franklin Road	11th Avenue North	Widen to 5 lanes	6	$6,211,000
Idaho Center Boulevard	I-84	Birch Lane	Widen to 6 lanes	9	$9,039,000
Victory Road	Sugar Street	Grays Lane	Widen to 5 lanes	9	$5,874,000
16th Avenue South	1st Street South	Garrity Boulevard	Widen to 5 lanes	11	$5,201,000
Franklin Boulevard	I-84	Karcher Road	Widen to 6 lanes	11	$3,125,000
Lone Star Road	Canyon Street	Greenleaf Street	Widen to 5 lanes	11	$1,469,000
Ustick Road	Midland Boulevard	Northside Boulevard	Widen to 5 lanes	11	$6,435,000
Ustick Road	11th Avenue North	Can-Ada Road	Widen to 5 lanes	11	$6,211,000
Ustick Road	Can-Ada Road	Star Road	Widen to 5 lanes	11	$6,435,000
Ustick Road	Star Road	McDermott Road	Widen to 5 lanes	11	$6,435,000
11th Avenue North	I-84	Cherry Lane	Widen to 5 lanes	18	$8,811,000
3rd Street North	16th Avenue South	Sugar Street	Widen to 5 lanes	18	$3,641,000
7th Avenue South	Greenleaf Street	1st Street South	Widen to 3 lanes	18	$2,170,000
7th Street South	Yale Street	16th Avenue South	Widen to 5 lanes	18	$4,161,000
Amity Road	Chestnut Street	Southside Boulevard	Widen to 5 lanes	18	$6,215,000
Northside Boulevard	Karcher Road	Cherry Lane	Widen to 3 lanes	18	$4,290,000
11th Avenue North	Garrity Boulevard (I-84 Bus.)	I-84	Widen to 3 lanes	24	$3,841,000
Can-Ada Road	Cherry Lane	Ustick Road	Widen to 5 lanes	24	$5,874,000
Lone Star Road	Middleton Road	Midland Boulevard	Widen to 3 lanes	24	$4,290,000
Middleton Road	Orchard Avenue	Karcher Road	Widen to 3 lanes	24	$3,953,000
Middleton Road	Karcher Road	Caldwell Boulevard (I-84 Bus)	Widen to 3 lanes	24	$4,290,000
Middleton Road	Caldwell Boulevard (I-84 Bus)	I-84	Widen to 3 lanes	24	$2,789,000
Midland Boulevard	Greenhurst Road	Lake Lowell Avenue	Widen to 3 lanes	24	$3,953,000

Roadway Project	Beginning Location	End Location	Description	Rank	Total Cost (2010 $)
11th Avenue North	Cherry Lane	Ustick Road	Widen to 5 lanes	31	$5,874,000
12th Avenue South (SH-45)	Bennett Road	Missouri Avenue	Widen to 3 lanes	31	$3,168,000
12th Avenue South (SH-45)	Missouri Avenue	Deer Flat Road	Widen to 3 lanes	31	$3,168,000
Amity Road	Happy Valley Road	Robinson Road	Widen to 5 lanes	31	$5,650,000
Amity Road	Robinson Road	McDermott Road	Widen to 5 lanes	31	$5,425,000
Can-Ada Road	Ustick Road	Elm Lane	Widen to 5 lanes	31	$6,782,000
Can-Ada Road	Elm Lane	US 20/26	Widen to 5 lanes	31	$4,153,000
Greenhurst Road	Middleton Road	Horton Street	Widen to 3 lanes	31	$5,363,000
Orchard Avenue	Midland Boulevard	Caldwell Boulevard (I-84 Bus.)	Widen to 3 lanes	31	$2,372,000
Ustick Road	Northside Boulevard	Franklin Road	Widen to 6 lanes	31	$ 792,000
Ustick Road	Franklin Road	11th Avenue North	Widen to 6 lanes	31	$ 792,000
Victory Road	Grays Lane	Pit Lane	Widen to 5 lanes	31	$5,874,000
16th Avenue South	Roosevelt Avenue	1st Street South	Widen to 5 lanes	43	$3,641,000
Airport Road	Kings Road	Happy Valley Road	Widen to 3 lanes	43	$4,290,000
Amity Road	West of Grays Lane	Happy Valley Road	Widen to 5 lanes	43	$5,287,000
Happy Valley Road	Victory Road	Airport Road	Widen to 3 lanes	43	$3,218,000
Happy Valley Road	Airport Road	Stamm Lane	Widen to 3 lanes	43	$2,145,000
Locust Lane	SH-45	Powerline Road	Widen to 3 lanes	43	$5,537,000
Northside Boulevard	Cherry Lane	Ustick Road	Widen to 3 lanes	43	$4,290,000
Orchard Avenue	Middleton Road	Midland Boulevard	Widen to 3 lanes	43	$4,290,000
Southside Boulevard	Locust Lane	Greenhurst Road	Widen to 3 lanes	43	$3,841,000
Star Road	I-84	Franklin Road	Widen to 5 lanes	43	$2,305,000
Star Road	Franklin Road	Cherry Lane	Widen to 5 lanes	43	$5,537,000
Star Road	Cherry Lane	Ustick Road	Widen to 5 lanes	43	$5,874,000
Victory Road	Dewey Lane	McDermott Road	Widen to 5 lanes	43	$2,937,000
12th Avenue South (SH-45)	Bowmont Road	Bennett Road	Widen to 3 lanes	56	$3,168,000
Greenhurst Road	Happy Valley Road	Robinson Road	Widen to 5 lanes	56	$6,215,000
Kuna Road	Southside Boulevard	Happy Valley Road	Widen to 5 lanes	56	$5,874,000
Kuna Road	Happy Valley Road	Robinson Road	Widen to 5 lanes	56	$5,874,000
Kuna Road	Robinson Road	McDermott Road	Widen to 5 lanes	56	$5,874,000
Locust Lane	Powerline Road	Southside Boulevard	Widen to 3 lanes	56	$5,874,000

Roadway Project	Beginning Location	End Location	Description	Rank	Total Cost (2010 $)
Locust Lane	Southside Boulevard	Happy Valley Road	Widen to 3 lanes	56	$5,201,000
Locust Lane	Happy Valley Road	Robinson Road	Widen to 3 lanes	56	$5,874,000
Lone Star Road	Midland Boulevard	Canyon Street	Widen to 3 lanes	56	$3,218,000
Ustick Road	Midland Boulevard	Northside Boulevard	Widen to 6 lanes	56	$ 792,000
Ustick Road	11th Avenue North	Can-Ada Road	Widen to 6 lanes	56	$ 792,000
Ustick Road	Can-Ada Road	Star Road	Widen to 6 lanes	56	$ 792,000
Ustick Road	Star Road	McDermott Road	Widen to 6 lanes	56	$ 792,000
Victory Road	Pit Lane	Dewey Lane	Widen to 5 lanes	56	$5,874,000
12th Avenue South (SH-45)	Deer Flat Road	Lake Shore Road	Widen to 3 lanes	70	$1,584,000
Locust Lane	Midland Boulevard	SH-45	Widen to 3 lanes	70	$5,874,000
McDermott Road	Franklin Road	Cherry Lane	Widen to 3 lanes	70	$4,290,000
McDermott Road	Cherry Lane	Ustick Road	Widen to 3 lanes	70	$4,290,000
Middleton Road	Lone Star Road	Orchard Avenue	Widen to 3 lanes	70	$4,290,000
Midland Boulevard	Locust Lane	Greenhurst Road	Widen to 3 lanes	70	$4,290,000
Orchard Avenue	Midway Road	Middleton Road	Widen to 3 lanes	70	$4,290,000
Lake Avenue	Lone Star Road	Orchard Road	Widen to 3 lanes	77	$4,290,000
Locust Lane	Robinson Road	McDermott Road	Widen to 3 lanes	77	$5,874,000
McDermott Road	Locust Lane	Lake Hazel Road	Widen to 3 lanes	77	$4,066,000
Middleton Road	Lake Lowell Avenue	Lone Star Road	Widen to 3 lanes	77	$4,066,000
Orchard Avenue	Lake Avenue	Midway Road	Widen to 3 lanes	77	$4,290,000
Robinson Road	Lewis Lane	Locust Lane	Widen to 3 lanes	77	$4,066,000
Robinson Road	Lake Hazel Road	Amity Road	Widen to 3 lanes	77	$3,218,000
Robinson Road	Victory Road	Airport Road	Widen to 3 lanes	77	$3,218,000
Airport Road	Happy Valley Road	Robinson Road	Widen to 3 lanes	85	$4,290,000
Airport Road	Robinson Road	McDermott Road	Widen to 3 lanes	85	$4,290,000
Kuna Road	Track Road	Southside Boulevard	Widen to 5 lanes	85	$2,937,000
Middleton Road	Greenhurst Road	Lake Lowell Avenue	Widen to 3 lanes	85	$4,290,000
Robinson Road	Locust Lane	Lake Hazel Road	Widen to 3 lanes	85	$5,363,000
Robinson Road	Airport Road	I-84	Widen to 3 lanes	85	$3,647,000
Southside Boulevard	Lewis Lane	Locust Lane	Widen to 3 lanes	85	$3,953,000
Greenhurst Road	Robinson Road	McDermott Road	Widen to 5 lanes	92	$7,049,000

Roadway Project	Beginning Location	End Location	Description	Rank	Total Cost (2010 $)
Happy Valley Road	Amity Road	Victory Road	Widen to 3 lanes	92	$4,290,000
Lincoln Avenue	12th Avenue South (SH-45)	Holly Street	Widen to 3 lanes	92	$1,700,000
McDermott Road	I-84	Franklin Road	Widen to 3 lanes	92	$2,145,000
Southside Boulevard	Kuna Road	Deer Flat Road	Widen to 3 lanes	92	$4,290,000
Southside Boulevard	Deer Flat Road	Lewis Lane	Widen to 3 lanes	92	$4,290,000
Lake Avenue	Lake Lowell Avenue	Roosevelt Avenue	Widen to 3 lanes	98	$3,218,000
Lake Avenue	Roosevelt Avenue	Lone Star Road	Widen to 3 lanes	98	$2,145,000
Lincoln Avenue	Holly Street	Powerline Road	Widen to 3 lanes	100	$2,253,000
McDermott Road	Lake Hazel Road	Amity Road	Widen to 3 lanes	100	$4,290,000
Southside Boulevard	Bennett Road	Kuna Road	Widen to 3 lanes	100	$4,290,000
Lincoln Avenue	Canyon Street	12th Avenue South (SH-45)	Widen to 3 lanes	103	$ 988,000
Southside Boulevard	Bowmont Road	Bennett Road	Widen to 3 lanes	103	$4,290,000

Indicates ITD jurisdiction

TABLE 28: Intersection Capacity Rankings (Long-Term; 2020-2035)

Intersection Project				
E-W Street	N-S Street	Project Description	Rank	Cost Estimate (2010 $)
Amity Road[1]	Happy Valley Road	Dual lane roundabout	1	$ 608,000
3rd Street South (I-84 Bus.)	11th Avenue South (I-84 Bus.)	Add lanes	2	$1,251,000
2nd Street South	16th Avenue South	Add turn lanes	3	$1,047,000
Ustick Road[1]	Northside Boulevard	Add signal and turn lanes	4	$1,807,000
3rd Street South (I-84 Bus.)	7th Avenue South	Add signal	5	$1,001,000
Karcher Connector	Midland Boulevard	Add turn lanes	5	$1,002,000
2nd Street South	7th Avenue South	Add signal and turn lanes	7	$1,001,000
3rd Street North	16th Avenue South	Add turn lanes	7	$1,156,000
3rd Street South	16th Avenue South	Add turn lanes	7	$1,156,000
7th Street South	7th Avenue South	Add signal	7	$1,001,000
Ustick Road[1]	Midland Boulevard	Add signal and turn lanes	7	$1,828,000
12th Avenue South (SH-45)	Locust Lane	Add signal	12	$1,026,000
Birch Lane	11th Avenue North	Add signal	12	$1,040,000
Hawaii Avenue	Holly Street	Add signal	12	$ 918,000
Locust Lane[2]	Robinson Road	Single lane roundabout	12	$1,065,000
Cherry Lane[1]	11th Avenue North	Dual lane roundabout	16	$1,610,000
Lake Lowell Avenue	12th Avenue South (SH-45)	Add turn lanes	16	$1,131,000
Greenhurst Road[1]	Powerline Road	Add turn lanes	18	$1,005,000
Locust Lane[1]	McDermott Road	Add signal	18	$1,244,000
Lone Star Road	Canyon Street East	Add turn lanes	18	$1,138,000
Lone Star Road	Canyon Street West	Add turn lanes	18	$1,138,000
Amity Road[1]	McDermott Road	Dual lane roundabout	22	$1,610,000
Cherry Lane[1]	McDermott Road	Add signal	22	$1,943,000
Colorado Avenue	Holly Street	Add signal	22	$1,115,000
Iowa Avenue	12th Avenue South (SH-45)	Add turn lanes	22	$1,047,000
Amity Road	Powerline Road	Dual lane roundabout	26	$1,610,000
Franklin Road[1]	McDermott Road	Add signal and turn lanes	26	$1,992,000
Greenhurst Road[1]	Sunnyridge Road	Add turn lanes	26	$1,121,000

Intersection Project		Project Description	Rank	Cost Estimate (2010 $)
E-W Street	N-S Street			
Kuna Road[2]	Southside Boulevard	Single lane roundabout	26	$1,065,000
Orchard Avenue[1]	Lake Avenue	Single lane roundabout	26	$1,065,000
Airport Road[2]	Robinson Road	Single lane roundabout	31	$1,065,000
Bowmont Road[2]	Southside Boulevard	Single lane roundabout	31	$1,065,000
Locust Lane[1]	Southside Boulevard	Add signal	31	$1,244,000
Smith Avenue	Middleton Road	Single lane roundabout	31	$1,065,000
Lake Lowell Avenue[1]	Middleton Road	Single lane roundabout	35	$1,065,000
Lone Star Road[2]	Lake Avenue	Single lane roundabout	35	$1,065,000
Lonestar Road[1]	Middleton Road	Single lane roundabout	35	$1,065,000
Airport Road[2]	Happy Valley Road	Add signal and turn lanes	38	$1,693,000
Flamingo Avenue	Middleton Road	Single lane roundabout	38	$1,065,000
Greenhurst Road[2]	Robinson Road	Dual lane roundabout	38	$1,610,000
Iowa Avenue	Middleton Road	Single lane roundabout	38	$1,065,000
Lincoln Avenue	12th Avenue South (SH-45)	Add signal and turn lanes	38	$1,533,000
Lincoln Avenue	Holly Street	Add signal and turn lanes	38	$1,437,000
Victory Road[1]	McDermott Road	Dual lane roundabout	38	$1,610,000
Victory Road[2]	Robinson Road	Dual lane roundabout	38	$1,610,000

Indicates ITD jurisdiction

Existing signal warrant analysis completed, shows need for improvements with current volumes

[1] *Shared jurisdiction with local Highway District*

[2] *Local Highway District*

V.6 FUNDED PROJECTS

Transportation projects receiving federal aid must be included in a fiscally constrained TIP developed by the designated MPO for the area. COMPASS is the designated MPO for the City of Nampa and develops a TIP every year. **Table 29** lists funded capital projects included in the TIP for FY2010. **Table 30** lists projects programmed for FY2011 through FY2015.

TABLE 29: Capital Projects Programmed in FY2010

Key No.	Project	Description	Federal Funds	Local Match
12225	Nampa Downtown Traffic Signal Interconnect	Replace eleven outdated traffic signal controllers and cabinets, retrofit existing heads to new controllers, and interconnect all signals.	$1,112,000	$88,000

TABLE 30: Capital Projects Programmed in FY2011 – FY2015

Key No.	Project	Description	Federal Funds	Local Match
10541	Amity Road, Chestnut Street to Kings Corner	Widen from four (4) to five (5) lanes urban section	$6,366,000	$504,000
9989	Intersection of Star and Franklin Road	Replace STOP controlled intersection with a roundabout	$1,379,000	$109,000
12046	Karcher Road and Middleton Road Intersection	Widen the existing intersection and modify the signal	$1,470,000	$116,000
	16th Avenue North Rebuild and Pedestrian Improvements	Rebuild roadway, add signalized pedestrian crossings, ADA compliance	$755,000	$0

Nampa also plans to use local funds for a few intersection capacity projects between FY2010 and FY2015 in addition to the federal aid projects listed in **Tables 29 and 30**. They are:

- Improvements to the intersection of Happy Valley Road and Greenhurst Road (completed in 2010)
- Improvements to the intersection of Happy Valley Road and Stamm Lane
- Improvements to the intersection of Midland Boulevard and Lake Lowell Avenue

The City has secured $750,000 in one-time Governor's discretionary funding for a rebuild of 16th Avenue North from the railroad overpass to Garrity Boulevard. The project includes two signalized pedestrian crossings and redesigned sidewalk ramps to comply with federal standards. This project was initially anticipated to be a maintenance project. However, the discretionary funds allow the City to improve pedestrian facilities along this roadway, which serves as one of the primary connections to Lakeview Park, the City's oldest and most popular park.

Additionally, between FY2011 and FY2015 the public works department intends to fund projects listed in **Table 31**.

TABLE 31: Anticipated Capital Projects for FY2011 – FY2015

Project	Description	Project Type - Rank	Estimated Cost
12th Avenue South between Sherman Avenue and Dewey Avenue	Implement access control and limit number of entries/exits	Congestion Management - 1	$ 13,200
Davis Street	Eliminate left-in-left-out capability at Yale Street or terminate connection with Yale Street and cul-de-sac Davis Street	Congestion Management - 2	$ 10,000
12th Avenue South & Iowa Street	Force right-in-right-out on Iowa at the Blimpies	Congestion Management - 4	$ 5,000
Multimodal connectivity project between Downtown Nampa and NNU	NNU Neighborhood	Bike/Ped - 1	$ 54,000*

*Does not include one mile of landscaped median

Approximately $13.6 million in federal transportation funding and $1.9 million in local funds is anticipated for Nampa's capital transportation projects between FY2010 – FY2015. The local funding estimate includes matching funds required as part of federal aid projects.

It is likely that two impact fee eligible, highly-ranked intersection capacity projects will be funded if adequate revenue is collected. Additional intersection capacity projects may be funded through public/private partnerships as development occurs within the City and its area of impact.

Currently, there are no funds available to address any of the roadway capacity needs between FY2010 and FY2015. It is anticipated that locally funded roadway capacity projects will be constructed via public/private partnerships as development occurs.

Between FY2015 and FY2035, the City does not anticipate any federal or local funding for capacity improvements to the system. This is because sources of transportation funding are dynamic and somewhat unpredictable given the various financial mechanisms employed to collect them. Therefore, the City will revisit the list of funded projects every three to five years in order to capture changes in funding sources that are likely to occur.

VI PUBLIC TRANSPORTATION

VI.1 HISTORY

Public transportation has been available in the City of Nampa since the early 1990s. Throughout that time, policy-makers have allocated general fund contributions to supplement federal grants. Currently the City of Nampa has fixed-route, paratransit and inter-county express service available to its citizens.

In November 1998, the citizens of Ada and Canyon counties passed a referendum by a 70 percent majority to form a Regional Public Transportation Authority (RPTA), now called Valley Regional Transit (VRT). Regional Public Transportation Authorities are enabled through Idaho Code, Title 40 Chapter 21. The stated purpose of an RPTA is "to establish a single governmental agency oriented entirely toward public transportation needs within each county or region that deems such an agency necessary." The enabling code places the authority for governance "under the supervision of and directly responsible to local governments," and charges the RPTA with responsibility to "provide public transportation services, encourage private transportation programs and coordinate both public and private transportation programs, services and support functions." (Idaho Code, §§40-2104). The City of Nampa and VRT have enjoyed a decade-long partnership to provide a quality public transportation system within the limited available federal and local resources.

VI.2 VISION

The Valley Regional Transit Board of Directors approved a plan to develop a regional public transportation system. The plan, called *Treasure Valley in Transit*, is a six-year vision to develop a comprehensive and robust regional public transportation system for Ada and Canyon counties that:

- Provides bus service to all cities and communities in both counties.
- Offers much more frequent service that will operate later in the day.
- Calls for a system of transit centers and park & ride lots.
- Calls for a high capacity transit corridor connecting Caldwell, Nampa, Meridian and Boise.
- Provides a viable transportation alternative to lone-occupant vehicles.
- Helps preserve the high quality of life that Treasure Valley residents now enjoy.

VI.3 WEB LINKS

http://www.valleyregionaltransit.org/Portals/0/TreasureValleyInTransit/ServiceDescriptionDisplay2.pdf

http://www.valleyregionaltransit.org/Portals/0/TreasureValleyInTransit/SixYearMapSide2.pdf

Valley Regional Transit adopted a Transportation Service Coordination Plan in 2007 for the stated purposes of improving mobility, transportation service coordination and transportation

system integration. The planning process led to an aggressive mobility improvement program designed to:

- Increase transportation options for disadvantaged populations
- Coordinate transportation services between social service providers, public transportation providers and the private sector,
- Help employees in disadvantaged populations or those doing non-tradition commute patterns get to and from work

The mobility management program is funded by federal and local funding through the Job Access Reverse Commute (JARC/Section 5316) and New Freedom (NF/Section 5317) programs.

VI.4 SERVICES

The City of Nampa currently has four local fixed-line routes serving south and north Nampa and connecting with the City of Caldwell. Each local bus operates on an hourly frequency in Nampa, with three one-hour gaps each day. This results in half-hour service most of the day along Nampa/Caldwell Boulevard and hourly service during the three gaps. The first trip on the local service begins at 7 AM and the last trip begins at 7 PM. There is no weekend service. Inter-county services, providing connections to Meridian and Boise, are anchored at park & ride lots located at Karcher Mall and the College of Western Idaho (CWI). Inter-county express services primarily operate on weekdays during the peak commute hours in the morning and evening at 30-minute frequencies. One inter-county route operates at 60-minute frequency all day. Another route serves as a shuttle between CWI and Boise State University campuses throughout the day. The City of Nampa also has a complementary paratransit service designed to meet the needs of persons with disabilities who are unable to access the fixed-route services due to their disability.

VI.5 MOBILITY PROGRAM

The mobility program is divided into four elements: improved access to existing services, service enhancements, information dissemination, and technology. Projects under this program specific to the City of Nampa include the Rideline customer services call-center, regional marketing support, ADA bus stop enhancements, travel training program, vehicle sharing demonstration project, web-based interactive system map and trip planning, job access vanpool demonstration project and the COMPASS development guidebook. These projects are all underway or in development.

VI.6 PROJECTS

VRT conducts many projects geared toward enhancing existing service and programs as well as positioning the agency to better implement the Treasure Valley In Transit and the Transportation Service Coordination plans. This work includes collecting and analyzing data; coordinating with other local, regional and state transportation agencies; integrating transit into the land use planning and development processes; reporting at the local, state and federal levels and soliciting grant funding.

VI.7 INFRASTRUCTURE

The City of Nampa and VRT have and will continue to work together to identify and implement infrastructure projects that will enhance the quality and reliability of transit service for residents. The types of infrastructure projects include intersection design, intersection signals, signal prioritization, bus stop enhancements, bus benches, bike racks, sidewalks, signage, Park & Ride lots, and transit operations facilities. Current specific projects include a signal on Idaho Center Blvd. at the College of Western Idaho, a Park & Ride lot at the College of Western Idaho, a transit center along Nampa Caldwell Blvd., bus benches at all stops, ADA improvements at deficient bus stops and a new operations and maintenance facility.

VI.8FUNDING

Implementing the Treasure Valley In Transit Plan and the Transportation Service Coordination Plan is dependent on a more robust funding mechanism than is currently available to local governments in Idaho. Idaho is one of only three states in the nation that does not provide for either a state or a local funding stream dedicated to public transportation. In the meantime, citizens of the two-county service area are dependent on annual voluntary general fund contributions by the cities and counties within the region to receive the limited services that are available.

Primary funding sources for public transportation services within the two-county service area are generated from federal gas taxes and local property tax revenues. Federal funds are allocated by Congressional formula to urbanized areas throughout the state. The Nampa urbanized area (UZA) receives approximately $1.6 million per year. These funds can be used to support the operations, planning and capital needs of the transit system within the Nampa UZA consisting of cities of Nampa, Caldwell and Middleton provided they are matched with local funds. Local funding for Nampa UZA services are property tax revenues voluntarily provided each year by taxing jurisdictions within the service area. The local share of the local fixed-route services is provided by the cities of Nampa and Caldwell; most of the local share of the inter-county services is provided by the cities of Nampa, Caldwell, and Meridian. Ada and Canyon counties, and the cities of Boise, Middleton, Star and Eagle provide a smaller portion of local funding to support the inter-county express services. The City of Nampa's 2011 portion of the $260,000 local funding for inter-county service was $102,653.

VI.9IMPLEMENTATION

Public transportation projects have been identified within The Plan and by VRT itself. VRT has developed a formidable project evaluation and prioritization system for such projects. The City of Nampa is also well-represented on VRT's decision-making bodies. And most funding for public transportation projects, limited as it may be, flows through VRT. Therefore, public transportation projects identified in The Plan have all been referred to VRT for prioritization and implementation in accordance with plans identified above.

VII TRANSPORTATION IMPACT STUDY REQUIREMENTS

VII.1 INTRODUCTION AND PURPOSE

Transportation Impact Studies (TISs) are evaluations of proposed land use actions in terms of transportation issues and needs. How many trips will be generated and where are they likely to go? How will increased traffic affect roads? What opportunities exist for alternative modes – walking, biking and transit? Will increased capacity be needed? What about new or improved intersection controls or changes in access? Who should pay for improvements?

Well-prepared TISs enable the City of Nampa to make informed decisions about these questions, needed improvements, service changes, and financing. The Institute of Traffic Engineers' report, *Transportation Impact Analyses for Site Development*, notes that these studies

> "…are intended to determine the need for any improvements to the adjacent and nearby transportation system in order to maintain a satisfactory Level of Service, an acceptable level of safety and the appropriate access provisions for a proposed development."

The manner in which TISs are prepared is also critical in understanding and planning for transportation system improvements. An Oregon Department of Transportation (ODOT) report, *Best Practices for Traffic Impact Studies: Final Report*, noted that

> "TISs with either overly conservative or aggressive estimates can create problems. For individual projects, overly conservative TISs may result in wasted resources for improvements that are not needed. The cumulative effect of overly conservative TISs may be perceived as an agency antigrowth bias to the development community. The other extreme occurs when assumptions made about the basic variables allow the applicant…to underestimate projected impacts from development, or over-assume available capacity. Outcomes from this situation can include unanticipated congestion and safety problems, inappropriate or 'throwaway' mitigation, and a 'chasing the last trip' phenomenon, meaning the traffic effects of approved and built projects become the burden of future development."

VII.2 CREDIT WHERE CREDIT IS DUE

Specific requirements and procedures in this chapter draw heavily from Report Number 17-2008, *Transportation Impact Studies Recommended Practices*, prepared by the Community Planning Association (COMPASS) in 2008 (see http://www.compassidaho.org/planning/studies-completed.htm).

VII.3 REQUIREMENTS

VII.3.1 Criteria that Trigger a Transportation Impact Study

A Transportation Impact Study is required whenever a proposed development meets either of the following thresholds:

1. Generates 400 or more total trips per day
2. Includes 40 or more residential dwelling units

Additionally, the City may require a Transportation Impact Study for any of the following actions if the City determines potential transportation-related impacts warrant the analysis.

1. Approving any proposed development, regardless of size or character, when special transportation-related conditions are anticipated
2. Creating special districts
3. Granting access permits
4. Granting conditional use permits

The City may waive the TIS requirement at its sole discretion if the City determines there are no traffic issues that will be resolved regardless of the outcome of the TIS.

VII.3.2 Qualifications of the TIS Preparer

- The TIS shall be prepared under the guidance of a professional engineer registered in the State of Idaho.
- Further qualifications of the TIS preparer, such as Professional Traffic Operations Engineer, are highly recommended, especially for developments that trigger use of COMPASS' travel demand model to determine the Area of Influence.
- The City Engineer or designee will confirm qualifications of the proposed professional(s) prior to commencement of the TIS.
- The TIS preparer shall be hired by the person or organization required to present a TIS as part of a development approval process.
- The final TIS shall bear the stamp and signature of a professional engineer registered in the State of Idaho.

VII.3.3 Study Area/Area of Influence

The following table defines the initial extent of the TIS Study Area/Area of Influence for proposed developments. The City may, at its sole discretion, require an expanded study area based on site specific conditions or requirements.

Study Area Limits			
Grouping	**Peak Hour Traffic**	**Minimum Required Study Area**	**Horizon Year(s)**
Small	Fewer than 200 trips during any peak hour	1st intersection each way[1] plus all intersections and access points[2] within 0.25 miles of a property line of the site	Opening year only
Medium	Between 201 and 500 trips during any peak hour	1st intersection each way[1] plus all intersections and access points[2] within 0.5 miles of a property line of the site	Opening year and five years after opening

[1] For developments that include any quadrant of an intersection, "each way" includes all legs of the intersection.
[2] "Access points" includes all accesses with 50 or more vehicle trips per day or five or more vehicle trips in any peak hour.

Larger	Between 501 and 750 trips during any peak hour	1st intersection each way[1] plus all intersections and access points[2] within 1.25 miles of a property line of the site	Opening year, five years after opening and ten years after opening
Area of Influence	Greater than 750 trips during any peak hour	See Area of Influence procedures below.	Opening year, five years after opening and ten years after opening

Area of Influence procedures:

- Determine the definition of "background traffic"
  - Establish existing traffic conditions.
  - Establish committed additions to existing traffic from all existing development activities plus funded and planned developments (see E(iii) Pre-Development Considerations, below).
- Apply COMPASS' travel demand model to compare background traffic levels with traffic levels including the proposed development:
  - Developer requests COMPASS to run a special model run with and without the proposed development.
  - COMPASS performs special model runs and prepares a pdf map color-coded by percent of or absolute increase in total traffic attributable to the proposed development (specific alternative is determined during the Initial Scoping Session).
  - Map is used to determine the area of influence.
  - Developer pays COMPASS directly for these special model runs at $65 per hour with a two-hour minimum.
- Define all roadway segments or intersections experiencing an increase in traffic greater than 10% or 150 trips per day between the two model runs as the initial Area of Influence.
- Expand the initial Area of Influence to include existing congested corridors, facilities and intersections, as determined by the City Engineer, within 1.25 miles of a property line of the site if not already identified by the travel model.
- Expect the resulting Area of Influence to be more like an "amoeba" than a circle as desire lines for travel are not symmetrical around a development.
- Negotiate a final Area of Influence among the City, the Applicant and the TIS preparer during the Initial Scoping Session.
- Determine additional transportation and/or land use agencies to participate in the Scoping Session and subsequent TIS review based on geography of the initial Area of Influence.
- Note: A digital file of the Study Area/Area of Influence is a required deliverable to accompany the TIS when it is submitted. This may be in the form of a GIS shape file, a CAD file or some other format agreed upon as a part of the Initial Scoping Session.

VII.3.4 Initial Scoping Session

A scoping session will be held after the TIS preparer has been approved by the City, after the Study Area or preliminary Area of Influence has been determined, and prior to the TIS preparer developing a Scope of Work for his/her client. Attendees shall include at least the City, the Applicant and the approved TIS preparer. For TISs where the Study Area or Area of Influence extends beyond existing City limits, all other affected agencies will be invited to attend this session and participate actively in it.

There will be two outcomes from an Initial Scoping Session. Both will be drafted by the TIS preparer:

1. A meeting summary, copy disseminated to all session attendees within three working days, to document
    1. Who was present;
    2. Items discussed (see list of agenda items below);
    3. Agreements made, if any;
    4. Requirements waived, if any;
    5. Yet-to-be-decided items
2. A Scope of Work prepared in conformity with this chapter, containing approval signature blocks for both the Applicant and the City. Both signatures must be affixed on the Scope of Work prior to commencing the actual TIS.

Agenda items for the Initial Scoping Session include, at a minimum:

- Review and agree upon procedures to establish existing traffic conditions
- Review and agree upon specific projects to include in establishing additional traffic included in "background traffic:"
    - Transportation projects
        - From existing TISs and warrants
        - From COMPASS' current Long Range Transportation Plan (beyond the Regional Transportation Improvement Program)
        - From local plans
        - Other
    - Land use/development projects, zoning changes, etc.
- Define the final Study Area/Area of Influence
- Establish assumptions
    - Which agency's Level of Service threshold to use (if multiple agencies are involved)
    - Horizon year(s) for the project or, if a multi-phased project, for each phase
    - Multi-modal considerations: transit, pedestrian, bicycle and truck as a minimum
- Determine how to address requirements of Idaho Code Title 67 Chapter 65 -- specifically 67-6519(3) – when a school is included in the development proposal
- Identify proprietary or confidential information, if any, and agree how to handle it
- Establish the Table of Contents for the TIS report
- Establish the list of figures to be included in the TIS report
- Define the format of the required GIS/CAD/Other digital file
- Establish which analysis software will be utilized for Level of Service determinations

- Determine whether interim or preliminary analysis meetings will be held
- Establish a tentative TIS schedule including target dates for key deliverables

VII.3.5 Expectations and Standards

i. Scope of Work

- An approved Scope of Work may only be modified with written approval of both the Applicant and the City.

ii. TIS Format

- All TIS reports will use the same basic Table of Contents as shown in Section VII.4 Sample Table of Contents, below, subject to modification and documentation during the Initial Scoping Session.
- All TIS reports will use the same basic List of Figures/Tables as shown in Section VII.5 List of Figures/Tables, below, subject to modification and documentation during the Initial Scoping Session.
- A TIS submittal consists, at a minimum, of three printed copies of the TIS and all accompanying materials plus an electronic copy on CD as a "pdf" document.

iii. Background Traffic Considerations

- In general, TISs must include as "background" traffic all traffic from previously completed TISs in the vicinity of the project unless a proposed project connected to a particular TIS was denied.
- All TISs are expected to incorporate traffic impacts of funded and planned transportation projects within the Study Area/Area of Influence that are included in COMPASS' current Regional Transportation Improvement Program or local transportation and capital improvement programs. The TIS preparer is responsible for requesting, researching and using the latest and most up-to-date information.
- All TISs are expected to incorporate land use impacts of funded and planned development projects within the Study Area/Area of Influence. The TIS preparer, with assistance from the City, is responsible for requesting, researching and using the latest and most up-to-date information.
    - Existing development that is under construction or for which a building permit has been issued and for which a TIS was required
    - In Process development where a full application, including a TIS, has been submitted and accepted by the City or County
    - Anticipated development for which a pre-application has been submitted and accepted by the City or County and the Applicant has enough information available to begin a TIS
- All assumptions must be detailed and specified as to source and date, specifically including programmed transportation improvements.

iv. Confidential Information

- Confidential or proprietary information that needs to be protected in the TIS must be disclosed during the Initial Scoping Session and made part of the scope in advance of any study or finding. The burden of proof for withholding information for reasons of confidentiality is on the Applicant. No information will be withheld that is related to the determination of the need for mitigation.

v. Level of Service

- The target Level of Service for all TISs in the City of Nampa shall be "D." This requirement applies to the opening year and all horizon years. It will be calculated and reported as the worst movement Level of Service.
- Software to complete Level of Service analyses shall be selected from among the following:
  - *Highway Capacity Manual* (generally for isolated signalized and unsignalized intersections)
  - *Synchro/SimTraffic or VISSIM* (generally used when there are adjacent signals or coordinated signal systems)
  - *aaSIDRA or RODEL* (generally used for roundabouts, although methodology is quite different)
- Mitigation measures must bring Level of Service within acceptable standards using measures consistent with regional and local plans.
- When multiple agencies have jurisdiction over transportation facilities within the Study Area/Area of Influence for a TIS, determining a satisfactory Level of Service will be a part of the Initial Scoping Session.
- Use of corridor planning Level of Service analyses should be considered in addition to more detailed intersection Level of Service, particularly when evaluating long-term implications of the proposed development.

vi. Final TIS Document

- Draft and final copies of TISs must be provided both in hard copy and digital (PDF) formats. Permissions in the PDF document must be set so that high-resolution printing and searching is allowed, but this should NOT include the ability to change or copy text or graphics. Three printed copies of the final TIS are required.
- The final TIS document must include all technical materials as a technical memorandum appended to the main TIS report. These include, at a minimum:
  - Minutes from Initial Scoping Session (s)
  - Approved Scope of Work
  - Documentation of assumptions
  - Raw traffic counts
  - Raw travel demand model forecasts
  - Smoothed travel demand forecasts, if any
  - Level of Service/delay calculations, both input and output, from the analysis software
  - Turning movements
  - List of individual transportation and land use projects included in determining background traffic
  - Site maps, if any (other than those required in the body of the report)
- The City may reject any TIS that fails to document assumptions and data adequately.
- The final TIS, appendices, technical reports and shape file are to be submitted to the City with the preliminary plat application or other land use application.

VII.4 SAMPLE TABLE OF CONTENTS FOR A TIS[3]

I. Introduction and Summary
   a. Purpose of report and study objectives
   b. Executive Summary
      i. Site location and Study Area/Area of Influence
      ii. Development description
      iii. Types of study/studies undertaken (I.e., impacts, signal warrant, site access, etc.)
      iv. Principal findings
      v. Conclusions and Recommendations

II. Proposed Development (Site and Nearby)
   a. Site Location
   b. Study Area/Area of Influence
   c. Off-Site/Background Development
   d. On-Site Development
      i. Land use and intensity
      ii. Location
      iii. Site plan
      iv. Zoning
      v. Phasing and timing

III. "Background" Conditions
   a. Land Use
      i. Existing land uses
      ii. Existing zoning
      iii. Anticipated future development by others
   b. Site Accessibility
      i. Roadway system
         1. Existing
         2. Additions by others
      ii. Traffic volumes and conditions
      iii. Transit service and accessibility
      iv. Transit, pedestrian, bicycle and truck service and accessibility
      v. Existing relevant transportation plans

IV. Projected Traffic for each horizon year
   a. Site Traffic
      i. Trip generation
         1. Adjustments including shared trips, pass-by trips, and internal capture calculations
      ii. Trip distribution
      iii. Modal split
      iv. Trip assignment
   b. Background Traffic Projections

[3] This table of contents represents a City of Nampa adaptation of Table 10-1 in the ITE *Transportation Impact Analyses for Site Development*, pp. 102-103.

i. Method of projection
ii. Non-site traffic for anticipated development in Study Area/Area of Influence
1. Method of projections
2. Trip generation
3. Trip distribution
4. Modal split
5. Trip assignment

c. Total Traffic (Background traffic plus site traffic)

V. Transportation Analysis
a. Site Access
b. Capacity and Level of Service
i. Existing conditions
ii. Background conditions (existing plus growth) for each horizon year
iii. Total traffic (existing, background and site) for each horizon year
c. Transportation safety
d. Traffic signals or roundabouts
e. Site traffic circulation, including on-site storage room

VI. Improvement Analysis
a. Improvements to accommodate existing traffic
b. Improvements to accommodate background traffic
c. Additional improvements to accommodate site traffic
d. Alternative improvements
e. Status of improvements already funded, programmed or planned

VII. Findings
a. Site accessibility
b. Transportation impacts
c. Need for improvements
d. Compliance with local codes

VIII. Recommendations
a. Site access/Circulation plan
b. Roadway improvements
i. Off-site
ii. On-site
iii. Phasing, if appropriate
c. Transit, pedestrian and bicycle
d. Transportation system management/Transportation demand management actions
i. Off-site
ii. On-site
iii. Signal coordination
e. Other

IX. Conclusions

X. Appendices
a. Copy of Scoping Meeting Minutes
b. Copy of all other meeting notes and summaries
c. Copy of all correspondence, including all forms of digital correspondence

VII.5 LIST OF FIGURES/TABLES FOR A TIS[4]

Item #	Title	TOC Reference	Description
Fig. A	Site location	II.a.	Area map showing site location
Fig. B	Study Area/Area of Influence	II.b.	Map showing Study Area/Area of Influence
Fig. C	Existing Transportation System	III.b	Existing roadway system serving the site: • All functionally classified streets • Local streets adjacent to the site • Right-of-way widths • Intersection control • Site boundaries • Transit, bicycle and pedestrian facilities
Fig. D	Existing and anticipated area development	II.c & II.d	Map showing existing and anticipated land uses/developments in Study Area/Area of Influence
Fig. E	Current daily traffic volumes	III.b.	Recent or existing daily volumes on roads in Study Area/Area of Influence.
Fig. F	Existing peak-hour turning volumes	III.b.	Current peak hour turning volumes at each location critical to site access or serving major traffic volumes through the Study Area/Area of Influence.
Fig. G	Anticipated transportation system	IV.	Area transportation system map showing programmed and applicable planned roadway, transit, bikeway and pedestrian-way improvements.
Fig. H	Directional distribution of traffic	IV.a.	Map showing by percentages the portion of site traffic approaching and departing the area on each roadway; may differ by land use within multi-use developments.
Tbl. A	Estimated site traffic generation	IV.a.	Estimated directional peak hour and average daily trips generated by each major component of the proposed development.
Fig. I	Site traffic	IV.a.	Map of anticipated Study Area/Area of Influence roadway network showing peak hour turning volumes generated by site development.

[4] This list represents a City of Nampa adaptation of Table 10-2 in the ITE *Transportation Impact Analyses for Site Development*, pp. 104-105. The original document contains samples of all referenced figures and tables.

Tbl. C	Estimated trip generation for non-site development	IV.b.ii	Trips generated by off-site development within the Study Area/Area of Influence in same format as Table B.
Fig. J	Estimated non-site traffic	IV.b.ii	Map similar to Figure H showing peak hour turning volumes generated by off-site development within Study Area/Area of Influence plus traffic through horizon year.
Fig. K	Estimated total future traffic	IV.c.	Map similar to Figure H showing sum of traffic from Figures I and J.
Fig. L	Projected levels of service	V.b.	Map with levels of service computed for agreed-upon intersections in the Study Area/Area of Influence. Include existing, horizon year non-site and total horizon year (with site development) conditions.
Fig. M / Tbl. D	Recommended improvements	VIII.	Map showing recommended off-site transportation improvements, site access points and on-site circulation and parking features, as appropriate. May require more than one figure. Table will describe improvements by location and type. If phasing of improvements is anticipated, this should also be shown on these or a separate figure or table.

VIII POLICIES AND RECOMMENDATIONS

URS and City of Nampa Public Works staff recognized, while conducting this effort, that several policy improvements are needed to implement and/or supplement The Plan itself. Some are critical to implementing The Plan. Some modify existing practices. Others are policies that represent existing practices that are simply collected here because they relate to The Plan.

VIII.1 PUBLIC TRANSPORTATION

Policy: *Support strong, viable public transportation as a fundamental component of a comprehensive, multi-modal transportation system*

Recommendations:

- *Improve the quality of public transportation services available to Nampa residents by incorporating facilities to support transit riders into project designs.*
- *Establish a standard communication protocol between the Public Works Department and VRT to facilitate collaboration and cooperation.*

Implementation:

As mentioned throughout The Plan, VRT is the designated public transit authority for Ada and Canyon Counties. As such, VRT's Board of Directors makes decisions regarding the level, amount, and type of services provided in the study area with public transportation funds. Nampa currently has two representatives on VRT's Board of Directors. Additional background, description of services and current financing are provided in Section VI Public Transportation.

The City, through its involvement with VRT, will work to improve the amount and type of services provided throughout the study area. Additionally, the City's Public Works Department will work with VRT staff as appropriate to improve existing transit facilities and collaborate on future improvements, accommodating the needs of transit users into the designs of their funded capacity and/or maintenance projects. This can be accomplished using a common, standard communications protocol between City and VRT staff. A communications protocol will include a method of alerting VRT staff when the City plans to be working near transit facilities (e.g., bus stop). VRT will then be able to inform transit users in Nampa of possible service delays and hazards, allowing patrons to make necessary changes to their travel plans. In extreme cases, VRT could use this information to re-route services due to City construction and maintenance projects.

VIII.2 BICYCLISTS AND PEDESTRIANS

Policy: *Support strong, viable bicycle and pedestrian transportation as a fundamental component of a comprehensive, multi-modal transportation system.*

Recommendations:

- *Incorporate facilities to support bicyclists and pedestrians into project designs as well as at points of intersection between streets and pathways.*
- *Place on-street bicycle lanes primarily on roadways functionally classified as Minor Arterials or below.*
- *Construct curb, gutter and sidewalks as part of all City capacity expansion projects.*
- *Consistently require sidewalks to be constructed for all developments on every street in the City.*
- *Review all City capacity expansion projects and annual roadway maintenance projects to ensure compliance with and implementation of the bicycle and pedestrian components of this plan and, wherever possible, the Nampa Bicycle and Pedestrian Master Plan.*

Implementation:

The Plan recognizes the importance of bicycling and walking as modes of transportation and the need to establish a more robust network of bicycle and pedestrian facilities. The City's Comprehensive Plan recommends that parks, schools, shopping and employment be placed within walking distance of neighborhoods to improve residents' health, reduce costs and traffic congestion, increase access for those unable to drive and generally improve "livability."

Nampa's *Bicycle and Pedestrian Master Plan (pending)*, as previously mentioned in Section III.1, identifies bicycle and pedestrian corridors and analyzes the safety and capacity needs along those corridors. It also assesses existing sidewalk connectivity, curb ramps, crosswalks, pathway and sidewalk conditions and pathway and sidewalk obstructions. The master plan makes recommendations for transitions between on-road and off-road (i.e., pathway) systems and identifies short-term and long-term improvement projects.

The *Nampa Bicycle and Pedestrian Master Plan (pending)* establishes lane widths, markings, lane location and other characteristics of on-street bicycle lanes. The purpose is simply to highlight the safety implications of such lanes on major arterials. Notwithstanding that concern, crossings of two major transportation barriers in the City – railroads and I-84 – are severely limited and crossed only by major arterials. In such cases and in others where adequate alternatives are not satisfactory, accommodating bicycle access is critical to providing a comprehensive citywide bicycle network.

Curb, gutter, and sidewalks should be required as part of any development, roadway reconstruction or capacity expansion project. Nampa will also consider future roadway capacity needs before they create stand-alone curb, gutter, and sidewalk projects. This will prevent new curb, gutter, and sidewalk facilities from being destroyed to accommodate future roadway widening projects.

A significant way to enhance transportation facilities for bicycles and pedestrians is to incorporate their consideration into the design of all projects that expand the capacity of the existing transportation system. Another comparable avenue, likely to result in even greater improvement in non-vehicular transportation opportunities, is to consider how to retrofit the existing system to add bicycle and pedestrian capacity. Some of these opportunities require only paint, signs and the extra effort to maintain them.

VIII.3 FREIGHT

Policy: *Establish preferred truck routes that support current needs of commercial, industrial and agricultural users.*

Recommendation:
Develop an implementing ordinance that minimizes heavy truck traffic on residential streets and streets that primarily serve commercial land uses such as those in Downtown.

Implementation:
Nampa will work to identify preferred truck routes that support the needs of the industrial and agriculture freight sectors while minimizing negative impacts to commercial trucks such as delivery, moving and trash businesses. A clearly written, legally defensible ordinance will be a major asset in generating compliance by the trucking industry. Currently, the most used regional routes are along 2nd Street South, 3rd Street South, 12th Avenue South, 11th Avenue South, and Garrity Boulevard. Given redevelopment plans for Downtown Nampa, revised truck routes should be developed that do not rely upon these roadways. The *Downtown Traffic Alternatives Analysis* (October 2010) looked at several alternatives and recommended one for implementation. The City will pursue and continue to refine this alternative and facilitate its implementation

Additionally, more detailed work is needed to identify seasonal impacts of agricultural freight on rail and roadway traffic. It is likely that many local roadways are being used as *de facto* truck routes during harvest season to get cargo from the fields, through the City, to either I-84 or the rail line. Nampa will be better equipped to establish truck route policies that facilitate freight movement and improve local roadway safety by identifying these *de facto* truck routes.

Recommendation:
Conduct a citywide freight analysis that incorporates agricultural goods movement.

Implementation:
COMPASS' 2008 regional truck freight study was relied upon for much of the information on existing truck routes in The Plan. However, the COMPASS study focused on regional truck

freight movements and not on local agricultural or industrial freight movement in the City. Therefore, not much is known about the seasonal impacts Canyon County's agricultural industry has on Nampa's transportation system. The same can be said for the amount of freight transferred to/from railcars in the study area. A more detailed evaluation of freight movement in and around Nampa is needed to understand the needs and impacts agricultural and rail freight movers have on the City's infrastructure. Data collected as part of this analysis would allow the City to identify reasonable truck routes. Specific goals of the analysis would be to:

- Identify roadways within the study area that serve as *de facto* truck routes for agricultural and rail freight movers.
- Quantify typical and peak season truck traffic volumes on these routes.
- Identify existing/potential safety, circulation, and access concerns associated with truck freight traffic.
- Identify any transportation projects and/or policies that could facilitate freight movements to and through the City.

VIII.4 PROJECT DEVELOPMENT AND PLANNING

Policy: *Position the City's transportation projects for future funding.*

Recommendation:
Invest in Concept Plans for high-priority capacity expansion projects that are consistent with COMPASS' current funding priorities.

Implementation:
The capacity needs analysis reported in Sections III and IV identifies improvements based on planning-level analysis methods. Project development and design activities vary depending on the source of project funding, but often include environmental analysis and clearance, preliminary design, and ROW acquisition. A more detailed capacity analysis using location-specific parameters and methods should also be included as part of the project development process.

Conceptual Design activities should begin on those projects the City intends to construct between 2010 and 2035. If the project is a candidate for federal funding, the project should be developed in a manner to maximize its likelihood of funding through COMPASS.

Traffic signals or roundabouts should not be designed and installed without first conducting a site-specific warrant analysis. Eight criteria (or warrants) currently contained in the national *Manual on Uniform Traffic Control Devices* (MUTCD) are used to define the relative need for an intersection control device. At least one or more of the eight warrants must be fully met before a signal should be considered. However, a warrant analysis is not a guarantee the device is

needed. It is just one tool that should be used alongside planning-level capacity analyses and engineering judgment.

Recommendation:
Expand planning to collectors.

Implementation:
The Plan does not analyze current and future collector roadway needs. Roadways classified as collectors generally have less traffic volume than arterials and allow greater amounts of access. Collectors are vital to the transportation system as they provide the necessary link between residential and commercial developments and the main arterial roadways. New and or improved collectors will be needed as rural areas continue transitioning from rural areas to urban and suburban areas.

Future planning efforts should focus on the capacity and design needs of the City's collector network. COMPASS's regional travel demand model includes only a small number of collectors. Therefore current traffic volume data are needed as well as traffic forecasting methodologies. Growth projections for the study area would need to be mapped in order to identify the most likely locations for new collector roadways. Any locations for new collectors should be flexible and allow developers to influence where future roadways will be. However, future versions of The Plan should provide guidance on when and where new collectors will be established.

Recommendation:
Update the Plan on a regular, consistent basis.

The Plan will require updates and revisions on a consistent basis to ensure the information contained within continues to be appropriate and relevant. Typically a three to five year review/revisions cycle is considered adequate. The level to which The Plan is revised (i.e., updated vs. re-written) depends on issues like the status of available transportation funding, population growth, rate of development, and changes to transportation policies.

Transportation funding is dynamic and population growth forecasts are updated by COMPASS on a reasonably consistent basis. Therefore the City should revisit The Plan periodically to capture changes in transportation funding or growth projections. Also additional transportation planning and analysis are needed to make future versions of The Plan more robust. To this end, future planning studies should specifically focus on:

- Improvements needed to support bicyclists, pedestrians and public transportation users
- Improvements needed to facilitate agricultural and intermodal freight movements
- Improvements needed for the collector roadway network

- Modifications to Nampa's development impact fee program to assure that future growth and development adequately fund the capacity needs of the City's transportation system

VIII.5 IMPACTS OF GROWTH

Policy: *Adequately identify and account for the impacts of growth and land development on the transportation system.*

Recommendation:
Adopt and implement a Transportation Impact Studies policy.

Implementation:
A Transportation Impact Study (TIS) evaluates the impacts specific changes in land use will have on the transportation system and recommends possible capacity improvements needed to accommodate development. The recommended TIS policy is presented in Section VII, Transportation Impact Study Requirements. Under this policy, developments are required to conduct a TIS if 400 or more total daily trips are estimated as a result of the project or if 40 or more new residential dwelling units are part of the project. The study area required for a TIS depends on the estimated peak hour trips generated by the proposed development.

The City may waive TIS requirements at its sole discretion if it is determined there are no specific traffic issues that will benefit from recommendations provided by a TIS. However, Nampa may require a TIS regardless of the number of trips generated or the number of proposed units if it is determined that transportation-related impacts warrant such an analysis. Potential impacts that warrant a TIS include (but are not limited to):

- Identification of unique transportation-related conditions by public works staff
- Creation of special districts
- Accession of access and/or conditional land use permits

Recommendation:
Update the City of Nampa's Development Impact Fee ordinance in light of this transportation plan.

Implementation:
Nampa's current development impact fee ordinance is limited in scope when compared to the one in place in neighboring Ada County. This is due in part to the fact Nampa did not have a CIP that adequately identified current and future deficiencies in the transportation system. The Plan provides the City with most of the information needed to revise its impact fee ordinance.

Per section 67-8208 of Idaho Code, impact fees programs must be based on a CIP that contains specific elements. An analysis and review of The Plan is needed specific to Idaho Code and any necessary revisions made so it is compliant with the Idaho Impact Fee Act. Then the City should identify changes to the impact fee program that allow more appropriate fees specific to roadway and intersection capacity needs. Changes could include:

- Revising fee rate methodologies,
- Establishing impact fee district boundaries,
- Establishing transportation facility performance standards, and
- Developing appropriate fee policies to fund future capacity needs.

Ultimately the key to future revisions of the impact fee program is agreement on the portion of future capacity needs that are attributable to new development. Future revisions to The Plan's project prioritization process may be necessary to account for geographic equity if the impact fee program is revised. Fee schedules included in a revised impact fee program should reflect current trip generation rates, trip length factors and pass-by trip percentages.

VIII.6 SAFETY AND ACCESS MANAGEMENT

Policy: *Improve safety of the transportation system through design standards.*

Recommendation:
Adopt design standards in Table 32, Roadway Design Geometrics, as an update to the Engineering Development Process and Policy Manual.

Implementation:
Nampa's roadway design standards are contained in the City's Subdivision Process and Policy Manual (2005). These were reviewed for conformance to the 2004 AASHTO Policy on Geometric Design of Highway and Streets (also known as the AASHTO "Green Book") and the 1999 AASHTO Guide for the Development of Bicycle Facilities.

Table 32 presents recommended roadway design geometrics and right-of-way needs based on the review. By 2035, several arterial segments will likely need six travel lanes to accommodate demand. Therefore, design criteria for a seven lane arterial section are included to provide guidance on their development.

Recommendation:
Develop access management standards based on roadway function and adjacent land use.

Implementation:

The quality of service provided by arterial roadways will deteriorate as the City continues to grow unless the amount and type of arterial access is modified and/or reduced. An Access Management Policy was adopted by the City in July 2010 and incorporated into the Engineering Development Policy and Procedures Manual. Nampa will also continue working with ITD and the Canyon County Highway Districts on managing the amount and type of access given to development projects along arterial roadways. Specific ordinances similar to ones developed by ITD and the City of Meridian for SH-69 will be considered for key principal arterials such as SH-45 and Garrity Boulevard.

Recommendation:

Revise section 80.05 of the Nampa Design Policy to read:

> *Street Widths: Streets shall be designed with the following standard widths listed on Exhibit "B". Alternative lane widths or roadway configurations may be submitted to the City Engineer for consideration along with a justification for the request.*

Implementation:

This revised language provides the City some flexibility when establishing lane widths and configurations for specific roadways by allowing reasonable design exceptions if deemed necessary by the City Engineer. **Figure 12** depicts right-of-way needs for the City, based on design criteria presented in **Table 32**. The official rights-of-way needs map is maintained in the office of the City Engineer.

TABLE 32: Roadway Design Geometrics[4]

All dimensions in feet

Street Type		To Prop. Line	Sidewalk	Planter	Curb & Gutter	Parking	Bicycle Lane [1]	Lane	Lane	Lane	Center Lane	Lane	Lane	Lane	Bicycle Lane [1]	Parking	Curb & Gutter	Planter	Sidewalk	To Prop. Line	**Right-of-way**	**Pavement**	**Back of Curb**
L-2	Local - SD N-820A	1	4	6	2	8				9		9				8	2	6	4	1	**60**	**34**	**38**
C-2-P	Collector - w/ on-street Parking	5	5	8	2	8				12		12				8	2	8	5	5	**80**	**40**	**44**
C-3-N	Collector - New facilities	3	5	8	2		4			12	12	12			4		2	8	5	3	**80**	**44**	**48**
C-3-R	Collector - Existing; Retrofit [2]	5	5	8	2		4			10.5	11	10.5			4		2	8	5	5	**80**	**40**	**44**
A-3-P	Minor Arterial - 3 Lane w/ on-street Parking and Bike Lane [3]	2	5	8	2	8	4			14	14	14			4	8	2	8	5	2	**100**	**66**	**70**
A-5-B	Minor Arterial - 5 Lane w/ Bike Lane [2]	2	5	8	2		4		11	11	14	11	11		4		2	8	5	2	**100**	**66**	**70**
A-5	Major Arterial - 5 Lane	2	5	8	2				14	12	14	12	14				2	8	5	2	**100**	**66**	**70**
A-7	Major Arterial - 7 Lane	2.5	5	8	2			14	12	12	14	12	12	14			2	8	5	2.5	**125**	**90**	**94**
I-2-P	Industrial - 2 Lane w/ Parking	2	5		2	8				12	12	12				8	2		5	2	**70**	**52**	**56**

Key:

SD - Standard Drawing from City of Nampa Construction Guide

Notes:

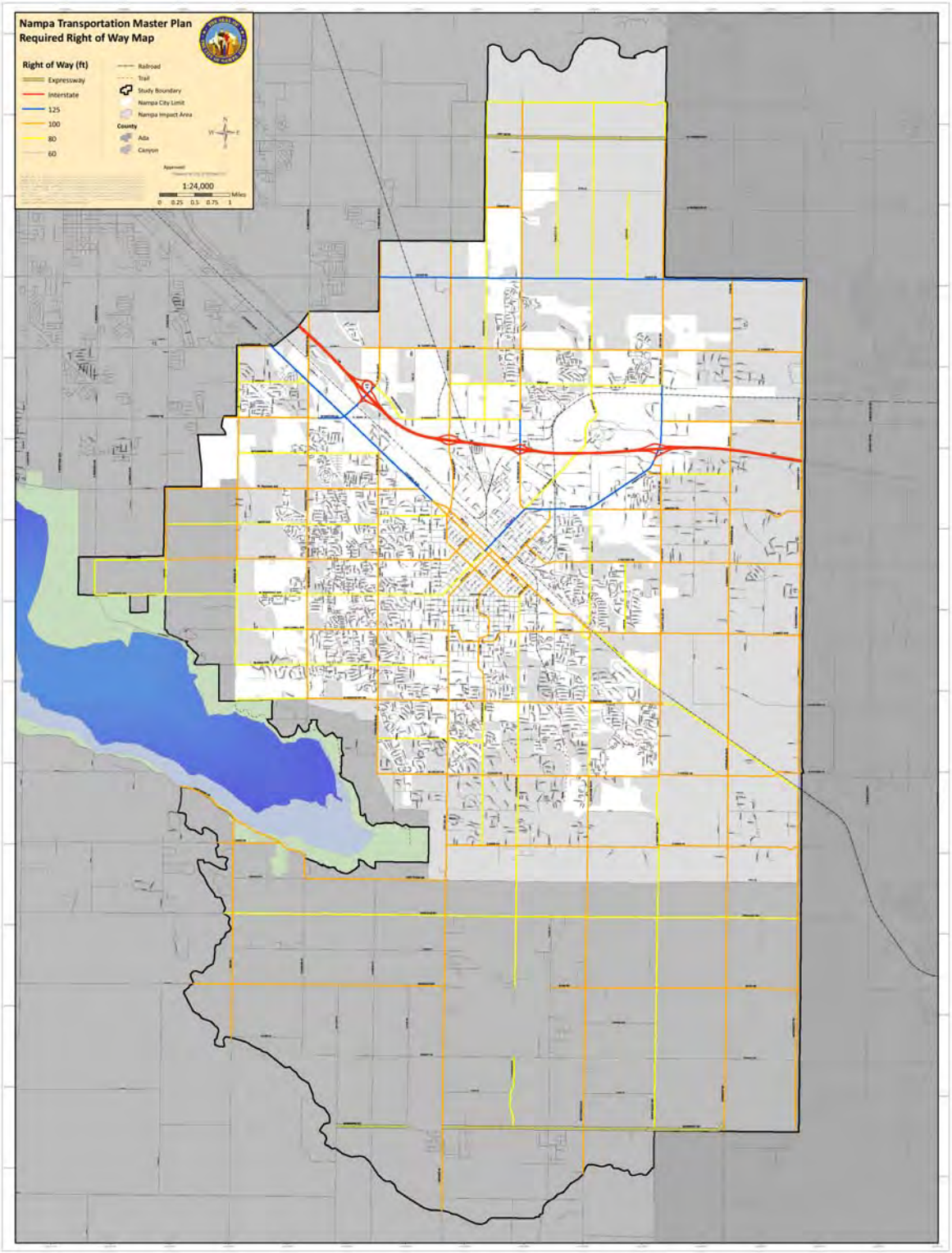
[1] Bicycle Lane is the width of a separately-striped, ride-able surface. Total Bicycle Lane width includes the gutter pan (1.5 feet)

[2] Posted speeds should not exceed 35 MPH, reflecting lane widths that are less than 12 feet wide.

[3] Parking is allowed next to the curb, sharing the 14-foot travel lane

[4] These standard roadway configurations are subject to alteration as provided elsewhere in The Plan

Figure 12: Rights-of-Way Needs for Roadways



Recommendation:
Adopt design standards in Table 33, Right Turn Edge-of-Traveled-Way Standards, as geometric standards for intersection design. Allow alternative design vehicles only when specifically approved by the City Engineer.

Implementation:
Several intersections analyzed in The Plan have existing geometric deficiencies specifically related to heavy vehicle movements. Many are related to skewed layouts or inadequate right turn radii. Nampa's previous design standards did not identify a design vehicle for intersections but did require minimum intersection curb radii as part of the platting process.

A large school bus (S-BUS-40) should be used as the design vehicle for arterial intersections with collectors or local roadways. An interstate semi-trailer (WB-67) should be used as the design vehicle for intersections involving two arterials. This includes intersections along Northside Boulevard, Garrity Boulevard, 11th Avenue North/ South, 2nd Street South, and 3rd Street South.

Recommended turning standards from AASHTO's Green Book to accommodate these design vehicles are provided in **Table 33**. Other design vehicles may be appropriate for a specific intersection/location. Alternatives should be investigated and evaluated as appropriate in an intersection project's concept development and preliminary design stages.

TABLE 33: Right Turn Edge-of-Traveled-Way Recommended Standards

Design Vehicle	Angle of Turn								
	75°			90°			105°		
	Simple Curve Radius with Taper			Simple Curve Radius with Taper			Simple Curve Radius with Taper		
	Radius (ft)	Offset (ft)	Taper L:T	Radius (ft)	Offset (ft)	Taper L:T	Radius (ft)	Offset (ft)	Taper L:T
Large School Bus (S-BUS-40)	60	2	15:1	45	5	10:1	40	4	10:1
Interstate Semi-Trailer (WB-67)	145	4.5	15:1	125	4.5	6:1	115	3	15:1

Source: 2004-AASHTO A Policy on Geometric Design of Highways and Streets (Green Book) Exhibit 9-19

VIII.7 ADDITIONAL PLANNING NEEDS

The Plan will require updates and revisions on a consistent basis to ensure information contained within it continues to be appropriate and relevant. Typically a three to five year review/revisions cycle is considered adequate. The level to which The Plan is revised (i.e., updated vs. re-written) depends on issues like the status of available transportation funding, population growth, rate of development, and changes to transportation policies.

More information and analysis is needed to make The Plan more robust. To this end, future transportation planning and policy development should focus on the needs of bicyclists and pedestrians, public transportation users, freight movers, the collector network, and Nampa's impact fee program.

VIII.7.1 Collector Roadway Network

Expand consideration of and data generated from collectors.

The Plan does not analyze current and future collector roadway needs. Roadways classified as collectors generally have less traffic volume than arterials and allow greater amounts of access. Collectors are vital to the transportation system as they provide the necessary link between residential and commercial developments and the main arterial roadways. New and or improved collectors will be needed as rural areas continue transitioning from rural areas to urban and suburban areas.

Future planning efforts should focus on the capacity and design needs of the City's collector network. COMPASS's regional travel demand model includes only a small number of collectors. Therefore current traffic volume data are needed as well as traffic forecasting methodologies. Growth projections for the study area would need to be mapped in order to identify the most likely locations for new collector roadways. Any locations for new collectors should be flexible and allow developers to influence where future roadways will be. However, Nampa should develop a plan that provides guidance on when and where new collectors will be established.

VIII.7.2 Freight Analysis

Conduct a freight analysis throughout the study area in cooperation with local Highway Districts that incorporates agricultural goods movement.

Define truck routes through the City of Nampa and create a legally sound implementing ordinance.

COMPASS' 2008 regional truck freight study was relied upon for much of the information on existing truck routes. However, the study focused on regional truck freight movements and not

on local agricultural or industrial freight movement in the City. Therefore, not much is known about the seasonal impacts Canyon County's agricultural industry has on Nampa's transportation system. The same can be said for the amount of freight transferred to/from railcars in the study area. A more detailed evaluation of freight movement in and around Nampa is needed to understand the needs and impacts agricultural and rail freight movers have on the City's infrastructure. Data collected as part of this analysis would lead to defensible modifications to the City's truck routes. Specific goals of the analysis would be to:

- Identify roadways within the study area that serve as *de facto* truck routes for agricultural and rail freight movers.
- Quantify typical and peak season truck traffic volumes on these routes.
- Identify existing/potential safety, circulation, and access concerns associated with truck freight traffic.
- Identify any transportation projects and/or policies that could facilitate freight movements to and through the City.

VIII.7.3 Impact Fee Ordinance

Update the City of Nampa's Development Impact Fee ordinance in light of this transportation plan.

Nampa's current development impact fee ordinance is limited in scope when compared to the one in place in neighboring Ada County. This is due in part to the fact Nampa did not have a CIP that adequately identified current and future deficiencies in the transportation system. The Plan provides the City with most of the information needed to revise its impact fee ordinance.

Per section 67-8208 of Idaho Code, impact fees programs must be based on a CIP that contains specific elements. An analysis and review of The Plan is needed specific to Idaho Code and any necessary revisions made so it is compliant with the Idaho Impact Fee Act. Then the City should identify changes to the impact fee program that allow more appropriate fees specific to roadway and intersection capacity needs. Changes could include:

- Revising fee rate methodologies,
- Establishing impact fee district boundaries,
- Establishing transportation facility performance standards, and
- Developing appropriate fee policies to fund future capacity needs.

Ultimately the key to future revisions of the impact fee program is agreement on the portion of future capacity needs that are attributable to new development. Future revisions to The Plan's project prioritization process may be necessary to account for geographic equity if the impact fee program is revised. Fee schedules included in a revised impact fee program should reflect current trip generation rates, trip length factors and pass-by trip percentages.

VIII.7.4 Plan Updates

Update the Plan every three to five years.

Transportation funding is dynamic and population growth forecasts are updated on a reasonably consistent basis. Therefore the City should revisit The Plan periodically to capture changes in transportation funding or growth projections. Also additional transportation planning and analysis are needed to make future versions of The Plan more robust. To this end, future planning studies should specifically focus on:

- Improvements needed to support on-street bicyclists, pedestrians and public transportation users
- Improvements needed to facilitate agricultural and intermodal freight movements
- Improvements needed for the collector roadway network
- Modifications to Nampa's development impact fee program to assure that future growth and development adequately fund the capacity needs of the City's transportation system

IX REFERENCES

Ada County Highway District, *Capital Improvements Plan* (CIP), Page 7, Table C-4; June 2009. *http://www.achd.ada.id.us/PDF/CIP/Adopted%20CIP/CIP%20Text_6-24-09.pdf*

Ada County Highway District, *Ada County Roundabout Study: Draft Roundabout Application Guidelines for Ada County*; 2007.

Ada County Highway District, *South Meridian Transportation Plan*; September 2009.

American Association of State Highway and Transportation Officials (AASHTO), *A Policy on Geometric Design of Highways and Streets*, (Also known as the AASHTO "*Green Book*"), Chapters 4, 6, and 7; 2004.

American Association of State Highway and Transportation Officials (AASHTO), *Guide for the Development of Bicycle Facilities*, Chapter 2, Design; 1999.

Association of Canyon County Highway Districts, *Association of Canyon County Highway Districts (ACCHD) Manual for Highway Standards and Development Procedures*, May 2007.

Canyon Highway District Website, *Forms and Maps, Map of Canyon County Highway Districts;* September 2009. *http://canyonhd4.org/resources.php*

COMPASS, *2002Travel Demand Forecast Model Calibration Report for Ada and Canyon Counties*, Report No. 09-2006; June 2006.
http://www.compassidaho.org/documents/prodserv/model/2002%20calibration%20report.pdf

COMPASS; *Communities in Motion,* Chapter 4; August 2006.
www.comminitiesinmotion.org/documents/datareports/chapter4.pdf

COMPASS, *Funding Transportation Needs, Honey Creek Resources Inc.*, Report No.08-2009; August 2009.

COMPASS, *FY2009-2013 Northern Ada County Transportation Improvement Program*, Report No. 13-2008; September 2008.

COMPASS, *FY2010-2014 Regional Transportation Improvement Program*, Report No. 01-2010; November 2009.

COMPASS, *FY2011-2015 Regional Transportation Improvement Program*, Report No. 10-2010; September 2010.

COMPASS, *Official 2030 Planning Functional Classification Map*; August 2006.
http://www.compassidaho.org/documents/prodserv/func/adacan2030_official.pdf

COMPASS, *Official 2035 Draft Planning Functional Classification Map*; November 2009.
http://www.compassidaho.org/documents/prodserv/func/adacan2035_update.pdf

COMPASS, *TIP Project Prioritization Guidance*; September 2009.

COMPASS, *Treasure Valley Truck Freight Travel Survey*; *Commercial Vehicle Intercept Survey and Video External Station Survey Final Report*, Report No. 11-2008; November 2008.
http://www.compassidaho.org/prodserv/specialprojects-tvtfs.htm

COMPASS, *Treasure Valley Truck Freight Travel Survey*; *Commercial Vehicle Survey Final Report*, Report No. 11-2008; November 2008.
http://www.compassidaho.org/prodserv/specialprojects-tvtfs.htm

City of Nampa, *Demographic Forecast and Land Use Analysis for the Nampa Study Area and South Study Areas 2007-2030*; June 2008.

City of Nampa, *Nampa City Code, Impact Fees Ord. 3729, 8-20-2007.*

City of Nampa, *Nampa Citywide Transportation Plan Needs Assessment Technical Report*, URS; March 2010.

City of Nampa, *Nampa Streetscape Plan*, Jensen Belts Associates, Draft; July 2009.

City of Nampa, *Subdivision Process and Policy Manual*, Exhibit B; December 2005.
http://www.ci.nampa.id.us/pages/View_File.php?id=202

City of Nampa, Website, City of Nampa *Citywide Transportation Plan;* April 2009.
www.cityofnampa.us/transplan/index.html

City of Nampa, *University District Neighborhood Plan*; January 2009.
http://www.cityofnampa.us/compplan/pdf/Final%20UniversityDistrictPlan%20with%20cover.pdf

Federal Highway Administration, *Manual on Uniform, Traffic Control Devices for Streets and Highways*; 2009.
http://mutcd.fhwa.dot.gov/index.htm

Federal Highway Administration, *Operation of Roundabouts: An Informational Guide*, Exhibits 4-6, 4-9, and 4-10, Chapter 4, Pub. No. FHWA-RD-00-067; 2000.
http://www.tfhrc.gov/safety/00068.htm

Florida Department of Transportation (FDOT), *Quality/Level of Service Handbook*, Generalized Tables; 2002.
http://www.dot.state.fl.us/planning/systems/sm/los/pdfs/QLOS2002.pdf

Google Earth Software, version 4.3.7284.3916 (beta); 2008.
http://earth.google.com/

Highway Capacity Software Version 5.21; McTrans Center, University of Florida; 2005.
http://mctrans.ce.ufl.edu/hcs/hcsplus/

Idaho Code, *Title 40: Highways and Bridges, Chapter 7: Appropriations*; June 2010.

Idaho Transportation Department, *Highway Needs Report*; 2008.
http://www.itd.idaho.gov/planning/hwyneeds/

Idaho Transportation Department, *2009 Highway Needs Report*; June 2010.
http://www.itd.idaho.gov/planning/hwyneeds/

Idaho Transportation Department, *ITD ACCESS MANAGEMENT: Standards and Procedures for Highway Right-of-Way Encroachments*; March 2002.

Institute of Transportation Engineers, *Transportation Planning Handbook, 2nd Edition*; 2004.

National Cooperative Highway Research Program, *NCHRP 255 (Highway Traffic Data for Urbanized Area Project Planning and Design*, Chapter 8; 1983.

Transportation Research Board of the National Academies. *Highway Capacity Manual 2000*, Chapter 10; 2000.

Valley Regional Transit, Website, *Valley Regional Transit*; April 2009.
http://www.valleyregionaltransit.org/

X APPENDICES

APPENDIX A: SUMMARY OF STAKEHOLDER INVOLVEMENT

NAMPA CITYWIDE TRANSPORTATION PLAN COMMUNITY INVOLVEMENT

Community input on the transportation master-planning effort was acquired in multiple ways. The City established a website specific to the effort that allowed those interested in the process to review the planning materials as they became available and submit comments or questions to Public Works Department staff. The community was surveyed to obtain input on the current and future system needs. A community advisory committee was formed and met throughout the planning process. Newsletters were distributed to inform Nampa residents of the planning effort and offer them an opportunity to participate. An open house-style public meeting was also held at which elements of the Nampa Citywide Transportation Plan were presented for review and comment alongside information from COMPASS and VRT long-range plans. Below is a detailed summary of the public involvement activities.

WEBSITE

A website was developed specifically for the purpose of disseminating information to the public and the Community Advisory Committee members. Website materials were maintained by City of Nampa Staff.

COMMUNITY ADVISORY COMMITTEE

A Community Advisory Committee (CAC) was created in early spring 2009 to help the City gather input from the public during the development of the plan. The purpose of the CAC is to:

- Provide guidance and advice to the City of Nampa during the development of the Citywide Transportation Plan.
- Help plan for current and future transportation needs.
- Represent a diversity of viewpoints to ensure full discussion of the transportation plan and recommendations.

The CAC is a key component in the development of the Nampa Citywide Transportation Plan. The project team (city staff, URS—engineering consultant and RBCI—public involvement sub consultant) developed the committee's roles and responsibilities, membership and identified the most effective way to contribute to the planning process. There are 91 committee members who represent a diversity of opinions.

The project team recruited committee members in several ways:

- **Utility bill insert** – Inserts were sent in utility bills to every resident of the Nampa area with a survey that asked residents to indicate whether and return a survey if they were interested in serving on the committee. Of the 166 returned surveys, 32 indicated their interest in joining the committee.

YOU ARE INVITED TO HELP NAMPA DEVELOP A CITY-WIDE TRANSPORTATION PLAN

Nampa has experienced unprecedented residential and commercial growth in recent years. Growth has contributed to increased traffic throughout the city.

The city recently began the planning process for a safe roadway system that meets Nampa's transportation needs through the year 2035.

THE NAMPA CITY-WIDE TRANSPORTATION PLAN WILL:

- Develop transportation goals and objectives for the Nampa area
- Partner with Nampa Highway District No. 1 and involve all segments of the community
- Identify existing and future transportation needs
- Consider safe access to neighborhoods and businesses
- Prioritize improvements based on available funding

HOW CAN YOU GET INVOLVED?

There are several ways to get involved with planning Nampa's future transportation system. Please complete and return the survey below with this utility bill payment.

Join the Community Advisory Committee to help the city plan for current and future transportation needs. If you would like to serve on the committee, please check 'Yes' on your completed survey. Meetings will always be open to the public.

FOR MORE INFORMATION Contact Clair Bowman, City of Nampa Senior Transportation Planner at bowmancm@cityofnampa.us or 468-5474.

Nampa City-Wide Transportation Plan – SURVEY Please clip and return this survey with this utility bill payment.

What are your top three concerns about transportation in Nampa? _____

What transportation improvements would you like to see in the City of Nampa? _____

Are you interested in participating in a Community Advisory Committee?

☐ Yes

NAME AND BUSINESS (IF APPLICABLE)

STREET ADDRESS CITY STATE ZIP

PHONE E-MAIL

- **Identification of key community leaders**– The project team identified business leaders, elected officials, community organizations, economic development organizations and many others to serve on the committee.

A personal letter was sent by Mayor Dale to each potential committee member asking him or her to serve. Below is a list of members who were invited to participate on the CAC.

Roger	Batt	James	Woydziak
Georgia	Bowman-Gunstream	Laura	Alvarez-Schag
Dennis	Campo	LaRita	Schandorf
Steve	Cope	Marilyn	Sword
Keith	Dickerson	Rachel	Winer
Giulio	Ferrari	Brent	Carpenter
Jeffrey	Hess	Kelli	Fairless
Darlene	Johnson	Pam	Golden
Tony	Jorgensen	Matt	Stoll
Mike	McCabe	Ruth Ann	Batchelder
Joe	Messmer	Glenda	Bell
Gene	Thomas	James	Booth
Gary	Larsen	Tony	Duncan
George	Grant	Peggy Loa	Faylor
Joel	Pearsall	Betty J.	George
Darrell	Bolz	Irys	Gibbons
Gary	Collins	A.L.	Gonzalez
Brent	Crane	Annette	Harper
Tom	Dale	Ivan H.	Harris
Dave	Ferdinand	Patty	Hautzinger
Steve	Kren	Robert	Haverfield
Patti Anne	Lodge	Richard	Holen
John	McEvoy	Russ	Hutchison
John	McGee	Steven	Kehoe
Bryce	Millar	Tirex	Keisling
Robert	Schaefer	Brian	Kemp
Patti Anne	Takasugi	Matt	Kepner
Chris	Veloz	Julia	Marter-Darrah
Pam	White	Clark	Monson
Ed	Zimmerman	Kathy	Mullen
Monte	McClure	Kevin	Myers
Nick	Treinen	Deborah	Nix
Bill	Augsburger	Kammie	Oates
Don	Barr	Richard	Rusnak
Michael	Fuss	Nathan	Shields-Lundquist
Colleen	Hartnett	Tara	Shields-Lundquist
Robert	Hobbs	Kathryn	Tikka
Norm	Holm	Douglas	White
Darrin	Johnson	Linda H.	Rutledge
Cliff	Long	Gordon	Smith
Ken	Melton		

Below is a detailed summary of the four CAC meetings.

FIRST CAC MEETING

There were 61 attendees at the first CAC meeting. The format included a formal presentation and an opportunity for attendees to participate in small discussion groups and had the option of filling out a comment form. Meeting materials and handouts can be found in the *Nampa Citywide Transportation Plan Community Advisory Committee Meeting #1 Summary* (March 2009).

Facilitated discussions were recorded on flip chart notes. The following questions and goals were stated on the comment forms and in the facilitated discussions:

1. Purpose statement - The Purpose of the Nampa Citywide Transportation Plan is to conceptually define a safe roadway system that meets the City's transportation mobility needs through the year 2035 and identify the means to creating that system.

2. Goal No. 1 - Develop a fiscally constrained, prioritized blueprint for improving and expanding the transportation roadway system throughout the City of Nampa and its proposed Area of Impact.

   Objectives
   - Collect accurate baseline information about the existing transportation system;
   - Conduct a comprehensive needs assessment highlighting preservation and improvement projects needed for the3 roadway system by 2035;
   - Implement a thoughtful evaluation, cost estimation and prioritization of projects identified in the needs assessment, consistent with the City of Nampa’s Comprehensive Plan;
   - Identify, evaluate and quantify funding sources that are likely to be available to fund higher priority projects; and
   - Define interim preservation/improvement programs for years 2010, 2015, 2020, 2025, and 2035 that best utilize the anticipated revenue stream.

3. Goal No. 2 - Conduct a planning process that uses resources in a fiscally prudent manner:

   Objectives
   - Manage and coordinate the planning process to maximize efficiency and cost-effectiveness;
   - Utilize City of Nampa resources, when available, to minimize out-of-pocket costs to the City;
   - Interact with the public and stakeholder groups throughout the planning process in a timely and informative manner;
   - Emphasize inter-agency collaboration and cooperation with all participating agencies.

4. Have we missed anything?

5. What questions do you have?

Summary of Comments

Committee members made a variety of comments during the meeting on March 19. This summary is a general overview of the documented comments expressed by the committee members.

1. The Purpose statement - The Purpose of the Nampa Citywide Transportation Plan is to conceptually define a safe roadway system that meets the city's transportation mobility needs through the year 2035 and identify the means to creating that system.

Comments included:

- Replace the word "roadway" with the word transportation (a broader term, and covers different modes of travel besides cars).
- Public transportation, i.e., buses and light rail, should be included in purpose statement
- Safety and efficiency should be top priorities
- Plan should be integrated with local land use plans, and identify growth areas
- Consider five year increments, not just long term
- Consider connectivity with other areas
- Focus on people's needs

3. Goal No. 1 - Develop a fiscally constrained, prioritized blueprint for improving and expanding the transportation roadway system throughout the City of Nampa and its proposed Area of Impact.

Comments included:

- The expansion should reflect the needs of the citizens, i.e., schools, business centers, pedestrian traffic, etc
- Create incentive programs for contractors, engineers, planners to be fiscally conservative
- Transportation plan and land use plans need to be coordinated – adjust as results are determined
    - Don't change plans on political whims
    - Create an evaluation sheet to look at how project is useful to citizens and businesses
    - Look at access management and land use connection
    - Reduce driveway access
- Minimize impact/trade-offs
- The plan should also focus on maintenance of new system
- Plan should include public transportation

4. Goal No. 2 - Conduct a planning process that uses resources in a fiscally prudent manner:

Comments included:

- Utilize all resources available for transportation improvements, not just Nampa's
- Funding for improvements need to include grants, private contributions, user fees, etc.
- Public input is important in the development of the plan
- Nampa needs to balance experts (and technical data) and input from the public
- Utilize volunteers in the development of the plan

5. Have we missed anything?

The most often-repeated statements were:

- Public transportation and other modes of transportation need to be included
- Consider environmental concerns; go green
- Use grassroots effort for outreach

6. What questions do you have?

The most often-repeated questions were:

- What will be done for the maintenance of this new system?
- What is being done to increase, implement environmentally friendly methods?
- What is being done to integrate the plan with emergency services and crews?
- What is being done to integrate the plan with continued population growth?
- Will local workers and contractors be hired for the labor?
- Will committee members be able to print GIS maps?

SECOND CAC MEETING

Twenty-two people attended the second Community Advisory Committee meeting on September 10, 2009 at the Nampa Civic Center. The format included a formal presentation by Councilmember Pam White and an opportunity for attendees to visit five stations representing important aspects of the transportation planning process.

Team members at each station introduced the five transportation planning stations, explained what meeting attendees would learn by visiting each station, and that attendees would discuss the area's transportation needs within each framework. After the station introductions, participants circulated through the room to visit each station.

A summary of the information available at each station follows. At each station, CAC members offered specific needs that they felt should be included as projects. These needs were captured on flip chart notes taken by staff at each station. Meeting materials and handouts can be found in the *Nampa Citywide Transportation Plan Community Advisory Committee Meeting #2 Summary* (September 2009).

Regional Transportation System Connections

Plans
Two regional plans were shared with the committee:

- Communities in Motion
- Canyon County Mobility Corridor Preservation

Progress
Currently funded federal projects, including the widening of Interstate 84 and the Amity Road improvements, were discussed with the committee.

Needs
Communities in Motion and Canyon County Mobility Corridor Preservation are planning documents that also show the needs of the region. The Communities in Motion plan is currently being updated. New cost projections and uncertain future funding will result in many of the current needs falling into an unfunded category in the updated plan.

Funding is the top need in the region. Currently, the gas tax is the major source of funding for transportation projects. The tax has not been raised since the mid-1990s and cars are becoming more efficient, which limits revenues even further.

Regional Transportation System Connections - Flip Chart Notes
▪ Corridor preservation ▪ Middleton/Karcher intersection

- Slow speed limit on Karcher/ITD
- Pedestrian
- Middleton to 10th slow speed limit
- Use existing/railroad/passenger rail
- Transit – get money from development/impact fee
- County driven to collect impact fee
- I-84 Karcher to Garrity
- 20/26 environmental

Roadway and Intersections

Plans

The City plans to complete the following projects in the near future:

- Roundabouts:
  - Happy Valley Road & Greenhurst Road
  - Star Road & Franklin Road
- Intersection Improvements:
  - Middleton Road & Karcher Road
- Corridor Improvements:
  - Amity Road between Chestnut Street and Kings Street
- Bridge Replacements:
  - 11th Avenue North overpass over I-84
  - Garrity Boulevard underpass under I-84

Progress

The City has completed the following projects:

- 16th Street overpass rehabilitation
- Northside Boulevard overpass rehabilitation
- Access control implementation at Midland Boulevard & Flamingo Avenue
- Access control implementation at 12th Avenue South & Lake Lowell Avenue
- Pedestrian improvements at 7th Avenue South and 7th Street South
- Pedestrian crossing at 11th Avenue north
- Happy Valley Road and Amity Road Roundabout
- Flashing yellow arrows at several intersections

Needs

The City has identified many roadway and intersection needs for the next 25 years in the study area. These are needs based solely on forecast travel demand. They will be pared down into specific projects as priorities are determined and needs are ranked. These projects will incorporate the recommendations from the other stations, such as bicycle and pedestrian facilities and transit-oriented components.

Roadway and Intersections –Flip Chart Notes

- Franklin Road overpass

- Wide enough to add lanes?
- Amity Roadway plan
- Identify logical termini
- Amity & Powerline?
- Kings from structure to Garrity
- Freeway access to south Nampa?
- Efficiency?
- Continuity with bike path plan?

Transit

Plans

- Valley Regional Transit's six-year regional transportation plan: how it specifically addresses Nampa's transportation needs

Treasure Valley in Transit plan: Detailed plans for communities between Boise and Parma are being developed. Plan includes:

- Premium Service: Between 15 to 30 minutes all day. Limited stops on dedicated transit lane
- Express Service: Up to 15 minutes peak. Limited stops
- Primary Service: Between 15 and 30 minutes all day. Frequent stops
- Secondary Service: Between 30 and 60 minutes all day. Frequent stops
- Rural Service: Up to 60 minutes all day. Frequent stops
- Flex-Route Service: Up to 60 minutes all day. Deviates from its set route
- Infrastructure projects that are planned for Nampa:
    - Transit centers
    - Maintenance facility
    - ADA bus stops

Progress

Valley Regional Transit service now includes about 130 stops in Nampa, Caldwell, Star and Middleton.

Needs

- Improved pedestrian access
- Flex-route service including Notus, Greenleaf, Eagle and Melba
- BSU West Transfer Point
- Downtown Boise Transfer Point
- BSU-Boise Transfer Point
- Towne Square Mall Transfer Point
- Karcher Mall Transfer Point
- Caldwell Transfer Point

Transit – Flip Chart Notes
▪ Pull-out/in lanes for buses in appropriate locations ▪ Multimodal centers/transit facilities ▪ Park and ride lots ▪ HOV lanes/other transit incentives ▪ Bus stop improvements (covers, benches) ▪ ADA improvements (lighting, curb cuts) ▪ Transit for activities and events ▪ System sized to meet mobility transit demands ▪ Ensure all buses have working lifts and other ADA devices ▪ Improve frequency and coverage ▪ Bike lockers at Park & Ride facilities ▪ Bus stop improvements ▪ Provide incentives to boost ridership/improve congestion ▪ Continue to develop employer agreements ▪ Weekend services/time/coverage ▪ Park & Ride lots/residential ▪ Improved transit info

Bicycle and Pedestrian

Plans

In May 2003, the City produced a bikeways map that identified preferred routes for on-street biking and reflected routes intended for pathways along creeks and abandoned railways. Over time, the City began requiring developers to either build paths along intended routes at time of development, or deed the property to the City. This relatively slow, and sometimes unclear, process for developing trails is still in place, but no policies for on-street bike lanes exist.

Nampa's Bike and Pedestrian Master Plan & Construction
Action plan:

- Analyze existing bike and pedestrian amenities and barriers
- Plan for and prioritize future development projects
- Develop priority projects
- Implement priorities with remaining funds

Areas of focus:

- Fencing
- Roadway, waterway and railway crossings
- Cross sections (materials, landscaping, widths etc.)
- Lighting
- Sidewalks
- Pathways
- Bike lane

Location:

- Throughout the transportation planning area (currently the City of Nampa area of impact)

Funding:

- The U.S. Department of Energy has recently awarded funding for the Bike and Pedestrian Plan through the Energy Efficiency Conservation Block Grant Program. Nampa has budgeted $350,000 of awarded federal funding for developing the plan and construction of the highest priority projects. Most of the money will be spent on construction.

Timing:

- Nampa is drafting the scope of work for the Bike and Pedestrian Plan and will publicize the Request for Qualifications by mid-October. Construction of priority projects will begin at the final phase of the plan.

Safe Routes to School Coordinator

- Approval of Nampa's Safe Routes to School application will allow Nampa to identify and prioritize critical needs for getting kids safely to school. These priorities will be integrated into Nampa's Bike and Pedestrian Master Plan (see above). A Safe Routes to School (SR2S) coordinator will also work with students to encourage walking and biking to/at school.

  State officials have informed Nampa that $50,000 will be awarded for these projects over the next two years. Future funding for construction will be based on the priorities identified during this process.

Progress

North Nampa Indian Creek Trail Master Plan

U.S. Army Corps of Engineers and the City of Nampa recently developed a trail master plan for Indian Creek in North Nampa. The plan identified a detailed route (long term) for a trail along Indian Creek. It also identified short-term alignments until long-term goals become feasible. The plan recommends alignments, infrastructure, floodplain mitigation strategies, riparian restoration strategies, safety improvements and strategies for connectivity with existing infrastructure.

Needs

CAC members submitted comments regarding both on-street and pathway improvements. The suggestions for on-street improvements will be incorporated into the Citywide Transportation Plan as they relate to the roadway system. The on-street and pathway improvement suggestions will be analyzed and prioritized within the Bike and Pedestrian Master Plan.

Bicycle and Pedestrian – Flip Chart Notes
▪ Commuter cycling routes vs. recreational cycling pathways via main thoroughfares? ▪ Communicate with schools about information gathered for safer routes to/from schools. SR2S coordinator ▪ Inventory sidewalks/links to pathways

- Connectivity over canals/ditches – Bridges, etc. from Sub 2 Sub
- Consider new funding sources – local option tax?
- No more sidewalk deferrals by City Council
- More warning at crossing points for drivers
- No current policy for striping bike lanes on roadways
- Potential legislation may dictate 3' between vehicle and cyclist
- Covenant restrictions for sidewalk development (Triple Crown est.)

Determine major points of interest –

- Where do people really want to go?
- North Nampa – lack of access currently to pathways.
- Bike lane widths existing on Karcher Interchange – small, dangerous
- Coordinate with transit locations.

Transportation in Downtown Nampa

Plans

Two planning documents are guiding the redevelopment of downtown:

Central Nampa Revitalization Blueprint

This document drives the vision for the downtown area. Future investments will include a new Public Safety building and a new library. The City also plans to work with private developers to redevelop an important area known as the "pivot" block. Identifying the best traffic patterns is critical to success of all these developments.

Downtown Streetscape Plan

This work is intended to create a more vibrant downtown experience, create a more interactive environment, and integrate the commercial zone with the public space. Some suggested changes include wider sidewalks and furnishings.

Progress

Several areas of progress were discussed:

- New library parking lot – A new parking lot will be developed on 10th Ave and 2nd Street South for the existing library
- New parking lot at 14th & Front Streets – a new parking lot and farmers market space will be developed at the location of the old Lloyd Lumber storage yard property over the next two years
- Fewer signals on 2nd Street

The city's Traffic Division carried out a study to determine the need for signals on 2nd Street in the historic downtown core. It was determined that the traffic signals on 13th Ave. and 14th Ave. are no longer warranted. These signals will be eliminated this fall. The City is looking at options to still allow for safe pedestrian crossings at those intersections.

Needs

The City has undertaken several studies to determine downtown transit needs. It has identified the following areas:

- Amenities for pedestrians & bicyclists
- Access to public transportation
- Support for business development
- Improvement of north-south connections
- Increased roadway capacity

In an effort to identify improvements to the north-south connection and increase roadway capacity, an analysis of traffic alternatives is underway. To help identify the goals for transportation in Downtown Nampa, a workshop was held with the NDC Board on July 8th 2009. A paired comparison survey was also developed to help identify the transportation priorities for the Downtown area. The survey was administered at the NDC Board workshop, the Nampa Public Library, the Flying M coffee house, and via the project website. Approximately 217 surveys completed as of 9-2-09.The survey resulted in the identification of the following priorities:

High Priorities:

- Facilitate convenient parking.
- Make streets more pedestrian and bicycle friendly.
- Connect to a regional, high-capacity transit system.

Moderate Priorities:

- Remove non-delivery truck traffic.
- Reduce congestion.

Low Priority:

- Provide a public Downtown Trolley type of system.

Using the information gathered at the NDC Board Workshop and via the surveys, a dozen conceptual alternatives for connecting downtown to the north and south have been developed. The study will go on to screen out less viable alternatives and develop two of the most promising. The study will conclude with one of the two recommended for inclusion into the Citywide Transportation Plan.

Transportation in Downtown Nampa – Flip Chart Notes
▪ Thinking of getting rid of one-way streets like Boise is? ▪ Do one-way streets run faster? ▪ How wide are one-way streets? Needs: ▪ Left-turn signal at Post office – 11th ▪ Bicycle parking – o Easily seen o Accommodate more than one bike o Covered

Concerns and comments:

- Bike paths crossing lanes of traffic
- One ways – Design grids with more common sense
- The number of state routes in the downtown area could limit the ability of the City to make changes.
- Will there be general plans for bicycles?
- Bicycle lockers? City-owned bicycles?
- Is the level of congestion right now high?
- When will the library be built? Location?
- CAC members like the direction the current plans and studies are going.
- Do people get to vote on the downtown conceptual alternatives?
- How do we get more business traffic downtown?
- Not enough congestion downtown.
- Slow traffic down.
- Is one-way or two-way more efficient?
- Do not limit or restrict east/west traffic in downtown.
- Removing traffic lights may cause faster traffic, which is a concern for bikes and peds.
- Need for traffic congestion to support business development.
- Too much truck traffic currently through downtown Nampa.

THIRD CAC MEETING

Sixty-three people attended the third Community Advisory Committee meeting on Feb. 8, 2010 at the Nampa Civic Center. The meeting included a work session to gather input on the types of criteria that may be used to prioritize transportation projects.

Rosemary Curtin, the public involvement consultant for the project, then prepared the group for the work session. She explained the goal of the work session is to gather CAC input on the types of criteria that may be used to prioritize transportation projects.

Survey forms were distributed to help establish the criteria to use for prioritizing various projects. The survey topics included:

- Roadway capacity projects
- Congestion management projects
- Intersection capacity projects
- Bicycle and pedestrian projects

Meeting participants reviewed proposed criteria for each topic and responded to the surveys to determine:

- What criteria are missing?
- What criteria can be eliminated?
- What criteria can be combined?
- The top three criteria to consider when prioritizing each type of project.

A total of 231 survey forms were completed and returned during the meeting. Meeting materials and handouts can be found in the *Nampa Citywide Transportation Plan Community Advisory Committee Meeting #3 Summary* (February 2010).

Work Session Summary

Roadway Capacity Projects (57 CAC members completed the survey)

Criteria that are missing - committee members identified the following criteria as missing:

- Does project improve multimodal connections? (5)
  - How will it impact future mass transit? (2)
  - Will the project enhance pedestrian and bicycle traffic? (4)
- Safety over all. (5)
- Access management. (4)
- Benefit cost ratio. (4)
- Neighborhood livability and readiness. (4)
- Public requests and complaints on a section. (3)
- Is the project required for projected future growth? (3)
- Emergency vehicle access. (2)
- Cost.

- Eliminate construction of elementary and middle schools from main or identified major roadways.
- Impact to schools – How does it improve or hinder access to schools for vehicles and students.
- Interconnectivity between project types.
- How does the project drive economic development?
- Context sensitive design.
- Is funding identified for this project?
- Is it coordinated with land use plans?

Criteria to eliminate - committee members suggested the following criteria be eliminated:

- Required environmental documentation (21)
- Related investments (10)
- Types of potential funding sources (10)
- Right-of-way (8)
- Functional classification (5)
- Number of potential funding sources (5)

Criteria to combine - committee members suggested the following criteria be combined:

- Number of potential funding sources
  Types of potential funding sources (15)

- Consistency with Regional Transportation Plan
  Functional classification (7)

- Design deficiencies
  Quality of services (5)

- High accident locations
  Quality of services (4)

Priorities - committee members prioritized the criteria.

<u>The three most important criteria:</u>

- Quality of services (42)
- High accident locations (40)
- Design deficiencies (31)

<u>Other important criteria:</u>

- Consistency with the Regional Transportation Plan (13)
- Functional classification (5)
- Right-of-way (5)

Other comments

- No criteria missing, to broad and overlapping.
- Don't make it so difficult.
- Make sure "safety" is correlated with road condition and not driver error.

- Coordinate with utility improvements, do projects at the same time.
- Proposing to more heavily weight lower cost projects.
- No matter how well you plan for a road unless you stop the schools being built along every major road you will fail to ever improve the system during critical traffic hours.
- We have totally failed in this area for 20 years now.

Congestion Management Projects (54 CAC members completed the survey)

Criteria that are missing - committee members identified the following criteria as missing:

- Does the project support multi modal? Does it have the ability to shift congestion to mass transit, pedestrian and biking? (3)
- Can it be funded? (2)
- Access management. (2)
- Public input, requests and complaints. (2)
- Cost/benefit ratio. (2)
- Benefit to air quality.
- Will the project address traffic flow based on time of day, day of week?
- Will the project decrease congestion?
- Does the project do what is intended? Does it accomplish its purpose?
- Is design and planning using common senses with affected institutions (i.e. schools)?

Criteria to eliminate - committee members suggested the following criteria be eliminated.

- Traveler information (11)
- Related investments (10)
- Types of potential funding sources (7)
- Number of potential funding sources (6)

Criteria to combine - committee members suggested the following criteria be combined:

- Number of potential funding sources
  Types of potential funding sources (11)

- Conflict mitigation
  High accident locations (4)

Priorities - committee members prioritized the criteria.

<u>The three most important criteria:</u>

- Traffic operations (41)
- High accident locations (37)
- Conflict mitigation (31)

<u>Other important criteria:</u>

- Implements access management strategies (22)
- Emergency response (9)
- Conformity to current specifications (6)

Other comments:

- We're focusing too much on auto traffic and not on shifting to alternatives.
- Simplify.
- This is a very duplicative effort.
- Lack of right planning for the traffic flow around the schools.
- Is there a way to save money and provide same services?

Intersection Capacity Projects (57 CAC members completed the survey)

Criteria that are missing - committee members identified the following criteria as missing:

- Quality of services. (12)
- Delay or congestion. (5)
- Pedestrian improvements, interconnections. (4)
- Will the project benefit multiple modes of transportation? (4)
- Are there plans for utility work to be done at similar time, coordinate projects at same location? (4)
- Does it improve safety? (3)
- Interconnectivity between project types. (3)
- Very low cost projects with same benefit. (3)
- Public input and complaints. (2)
- Impact to schools, how does it improve or hinder access for vehicles and students? (2)
- Will the project aid flow of traffic? (2)
- Improvement to access management.
- How does the intersection impact emergency traffic (fire and police)?
- Does it enhance other projects?
- How does the project drive economic development?
- Is funding identified for the project?
- Favorable criteria for roundabouts.

Criteria to eliminate - committee members suggested the following criteria be eliminated:

- Required environmental documentation (20)
- Types of potential funding sources (11)
- Right-of-way (8)
- Number of potential funding sources (7)

Criteria to combine - committee members suggested the following criteria be combined:

- Consistency with the Regional Transportation Plan
  Functional classification (9)

- Benefit/cost ratio
  Number of potential funding sources
  Types of potential funding sources (8)

- Number of potential funding sources
  Types of potential funding sources (5)

Priorities - committee members prioritized the criteria.

The three most important criteria:

- High accident locations (43)
- Benefit/cost ratio (35)
- Design deficiencies (26)

Other important criteria:

- Consistency with the Regional Transportation Plan (15)
- Functional classification (8)
- Right-of-way (7)

Other comments:

- The priority action overview and examples was very confusing for a layperson. It would have been better just to say we are electing to use "red, yellow, and green" but there are other qualitative measures.
- If an improvement is needed, ask the people that live within 200 yards of the project for their ideas and suggestions.
- I believe that all developers should be paying for the effects of their project.
- Need more people to try the roundabouts. They work well.
- Over thinking and complicating simple issues.
- Adding one large school to a project traffic flow affects (such as the 3 on Greenhurst alone) and you allow them to screw up flow, intersections, safety and the entire system.
- Make sure "safety" is correlated with intersection add not driver error.
- Fix the flow and intersections and you fix safety.

Bicycle and Pedestrian Projects (53 CAC members completed the survey)

Criteria that are missing - committee members identified the following criteria as missing:

- Citywide continuity (does it go somewhere)(5)
- Bicycle commuter friendly. (4)
- Licensing bicycles and testing. (3)
- Public input and requests – complaints. (2)
- Will this provide more transportation options? (2)
- Potential to complete project.
- Impacts or livability of neighborhoods.
- Can it be coordinated with another proposed project to combine resources?
- Is the funding available?
- Need to plan for school parking to be on school property, not city streets.
- Overall safety.
- Conflict locations with vehicle traffic/crossing/nuisances.
- Cost/benefit ratio.

Criteria to eliminate - committee members suggested the following criteria be eliminated:

- Potential for needed bridges and culverts (9)
- Related investments (8)
- Right-of-way (8)
- Types of potential funding sources (8)
- Functional classification (5)
- Context of adjacent land use (4)

Criteria to combine - committee members suggested the following criteria be combined:

- Number of potential funding sources
  Related investments
  Types of potential funding (9)

- Number of potential funding sources
  Types of potential funding sources (8)

- Context of adjacent land use
  Proximity to schools (4)

- Consistency with other plans
  Context of adjacent land use (3)

Priorities - committee members prioritized the criteria.

The three most important criteria:
- Gap completion (46)
- Proximity to schools (33)
- Consistency with other plans (30)

Other important criteria:
- High accident locations (28)
- Context of adjacent land use (11)
- Design deficiencies (11)

Other comments
- Need more ongoing citizen suggestions process.
- I liked the color layout; made it easier to read with just a simple glance.
- Once in the weighting is determined I think a point system would be a cleaner, more understandable way to rank.
- Cyclist and auto conflicts need attention via a “rules of conduct.”
- Change codes to avoid gaps to begin with.
- Don’t get it so large that it is just confusing.

Two additional questions were asked of committee members.

What concerns to you have regarding the project prioritization process for the City of Nampa?

Committee members answered:

- Possibly having a re-evaluation process after a designated period to see if the process is working or some types of project are falling through the process.
- Some criteria could be combined; if something is "required" then eliminate that from a criteria area.
- Make sure everyone is working together.
- Make sure ADA is considered and use best practice techniques with ADA. Have someone with a disability working with the City to ensure they can move around the City.
- Ban texting while driving.
- Points can be the most accurate in my opinion. Give enough to be workable.
- There is not a City land use plan. Land use decisions are made every time a road project happens.
- How do citizens get involved?
- Looks good. Big question is coordinating with zoning and growth control especially growth outside city feeding the city with more traffic
- Does not pay enough attention to multimodal connection.
- Management concern on the students' schools planning.

What is the best way for the City of Nampa to communicate information?

Committee members answered:

- Email (38)
- Web site postings (7)
- Mail (6)
- Newspaper (3)
- Phone (2)
- Press releases for general public and email for personal
- Community presentations open to all public
- Face book

Additional comment:

- Idaho Smart Growth submitted a letter recommending a section on public transportation be included in the Nampa Transportation Plan. A copy of the letter is included in the appendix with the transcriptions of comments.

FINAL CAC MAILER

Each member of the CAC was sent a letter thanking them for their participation in the planning process. Enclosed with the letter was a condensed version of The Plan's executive summary. A link to the project's website was also offered to allow CAC members access to additional information and a final opportunity to comment on The Plan. The letter sent is provided below.

DRAFT

February 16, 2011

{FIRSTNAME} {LASTNAME}
{REPRESENTING}
{ADDRESS}
{CITY}, {STATE} {ZIP}

Dear {TITLE} {LASTNAME},

Thank you for serving on the Community Advisory Committee for the Nampa Citywide Transportation Plan. We appreciate your willingness to donate your time and offer input on the components of the plan.

I am happy to let you know our work is finished. The City Council will review and adopt the plan this spring. Attached is an executive summary. The entire plan is posted on the project website at www.cityofnampa.us/transplan.

I look forward to continuing to work with you to improve the transportation system in Nampa. Please call 468-5474 or e-mail bowmancm@cityofnampa.us with any comments or questions you might have.

Thank you again for your time.

Sincerely,

Clair Bowman
Senior Transportation Planner
City of Nampa

Enc.

PUBLIC OPEN HOUSE

Overview
The City of Nampa hosted an open house on June 24, 2010 to present components of the Nampa Citywide Transportation Plan. Approximately 40 people attended the open house. Open House materials and handouts can be found in the *Nampa Citywide Transportation Plan Open House Summary of Themes* (June 2010).

Attendees were asked to respond to several questions about the plan:

1. Is the list of transportation projects complete? Please be as specific as possible.
2. Do you have any comments about how projects were evaluated?
3. In your opinion, what percentage of Nampa's transportation need should be funded? Please place an X along the line and explain your answer.
4. Do you have any suggestions for increasing state and local transportation funding?
5. Do you have any other comments?

Common themes
Twelve people completed a written comment sheet. Major themes included:

Transportation projects
- Five people said the project list was okay or great.
- Five people did not feel the list was complete. Specific comments were made regarding:
  - A new signal at 12th Avenue and Highway 45.
  - Additional improvements at the 11th Avenue/Garrity Boulevard intersection.
  - Fewer access breaks along 12th Avenue.
- Others asked Nampa to work with ITD, preserve private property and eliminate the roundabout at Middleton and Orchard.

Project evaluation
- Three people said Nampa had done well or okay at evaluating projects.
- Two people said the evaluation was not clear.
- Two people said that safety and capacity were the highest priorities.

Percentage of funding
- Four people said that 50 percent of projects should be funded.
- One person said that 62.5 percent should be funded.
- One person said that 100 percent of projects should be funded.

Funding sources
- Four people suggested increasing the gas tax.
- Two people suggested a local option sales tax.
- Two people suggested fees for trucks and/or vehicle registration.
- Other suggestions included taxing car purchases and reducing state spending.
- One person disagreed with increasing property taxes.

APPENDIX B: EXISTING CONDITIONS

North Region Existing Conditions

The North Region consists of and includes all the study area north of I-84. There are 110 centerline miles of roadway within this region, including two roadways classified as expressway, six roadways classified as principal arterials, and four roadways classified as minor arterials. Two state facilities travel through the north region; US-20/26 and the Idaho 55/Karcher Road Connector. There are also approximately 7,920 linear feet (1.5 miles) of bicycle/pedestrian pathways.

Table B-1 below summarizes the overall pavement conditions for the 110 miles of roadway in the region.

Table B-1: North Region Pavement Conditions Summary

Pavement Condition	% of Total Centerline Miles
Good	59%
Satisfactory	17%
Fair	9%
Poor	3%
Failed	0%
Not Inspected	9%
No Data	2%

There are 10 arterial corridors and 2 expressway corridors, consisting of 42 centerline miles, of interest within the North Region.

US-20/26

This east-west highway under ITD's jurisdiction connects the cities of Caldwell, Nampa, Meridian, Garden City, and Boise, and serves as an alternate route to I-84. Currently US-20/26 between Eagle Road on the east and I-84 in Canyon County on the west is being studied. The *US-20/26 Corridor Preservation Study* will identify future transportation improvements and determine the need for future rights-of-way between Boise and Caldwell.

The portion of US-20/26 in the North Region of the study area extends from Madison Road to Can-Ada Road, approximately 2.50 miles. US-20/26:

- is classified as an expressway
- is an east-west, two-lane roadway

- serves approximately 13,000 vehicles per day
- had 0 reported crashes from 2006 to 2008
- has a posted speed limit of 55 miles per hour (mph)

There are four major intersections along this segment of US-20/26 in the North Region. All are TWSC intersections with the control on the cross streets. They include:

- Madison Road
- Franklin Road
- 11th Avenue North
- Can-Ada Road

Elm Lane

In the North Region of the study area, Elm Lane goes approximately 2 miles from N. Franklin Road to Can-Ada Road. Elm Lane is an east-west, two-lane roadway functionally classified as a minor arterial. It is currently under the jurisdiction of the CHD4.

In the North region of the study area, from N. Franklin Road to Can Ada Road (2 miles), Elm Lane:

- is classified as a minor arterial
- is an east-west, two-lane roadway
- serves approximately 250 vehicles per day
- had 0 reported crashes from 2006 to 2008
- has a posted speed limit of 45 mph

There are three major intersections along this segment of Elm Lane in the North Region. They include:

- Franklin Road (T-intersection, control on Elm Lane)
- 11th Avenue North (TWSC, control on Elm Lane)
- Can-Ada Road (T-intersection, control on Elm Lane)

Ustick Road

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. The road changes in character several times as it connects undeveloped rural areas with rapidly 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 a principal east-west arterial.

In the North Region of the study area, Ustick Road goes from Midland Road to McDermott Road, approximately 6 miles. Ustick Road:

- is an east-west, two-lane roadway
- is functionally classified as a principal arterial
- serves approximately 3,000 to 7,200 vehicles per day with an average of 4,700 vehicles per day
- had 13 reported crashes from 2006 to 2008
- has a posted speed limit of 50 mph
- is under NHD1 jurisdiction with portions included in the City of Nampa

There are seven major intersections along this segment of Ustick Road in the North Region. They include:

- Midland Boulevard (AWSC)
- Northside Boulevard (AWSC)
- Madison Road (TWSC, control on Madison Road)
- Franklin Boulevard (AWSC)
- 11th Avenue North(TWSC, control on 11th Avenue North)
- Can-Ada Road (AWSC)
- Star Road (AWSC)
- McDermott Road (TWSC, control on McDermott Road)

Cherry Lane

Cherry Lane stretches twenty miles from North Middleton Road in Canyon County near the Nampa/Caldwell city limits and I-84, to downtown Boise, changing to Fairview Avenue at Meridian Road. This east-west corridor connects Nampa, Caldwell, Meridian, and Boise and serves as an alternate route to I-84.

In the North Region of the study area, Cherry Lane goes from Middleton Road to McDermott Road, approximately 6.75 miles. Cherry Lane:

- is an east-west, two-lane roadway
- is functionally classified a principal arterial
- serves approximately 1,700 to 7,700 vehicles per day with an average of 4800 vehicles per day
- had 41 reported crashes from 2006 to 2008
- has a posted speed limit of 45 mph
- is under NHD1 jurisdiction with portions included in the City of Nampa

There are ten major intersections along this segment of Cherry Lane in the North Region. They include:

- Midland Boulevard (signalized)
- Northside Boulevard (AWSC)

- Franklin Boulevard (AWSC)
- 11th Avenue North(TWSC, control on 11th Avenue North)
- Can-Ada Road (AWSC)
- Star Road (AWSC)
- McDermott Road (TWSC, control on Cherry Lane)

Franklin Road

Franklin Road stretches fourteen miles from Can-Ada Road in Nampa near the Idaho Center to South Roosevelt Street in Boise where it transitions to Rose Hill Street which then terminates at Vista Avenue a mile further to the east. This east-west corridor connects Nampa, Caldwell, Meridian, and Boise and serves as an alternate route to I-84.

In the North Region of the study area, Franklin Road goes from Can-Ada Road to McDermott Road, approximately 2 miles. Franklin Road:

- is an east-west roadway
- is functionally classified a principal arterial
- is a five-lane roadway from Can-Ada Road for ½ mile east and then transitions to a two-lane roadway.
- serves approximately 7,200 to 11,700 vehicles per day with an average of 9,500 vehicles per day
- had 66 reported crashes from 2006 to 2008
- has a posted speed limit of 35 mph between Can-Ada Road and Star Road and 45 mph from Star Road to McDermott Road
- is under City of Nampa jurisdiction west of Star Road and NHD1 jurisdiction east of Star Road

There are four major intersections along this segment of Franklin Road in the North Region. They include:

- Can-Ada Road (Signalized)
- Tress Way (Signalized)
- Star Road (AWSC)
- McDermott Road (TWSC, control on McDermott Road)

Midland Boulevard

Midland Boulevard is a north-south corridor one mile west of the Nampa city center. Midland Boulevard carries a large amount of traffic due to its close proximity to Nampa and the new Karcher Road interchange. Midland Boulevard extends north past the connection with US-20/26 to the Boise River and south where it ends north of Lake Lowell.

In the North Region of the study area, Midland Boulevard extends from I-84 to ½ mile north of Ustick Road, approximately 2 miles. Midland Boulevard:

- is a north-south roadway
- is functionally classified a minor arterial.
- has direct access to I-84 via the recently completed Karcher Interchange
- is a five-lane roadway from the westbound ramp terminal/Karcher Connector intersection at the interchange to north of Marketplace Boulevard, approximately ¼ mile, and then transitions to a two-lane roadway
- serves approximately 2,100 to 8,500 vehicles per day with an average of 4,800 vehicles per day
- had 15 reported crashes from 2006 to 2008
- has a posted speed limit of 40 mph from I-84 to Cherry Lane and 45 mph north of Cherry Lane.
- is under Canyon County Highway District jurisdiction north of Ustick Road and NHD1 jurisdiction south of Ustick Road.

There are four major intersections along this segment of Midland Boulevard in the North Region. They include:

- Karcher Connector (Signalized)
- Marketplace Boulevard (Signalized)
- Cherry Lane (Signalized)
- Ustick Road (AWSC)

Northside Boulevard

The Northside Boulevard Corridor runs north-south from Davis Street in Downtown Nampa across an interchange at I-84 and north until it ends near the Boise River. With the construction of the Northside Boulevard Interchange this corridor has seen renewed importance as it links western Nampa and areas north of the freeway with the interstate.

In the North Region of the study area, Northside Boulevard goes from I-84 to ½ mile north of Ustick Road, approximately 2.5 miles. Northside Boulevard:

- is a north-south roadway
- is functionally classified a principal arterial
- has direct access to I-84 via the Northside Boulevard Interchange
- is a five-lane roadway from the westbound ramp terminal intersection at the interchange to the Karcher Road intersection, approximately ¼ mile, and then transitions to a two-lane roadway
- serves approximately 21,000 vehicles per day from I-84 to Cherry Lane and approximately 2,800 vehicles per day from Cherry Lane to north of Ustick.

- had 38 reported crashes from 2006 to 2008
- has a posted speed limit of 35 mph from I-84 to Birch Lane, 45 mph from Birch Lane to Ustick Road, and 35 mph north of Ustick Road
- is under the jurisdiction of the City of Nampa south of Birch Lane, NHD1 from Birch Lane to Ustick Road, and Canyon County Highway District north of Ustick Road.

There are three major intersections along this segment of Northside Boulevard in the North Region. They include:

- Karcher Road (Signalized)
- Cherry Lane (AWSC)
- Ustick Road (AWSC)

Franklin Boulevard

The Franklin Boulevard Corridor runs north-south from 11th Avenue in downtown Nampa across an interchange at I-84 and north until it ends near the Boise River.

In the North Region of the study area, Franklin Boulevard goes from I-84 to north of US-20/26, approximately 4.5 miles. Franklin Boulevard:

- is a north-south roadway
- is functionally classified a principal arterial
- has direct access to I-84 via the Franklin Boulevard Interchange
- is a five-lane roadway from the westbound ramp terminal intersection at the interchange to the Karcher Road intersection, approximately ½ mile. It then transitions to a four-lane roadway from Karcher Road to north of Birch Lane. Beyond that it transitions to a two-lane roadway
- serves approximately 19,000 vehicles per day from I-84 to Cherry Lane, and 4,700 vehicles per day north of Cherry Lane to Joplin Road
- had 72 reported crashes from 2006 to 2008
- has a posted speed limit of 35 mph from I-84 to Ustick Road, 50 mph from Ustick Road to US-20/26, and 15 mph from US-20/26 to Joplin Road
- is under the jurisdiction of the City of Nampa south of Cherry Lane, NHD1 from Cherry Lane to Ustick Road, and Canyon County Highway District north of Ustick Road.

There are six major intersections along this segment of Franklin Boulevard in the North Region. They include:

- Karcher Road (AWSC)
- Birch Lane (AWSC)
- Cherry Lane (AWSC)
- Ustick Road (AWSC)

- Elm Lane (T-intersection, control on Elm Lane)
- US-20/26 (TWSC, control on Franklin Boulevard)

11th Avenue North

11th Avenue goes from the north region border over I-84 to an intersection at Joplin Road. It connects areas northeast of I-84 with the city center via the 11th avenue overpass.

Within the North Region of the study area, from I-84 to US-20/26 (5 miles), 11th Avenue north:

- is a north-south, two-lane roadway
- is classified as a minor arterial
- serves approximately 100 to 1,700 vehicles per day with an average of 1,000 vehicles per day
- had 19 reported crashes from 2006 to 2008
- has a posted speed limit of 35 mph
- is under the jurisdiction of the City of Nampa south of Cherry Lane, Nampa Highway district from Cherry Lane to Ustick Road, and Canyon County Highway District north of Ustick Road.

There are five major intersections along the 5 miles of 11th Avenue. They include:

- Birch Lane (AWSC)
- Cherry Lane (TWSC, control on 11th Avenue)
- Ustick Road (TWCS, control on 11th Avenue)
- Elm Lane (TWSC, control on Elm Lane)
- US 20/26 (TWSC, control on 11th Avenue)

Idaho Center Boulevard/Can-Ada Road

Within the North region on the study area Can-Ada Road, from US 20/26 to I-84 (4.40 miles), Can/Ada Road:

- has direct access to I-84 via the Garrity Boulevard Interchange.
- is classified as a principal arterial
- is primarily a 2-lane roadway with a short 5-lane section from I-84 to south of Cherry Lane (1.10 miles)
- serves approximately 3,000 to 5,000 vehicles per day with an average of 3,800 vehicles per day
- had 89 reported crashes from 2006 to 2008
- has a posted speed limit of 35 mph from I-84 to Cherry Lane, 45 mph from Cherry Lane to Ustick Road, and 50 mph north of Ustick Road to Joplin Road
- is under the jurisdiction of the City of Nampa south of Cherry Lane, Nampa Highway district from Cherry Lane to Ustick Road, and Canyon County Highway District north of Ustick Road.

There are six major intersections along the 4.40 miles of Can-Ada Road. They include:

- Eastgate Boulevard (signalized)
- Franklin Road (signalized)
- Cherry Lane (AWSC)
- Ustick Road (AWSC)
- Elm Lane (OWSC, control on Elm Lane)
- US-20/26 (TWSC, control on Can-Ada Road)

Star Road

The Robinson Road/Star Road corridor currently carries a significant amount of traffic between its termini at Floating Feather Road and northwest of Melba (Owyhee County).

Within the North Region of the study area, from I-84 to Ustick Road (2.4 miles), Star Road:

- is classified as minor arterial
- is a north-south, two-lane roadway
- serves approximately 6,600 to 9,100 vehicles per day with an average of 7,300 vehicles per day
- had two reported crashes from 2006 to 2008
- has a posted speed limit of 35 mph from I-84 to Franklin Road, 40 mph from Franklin Road to Cherry Lane, and 50 mph from Cherry Lane to Ustick Road
- is under NHD1 jurisdiction

There are three major intersections along the 2.4 miles of Star Road. They include:

- Franklin Road (AWSC)
- Cherry Lane (AWSC)
- Ustick Road (AWSC)

McDermott Road

McDermott Road currently does not cross the Boise River, I-84, or the Union Pacific Railroad. There are two planning studies that will affect the ultimate function of McDermott Road. The first, *Idaho 16, I-84 to Idaho 44 Environmental Study*, is being completed and examines a corridor between I-84 and the junction of Idaho 44 and Idaho 16 for a potential new roadway. Preliminary engineering, environmental documentation that identifies the impacts to the surrounding area and identification of a preferred alternative will be completed. The results of this study will affect the ultimate functional classification and operation of McDermott Road north of I-84. The second study is a joint effort between the City of Nampa, NHD1, and the Ada County Highway District (ACHD) to determine the ultimate functional classification and operation of McDermott Road south of I-84.

In the North Region of the study area, from I-84 to Ustick Road (2.4 miles), McDermott Road:

- is classified as an expressway
- is a north-south, two-lane roadway
- serves approximately 100 to 900 vehicles per day with an average of 500 vehicles per day
- had eight reported crashes from 2006 to 2008
- has a posted speed limit of 35 mph from I-84 to Franklin Road and 50 mph from Franklin Road to Ustick Road
- is under a shared jurisdiction between the Ada County Highway District and NHD1

There are three major intersections along the 2.4 mile section:

- Franklin Road (TWSC, control on McDermott Road)
- Cherry Lane (TWSC, control on McDermott Road)
- Ustick Road (TWSC, control on McDermott Road)

East Region Existing Conditions

The East Region consists of and includes all the study area east of Sugar Street/Chicago Street, south of I-84, and north of Amity Road. There are 70 centerline miles of roadway within this region, including two roadways classified as principal arterials and four roadways classified as minor arterials. The principal arterial, Garrity Boulevard, is also state facility, the I-84 Business Loop. There are also approximately 6,000 linear feet (1.15 miles) of bicycle/pedestrian pathways.

The pavement conditions were determined by the City of Nampa, the CHD4, and NHD1. **Table B-2** below summarizes the overall pavement conditions for the 70 miles of roadway in the region.

Table B-2: East Region Pavement Conditions Summary

Pavement Condition	% of Total Centerline Miles
Good	56%
Satisfactory	17%
Fair	10%
Poor	5%
Failed	0%
Not Inspected	1%
No Data	11%

There are 6 arterial corridors, consisting of 15.5 centerline miles, of interest within the East Region.

Garrity Boulevard

Garrity Boulevard serves as a connection between downtown Nampa and I-84. Within the East region on the study area, from I-84 to Sugar Street (1.7 miles), Garrity Boulevard:

- has direct access to I-84 via the Garrity Boulevard interchange
- is classified as a principal arterial
- is an east-west, five-lane roadway
- serves approximately 24,400 to 27,000 vehicles per day with an average of 25,700 vehicles per day
- had 187 reported crashes from 2006 to 2008
- has a posted speed limit of 35 mph from Sugar Street to Kings Road, and 45 mph from Kings road to I-84

- is under City of Nampa jurisdiction

There are five major intersections along the 1.7 miles of Garrity Boulevard in the East region. They include:

- Sugar Street (TWSC, control on Sugar Street)
- Kings Road (signalized)
- 39th Street (TWSC, control on 39th Street)
- Stamm Lane (signalized)
- Flamingo Avenue (signalized)

Airport Road

Within in the East region of the study area, from Kings Road to McDermott Road (3.20 miles), Airport Road:

- is classified as a minor arterial
- is an east-west, two-lane roadway
- serves 900 to 3,600 vehicles per day with and average of approximately 2,200 vehicles per day
- had 17 reported crashes from 2006 to 2008
- has a posted speed limit of 35 mph
- is under the jurisdiction of the City of Nampa east of Happy Valley Road and NHD1 west of Happy Valley Road

There are four major intersections along the 3.20 miles of Airport Road:

- Kings Road / Garrity Boulevard (Signalized)
- Happy Valley Road (TWSC, control on Airport Road)
- Robinson Road (TWSC, control on Airport Road)
- McDermott Road (T-intersection, control on Airport Road)

E. Victory Road

This corridor emerges from the Nampa City grid and continues east for three and a half miles. Victory Road is a two lane facility with at-grade intersections. As the populations of Ada and Canyon County continue to grow, Victory Road will see a larger importance as a corridor option for travel between the two counties avoiding the interstate.

Within in the East region of the study area, from Sugar Street to McDermott Road (3.5 miles), Victory Road:

- is classified as a minor arterial
- is an east-west, two-lane roadway
- serves 3,200 to 3,600 vehicles per day with an average of approximately 3,400 vehicles per day

- had 34 reported crashes from 2006 to 2008
- has a posted speed of 35 mph from Sugar Street to Happy Valley Road and 45 mph from Happy Valley Road to McDermott Road
- is under NHD1 jurisdiction

There are five major intersections along the 3.5 miles of Victory Road:

- Sugar Street (AWSC)
- Kings Road (AWSC)
- Happy Valley Road (TWSC, control on Victory Road)
- Robinson Road (TWSC, control on Victory Road)
- McDermott Road (TWSC, control on McDermott Road)

Happy Valley Road

Happy Valley Road runs from I-84 south to Bowmont Road. The northern end is the most congested. Happy Valley Road merges into Stamm Lane, which connects the corridor to Garrity Road and the Garrity Interchange (Exit 38). Construction is currently underway in this vicinity on major retail facilities. When the new shopping center is operational, it is anticipated that residential development in the area will follow, as well as additional commercial development. Going south from this point, Happy Valley Road provides access to residential uses and is mainly used for commuter traffic. The far southern portion is rural in nature and connects with Bowmont Road. Bowmont Road is part of the Bowmont/Kuna-Mora Road corridor that eventually is anticipated to become an alternate for I-84 through its connection with McDermott Road

In the East region of the study area, from Stamm Lane to Amity Road (2.25 miles), Happy Valley Road:

- is classified as a minor arterial
- is a north-south, two-lane roadway
- serves 5,600 to 9,600 vehicles per day with and average of approximately 7,600 vehicles per day
- had 34 reported crashes from 2006 to 2008
- has a posted speed limit of 35 mph
- is under Nampa Highway District jurisdiction

There are five intersections along the 2.25 miles of Happy Valley Road:

- Flamingo Avenue (Signalized)
- Stamm Lane (Signalized)
- Airport Road (TWSC, control on Airport Road)
- Victory Road (TWSC, control on Victory Road)
- Amity Road (Roundabout)

Robinson Road

The Robinson Road/Star Road corridor currently carries a significant amount of traffic between its termini at Floating Feather Road and northwest of Melba (Owyhee County).

In the East region of the study area, from I-84 to Amity Road (2.60 miles), Robinson Road:

- is classified as a minor arterial
- is a north-south, two-lane roadway
- serves 3,400 to 10,600 vehicles per day with an average of approximately 5,900 vehicles per day
- had no reported crashes from 2006 to 2008
- has a posted speed limit of 35 mph from I-84 to Airport Road and 45 mph from Airport Road to Amity Avenue

There are four major intersections along the 2.60 miles of Robinson Road:

- Stamm Lane (T-intersection, control on Stamm)
- Airport Road (TWSC, control on Airport Road)
- Victory Road (TWSC, control on Victory Road)
- Amity Road (AWSC)

McDermott Road

McDermott Road currently does not cross the Boise River, I-84, or the Union Pacific Railroad. There are two planning studies that will affect the ultimate function of McDermott Road. The first, *Idaho 16, I-84 to Idaho 44 Environmental Study*, is being completed and examines a corridor between I-84 and the junction of Idaho 44 and Idaho 16 for a potential new roadway. Preliminary engineering, environmental documentation that identifies the impacts to the surrounding area and identification of a preferred alternative will be completed. The results of this study will affect the ultimate functional classification and operation of McDermott Road north of I-84. The second study is a joint effort between the City of Nampa, NHD1, and the Ada County Highway District (ACHD) to determine the ultimate functional classification and operation of McDermott Road south of I-84.

In the East Region of the study area, from I-84 to Amity Road (2.6 miles), McDermott Road:

- is classified as a principal arterial
- is a north-south, two-lane roadway
- has two lanes for the 2.6 mile section
- serves 200 to 500 vehicles per day with an average of approximately 400 vehicles per day
- is under a shared jurisdiction between the Ada County Highway District and NHD1

There are three major intersections along the 2.4 mile section:

- Airport Road (T-intersection, control on Airport Road)

- Victory Road (TWSC, control on McDermott Road)
- Amity Road (TWSC, control on McDermott Road)

South Region Existing Conditions

The South Region consists of and includes all the study area south of and including Amity Road. There are 301 centerline miles of roadway within this region, including six roadways classified as principal arterials and seven roadways classified as minor arterials. One principal arterial, 12th Avenue South, is a state facility, Idaho 45. There are also approximately 40,800 linear feet (13.70 miles) of bicycle/pedestrian pathways.

Table B-3 summarizes the overall pavement conditions for the 301 miles of roadway in the region.

Table B-3: South Region Pavement Conditions Summary

Pavement Condition	% of Total Centerline Miles
Good	63%
Satisfactory	14%
Fair	8%
Poor	3%
Failed	1%
Not Inspected	10%
No Data	1%

There are 13 arterial corridors, consisting of 64 centerline miles, of interest within the South Region.

Amity Road/Lake Lowell Avenue

Amity Road is one of the three main corridors south of I-84 that connects Nampa to Boise and also serves as an alternative route between the Garrity and Meridian Interchanges during high levels of congestion and delay on I-84. Amity Road is two lanes and posted speeds range from thirty-five miles per hour to fifty miles per hour. This corridor extends east from Southside Boulevard in Southeast Nampa to Maple Grove Road in Southwest Boise.

In the South Region of the study area, this corridor consists of Lake Lowell Avenue from Lake Avenue to 12th Avenue South (Idaho 45). Between 12th Avenue South (Idaho 45) and Chestnut Street, the corridor loops south around Northwest Nazarene University (NNU) by way of S. Maple Street and E. Colorado Avenue. For the sake of discussion, this corridor will be divided

into two roadways; Lake Lowell Avenue west of 12th Avenue South (Idaho 45) and Amity Road east of 12th Avenue South (Idaho 45) that includes the southern loop around NNU.

There were 175 reported crashes along the entire corridor from 2006 to 2008.

Lake Lowell Avenue, from Lake Avenue to 12th Avenue South (Idaho 45; 3.90 miles):

- is classified as a principal arterial
- has two lanes from Lake Avenue to Bonneville Drive (2.55 miles) and three lanes from Bonneville Drive to 12th Avenue South (Idaho 45) (1.35 miles)
- serves approximately 1,100 to 1,2500 vehicles per day with an average of approximately 6,500 vehicles per day
- has a posted speed limit of 40 mph from Lake Avenue to Midway Road, 45 mph from Midway Road to Midland Road, and 35 mph from Midland Road to 12th Avenue South (Idaho 45).
- is under the jurisdictions of Canyon County Highway District west of Midway Road and the City of Nampa east of Midway Road.

There are five major intersections along the 3.90 miles of Lake Lowell Avenue. They include:

- Lake Avenue (T-intersection, control on Lake Avenue)
- Midway Road (TWSC, control on Lake Lowell Avenue)
- Middleton Road (AWSC)
- Midland Boulevard (AWSC)
- 12th Avenue South (Idaho 45) (Signalized)

Amity Road, from 12th Avenue South (Idaho 45) to McDermott Road (5 miles):

- is classified as a principal arterial
- has four lanes from 12th Avenue South (Idaho 45) to Chestnut Street (0.80 miles), two lanes from Chestnut Street to Southside Boulevard (1.10 miles), four lanes from Southside Boulevard to west of Grays Lane (0.50 miles), and two lanes from Grays Lane to McDermott Road (2.60 miles)
- serves approximately 2,400 to 9,400 vehicles per day with an average of approximately 7,100 vehicles per day
- has a posted speed limit of 35 mph from 12th Avenue South (Idaho 45) to Happy Valley Road and 50 mph from Happy Valley Road to McDermott Road
- is under the jurisdictions of City of Nampa east of Southside Boulevard and NHD1 west of Southside Boulevard.

There are eight major intersections along the 5 mile section of Amity Road. They include:

- 12th Avenue South (Idaho 45) (Signalized)

- Holly Street (AWSC)
- S. Powerline Road (AWSC)
- Chicago Street (AWSC)
- Southside Boulevard (Signalized)
- Happy Valley Road (roundabout)
- Robinson Road (AWSC)
- McDermott Road (TWSC, control on McDermott Road)

Greenhurst Road

Greenhurst and Lake Hazel Roads are located in rapidly growing urban areas roughly five miles south of I-84. New residential subdivisions line the road, with pockets of commercial activity at the larger intersections. Five elementary and middle schools border the roads directly. In Canyon County, Greenhurst Road runs eight miles through south Nampa. The road breaks in two areas at the railroad tracks near Robinson Road, where Greenhurst turns southeast. When planned railroad overpass and road extensions are complete, Greenhurst will connect with Lake Hazel Road in Ada County.

In the South Region of the study area, from Midway Road to McDermott Road (8.35 miles), Greenhurst Road:

- is classified as a principal arterial between Middleton Road and Happy Valley Road (5 miles). West of Middleton Road and east of Happy Valley Road, Greenhurst Road not classified
- has two lanes from Middleton Road to S. Horton Street , three lanes from S. Horton Street to Bridgewater Avenue, and two lanes from Bridgewater to Happy Valley Road
- serves approximately 4,400 to 17,900 vehicles per day with an average of approximately 10,500 vehicles per day
- had 218 reported crashes from 2006 to 2008
- has a posted speed limit of 35 mph for the entire length except from Middleton Road to Midland Boulevard
- is under the jurisdiction of the City of Nampa.

There are eight major intersections along the 5 mile principal arterial section of Greenhurst Road:

- Middleton Road (AWSC)
- Midland Boulevard (AWSC)
- 12th Avenue South (Idaho 45) (signalized)
- Holly Street/Sunny Ridge Road (signalized)
- S. Powerline Road (signalized)
- Southside Boulevard (signalized)
- Happy Valley Road (AWSC)

- Robinson Road (AWSC)

Locust Lane

Locust Lane is a minor arterial providing an east-west route south of Nampa and is continuous within the study area. At the eastern study boundary Locust Lane is intersected by Deer Flat Reservoir, also known as Lake Lowell. To the east Locust Lane runs beyond the study area becoming Columbia Road at the intersection with the Union Pacific Railroad and E. Greenhurst Road. Columbia Road continues into south Ada county maintaining connectivity between the two counties along this corridor.

In the South Region of the study area, from Midland Boulevard to McDermott Road (6.00 miles), Locust Lane:

- is classified as a minor arterial
- is an east-west, two-lane roadway
- serves approximately 1,300 to 4,400 vehicles per day with an average of approximately 3,000 vehicles per day
- had 21 reported crashes from 2006 to 2008
- has a posted speed limit of 35 mph from Midland Boulevard to Southside Boulevard and 45 mph from Southside Boulevard to McDermott Road
- is under the jurisdiction of the City of Nampa
- Midland Boulevard transitions into Locust Lane at the west end of the corridor

There are six major intersections along this section of Locust Lane. They include:

- 12th Avenue South (Idaho 45) (TWSC, control on Locust Lane)
- Sunny Ridge Road (AWSC)
- Southside Boulevard (TWSC, control on Locust Lane)
- Happy Valley Road (Two closely spaced T-intersections with control on Locust Lane)
- Robinson Road (TWSC, control on Locust Lane)
- McDermott Road (T-intersection, control on McDermott Road)

Kuna Road

Within the South Region of the study area, between Track Road and McDermott Road (2.50 miles), Kuna Road:

- is classified as a minor arterial
- is an east-west, two-lane roadway
- serves approximately 1,900 to 3,400 vehicles per day with an average of approximately 2,600
- had 14 reported crashes from 2006 to 2008
- has a posted speed limit of 50 mph

- is under the jurisdiction of Nampa Highway District

There are four major intersections along the 2.50 miles of Kuna road in the region:

- Southside Boulevard (TWSC, control on Kuna Road)
- Happy Valley (AWSC)
- Robinson Road (TWSC, control on Robinson Road)
- McDermott Road (TWSC, control on McDermott Road)

Bowmont/Kuna-Mora Road

Bowmont Road is lightly traveled and passes through mostly agricultural areas and sagebrush; its length and undeveloped status, however, establish its future importance as an east-west route. Kuna-Mora Road, when connected to Idaho 45 via Bowmont Road and improved in other sections to a better two-lane highway, can begin to offer travelers in Ada and Canyon counties an alternative route. While slated for minor improvements during the next twenty-five years, Kuna-Mora Road should be preserved to allow for an expressway with potential grade-separated interchanges. It is currently under study to determine connections to Kuna-Mora Road and improvements.

In the South Region of the study area, between 12th Avenue South (Idaho 45) and Robinson Road (4.00 miles), Bowmont Road:

- is classified as a principal arterial
- is an east-west, two-lane roadway
- serves 200 to 900 vehicles per day with an average of approximately 600 vehicles per day
- had nine reported crashes from 2006 to 2008
- has a posted speed limit of 45 mph
- is under the jurisdiction of NHD1
- Robinson Road transitions into Bowmont Road at the east end of the corridor

There are two major intersections along the 4.00 miles of Bowmont Road:

- 12th Avenue South (Idaho 45) (T-intersection, control on Bowmont Road)
- Southside Boulevard (TWSC, control on Bowmont Road)

Middleton Road

Middleton Road is an important north-south arterial road that links the City of Middleton to the City of Nampa. The road is regionally significant since it is the only road to cross the Boise River east of I-84 in Canyon County and as it continues south to Nampa it crosses I-84. In the Nampa area, Middleton Road is designated a principal arterial as it handles north-south traffic to and from the Karcher Interchange area.

Within the South Region of the study area, between Lake Lowell Avenue and Greenhurst Road (1.00 mile), Middleton Road:

- is classified as a principal arterial
- is a north-south, two-lane roadway
- serves 5,400 to 6,600 vehicles per day with an average of approximately 6,200 vehicles per day
- had 11 reported crashes from 2006 to 2008
- has a posted speed limit of 45 mph
- is under the jurisdiction of the City of Nampa

There are three major intersections along the 1 mile section of Middleton Road. They Include:

- Lake Lowell Avenue (AWSC)
- Iowa Avenue (AWSC)
- Greenhurst Road (AWSC)

Midland Boulevard

Midland Boulevard is a north-south minor arterial one mile west of the Nampa city center. Midland Boulevard, though not classified as a principal arterial, sees a large amount of traffic due to its close proximity to Nampa and the new Karcher Road interchange. Midland Boulevard extends north past the connection with Highway 20/26 to the Boise River, and south where it ends north of Lake Lowell. Midland Boulevard passes through three of the study area regions; the North Region, the West Region, and the South Region.

Within the South region of the study area, between Lake Lowell Avenue and Locust Lane (2.00 miles), Midland Boulevard:

- is classified as a minor arterial
- is a north-south, two-lane roadway
- serves 5,000 to 10,700 vehicles per day with an average of 7,400 vehicles per day
- had 25 reported accident from 2006 to 2008
- has a posted speed limit of 35 mph except for the short 45 mph section from Greenhurst Road to Dooley Lane
- is under the jurisdiction of the City of Nampa
- Midland Boulevard transitions into Locust Lane at the west end of the corridor

There are three major intersections along the 2.00 miles of Midland Boulevard in the South region:

- Lake Lowell Avenue (AWSC)
- Iowa Avenue (AWSC)
- Greenhurst Road (AWSC)

12th Avenue South (Idaho 45)

12th Avenue South (Idaho 45) connects the City of Nampa and Owyhee County. It serves as an important connection to Idaho 78, which merges with US-95 into Oregon and Idaho 51 into Nevada. 12th Avenue South (Idaho 45) traverses through a rural portion of the region and fills a variety of travel needs. A local landfill is located just off of 12th Avenue South (Idaho 45) and waste truck trips from the urban areas to the landfill are numerous. Farm trucks carrying sugar beets and other agricultural products travel from the southern portions of Canyon County to the processing factory north of Nampa. The cheese factory also generates many truck trips taking waste products from the factory to a dump site in the southern area of the region. The corridor also serves as a commuter route from Owyhee County and the City of Melba to the urban areas of the region. Recreational traffic to the Snake River, Celebration Park, and other sites accounts for many trips, especially in the summer months.

In the South region of the study area, from Amity Avenue to Bowmont Road (7.10 miles), 12th Avenue South (Idaho 45):

- is classified as a principal arterial
- has five lanes from Amity Road to Dooley Lane (1.50 miles), four lanes from Dooley Lane to Sunrise Rim Road (0.20 miles), three lanes from Sunrise Rim Road to Lake Shore Drive (1.90 miles), and two lanes from Lake Shore Drive to Bowmont Road (3.50 miles).
- serves approximately 32,500 vehicles per day between Lake Lowell Road and Greenhurst Road and approximately 9,700 vehicles per day south of Greenhurst to the study area boundary
- had 341 reported crashes from 2006 to 2008
- has a posted speed limit of 35 mph from Lake Lowell Avenue to Locust Lane where it transitions to 55 mph south of Locust Lane
- is under the jurisdiction of ITD

There are six major intersections along the 7.10 miles of SH 45:

- Lake Lowell Avenue / Amity Road (signalized)
- Iowa Avenue (signalized)
- Valley Drive (signalized)
- Greenhurst Road (Signalized)
- Locust Lane (TWSC, control on Locust Lane)
- Bowmont Road (T-intersection, control on Bowmont Road)

Sunnyridge Road/Holly Street

Sunnyridge Road/Holly Street is a north/south corridor that runs from Downtown Nampa to Lewis Lane in south Nampa. In the south region of the study area Sunnyridge Road/Holly Street:

- is classified as a minor arterial between Amity Avenue and Greenhurst Road (1.00 miles)

- is a north-south, two-lane roadway
- serves an average of approximately 10,800 vehicles per day
- had 70 reported crashes from 2006 to 2008
- has a posted speed limit of 35 mph
- has under the jurisdiction of the City of Nampa

There are two major intersections along the 1.00 mile section of Sunnyridge Road/Holly Street:

- Colorado Avenue (AWSC)
- Greenhurst Road (signalized)

Southside Boulevard

The Southside Boulevard/ Kings Road corridor runs for approximately 18 miles north-south from I-84 north of Nampa to Melba in southern Canyon County. The section of this corridor from the Union Pacific Railroad north to I-84 is known as Kings Road, and from the Union Pacific Railroad south it is known as Southside Boulevard.

In the South Region of the study area, between Amity Road and Bowmont Road (7.10 miles), Southside Road:

- is classified as a minor arterial
- has five lanes from Amity Road to 2nd Street South (0.20 miles), three lanes From 2nd Street South to Greenhurst Road (0.90 miles), and two lanes from Greenhurst to Bowmont Road (6.00 miles)
- serves 1,600 to 8,300 vehicles per day with an average of approximately 3,000 vehicles per day
- had 75 reported crashes from 2006 to 2008
- has a posted speed limit of 35 mph from Amity Avenue to Locust Lane where it transitions to 50 mph for the remainder of the region
- is under the jurisdiction of the City of Nampa north of Locust Lane and NHD1 south of Locust Lane

There are five major intersections along the 7.10 miles of Southside Boulevard. They include:

- Amity Road (signalized)
- Greenhurst Road (signalized)
- Locust Lane (TWSC, control on Locust Lane)
- Kuna Road (TWSC, control on Kuna Road)
- Bowmont Road (TWSC, control on Bowmont Road)

Happy Valley Road

Happy Valley Road goes from I-84 south to Bowmont Road. The northern end is the most congested. Happy Valley Road merges into Stamm Lane, which connects the corridor to Garrity Road and the Garrity Interchange. Construction is currently underway in this vicinity on major retail facilities. When the new shopping center is operational, it is anticipated that residential development in the area will follow, as well as additional commercial development. Going south from this point, Happy Valley Road provides access to residential uses and is mainly used for commuter traffic. The far southern portion is rural in nature and connects with Bowmont Road.

In the south region of the study area between Amity Road and Locust Lane (2.00 miles), Happy Valley Road:

- is classified as a minor arterial
- is a north-south, two-lane roadway
- serves 2,200 to 7,700 vehicles per day with a corridor average of approximately 4,400 vehicles per day
- had 25 reported crashes from 2006 to 2008 from Amity Road to Bowmont Road
- has a posted speed limit of 45 mph
- is under the jurisdiction of NHD1

There are three major intersections along the minor arterial section of Happy Valley Road. They include:

- Amity Road (roundabout)
- Greenhurst Road (AWSC)
- Locust Lane (Two closely spaced T-intersections with control on Locust Lane)

Robinson Road

The Robinson Road/Star Road corridor currently carries a significant amount of traffic between its termini at Floating Feather Road and northwest of Melba (Owyhee County).

In the South Region of the study area, between Amity Road and Bowmont Road (7.10 miles), Robinson Road:

- is classified as a minor arterial
- is a north-south, two-lane roadway
- serves 900 to 2,900 vehicles per day with a corridor average of approximately 1,800 vehicles per day
- had no reported crashes from 2006 to 2008
- has a posted speed limit of 45 mph
- is under the jurisdiction of NHD1
- Robinson Road transitions into Bowmont Road at the east end of the corridor

There are four major intersections along the 7.10 mile section of Robinson Road. They include:

- Amity Road (AWSC)
- Greenhurst Road (AWSC)
- Locust Lane (TWSC, control on Locust Lane)
- Kuna Road (TWSC, control on Robinson Road)

McDermott Road

McDermott Road currently does not cross the Boise River, I-84, or the Union Pacific Railroad. There are two planning studies that will affect the ultimate function of McDermott Road. The first, *Idaho 16, I-84 to Idaho 44 Environmental Study*, is being completed and examines a corridor between I-84 and the junction of Idaho 44 and Idaho 16 for a potential new roadway. Preliminary engineering, environmental documentation that identifies the impacts to the surrounding area and identification of a preferred alternative will be completed. The results of this study will affect the ultimate functional classification and operation of McDermott Road north of I-84. The second study is a joint effort between the City of Nampa, NHD1, and the Ada County Highway District (ACHD) to determine the ultimate functional classification and operation of McDermott Road south of I-84.

In the South Region of the study area, from Amity Road to Bowmont Road (7.10 miles), McDermott Road:

- is classified as a principal arterial
- is a north-south, two-lane roadway
- serves 100 to 400 vehicles per day with a corridor average of approximately 300 vehicles per day
- had three reported crashes from 2006 to 2008
- has a posted speed limit of 50 mph
- is under the jurisdiction of Ada County Highway District
- Is discontinuous as it does not cross the Union Pacific Railroad near Greenhurst Road

There are three major intersections along the 7.10 mile section of McDermott Road. They include:

- Amity Road (TWSC, control on McDermott Road)
- Locust Lane (T-intersection, control on McDermott Road)
- Kuna Road (TWSC, control on McDermott Road)

West Region Existing Conditions

The West Region consists of and includes all the study area south of I-84, north of Lake Lowell Avenue, and west of Canyon Street. There are 131 centerline miles of roadway within this region, including three roadways classified as principal arterials and five roadways classified as minor arterials. Two principal arterials are state facilities, Karcher Road (Idaho 55) and Caldwell Boulevard (I-84 Business Loop). There are also approximately 11,500 feet (2.20 miles) of bicycle/pedestrian pathways.

Table B-4 below summarizes the current pavement conditions for the 131 centerline miles or roadway within this region.

Table B-4: Summary of the West Region Pavement Conditions

Pavement Condition	% of Total Centerline Miles
Good	21%
Satisfactory	7%
Fair	3%
Poor	1%
Failed	0%
Not Inspected	60%
No Data	9%

There are 8 arterial corridors, consisting of 22 centerline miles, of interest within the West Region.

Karcher Road (SH-55)

The Canyon County section of the SH-55 corridor runs twenty miles from the Snake River, turning east at the Sunnyslope Road corner and following Karcher Road through southern Caldwell and the northwest corner of Nampa before following I-84 into Ada County. Karcher Road (SH-55) functions as rural two lane highway until it runs into large commercial developments in Nampa. Karcher Road faces increasing demands from residential growth in the southern Caldwell area. Lining the corridor is farmland interspersed with new residential subdivisions. Large commercial centers become more prevalent as the road comes into Nampa. With multiple access points to all the businesses along the road and a busy center turn lane, safety and congestion are primary concerns. The new Karcher Road interchange provides additional traffic through this commercial area of the corridor and provides access to I-84 for the growing residential area.

Within the West Region of the study area, between Midway Road and I-84 (1.80 miles), SH-55:

- is classified as a principal arterial
- has two lanes from Midway Road to Sundance Road (1.15 miles) and five lanes from Sundance Road to I-84 (0.65 miles)
- serves an average of approximately 26,000 vehicles per day from Caldwell Boulevard to I-84, and an average of approximately 10,000 vehicles per day from Midway Road to Caldwell Boulevard
- had 302 reported crashes from 2006 to 2008
- has a posted speed limit of 55 mph from Midway Road to Middleton Boulevard where it transitions to 40 mph to I-84
- is under the jurisdiction of ITD

There are four major intersections along this section of SH-55. They include:

- Midway Road (T-intersection, control on Midway Road)
- Middleton Road (signalized)
- Cassia Street (signalized)
- Caldwell Boulevard (signalized)

Orchard Avenue

Orchard Avenue is a seven mile long east-west corridor beginning at Caldwell Boulevard in the east and ending at Riverside Road, north of Lake Lowell to the west.

In the West region of the study area, between Lake Road and Caldwell Boulevard (3.60 miles), Orchard Avenue:

- is classified as a minor arterial
- is an east-west, two-lane roadway
- serves 2,700 to 9,100 vehicles per day with a corridor average of approximately 4,900 vehicles per day
- had 86 reported crashes from 2006 to 2008
- has a posted speed limit of 45 mph from Lake Road to Middleton Road where it transitions to 30 mph to Caldwell Boulevard
- is under the jurisdictions of Canyon County Highway District west of Midway Road, NHD1 from Midway Road to Middleton Road, and the City of Nampa east of Middleton Road

There are four major intersections along this section of Orchard Avenue:

- Lake Avenue (TWSC, control on Orchard Avenue)
- Middleton Road (AWSC)
- Midland Boulevard (signalized)

- Caldwell Boulevard (signalized)

Smith Avenue

Within the West region of the study area, between Middleton Road and Midland Boulevard (1.00 mile), Smith Avenue:

- is classified as a minor arterial
- is an east-west, two-lane roadway
- serves a corridor average of approximately 400 vehicles per day
- had 28 reported crashes from 2006 to 2008
- has a posted speed limit of 35 mph
- is under the jurisdiction of The City of Nampa

There are two major intersections along this section of Smith Avenue. They include:

- Middleton Road (TWSC, control on Smith Avenue)
- Midland Boulevard (T-intersection, control on Smith Avenue)

Lone Star Road

Lone Star Road runs east-west from Lake Lowell to the west and 7th Street South to the east where it intersects the 45 degree grid the Nampa city center is based around.

Within the West Region of the study area, between Lake Avenue and Canyon Street (3.70 miles), Lone Star Road:

- is classified as a minor arterial
- is an east-west, two-lane roadway
- serves 1,900 to 7,500 vehicles per day with a corridor average of approximately 5,500 vehicles per day
- had 34 reported crashes from 2006 to 2008
- has a posted speed limit of 45 mph from Lake Avenue to Midland Boulevard where it transitions to 35 mph to Canyon Street
- is under the jurisdictions of Canyon County Highway District west of Midway Road, NHD1 from Midway Road to Middleton Road, and the City of Nampa east of Middleton Road

There are four major intersections along this section of Lone Star Road:

- Lake Avenue (AWSC)
- Middleton Road (AWSC)
- Midland Boulevard (AWSC)
- Canyon Street (T-intersection, control on Canyon Street)

Caldwell Boulevard (I-84 Business Loop)

In the West region of the study area, between Homedale Road and Canyon Street (3.00 miles), Caldwell Boulevard:

- is classified as a principal arterial
- has five lanes for the entire section
- serves approximately 25,000 vehicles per day
- had 631 reported crashes from 2006 to 2008
- has a posted speed limit of 35 mph
- is under the jurisdiction of ITD

There are eight major intersections along this section of Nampa/Caldwell Boulevard:

- Homedale Road (signalized)
- Middleton Road (signalized)
- Commercial Road North (Signalized)
- Karcher Road (signalized)
- Commercial Road South (signalized)
- Midland Boulevard (signalized)
- Orchard Avenue (signalized)
- Canyon Street (signalized)

Lake Avenue

In the West region of the study area, between Orchard Avenue and Roosevelt Avenue (1.5 miles), Lake Avenue:

- is classified as a minor arterial
- is a north-south, two-lane roadway
- serves 1,400 to 2,400 vehicles per day with a corridor average of approximately 1,900 vehicles per day
- had no reported crashes from 2006 to 2008
- has a posted speed limit of 35 mph
- is under the jurisdiction of Canyon County Highway District

There are four major intersections along this section of Lake Avenue. They include:

- Orchard Avenue (TWSC, control on Orchard Avenue)
- Smith Avenue (T-intersection, control on Smith Avenue)
- Lone Star Road (AWSC)
- Roosevelt Avenue (TWSC, control on Roosevelt Avenue)

Middleton Road

Middleton Road is an important north-south arterial road that links the City of Middleton to the City of Nampa. The road is a regionally significant road since it is the only road to cross the Boise River east of I-84 in Canyon County and as it continues south to Nampa it crosses I-84.

Within the West region of the study area, between I-84 and Lake Lowell Avenue (4.15 miles), Middleton Road:

- is classified as a principal arterial
- is a north-south, two-lane roadway
- serves 8,300 to 15,500 vehicles per day with a corridor average of 11,200 vehicles per day
- had 258 reported crashes from 2006 to 2008
- has a posted speed limit of 35 mph from I-84 to Orchard Avenue, where it transitions to 45 mph to Lake Lowell Avenue
- is under the jurisdiction of NHD1 north of Orchard Avenue, and the City of Nampa South of Orchard Avenue

There are eight major intersections along this section of Middleton Road. They include:

- Caldwell Boulevard (signalized)
- Karcher Road (signalized)
- Flamingo Avenue (TWSC, control on Flamingo Avenue)
- Orchard Avenue (AWSC)
- Smith Avenue (TWSC, control on Smith Avenue)
- Lone Star Road (AWSC)
- Roosevelt Avenue (TWSC, control on Roosevelt Avenue)
- Lake Lowell Avenue (AWSC)

Midland Boulevard

Midland Boulevard is a north-south minor arterial one mile west of the Nampa city center. Midland Boulevard sees a large amount of traffic due to its close proximity to Nampa and the new Karcher Road interchange. Midland Boulevard extends north past the connection with Highway 20/26 to the Boise River and south where it ends north of Lake Lowell. Midland Boulevard is an important corridor for local traffic, but due to limited connectivity sees little regional traffic.

In the West region of the study area, between Caldwell Boulevard and Lake Lowell Avenue (3.00 miles), Midland Boulevard:

- is classified as a minor arterial

- has two lanes from Karcher Road to Parkcenter Way (0.25 miles), three lanes from Parkcenter Way to Roosevelt Avenue (2.25 miles), and two lanes from Roosevelt Avenue to Lake Lowell Avenue (0.50 miles)
- serves 14,100 to 17,600 vehicles per day with a corridor average of 16,100 vehicles per day
- had 244 reported crashes from 2006 to 2008
- has a posted speed limit of 35 mph
- is under the jurisdiction of the City of Nampa

There are six major intersections along this section of Midland Boulevard. They include:

- Caldwell Boulevard (signalized)
- Orchard Avenue (signalized)
- Smith Avenue (T-intersection, control on Smith Avenue)
- Lone Star Road (AWSC)
- Roosevelt Avenue(AWSC)
- Lake Lowell Avenue (AWSC)

Central (Downtown) Region Existing Conditions

The Central (Downtown) Region consists of and includes all the study area south of I-84, north of Amity Road/Lake Lowell Avenue, east of Canyon Street, and west of Chicago Street. There are 87 centerline miles of roadway within this region, including seven roadways classified as principal arterials and ten roadways classified as minor arterials. Some arterial corridors include separate portions classified as principal and minor arterials (e.g. 11th Avenue South). Four principal arterials are state facilities; 12th Avenue South (Idaho 45) and the2nd Street South and 3rd Street South couplet, 11th Avenue North, and Garrity Boulevard (I-84 Business Loop). There are also approximately 6,100 linear feet (1.15 miles) of bicycle/pedestrian pathways.

The pavement conditions were provided by the City of Nampa. **Table B-5** summarizes the current pavement conditions for the 87 centerline miles of roadway within this region.

Table 5: Central Region Pavement Conditions Summary

Pavement Condition	% of Total Centerline Miles
Good	15%
Satisfactory	18%
Fair	16%
Poor	7%
Failed	3%
Not Inspected	40%
No Data	0%

There are 14 arterial corridors, consisting of 17 centerline miles, of interest within the Central (Downtown) Region.

3rd Street North

This roadway connects Victory Road to the Nampa city center. In the Central region of the study area, between 16th Avenue North and Sugar Avenue (0.70 miles), 3rd Street North:

- is classified as a minor arterial
- is an east-west, two-lane roadway
- had 18 reported crashes from 2006 to 2008
- has a posted speed limit of 25 mph
- is under the jurisdiction of the City of Nampa

There are two major intersections along this section of 3rd Street North. They include:

- 16th Avenue S (Signalized)
- Sugar Street (AWSC)

2nd Street South

Caldwell Boulevard splits into two one-way streets east of Canyon Street. 2nd Street South is a one-way westbound street between Northside Boulevard and 16th Avenue South. East of 16th Avenue, 2nd Street South becomes a two way street to Chicago Street.

In the Central region of the study area between Northside Boulevard and Chicago Street (2.05 miles), 2nd Street South:

- is classified as a principal arterial between Canyon Street and 12th Avenue South (Idaho 45) (0.85 miles), and is classified as a minor arterial east of 12th Avenue South (Idaho 45) to Chicago Street (1.20 miles)
- has three westbound lanes (one-way) from Northside Boulevard to 16th Avenue South (1.15 miles) where it becomes a two lane, two-way, street to Chicago Street (0.90 miles)
- serves 3,100 to 15,500 vehicles per day with a corridor average of approximately 8,700 vehicles per day
- had 282 reported crashes from 2006 to 2008
- has a posted speed limit of 35 mph from Northside Boulevard to 7th Avenue South, where it transitions to 20 mph to 16th Avenue S., and transitions back to 35 mph east of 16th Avenue South to Chicago Street.
- is under the jurisdiction of the City of Nampa

Due to the grid system of the downtown area, there are 25 intersections along this section of 2nd Street South. However, there are only eight major intersections. They include:

- Canyon Street (signalized)
- Northside Boulevard (signalized)
- 7th Avenue South (TWSC, control on 7th Avenue)
- 11th Avenue South (signalized)
- 12th Avenue South (signalized)
- 16th Avenue South (signalized)
- 22nd Avenue South (TWSC, control on 22nd Avenue South)
- Chicago Street (T-intersection, control on Chicago Street)

3rd Street South

In the Central region of the study area, Caldwell Boulevard splits into two one-way streets east of Canyon Street. 3rd Street South is an eastbound one-way street between Canyon Street and 16th Avenue South. East of 16th Avenue South, 3rd Street South becomes a two-way street to the eastern termini at 24th Avenue South.

In the Central region of the study area, between Canyon Street and 24th Avenue South (2.00 miles), 3rd Street South:

- is classified as a principal arterial between Canyon Street and 12th Avenue South (Idaho 45) (1.40 miles), and is classified as a minor arterial east of 12th Avenue South (Idaho 45) to 24th Avenue South (0.60 miles)
- has three eastbound lanes (one-way) from Canyon Street to 17th Avenue South (1.40 miles) where it becomes a two lane, two-way, street to 24th Avenue South (0.60 miles)
- serves 12,300 to 13,000 vehicles per day west of 7th Avenue
- had 166 reported crashes from 2006 to 2008
- has a posted speed limit of 30 mph
- is under the jurisdiction of the City of Nampa

Due to the grid system of the downtown area, there are 26 intersections along this section of 3rd Street South. However, there are only six major intersections. They include:

- Northside Boulevard (signalized)
- 7th Avenue South (TWSC, control on 7th Avenue)
- 11th Avenue South (signalized)
- 12th Avenue South (signalized)
- 16th Avenue South (signalized)
- 22nd Avenue South (AWSC)

7th Street South

In the Central region of the study area, between Yale Street and Roosevelt Avenue (1.10 miles), 7th Street South:

- is classified as a minor arterial
- has three lanes from Yale Street to 16th Avenue South (0.80 miles) and two lanes east of 16th Avenue South to Roosevelt
- serves 8,900 to 13,000 vehicles per day with a corridor average of approximately 11,900 vehicles per day
- had 107 reported crashes from 2006 to 2008
- has a posted speed limit of 35 mph
- is under the jurisdiction of the City of Nampa
- Yale Street transitions into 7th Street South at the west end of the corridor

Due to the grid system of the downtown area, there are 16 intersections along this section of 7th Street South. However there are only five major intersections. They include:

- 7th Avenue South (AWSC)
- 11th Avenue South (signalized)
- 12th Avenue South (signalized)
- 16th Avenue South (signalized)

- Roosevelt Avenue (T-intersection, control on 7th Street South)

Lone Star Road/7th Avenue South

Lone Star Road becomes 7th Avenue South as it enters the downtown grid system. In the Central region of the study area, between Canyon Street and 1st Street South (0.85 miles), Lone Star Road/7th Avenue South:

- is classified as a minor arterial
- has two lanes for the entire 0.85 mile section
- serves 2,100 to 6,300 vehicles per day with a corridor average of approximately 4,000 vehicles per day
- had 54 reported crashes from 2006 to 2008
- has a posted speed limit of 30 mph
- is under the jurisdiction of the City of Nampa

Due to the grid system of the downtown area, there are 13 intersections along this corridor. However, there are only four major intersections. They include:

- Canyon Street (T-intersection, control on Canyon Street)
- 7th Street South (AWSC)
- 3rd Street South (TWSC, control on 7th Avenue South)
- 2nd Street South (TWSC, control on 7th Avenue South)

11th Avenue South

11th Avenue South extends across I-84, through downtown Nampa, and terminates at Roosevelt Avenue. 11th Avenue South is an important arterial to the area it crosses over I-84 and goes under the Union pacific Railroad, connecting the Downtown Nampa area to the northern Nampa residential areas.

Within the Central region of the study area, between I-84 and Roosevelt Avenue (2.70 miles) 11th Avenue South:

- is classified as a minor arterial between I-84 and Garrity Boulevard (1.00 miles) and a principal arterial between Garrity Boulevard and 3rd Street South (0.90 miles)
- has two lanes from I-84 to Garrity Boulevard (1.00 mile) and five lanes from Garrity Boulevard to 3rd Street South, narrowing to four lanes under the Union Pacific Railroad
- serves 9,600 to 10,100 vehicles per day with a corridor average of approximately 9,900 vehicles per day
- had 287 reported crashes from 2006 to 2008
- has a posted speed limit of 35 mph
- is under the jurisdiction of the City of Nampa

There are five major intersections along this 1.90 mile section of 11th Avenue South. They include:

- 3rd Street South (signalized)
- 2nd Street South (signalized)
- 6th Street North (signalized)
- Garrity Boulevard (signalized)
- Sugar Street (T-intersection, control on Sugar Street)

12th Avenue South (Idaho 45)

12th Avenue South (Idaho 45) connects the City of Nampa and Owyhee County. It serves as an important connection to Idaho 78, which merges with US-95 into Oregon and Idaho 51 into Nevada. 12th Avenue South (Idaho 45) traverses through a rural portion of the region and fills a variety of travel needs. A local landfill is located just off of this corridor and waste truck trips from the urban areas to the landfill are numerous. Farm trucks carrying sugar beets and other agricultural products travel from the southern portions of Canyon County to the processing factory north of Nampa. The cheese factory also generates many truck trips taking waste products from the factory to a dump site in the southern area of the region. The corridor also serves as a commuter route from Owyhee County and the City of Melba to the urban areas of the region. Recreational traffic to the Snake River, Celebration Park, and other sites accounts for many trips, especially in the summer months.

Within the Central region of the study area, between Lake Lowell Avenue and Front Street (1.50 miles), 12th Avenue South (Idaho 45):

- is classified as a principal arterial between Lake Lowell Avenue and 2nd Street South
- has five lanes from Lake Lowell Avenue to 4th Street South (1.40 miles) and four lanes to 2nd Street South (0.10 miles)
- serves 11,300 to 30,700 vehicles per day with a corridor average of approximately 22,100
- had 259 reported crashes from 2006 to 2008
- has a posted speed limit of 35 mph
- is under the jurisdiction of ITD

Due to the grid system of the downtown area, there are19 intersections along the 1.50 mile section, however there are only five major intersections. They include:

- Lake Lowell Avenue (signalized)
- Roosevelt Avenue (T-intersection, control on Roosevelt)
- 7th Street South (signalized)
- 3rd Street South (signalized)
- 2nd Street South (signalized)

16th Avenue South

In the Central region of the study area, between Garrity Boulevard and Roosevelt Avenue (1.70 miles), 16th Avenue South:

- is classified as a minor arterial
- has four lanes for the entire 1.70 mile section
- serves 14,500 to 23,800 vehicles per day with a corridor average of approximately 17,800 vehicles per day
- had 67 reported crashes from 2006 to 2008
- has a posted speed limit of 30 mph from Roosevelt Avenue to 3rd Street North and 35 mph from 3rd Street North to Garrity Boulevard
- is under the jurisdiction of the City of Nampa

Due to the grid system of the downtown area, there are 20 intersections along the 1.70 mile section of 16th Avenue North. However there are only six major intersections. They include:

- Roosevelt Avenue (AWSC)
- 7th Street South (signalized)
- 3rd Street South (signalized)
- 2nd Street South (signalized)
- 3rd Street North (signalized)
- Garrity Boulevard (signalized)

22nd Avenue South

22nd Avenue South is the northern termini of South Powerline Road. In the Central region of the study area, between Roosevelt Avenue and 2nd Street South (0.20 miles), 22nd Avenue South:

- is classified as a minor arterial
- has two lanes for the entire 0.20 mile section
- had seven reported crashes from 2006 to 2008
- has a posted speed limit of 30 mph
- is under the jurisdiction of the City of Nampa

There are three major intersections along this section of 22nd Avenue South. They include:

- Roosevelt Avenue (T-intersection, control on 22nd Avenue South)
- 3rd Street South (AWSC)
- 2nd Street South (TWSC, control on 22nd Avenue South)

Garrity Boulevard

Garrity Boulevard serves as a connection between downtown Nampa and I-84. In the Central region of the study area, between Franklin Boulevard and Sugar Street (1.00 mile), Garrity Boulevard:

- is classified as a principal arterial

- has five lanes for the entire 1.00 mile section
- serves 15,100 to 24,000 vehicles per day with a corridor average of approximately 20,000 vehicles per day35 mph
- had 61 crashes reported from 2006 to 2008
- has a posted speed limit of 35 mph
- is under the jurisdiction of the City of Nampa

There are three major intersections along this section of Garrity Boulevard. They include:

- Franklin Boulevard (signalized)
- 16th Avenue North (signalized)
- Sugar Street (TWSC, control on Sugar Street)

Roosevelt Avenue

In the Central region of the study area, between 7th Street South and 22nd Avenue South (0.20 miles), Roosevelt Avenue:

- is classified as a minor arterial
- has two lanes for the entire 0.20 miles
- serves a corridor average of approximately 6,000 vehicles per day
- had two reported crashes from 2006 to 2008
- has a posted speed limit of 30 mph
- is under the jurisdiction of the City of Nampa

There are two major intersections along this section of Roosevelt Avenue. They include:

- 7th Street South (T-intersection, control on 7th Street South)
- 22nd Avenue South (T-intersection, control on 22nd Avenue South)

Northside Boulevard

The Northside Boulevard Corridor runs north-south from Davis Street in Downtown Nampa across an interchange at I-84 and north until it ends near the Boise River. With the construction of the Northside interchange this corridor has seen renewed importance as it links western Nampa and areas north of the freeway with the interstate.

Within the Central Region of the Study area, between I-84 and Davis Street (1.10 miles), Northside Boulevard:

- is classified as a principal arterial
- has four lanes with a raised median and left hand turn pockets for the entire 1.10 mile section
- serves a corridor average of approximately 31,800 vehicles per day
- had 143 reported crashes from 2006 to 2008
- has a posted speed limit of 45 mph

- is under the jurisdiction of the City of Nampa

There are three major intersections along this section of Northside Boulevard. They include:

- 6th Street North (signalized)
- 2nd Street South (signalized)
- 3rd Street South (signalized)

Franklin Boulevard

Franklin Boulevard serves as a connection between northern Nampa, I-84, and downtown Nampa. In the central region of the study area, between I-84 and Garrity Boulevard (0.80 miles), Franklin Boulevard:

- is classified as a principal arterial
- has five lanes for the entire 0.80 mile section
- serves a corridor average of approximately 18,700 vehicles per day
- had 30 reported crashes from 2006 to 2008
- has a posted speed limit of 45 mph
- is under the jurisdiction of the City of Nampa

There is one major intersection along this section of Franklin Boulevard:

- Garrity Boulevard (signalized)

Yale Street

In the Central region of the study area, between Davis Avenue and Greenleaf Street (0.40 miles), Yale Street:

- is classified as a minor arterial
- has three lanes for the entire 0.40 mile section
- serves 12,600 to 13,000 vehicles per day with a corridor average of approximately 12,800 vehicles per day
- had 19 reported crashes from 2006 to 2008
- has a posted speed limit of 30 mph

There are two major intersections along this section of Yale Street. They include:

- Caldwell Boulevard (signalized)
- High Street (T-intersection, control on High Street)

APPENDIX C: COMMUNITY IDENTIFIED NEEDS

Table C-1: Community Identified Needs

ID #	Location	Project Description
1	01st Street South to 7th Street South; 11th Avenue South to 16th Avenue South	Upgrade signal controllers on all Downtown signals. Install cameras and new heads as required. Interconnect all cameras and signals to a newly-established traffic control center at Traffic Division.
2	02nd Street South and 03rd Street South at intersections from Yale to Canyon	Synchronize traffic signals
3	03rd Street North & Victory Road	Add a walkway or bicycle path through the RR underpass.
4	03rd Street North parallel to Indian Creek	Install pathway/bicycle signage for this pathway
5	11th Avenue North	Widen section between Cherry Lane and Ustick Road to four lanes
6	11th Avenue North	Widen section between I-84 overpass and Cherry Lane to four lanes.
7	11th Avenue North near Sugar Street	Replace/smooth RR crossing
8	11th Avenue North & Garrity Boulevard & Franklin Boulevard	Improve Intersection
9	12th Avenue Road & Dooley Lane	Install a traffic signal
10	12th Avenue Road & Locust Lane	Install a traffic signal
11	12th Avenue Road from Greenhurst Road to Downtown	Add bicycle lanes
12	12th Avenue South & Iowa Street	Force right-in-right-out on Iowa at the Blimpies
13	12th Avenue South at Paul's market	Implement access control and limit number of entries/exits
14	Amity Avenue, from Midland Boulevard on the west into Ada County	Widen Amity Avenue to four or five lanes
15	Caldwell Boulevard at the Canyon County Center	Modify City Bus route to provide direct access to the Canyon County Center rather than dropping students off across the Boulevard from campus
16	Caldwell Boulevard at the Canyon County Center	Reduce traffic speed and install a pedestrian crosswalk
17	Cherry Lane	Re-align roadway east of Middleton Road to improve the Cherry Lane - Middleton Road intersection. Perhaps use ROW from adjacent subdivision up to Laster Lane
18	Citywide	Allow all students to ride the bus for free with proper identification, including CWI and BSU students
19	Citywide	Construct bus shelters at ValleyRide bus stops

ID #	Location	Project Description
20	Citywide	Create a traffic operations center to centralize management of coordinated signals.
21	Citywide	Design, create and install a consistent signage system for bicycle paths and lanes throughout the City.
22	Citywide	Establish a standard practice that City staff communicates with Valley Regional Transit whenever roadways or sidewalks are getting maintenance or other improvements near existing or proposed bus stops.
23	Citywide	Increase community awareness of existing bus routes.
24	Citywide	Install bicycle parking at all Park-and-Ride lots to facilitate multi-modal transportation.
25	Citywide	Install bus benches at all bus stops.
26	Citywide	Locate and construct a Bus maintenance facility in Nampa
27	Citywide	Locate and construct two Bus transfer centers in Nampa
28	Citywide	Sweep excess stone from chip sealing, including what is on sidewalks and bike ways
29	Davis Street	Eliminate left-in-left-out capability at Yale or terminate connection with Yale and cul-de-sac Davis
30	Downtown	Address cycling as a legitimate transportation option in the Downtown Revitalization Plan.
31	Downtown	Establish signals control in Downtown to implement smoother bicycling flow
32	Downtown from the South	Create a trail/pathway/bike lane project to provide continuous non-vehicular access via Iowa, Chicago and 2nd Street South or via the abandoned rail line
33	East-west arterials between Nampa and Meridian (Franklin Road, Cherry Lane, Amity Road, etc.).	Designate, create and sign an inter-city bicycle route along one or more of these corridors.
34	Fern Street to 18th Avenue South to 1st Street South	Create continuous on-street bicycle lanes from NNU to downtown
35	Garrity Boulevard past I-84 to Birch Lane	Coordinate signal timing to smooth traffic flow
36	Greenhurst Road, between Midland and Happy Valley	Install sidewalks and bike lanes to increase safety for pedestrians and bicyclists
37	Greenhurst Road, between WalMart's south parking lot and Sunnybrook Drive	Install a pedestrian/bicyclist crosswalk
38	Happy Valley Road & Amity Avenue	Add second set of lanes to roundabout
39	Happy Valley Road & UPRR	Construct overpass (when traffic warrants)

ID #	Location	Project Description
40	Happy Valley Road & Victory Road	Construct roundabout approximately 500' south of the current intersection (approximately 12' lower elevation) and depress Happy Valley through the existing intersection).
41	Holly Street	Add bicycle lanes
42	Holly Street & Roosevelt Avenue; Holly Street & Hawaii Street	Create and install University District monument signage at entry points into the district
43	Holly Street & Colorado (Amity Avenue)	Install traffic signal or roundabout.
44	Holly Street to Fern Street to Holly Street	Modify the re-named University Boulevard to develop the streetscape, install city standard decorative lighting and generally establish a "boulevard" feel
45	Holly Street to Fern Street to Holly Street	Modify the re-named University Boulevard to reduce it to two travel lanes, a median turn lane (landscaped where possible), and bicycle lanes on both sides.
46	Holly Street to Fern Street to Holly Street	Rename an existing street to "University Boulevard".
47	Holly Street, Sheridan Avenue, Bird Avenue, Fern Street and Colorado Avenue	Add pedestrian crosswalks around NNU campus
48	Idaho Center Boulevard	Rebuild and widen section between Birch Lane and Cherry Lane to four lanes
49	Idaho Center Boulevard immediately north of the westbound I-84 on-ramp	Extend the far right discontinuous southbound lane the remaining few feet to make it a free-flow right turn onto the I-84 on-ramp
50	Idaho Center Boulevard/Can-Ada Road & Cherry Lane	Improve traffic flow through this intersection
51	Iowa Avenue to Midland Boulevard, then Midland Boulevard to Caldwell Boulevard. Lake Lowell Avenue from 12th Avenue Road to Midway.	Add bicycle lanes and signs.
52	Iowa Avenue, just west of 12th Avenue Road	Add sidewalks (or just widen the street surface) on a section that has no safe walking/riding space.
53	Irrigation canal between Iowa Avenue and Greenhurst Road.	Expand the ability for pedestrians and bicyclists to move between subdivisions via paths/green belts, including bridges across irrigation canals
54	Karcher Road & Middleton Road intersection and Karcher Road between N. Cassia Street and Midway Road.	Widen Karcher Rd. at, and around Karcher/Middleton intersection. Expand to 4 lanes between N. Cassia St. and Midway Rd. Middleton Rd. could also benefit from widening near the Karcher intersection.
55	Kings Road & Victory Road	Expand Kings Road due to congestion, especially school traffic for Endeavor Elementary.

ID #	Location	Project Description
56	Kings Road from the RR overpass to Garrity Boulevard.	Add bicycle lanes and signs.
57	Lake Lowell Avenue from 12th Avenue Road to Midland Boulevard	Do whatever is necessary to improve safety for bicyclists and pedestrians.
58	Lincoln Avenue, from Canyon to South Powerline	Make Lincoln Avenue a priority roadway with center striping and signals at the intersections of 12th Avenue Road and 16th Avenue South.
59	Lone Star Road east of Midland Boulevard all the way into Downtown	Stripe bicycle lanes on both sides of the road.
60	Middleton Road	Add bicycle lanes wherever possible
61	Middleton Road & Orchard Avenue	Construct roundabout
62	Middleton Road & Lone Star Road	Widen culvert and intersection capacity
63	Middleton Road between Smith Avenue and Lone Star Road	Install sidewalk
64	Middleton Road from Roosevelt to Karcher	Connect existing sidewalks into a continuous sidewalk
65	Midland Boulevard	Rebuild section between Cherry lane and Ustick; Widen intersection of Midland Boulevard and Ustick Road
66	Midland Boulevard and Smith Avenue.	Install better traffic control to eliminate cut-through traffic that endangers school children
67	Midland Boulevard from Greenhurst Road to Caldwell Boulevard	Add continuous bicycle lanes or make sidewalks continuous on at least one side of the street
68	Midland Boulevard from Greenhurst Road to Caldwell Boulevard	Expand Midland Boulevard to four lanes
69	Near existing bus routes	Improve pedestrian network connected to transit stops
70	NNU Neighborhood District	Improve sidewalks
71	Pheasant Hollow Subdivision and many places on Greenhurst Road, Southside and Amity Avenue	Add sidewalks
72	Ruth Lane between 12th Avenue Road on the west and Sunnyridge on the east.	Widen Ruth Lane to accommodate pedestrians and bikes.
73	Stanford Street and Deer Flat Nampa Canal	Improve safety for school children crossing the canal
74	Street surfaces	Raise sunken water/sewer covers to same level as street surface
75	Sunnyridge Road between E. Maryland Street and the Wilson Trail	Create a safe connection for pedestrians and bicyclists to access the Wilson Trail from the north (sidewalks or bike lane or ??)
76	Sunnyridge Road between Massachusetts Street and Stoney Meadow Drive and on the east side of Sunnyridge right by Greenhurst Road.	Add sidewalks to eliminate gaps, especially for school student safety.

ID #	Location	Project Description
77	The Marketplace, especially around the CostCo area	Add bicycle lanes and signs.
78	The Marketplace, especially around the CostCo area	Add bus service.
79	Throughout central city	Increase bus service in neighborhoods that are quite a distance off of 12th Avenue or Caldwell Boulevard
80	Union Pacific Railroad Tracks	Create dedicated bicycle and pedestrian access across the railroad in the vicinity of Downtown
81	Ustick Road	Preserve ROW for future expansion

APPENDIX D: RESULTS OF HSC+ INTERSECTION ANALYSIS

Table D-1: Intersection Configuration Needs Per HCS+ Analysis

Intersection	Analysis Year	Intersection Control	East Bound			Figure Reference	West Bound			Figure Reference	North Bound			Figure Reference	South Bound			Figure Reference	Year Deficient
			L	T	R		L	T	R		L	T	R		L	T	R		
3rd St. North &16th Ave.	Existing	Signal	1	1	sh		1	1	sh		1	2	sh		1	2	sh		
	2035	Signal	2	2	sh	Fig. 3-5C	1	1	sh	NI	1	2	sh	NI	1	2	sh	NI	2025[2]
Caldwell Blvd. & Midland Rd.	Existing	Signal	1	2	sh		1	2	sh		1	1	0		1	1	0		
	2035	Signal	1	2	1	Fig 3-5B	1	2	1	Fig 3-5B	2	1	0	Fig. 2-3B	1	2	0	Fig. 2-3B	2010
Cherry Ln. & Can Ada Rd.	Existing	AWSC	sh	1	sh		sh	1	sh		sh	1	sh		sh	1	sh		
	2035	Signal[1]	1	2	sh	Fig. 3-5A	1	2	sh	Fig. 7-5A	1	1	1	Fig. 2-3B	1	1	1	Fig. 2-3B	2010
Cherry Ln. & Franklin Blvd.	Existing	AWSC	sh	1	sh		sh	1	sh		sh	1	sh		sh	1	sh		
	2035	Signal[1]	1	2	sh	Fig. 3-5A	1	2	sh	Fig. 3-5A	1	1	1	Fig. 2-3B	1	1	1	Fig. 2-3B	2010
Cherry Ln. & Northside Blvd.	Existing	AWSC	sh	1	sh		sh	1	sh		sh	1	sh		sh	1	sh		
	2035	Signal[1]	1	1	1	Fig. 2-3B	1	1	1	Fig. 2-3B	1	1	1	Fig. 2-3B	1	1	1	Fig. 2-3B	2010
Colorado Ave. & Holly St.	Existing	AWSC	1	2	sh		1	2	sh		1	1	sh		1	1	1		
	2035	Signal[1]	1	2	sh	NI	1	2	sh	NI	1	1	sh	NI	1	1	1	NI	2030
Davis Ave. & Yale St.	Existing	TWSC	sh	1	1		0	0	0		sh	2	sh		sh	2	sh		
	2035	Signal	1	1	sh	Fig. 2-3A	0	0	0	NI	sh	2	sh	NI	sh	2	sh	NI	2010
Garrity Blvd. & 11th Ave. North	Existing	Signal	sh	1	1		2	sh	1		sh	1	2		1	2	sh		
	2035	Signal	1	1	sh	Fig. 2-3A	2	2	sh	Fig. 3-5C	2	2	sh	Fig. 3-5C	1	2	1	Fig 3-5B	2010
Garrity Blvd. & 16th Ave. North	Existing	Signal	1	2	sh		1	2	1		sh	1	free		sh	1	sh		
	2035	Signal	1	2	sh	NI	2	2	sh	Fig. 3-5C	sh	1	free	NI	sh	1	sh	NI	2010
Garrity Blvd. & 39th Ave. North	Existing	TWSC	1	2	1		1	2	sh		1	1	sh		sh	1	sh		
	2035	Signal	1	2	1	NI	1	2	sh	NI	1	1	sh	NI	1	1	sh	Fig. 2-3A	2015
Garrity Blvd. & Kings Rd.	Existing	Signal	1	2	1		1	2	1		1	1	sh		1	1	sh		
	2035	Signal	1	2	1	NI	1	2	1	NI	1	1	1	Fig. 2-3B	1	1	sh	NI	2010
Greenhurst Rd. & Southside Rd.	Existing	Signal	1	1	sh		1	1	sh		1	1	sh		1	1	sh		
	2035	Signal	1	1	1	Fig. 2-3B	1	1	1	Fig. 2-3B	1	1	sh	NI	1	1	sh	NI	2015
Hawaii Ave. & Holly St.	Existing	TWSC	sh	1	sh		sh	1	sh		1	1	sh		1	1	sh		
	2035	Signal	sh	1	sh	NI	sh	1	sh	NI	1	1	sh	NI	1	1	sh	NI	2020
High St. & Yale St.	Existing	TWSC	sh	1	0		0	1	1		0	0	0		1	1	sh		
	2035	Signal	sh	1	0	NI	0	1	1	NI	0	0	0	NI	1	1	sh	NI	2010
Locust Ln. & 12th Ave. South (SH-45)	Existing	TWSC	sh	1	sh		sh	1	sh		1	1	sh		1	1	sh		
	2035	Signal	1	1	1	Fig. 2-3B	1	1	1	Fig. 2-3B	1	2	sh	Fig. 3-5A	1	2	sh	Fig. 3-5A	2020
Ustick Rd. & Franklin Blvd.	Existing	AWSC	sh	1	1		sh	1	sh		sh	1	sh		sh	1	sh		
	2035	Signal	1	2	sh	Fig. 3-5A	1	2	sh	Fig. 3-5A	sh	1	sh	NI	1	1	sh	Fig. 2-3A	2010
Ustick Road & 11th Ave. North	Existing	TWSC	sh	1	sh		sh	1	sh		sh	1	sh		sh	1	sh		
	2035	Signal	1	2	sh	Fig. 3-5A	1	2	sh	Fig. 3-5A	1	1	sh	Fig. 2-3A	sh	1	sh	NI	2010
Ustick Rd. & Madison Rd.	Existing	TWSC	sh	1	sh		sh	1	sh		sh	1	sh		sh	1	sh		
	2035	Signal	sh	1	sh	NI	sh	1	sh	NI	sh	1	sh	NI	sh	1	sh	NI	2010
Ustick Road & Star Rd.	Existing	TWSC	sh	1	sh		sh	1	sh		sh	1	sh		sh	1	sh		
	2035	Signal	sh	1	sh	NI	sh	1	sh	NI	sh	1	sh	NI	sh	1	sh	NI	2010
Ustick Road & Can Ada Rd.	Existing	AWSC	sh	1	sh		sh	1	sh		sh	1	sh		sh	1	sh		
	2035	Signal	1	2	sh	Fig. 3-5A	1	2	sh	Fig. 3-5A	sh	1	sh	NI	sh	1	sh	NI	2010
Victory Rd. & Happy Valley Rd.	Existing	TWSC	sh	1	sh		sh	1	sh		sh	1	sh		sh	1	sh		
	2035	Signal[1]	1	2	sh	Fig. 3-5A	1	2	sh	Fig. 3-5A	1	1	1	Fig. 2-3B	1	1	1	Fig. 2-3B	2020

Sh = Shared turning movement with through lane. Free = Free running movement not controlled by signal. 0 = No approach lane. NI = No Geometric Improvement. [1]*Intersection passes all screening criteria for a Dual Lane Roundabout.* [2]*Based on roadway need, not HCS+*

APPENDIX E: HCM 2000 SERVICE VOLUME TABLES

Table E-1: Intersection Planning Thresholds from HCM 2000

Exhibit 10-24 Example Service Volumes for Signalized Intersection

Left Turn Lane Present?	Number of Through Lanes	Maximum Service Volumes (veh/hour) LOS A	LOS B	LOS C	LOS D	LOS E
Yes	1	N/A	130	350	530	590
Yes	2	N/A	200	860	1090	1220
Yes	3	N/A	N/A	1230	1510	1680

Exhibit 10-28 Example of Minor Street Service Volumes for T-Intersections TWSC

Major street two-way volume (veh/h)	Minor Street maximum service volume by LOS LOS A	LOS B	LOS C	LOS D	LOS E
200	110	450	6380	700	760
400	N/A	280	460	530	590
600	N/A	150	320	390	440
800	N/A	40	210	270	320
1,000	N/A	N/A	120	180	230

Exhibit 10-29 Example of Minor Street Service Volumes for Four-leg Intersections, TWSC

Major street two-way volume (veh/h)	Minor Street maximum service volume by LOS LOS A	LOS B	LOS C	LOS D	LOS E
major street = one lane plus turn pockets, minor street = one lane and no turn pockets					
500	N/A	90	220	260	300
1,000	N/A	N/A	30	70	100
1,500	N/A	N/A	N/A	N/A	N/A

Exhibit 10-30 Example of Approach Service Volumes for AWSC Intersections for Single Approach

Through Lanes	LOS A	LOS B	LOS C	LOS D	LOS E
1	170	260	310	340	350
2	180	320	430	480	520

APPENDIX F: PROJECT-SPECIFIC RIGHT-OF-WAY COST ESTIMATES

TABLE F-1: Estimated ROW Costs for Short-Tem Roadway Capacity Projects (2010 & 2015)

	East-West Roadway Projects										
Year Needed	**Roadway**	**Beginning Location**	**End Location**	**Length (miles)**	**Functional Classification**	**Existing No. of Lanes**	**Proposed Improvement**	**Existing ROW Width (ft)**	**Proposed ROW Width (ft)**	**Estimated ROW Need (acres)***	**Estimated ROW Cost**
2015	Cherry Lane	Midland Boulevard	Northside Boulevard	1.00	Principal Arterial	2	Widen to 5 lanes	50	100	6.06	$1,122,000
		Northside Boulevard	Franklin Road	1.00	Principal Arterial	2	Widen to 5 lanes	50	100	6.06	$1,122,000
		Franklin Road	11th Avenue North	1.00	Principal Arterial	2	Widen to 5 lanes	50	100	6.06	$1,122,000
		11th Avenue North	Can-Ada Road	1.00	Principal Arterial	2	Widen to 5 lanes	50	100	6.06	$1,122,000
		Can-Ada Road	Star Road	1.00	Principal Arterial	2	Widen to 5 lanes	65	100	4.24	$785,400
		Star Road	McDermott Road	1.00	Principal Arterial	2	Widen to 5 lanes	50	100	6.06	$1,122,000
2015	Franklin Road	Gate Boulevard	Star Road	0.50	Principal Arterial	2	Widen to 5 lanes	55	100	2.73	$504,900
		Star Road	McDermott Road	1.00	Principal Arterial	2	Widen to 5 lanes	55	100	5.45	$1,009,800
2010	Karcher Road (SH-55)	Midway Road	Sundance Road	1.15	Principal Arterial	2	Widen to 5 lanes	65	100	4.88	$903,210
2010	Karcher Road (SH-55)	Sundance Road	I-84	0.65	Principal Arterial	2	Widen to 6 travel lanes	90	125	2.76	$510,510
2010	US 20/26	Madison Road	Franklin Road	0.50	Principal Arterial	2	Widen to 5 lanes	100	100	0.00	$0
		Franklin Road	11th Ave North	1.00	Principal Arterial	2	Widen to 5 lanes	80	100	2.42	$448,800
		11th Avenue North	Can-Ada Road	1.00	Principal Arterial	2	Widen to 5 lanes	80	100	2.42	$448,800

	North-South Roadway Projects										
Year Needed	**Roadway**	**Beginning Location**	**End Location**	**Length (miles)**	**Functional Classification**	**Existing No. of Lanes**	**Proposed No. of Lanes**	**Existing ROW Width (ft)**	**Proposed ROW Width (ft)**	**Estimated ROW Need (acres)***	**Estimated ROW Cost**
2015	12th Avenue South (SH-45)	Sunrise Rim Road	Dooley Lane	0.20	Principal Arterial	2	Widen to 5 lanes	120	100	0.00	$0
2015	Caldwell Boulevard (I-84 Bus.)	Homedale Road	Middleton Road	0.75	Principal Arterial	5	Widen to 6 travel lanes	90	125	3.18	$589,050
		Middleton Road	Karcher Road	0.75	Principal Arterial	5	Widen to 6 travel lanes	80	125	4.09	$757,350
		Karcher Road	Midland Road	0.65	Principal Arterial	5	Widen to 6 travel lanes	70	125	4.33	$802,230
		Midland Road	Canyon Street	1.05	Principal Arterial	5	Widen to 6 travel lanes	70	125	7.00	$1,295,910

2015	Franklin Boulevard	Karcher Road	Cherry Lane	1.00	Principal Arterial	2	Widen to 5 lanes	70	100	3.64	$673,200
		Cherry Lane	Ustick Road	1.00	Principal Arterial	2	Widen to 5 lanes	60	100	4.85	$897,600
		Ustick Road	Linden Road	1.00	Principal Arterial	2	Widen to 5 lanes	65	100	4.24	$785,400
2015	Happy Valley Road	Greenhurst Road	Amity Road	1.00	Minor Arterial	2	Widen to 5 lanes	50	100	6.06	$1,122,000
2015	Midland Boulevard	Marketplace Boulevard	Cherry Lane	0.35	Minor Arterial	2	Widen to 5 lanes	50	100	2.12	$392,700
		Cherry Lane	Ustick Road	1.00	Minor Arterial	2	Widen to 5 lanes	65	100	4.24	$785,400

Indicates ITD jurisdiction

* Although it would appear that some projects do not require any additional ROW, it is likely that some additional land will be needed.

TABLE F-2: Estimated ROW Costs for Short-Tem Intersection Capacity Projects (2010 & 2015)

Year Needed	East-West Street Name	East-West Functional Classification	North-South Street Name	North-South Functional Classification	Existing Intersection Control	Project Description	Existing ROW (acres)	East-West Existing ROW Width (feet)	North-South Existing ROW Width (feet)	East-West Proposed ROW Width (feet)	North-South Proposed ROW Width (feet)	Proposed ROW (acres)[3]	Estimated ROW Cost
2010	2nd Street South	Principal Arterial	11th Avenue South (I-84 Bus.)	Principal Arterial	Signal	Add turn lanes	0.15	81	81	100	125	1.35	$249,050
2015	2nd Street South	Principal Arterial	12th Avenue South (SH-45)	Principal Arterial	Signal	Add turn lanes	0.15	81	81	100	125	1.35	$249,050
2010	2nd Street South	Principal Arterial	Northside Boulevard	Principal Arterial	Signal	Add lanes	0.36	125	125	125	125	0.00	$0
2010	3rd Street South (I-84 Bus.)	Principal Arterial	12th Avenue South (SH-45)	Principal Arterial	Signal	Add turn lanes	0.15	81	81	100	112	1.08	$199,325
2010	3rd Street South (I-84 Bus.)	Principal Arterial	Northside Boulevard	Principal Arterial	Signal	Add lanes	0.48	145	145	100	125	0.00	$0
2010	7th Street South	Minor Arterial	11th Avenue South	Collector	Signal	Add lanes	0.15	81	81	112	100	1.10	$203,456
2010	7th Street South	Minor Arterial	12th Avenue South (SH-45)	Principal Arterial	Signal	Add turn lanes	0.15	81	81	100	112	1.08	$199,325
2010	Amity Road*	Principal Arterial	Robinson Road	Minor Arterial	AWSC	Dual lane roundabout	0.06	51	51	NA	NA	2.50	$462,825
2015	Birch Lane	Collector	Franklin Boulevard	Principal Arterial	AWSC	Add signal and turn lanes	0.21	96	96	92	112	0.00	$0
2010	Caldwell Boulevard (I-84 Bus.)	Principal Arterial	Middleton Road	Principal Arterial	Signal	Add turn lanes	0.4	132	132	125	100	0.00	$0
2010	Caldwell Boulevard (I-84 Bus.)	Principal Arterial	Midland Boulevard	Minor Arterial	Signal	Add turn lanes	0.41	134	134	125	100	0.00	$0
2010	Cherry Lane	Principal Arterial	Can-Ada Road	Principal Arterial	AWSC	Add signal and turn lanes	0.07	55	55	112	112	2.47	$457,368
2010	Cherry Lane	Principal Arterial	Franklin Boulevard	Principal Arterial	AWSC	Add signal and turn lanes	0.06	51	51	112	112	2.64	$489,464
2015	Cherry Lane	Principal Arterial	Midland Boulevard	Minor Arterial	Signal	Add lanes	0.09	63	63	100	100	1.61	$298,775
2010	Cherry Lane	Principal Arterial	Northside Boulevard	Principal Arterial	AWSC	Add signal and turn lanes	0.06	51	51	112	112	2.64	$489,464
2015	Cherry Lane[1]	Principal Arterial	Star Road	Minor Arterial	AWSC	Dual lane roundabout	0.16	83	83	NA	NA	2.50	$462,825
2010	Davis Avenue	Collector	Yale Street	Minor Arterial	OWSC	Add signal	0.08	59	59	80	100	1.35	$249,560
2015	Dooley Lane[2]	Collector	12th Avenue South (SH-45)	Principal Arterial	TWSC	Add signal	0.12	40	125	80	112	0.64	$119,170
2015	Franklin Road[1]	Principal Arterial	Star Road	Minor Arterial	AWSC	Dual lane roundabout	0.19	91	91	NA	NA	2.50	$462,825
2010	Garrity Boulevard (I-84 Bus.)	Principal Arterial	11th Avenue North	Principal Arterial	Signal	Add turn lanes	0.18	89	89	125	112	1.29	$238,531
2010	Garrity Boulevard (I-84 Bus.)	Principal Arterial	16th Avenue North	Minor Arterial	Signal	Add turn lanes	0.25	104	104	125	112	0.64	$119,000
2015	Garrity Boulevard (I-84 Bus.)	Principal Arterial	39th Avenue North	Collector	TWSC	Add signal and turn lanes	0.11	69	69	125	92	1.75	$323,531
2010	Garrity Boulevard (I-84 Bus.)	Principal Arterial	Kings Road	Collector	Signal	Add turn lanes	0.14	78	78	125	92	1.36	$251,813
2010	Garrity Boulevard (I-84 Bus.)	Principal Arterial	Stamm Lane	Collector	Signal	Add turn lanes	0.16	83	83	125	92	1.14	$211,969

Year Needed	East-West Street Name	East-West Functional Classification	North-South Street Name	North-South Functional Classification	Existing Intersection Control	Project Description	Existing ROW (acres)	East-West Existing ROW Width (feet)	North-South Existing ROW Width (feet)	East-West Proposed ROW Width (feet)	North-South Proposed ROW Width (feet)	Proposed ROW (acres)[3]	Estimated ROW Cost
2015	Greenhurst Road	Principal Arterial	Midland Boulevard	Minor Arterial	AWSC	Single lane roundabout	0.15	81	81	NA	NA	1.20	$222,156
2015	Greenhurst Road	Principal Arterial	Southside Boulevard	Minor Arterial	Signal	Add turn lanes	0.12	72	72	112	100	1.49	$275,672
2010	Greenhurst Road[1]	Principal Arterial	Happy Valley Road	Minor Arterial	AWSC	Dual lane roundabout	0.1	66	66	NA	NA	2.50	$462,825
2010	Greenhurst Road[1]	Principal Arterial	Robinson Road	Minor Arterial	OWSC	Dual lane roundabout	0.07	55	55	NA	NA	2.50	$462,825
2010	High Street	Collector	Yale Street	Minor Arterial	OWSC	Add signal	0.08	59	59	80	100	1.35	$249,560
2010	Homedale Road	Collector	Caldwell Boulevard (I-84 Bus.)	Principal Arterial	Signal	Add turn lanes	0.12	72	72	92	125	1.56	$289,527
2015	Iowa Avenue	Collector	Midland Boulevard	Minor Arterial	AWSC	Add signal and lanes	0.18	89	89	92	100	0.30	$55,199
2010	Karcher Avenue (SH-55)	Principal Arterial	Caldwell Boulevard (I-84 Bus.)	Principal Arterial	Signal	Add turn lanes	0.16	83	83	125	125	1.81	$334,688
2010	Karcher Avenue (SH-55)	Principal Arterial	Cassia Street	Collector	Signal	Add turn lanes	0.14	78	78	125	92	1.36	$251,813
2010	Karcher Avenue (SH-55)	Principal Arterial	Middleton Road	Principal Arterial	Signal	Add turn lanes	0.19	91	91	125	100	0.96	$177,969
2010	Karcher Avenue (SH-55)	Principal Arterial	Midway Road	Collector	TWSC	Add signal	0.06	51	51	100	80	1.72	$319,175
2015	Karcher Road	Collector	Franklin Boulevard	Principal Arterial	AWSC	Dual lane roundabout	0.16	83	83	NA	NA	2.50	$462,825
2010	Lake Lowell Avenue[1]	Principal Arterial	Midland Boulevard	Minor Arterial	AWSC	Single lane roundabout	0.16	83	83	NA	NA	1.20	$222,156
2010	Lone Star Road[1]	Minor Arterial	Midland Boulevard	Minor Arterial	AWSC	Single lane roundabout	0.25	104	104	NA	NA	1.20	$222,156
2010	Marketplace Boulevard	Local	Midland Boulevard	Minor Arterial	Signal	Add lanes	0.26	106	106	100	100	0.00	$0
2010	Orchard Avenue	Minor Arterial	Caldwell Boulevard (I-84 Bus.)	Principal Arterial	Signal	Add turn lanes	0.16	83	83	100	125	1.26	$232,900
2010	Orchard Avenue[1]	Minor Arterial	Middleton Road	Principal Arterial	AWSC	Single lane roundabout	0.06	51	51	NA	NA	1.20	$222,156
2010	Roosevelt Avenue[1]	Collector	Midland Boulevard	Minor Arterial	AWSC	Add signal	0.33	120	120	92	100	0.00	$0
2010	Smith Avenue	Collector	Midland Boulevard	Minor Arterial	OWSC	Add turn lanes	0.22	98	98	92	100	0.00	$0
2015	US 20/26	Principal Arterial	11th Avenue North	Minor Arterial	TWSC	Add signal and turn lanes	0.23	100	100	112	100	0.28	$51,000
2010	US 20/26	Principal Arterial	Can-Ada Road	Principal Arterial	TWSC	Add signal and turn lanes	0.13	75	75	112	112	1.60	$296,888
2015	US 20/26	Principal Arterial	Franklin Boulevard	Principal Arterial	TWSC	Add signal and turn lanes	0.21	96	96	112	112	0.69	$128,384
2015	US 20/26	Principal Arterial	Madison Road	Collector	TWSC	Add signal and turn lanes	0.23	100	100	112	92	0.11	$20,808
2015	US 20/26	Principal Arterial	Northside Boulevard	Principal Arterial	TWSC	Add signal and turn lanes	0.14	78	78	112	100	1.23	$227,528
2010	Ustick Road	Principal Arterial	11th Avenue North	Minor Arterial	TWSC	Add signal and turn lanes	0.17	86	86	112	100	0.88	$163,336

Year Needed	East-West Street Name	East-West Functional Classification	North-South Street Name	North-South Functional Classification	Existing Intersection Control	Project Description	Existing ROW (acres)	East-West Existing ROW Width (feet)	North-South Existing ROW Width (feet)	East-West Proposed ROW Width (feet)	North-South Proposed ROW Width (feet)	Proposed ROW (acres)[3]	Estimated ROW Cost
2010	Ustick Road	Principal Arterial	Can-Ada Road	Principal Arterial	AWSC	Add signal and turn lanes	0.11	69	69	112	112	1.86	$345,032
2010	Ustick Road	Principal Arterial	Franklin Boulevard	Principal Arterial	AWSC	Add signal and turn lanes	0.23	100	100	112	112	0.52	$96,288
2010	Ustick Road	Principal Arterial	Madison Road	Collector	TWSC	Add signal	0.23	100	100	100	80	0.00	$0
2015	Ustick Road	Principal Arterial	McDermott Road	Principal Arterial	TWSC	Add signal and turn lanes	0.06	51	51	112	100	2.40	$444,176
2010	Ustick Road	Principal Arterial	Star Road	Minor Arterial	AWSC	Add signal and turn lanes	0.06	51	51	112	112	2.64	$489,464
2010	Victory Road	Minor Arterial	Kings Road	Collector	AWSC	Dual lane roundabout	0.06	51	51	NA	NA	2.50	$462,825
2010	Victory Road*	Minor Arterial	Happy Valley Road	Minor Arterial	TWSC	Dual lane roundabout	0.06	51	51	NA	NA	2.50	$462,825

Indicates ITD jurisdiction

[1]Existing signal warrant analysis completed, shows need for improvements with current volumes

[2] Added based on Community-based list

[3]Assume the intersection ROW needs extend 500 feet on all legs of the intersection. Although it would appear that some projects do not require any additional ROW, it is likely that some additional land will be needed.

TABLE F-3: Estimated ROW Costs for Roadway Capacity Projects (2020)

East-West Roadway Projects										
Roadway	**Beginning Location**	**End Location**	**Length (miles)**	**Functional Classification**	**Existing No. of Lanes**	**Proposed Improvement**	**Existing ROW Width (ft)**	**Proposed ROW Width (ft)**	**Estimated ROW Need (acres)***	**Estimated ROW Cost**
Amity Road	Chestnut Street	Southside Boulevard	1.10	Principal Arterial	2	Widen to 5 lanes	60	100	5.33	$987,360
Amity Road	West of Grays Lane	Happy Valley Road	0.90	Principal Arterial	2	Widen to 5 lanes	50	100	5.45	$1,009,800
	Happy Valley Road	Robinson Road	1.00	Principal Arterial	2	Widen to 5 lanes	60	100	4.85	$897,600
	Robinson Road	McDermott Road	1.00	Principal Arterial	2	Widen to 5 lanes	70	100	3.64	$673,200
Garrity Boulevard (I-84 Bus.)	Franklin Boulevard	Sugar Street	1.00	Principal Arterial	5	Widen to 6 travel lanes	105	125	2.42	$448,800
	Sugar Street	Kings Road	0.50	Principal Arterial	5	Widen to 6 travel lanes	80	125	2.73	$504,900
	Kings Road	I-84	1.20	Principal Arterial	5	Widen to 6 travel lanes	100	125	3.64	$673,200
Greenhurst Road	Southside Boulevard	Happy Valley Road	1.00	Principal Arterial	2	Widen to 5 lanes	65	100	4.24	$785,400
Kuna Road	Track Road	Southside Boulevard	0.50	Minor Arterial	2	Widen to 5 lanes	50	100	3.03	$561,000
	Southside Boulevard	Happy Valley Road	1.00	Minor Arterial	2	Widen to 5 lanes	50	100	6.06	$1,122,000
	Happy Valley Road	Robinson Road	1.00	Minor Arterial	2	Widen to 5 lanes	50	100	6.06	$1,122,000
	Robinson Road	McDermott Road	1.00	Minor Arterial	2	Widen to 5 lanes	50	100	6.06	$1,122,000
Lone Star Road	Canyon Street	Greenleaf Street	0.25	Minor Arterial	2	Widen to 5 lanes	50	100	1.52	$280,500

East-West Roadway Projects										
Roadway	**Beginning Location**	**End Location**	**Length (miles)**	**Functional Classification**	**Existing No. of Lanes**	**Proposed Improvement**	**Existing ROW Width (ft)**	**Proposed ROW Width (ft)**	**Estimated ROW Need (acres)***	**Estimated ROW Cost**
Ustick Road	Midland Boulevard	Northside Boulevard	1.00	Principal Arterial	2	Widen to 5 lanes	50	125	9.09	$1,683,000
	Northside Boulevard	Franklin Road	1.00	Principal Arterial	2	Widen to 5 lanes	50	125	9.09	$1,683,000
	Franklin Road	11th Avenue North	1.00	Principal Arterial	2	Widen to 5 lanes	60	125	7.88	$1,458,600
	11th Avenue North	Can-Ada Road	1.00	Principal Arterial	2	Widen to 5 lanes	60	125	7.88	$1,458,600
	Can Ada Road	Star Road	1.00	Principal Arterial	2	Widen to 5 lanes	50	125	9.09	$1,683,000
	Star Road	McDermott Road	1.00	Principal Arterial	2	Widen to 5 lanes	50	125	9.09	$1,683,000
Victory Road	Sugar Street	Grays Lane	1.00	Minor Arterial	2	Widen to 5 lanes	50	100	6.06	$1,122,000
	Grays Lane	Pit Lane	1.00	Minor Arterial	2	Widen to 5 lanes	50	100	6.06	$1,122,000
	Pit Lane	Dewey Lane	1.00	Minor Arterial	2	Widen to 5 lanes	50	100	6.06	$1,122,000
	Dewey Lane	McDermott Road	0.50	Minor Arterial	2	Widen to 5 lanes	50	100	3.03	$561,000
North-South Roadway Projects										
Street Name	**Beginning Location**	**End Location**	**Length (miles)**	**Functional Classification**	**Existing No. of Lanes**	**Proposed Improvement**	**Existing ROW Width (ft)**	**Proposed ROW Width (ft)**	**Estimated ROW Need (acres)***	**Estimated ROW Cost**
11th Avenue South	3rd Street South	Garrity Boulevard	0.90	Principal Arterial	4	Widen to 6 travel lanes	80	125	4.91	$908,820

Indicates ITD jurisdiction

* Although it would appear that some projects do not require any additional ROW, it is likely that some additional land will be needed.

TABLE F-4: Estimated ROW Costs for Roadway Capacity Projects (2025)

East-West Roadway Projects										
Roadway	**Beginning Location**	**End Location**	**Length (miles)**	**Functional Classification**	**Existing No. of Lanes**	**Proposed Improvement**	**Existing ROW Width (ft)**	**Proposed ROW Width (ft)**	**Estimated ROW Need (acres)***	**Estimated ROW Cost**
3rd Street North	16th Avenue South	Sugar Street	0.70	Minor Arterial	2	Widen to 5 lanes	80	100	1.70	$314,160
Greenhurst Road	Middleton Road	Horton Street	1.25	Principal Arterial	2	Widen to 3 lanes	50	100	7.58	$1,402,500
	Horton Street	SH-45	0.75	Principal Arterial	3	None	80	100	0.00	$0
	SH-45	Sunnyridge Road	0.50	Principal Arterial	3/5	None	65	100	0.00	$0
	Sunnyridge Road	Powerline Road	0.50	Principal Arterial	3	None	80	100	0.00	$0
	Powerline Road	Southside Boulevard	1.00	Principal Arterial	3	None	65	100	0.00	$0
	Happy Valley Road	Robinson Road	1.10	Collector	2	Widen to 5 lanes	60	80	5.33	$987,360
	Robinson Road	McDermott Road	1.20	Collector	2	Widen to 5 lanes	50	80	7.27	$1,346,400
Locust Lane	Midland Boulevard	SH-45	1.00	Minor Arterial	2	Widen to 3 lanes	50	100	6.06	$1,122,000
	SH-45	Powerline Road	1.00	Minor Arterial	2	Widen to 3 lanes	65	100	4.24	$785,400
	Powerline Road	Southside Boulevard	1.00	Minor Arterial	2	Widen to 3 lanes	50	100	6.06	$1,122,000
	Southside Road	Happy Valley Road	1.00	Minor Arterial	2	Widen to 3 lanes	80	100	2.42	$448,800

East-West Roadway Projects										
Roadway	**Beginning Location**	**End Location**	**Length (miles)**	**Functional Classification**	**Existing No. of Lanes**	**Proposed Improvement**	**Existing ROW Width (ft)**	**Proposed ROW Width (ft)**	**Estimated ROW Need (acres)***	**Estimated ROW Cost**
	Happy Valley Road	Robinson Road	1.00	Minor Arterial	2	Widen to 3 lanes	50	100	6.06	$1,122,000
	Robinson Road	McDermott Road	1.00	Minor Arterial	2	Widen to 3 lanes	50	100	6.06	$1,122,000

North-South Roadway Projects										
Roadway	**Beginning Location**	**End Location**	**Length (miles)**	**Functional Classification**	**Existing No. of Lanes**	**Proposed Improvement**	**Existing ROW Width (ft)**	**Proposed ROW Width (ft)**	**Estimated ROW Need (acres)***	**Estimated ROW Cost**
11th Avenue North	I-84	Cherry Lane	1.5	Collector	2	Widen to 5 lanes	50	80	9.09	$1,683,000
	Cherry Lane	Ustick Road	1.00	Collector	2	Widen to 5 lanes	50	80	6.06	$1,122,000
12th Avenue South (SH-45)	Bowmont Road	Bennett Road	1.00	Principal Arterial	2	Widen to 3 lanes	120	100	0.00	$0
	Bennett Road	Missouri Avenue	1.00	Principal Arterial	2	Widen to 3 lanes	120	100	0.00	$0
	Missouri Avenue	Deer Flat Road	1.00	Principal Arterial	2	Widen to 3 lanes	120	100	0.00	$0
	Deer Flat Road	Lake Shore Road	0.50	Principal Arterial	2	Widen to 3 lanes	120	100	0.00	$0
16th Avenue South	Roosevelt Avenue	1st Street South	0.70	Minor Arterial	4	Widen to 5 lanes	80	100	1.70	$314,160
	1st Street South	Garrity Boulevard	1.00	Minor Arterial	4	Widen to 5 lanes	80	100	2.42	$448,800

North-South Roadway Projects										
Roadway	**Beginning Location**	**End Location**	**Length (miles)**	**Functional Classification**	**Existing No. of Lanes**	**Proposed Improvement**	**Existing ROW Width (ft)**	**Proposed ROW Width (ft)**	**Estimated ROW Need (acres)***	**Estimated ROW Cost**
Can-Ada Road	Birch Lane	Cherry Lane	0.50	Principal Arterial	2	Widen to 5 lanes	65	100	2.12	$392,700
	Cherry Lane	Ustick Road	1.00	Principal Arterial	2	Widen to 5 lanes	50	100	6.06	$1,122,000
	Ustick Road	Elm Lane	1.25	Principal Arterial	2	Widen to 5 lanes	70	100	4.55	$841,500
	Elm Lane	US 20/26	0.75	Principal Arterial	2	Widen to 5 lanes	65	100	3.18	$589,050
McDermott Road	I-84	Franklin Road	0.50	Principal Arterial	2	Widen to 3 lanes	50	100	3.03	$561,000
	Franklin Road	Cherry Lane	1.00	Principal Arterial	2	Widen to 3 lanes	50	100	6.06	$1,122,000
	Cherry Lane	Ustick Road	1.00	Principal Arterial	2	Widen to 3 lanes	50	100	6.06	$1,122,000
Northside Boulevard	Karcher Road	Cherry Lane	1.00	Principal Arterial	2	Widen to 3 lanes	50	100	6.06	$1,122,000
	Cherry Lane	Ustick Road	1.00	Principal Arterial	2	Widen to 3 lanes	50	100	6.06	$1,122,000
Star Road	I-84	Franklin Road	0.40	Minor Arterial	2	Widen to 5 lanes	55	100	2.18	$403,920
	Franklin Road	Cherry Lane	1.00	Minor Arterial	2	Widen to 5 lanes	65	100	4.24	$785,400
	Cherry Lane	Ustick Road	1.00	Minor Arterial	2	Widen to 5 lanes	50	100	6.06	$1,122,000

Indicates ITD jurisdiction

* Although it would appear that some projects do not require additional ROW, it is likely that some additional land will be needed.

TABLE F-5: Estimated ROW Costs for Roadway Capacity Projects (2030)

East-West Roadway Projects										
Roadway	**Beginning Location**	**End Location**	**Length (miles)**	**Functional Classification**	**Existing No. of Lanes**	**Proposed Improvement**	**Existing ROW Width (ft)**	**Proposed ROW Width (ft)**	**Estimated ROW Need (acres)**	**Estimated ROW Cost**
7th Street South	Yale Street	16th Avenue South	0.80	Minor Arterial	3	Widen to 5 lanes	80	100	1.94	$359,040
Airport Road	Kings Road	Happy Valley Road	1.00	Minor Arterial	2	Widen to 3 lanes	50	100	6.06	$1,122,000
	Happy Valley Road	Robinson Road	1.00	Minor Arterial	2	Widen to 3 lanes	50	100	6.06	$1,122,000
	Robinson Road	McDermott Road	1.00	Minor Arterial	2	Widen to 3 lanes	50	100	6.06	$1,122,000
Lone Star Road	Middleton Road	Midland Boulevard	1.00	Minor Arterial	2	Widen to 3 lanes	50	100	6.06	$1,122,000
	Midland Boulevard	Canyon Street	0.75	Minor Arterial	2	Widen to 3 lanes	50	100	4.55	$841,500
Orchard Avenue	Lake Avenue	Midway Road	1.00	Minor Arterial	2	Widen to 3 lanes	50	100	6.06	$1,122,000
	Midway Road	Middleton Road	1.00	Minor Arterial	2	Widen to 3 lanes	50	100	6.06	$1,122,000
	Middleton Road	Midland Boulevard	1.00	Minor Arterial	2	Widen to 3 lanes	50	100	6.06	$1,122,000
	Midland Boulevard	Caldwell Boulevard (I-84 Bus.)	0.60	Minor Arterial	2	Widen to 3 lanes	65	100	2.55	$471,240

North-South Roadway Projects										
Roadway	**Beginning Location**	**End Location**	**Length (miles)**	**Functional Classification**	**Existing No. of Lanes**	**Proposed Improvement**	**Existing ROW Width (ft)**	**Proposed ROW Width (ft)**	**Estimated ROW Need (acres)***	**Estimated ROW Cost**
7th Avenue South	Greenleaf Street	2nd Street South	0.6	Minor Arterial	2	Widen to 3 lanes	80	100	1.45	$269,280
Franklin Boulevard	I-84	Karcher Road	0.50	Principal Arterial	5	Widen to 6 travel lanes	70	125	3.33	$617,100
Happy Valley Road	Amity Road	Victory Road	1.00	Minor Arterial	2	Widen to 3 lanes	50	100	6.06	$1,122,000
	Victory Road	Airport Road	0.75	Minor Arterial	2	Widen to 3 lanes	50	100	4.55	$841,500
	Airport Road	Stamm Lane	0.50	Minor Arterial	2	Widen to 3 lanes	50	100	3.03	$561,000
Idaho Center Boulevard	I-84	Birch Lane	1.50	Principal Arterial	5	Widen to 6 travel lanes	80	125	8.18	$1,514,700
Lake Avenue	Lake Lowell Avenue	Roosevelt Avenue	0.75	Local Road	2	Widen to 3 lanes	50	60	4.55	$841,500
	Roosevelt Avenue	Lone Star Road	0.50	Collector	2	Widen to 3 lanes	50	80	3.03	$561,000
	Lone Star Road	Orchard Road	1.00	Minor Arterial	2	Widen to 3 lanes	50	100	6.06	$1,122,000
McDermott Road	Locust Lane	Lake Hazel Road	1.00	Principal Arterial	2	Widen to 3 lanes	60	100	4.85	$897,600
	Lake Hazel Road	Amity Road	1.00	Principal Arterial	2	Widen to 3 lanes	50	100	6.06	$1,122,000
Middleton Road	Greenhurst Road	Lake Lowell Avenue	1.00	Principal Arterial	2	Widen to 3 lanes	50	100	6.06	$1,122,000
Midland Boulevard	Locust lane	Greenhurst Road	1.00	Minor Arterial	2	Widen to 3 lanes	50	100	6.06	$1,122,000
	Greenhurst Road	Lake Lowell Avenue	1.00	Minor Arterial	2	Widen to 3 lanes	65	100	4.24	$785,400

North-South Roadway Projects										
Roadway	**Beginning Location**	**End Location**	**Length (miles)**	**Functional Classification**	**Existing No. of Lanes**	**Proposed Improvement**	**Existing ROW Width (ft)**	**Proposed ROW Width (ft)**	**Estimated ROW Need (acres)***	**Estimated ROW Cost**
Robinson Road	Lewis Lane	Locust Lane	1.00	Minor Arterial	2	Widen to 3 lanes	60	100	4.85	$897,600
	Locust Lane	Lake Hazel Road	1.25	Minor Arterial	2	Widen to 3 lanes	50	100	7.58	$1,402,500
	Lake Hazel Road	Amity Road	0.75	Minor Arterial	2	Widen to 3 lanes	50	100	4.55	$841,500
	Victory Road	Airport Road	0.75	Minor Arterial	2	Widen to 3 lanes	50	100	4.55	$841,500
	Airport Road	I-84	0.85	Minor Arterial	2	Widen to 3 lanes	50	100	5.15	$953,700

Indicates ITD jurisdiction

* Although it would appear that some projects do not require additional ROW, it is likely that some additional land will be needed.

TABLE F-6: Estimated ROW Costs for Roadway Capacity Projects (2035)

East-West Roadway Projects										
Roadway	**Beginning Location**	**End Location**	**Length (miles)**	**Functional Classification**	**Existing No. of Lanes**	**Proposed Improvement**	**Existing ROW Width (ft)**	**Proposed ROW Width (ft)**	**Estimated ROW Need (acres)****	**Estimated ROW Cost**
Lincoln Ave.*	Canyon St.	12th Avenue South (SH-45)	0.25	Local	2	Widen to 3 lanes	45	60	1.06	$196,350
	12th Avenue South (SH-45)	Holly Street	0.43	Local	2	Widen to 3 lanes	45	60	1.82	$337,722
	Holly Street	Powerline Road	0.57	Local	2	Widen to 3 lanes	45	60	2.42	$447,678
Ustick Road	Midland Boulevard	Northside Boulevard	1.00	Principal Arterial	5	Widen to 6 travel lanes	125	125	0.00	$0
	Northside Boulevard	Franklin Road	1.00	Principal Arterial	5	Widen to 6 travel lanes	125	125	0.00	$0
	Franklin Road	11th Avenue North	1.00	Principal Arterial	5	Widen to 6 travel lanes	125	125	0.00	$0
	11th Avenue North	Can-Ada Road	1.00	Principal Arterial	5	Widen to 6 travel lanes	125	125	0.00	$0
	Can-Ada Road	Star Road	1.00	Principal Arterial	5	Widen to 6 travel lanes	125	125	0.00	$0
	Star Road	McDermott Road	1.00	Principal Arterial	5	Widen to 6 travel lanes	125	125	0.00	$0

North-South Roadway Projects										
Roadways	**Beginning Location**	**End Location**	**Length (miles)**	**Functional Classification**	**Existing No. of Lanes**	**Proposed Improvement**	**Existing ROW Width (ft)**	**Proposed ROW Width (ft)**	**Estimated ROW Need (acres)**	**Estimated ROW Cost**
11th Avenue North	Garrity Boulevard (I-84 Bus.)	I-84	1.00	Collector	2	Widen to 3 lanes	70	80	3.64	$673,200
Middleton Road	Lake Lowell Avenue	Lone Star Road	1.00	Principal Arterial	2	Widen to 3 lanes	60	100	4.85	$897,600
	Lone Star Road	Orchard Avenue	1.00	Principal Arterial	2	Widen to 3 lanes	50	100	6.06	$1,122,000
	Orchard Avenue	Karcher Road	1.00	Principal Arterial	2	Widen to 3 lanes	65	100	4.24	$785,400
	Karcher Road	Caldwell Boulevard (I-84 Bus.)	1.00	Principal Arterial	2	Widen to 3 lanes	50	100	6.06	$1,122,000
	Caldwell Boulevard (I-84 Bus.)	I-84	0.65	Principal Arterial	2	Widen to 3 lanes	50	100	3.94	$729,300
Southside Boulevard	Bowmont Road	Bennett Road	1.00	Minor Arterial	2	Widen to 3 lanes	50	100	6.06	$1,122,000
	Bennett Road	Kuna Road	1.00	Minor Arterial	2	Widen to 3 lanes	50	100	6.06	$1,122,000
	Kuna Road	Deer Flat Road	1.00	Minor Arterial	2	Widen to 3 lanes	50	100	6.06	$1,122,000
	Deer Flat Road	Lewis Lane	1.00	Minor Arterial	2	Widen to 3 lanes	50	100	6.06	$1,122,000
	Lewis Lane	Locust Lane	1.00	Minor Arterial	2	Widen to 3 lanes	65	100	4.24	$785,400
	Locust Lane	Greenhurst Road	1.00	Collector	2	Widen to 3 lanes	70	80	3.64	$673,200

Indicates ITD jurisdiction

* Added based on Community-based list ** Although it appears some projects do not require additional ROW, it is likely that some additional land will be needed.

TABLE F-7: Estimated ROW Costs for Intersection Capacity Projects (2020)

East-West Street Name	East-West Functional Classification	North-South Street Name	North-South Functional Classification	Existing Intersection Control	Project Description	Existing ROW (acres)	East-West Existing ROW Width (feet)	North-South Existing ROW Width (feet)	East-West Proposed ROW Width (feet)	North-South Proposed ROW Width (feet)	Proposed ROW (acres)*	Estimated ROW Cost
2nd Street South	Minor Arterial	16th Avenue South	Minor Arterial	Signal	Add turn lanes	0.15	81	81	100	112	1.08	$199,325
3rd Street South (I-84 Bus.)	Principal Arterial	7th Avenue South	Minor Arterial	TWSC	Add signal	0.15	81	81	100	100	0.83	$153,425
3rd Street South (I-84 Bus.)	Principal Arterial	11th Avenue South (I-84 Bus.)	Principal Arterial	Signal	Add lanes	0.15	81	81	100	125	1.35	$249,050
12th Avenue South (SH-45)	Principal Arterial	Locust Lane	Minor Arterial	TWSC	Add signal	0.14	78	78	100	100	0.96	$177,650
Birch Lane	Collector	11th Avenue North	Minor Arterial	AWSC	Add signal	0.1	66	66	80	100	1.04	$192,440
Cherry Lane	Principal Arterial	11th Avenue North	Minor Arterial	TWSC	Dual lane roundabout	0.06	51	51	NA	NA	2.50	$462,825
Hawaii Avenue	Collector	Holly Street	Minor Arterial	TWSC	Add signal	0.15	81	81	80	100	0.38	$70,040
Karcher Connector	Collector	Midland Boulevard	Minor Arterial	Signal	Add turn lanes	0.43	132	141	125	125	0.00	$0
Locust Lane	Minor Arterial	Robinson Road	Minor Arterial	TWSC	Single lane roundabout	0.06	51	51	NA	NA	1.20	$222,156
Ustick Road	Principal Arterial	Midland Boulevard	Minor Arterial	AWSC	Add signal and turn lanes	0.15	81	81	112	112	1.34	$248,744
Ustick Road	Principal Arterial	Northside Boulevard	Principal Arterial	AWSC	Add signal and turn lanes	0.14	78	78	112	100	1.23	$227,528

Indicates ITD jurisdiction

*Assume the intersection ROW needs extend 500 ft on all legs of the intersection. Although it appears some projects do not require any additional ROW, it is likely that some additional land will be needed.

TABLE F-8: Estimated ROW Costs for Intersection Capacity Projects (2025)

East-West Street Name	East-West Functional Classification	North-South Street Name	North-South Functional Classification	Existing Intersection Control	Project Description	Existing ROW (acres)	East-West Existing ROW Width (feet)	North-South Existing ROW Width (feet)	East-West Proposed ROW Width (feet)	North-South Proposed ROW Width (feet)	Proposed ROW (acres)*	Estimated ROW Cost
2nd Street South	Principal Arterial	7th Avenue South	Minor Arterial	TWSC	Add signal and turn lanes	0.15	81	81	100	100	0.83	$153,425
3rd Street North	Minor Arterial	16th Avenue South	Minor Arterial	Signal	Add turn lanes	0.15	81	81	100	100	0.83	$153,425
3rd Street South	Minor Arterial	16th Avenue South	Minor Arterial	Signal	Add turn lanes	0.15	81	81	100	100	0.83	$153,425
7th Street South	Minor Arterial	7th Avenue South	Minor Arterial	AWSC	Add Signal	0.15	81	81	100	100	0.83	$153,425
Airport Road	Minor Arterial	Happy Valley Road	Minor Arterial	TWSC	Add signal and turn lanes	0.06	51	51	100	100	2.14	$395,675
Airport Road	Minor Arterial	Robinson Road	Minor Arterial	TWSC	Single lane roundabout	0.11	69	69	NA	NA	1.20	$222,156
Amity Road	Principal Arterial	Happy Valley Road	Minor Arterial	Single lane roundabout	Dual lane roundabout	1.01	210	210	NA	NA	0.00	$0
Amity Road	Principal Arterial	McDermott Road	Principal Arterial	TWSC	Dual lane roundabout	0.12	72	72	NA	NA	2.50	$462,825
Amity Road	Principal Arterial	Powerline Road	Collector	AWSC	Dual lane roundabout	0.09	63	63	NA	NA	2.50	$462,825
Cherry Lane	Principal Arterial	McDermott Road	Principal Arterial	TWSC	Add signal	0.07	55	55	100	100	1.96	$363,375

East-West Street Name	East-West Functional Classification	North-South Street Name	North-South Functional Classification	Existing Intersection Control	Project Description	Existing ROW (acres)	East-West Existing ROW Width (feet)	North-South Existing ROW Width (feet)	East-West Proposed ROW Width (feet)	North-South Proposed ROW Width (feet)	Proposed ROW (acres)*	Estimated ROW Cost
Flamingo Avenue	Collector	Middleton Road	Principal Arterial	TWSC	Single lane roundabout	0.21	96	96	NA	NA	1.20	$222,156
Franklin Road	Principal Arterial	McDermott Road	Principal Arterial	TWSC	Add signal and turn lanes	0.07	55	55	112	100	2.23	$412,080
Greenhurst Road	Principal Arterial	Robinson Road	Minor Arterial	AWSC	Dual lane roundabout	0.07	55	55	NA	NA	2.50	$462,825
Iowa Avenue	Collector	Middleton Road	Principal Arterial	AWSC	Single lane roundabout	0.07	55	55	NA	NA	1.20	$222,156
Kuna Road	Minor Arterial	Southside Boulevard	Minor Arterial	TWSC	Single lane roundabout	0.06	51	51	NA	NA	1.20	$222,156
Locust Lane	Minor Arterial	McDermott Road	Principal Arterial	OWSC	Add signal	0.06	51	51	100	100	2.14	$395,675
Locust Lane	Minor Arterial	Southside Boulevard	Minor Arterial	TWSC	Add signal	0.06	51	51	100	100	2.14	$395,675
Lone Star Road	Minor Arterial	Canyon Street East	Collector	OWSC	Add turn lanes	0.06	51	51	112	112	2.64	$489,464
Lone Star Road	Minor Arterial	Canyon Street West	Collector	OWSC	Add turn lanes	0.06	51	51	112	112	2.64	$489,464
Orchard Avenue	Minor Arterial	Lake Avenue	Minor Arterial	TWSC	Single lane roundabout	0.06	51	51	NA	NA	1.20	$222,156
Victory Road	Minor Arterial	McDermott Road	Principal Arterial	TWSC	Dual lane roundabout	0.16	83	83	NA	NA	2.50	$462,825
Victory Road	Minor Arterial	Robinson Road	Minor Arterial	TWSC	Dual lane roundabout	0.08	59	59	NA	NA	2.50	$462,825

Indicates ITD jurisdiction

*Assume the intersection ROW needs extend 500 feet on all legs of the intersection. Although it would appear that some projects do not require any additional ROW, it is likely that some additional land will be needed.

TABLE F-9: Estimated ROW Costs for Intersection Capacity Projects (2030)

East-West Street Name	East-West Functional Classification	North-South Street Name	North-South Functional Classification	Existing Intersection Control	Project Description	Existing ROW (acres)	East-West Existing ROW Width (feet)	North-South Existing ROW Width (feet)	East-West Proposed ROW Width (feet)	North-South Proposed ROW Width (feet)	Proposed ROW (acres)*	Estimated ROW Cost
Colorado Avenue	Principal Arterial	Holly Street	Minor Arterial	AWSC	Add signal	0.17	86	86	100	100	0.61	$113,050
Greenhurst Road	Principal Arterial	Sunnyridge Road	Minor Arterial	Signal	Add turn lanes	0.14	78	78	112	112	1.47	$272,816
Greenhurst Road	Principal Arterial	Powerline Road	Collector	Signal	Add turn lanes	0.16	83	83	112	92	0.85	$157,216
Lonestar Road	Minor Arterial	Middleton Road	Principal Arterial	AWSC	Single lane roundabout	0.18	89	89	NA	NA	1.20	$222,156
Smith Avenue	Collector	Middleton Road	Principal Arterial	TWSC	Single lane roundabout	0.23	100	100	NA	NA	1.20	$222,156

Indicates ITD jurisdiction

*Assume the intersection ROW needs extend 500 feet on all legs of the intersection. Although it would appear that some projects do not require any additional ROW, it is likely that some additional land will be needed.

TABLE F-10: Estimated ROW Costs for Intersection Capacity Projects (2035)

East-West Street Name	East-West Functional Classification	North-South Street Name	North-South Functional Classification	Existing Intersection Control	Project Description	Existing ROW (acres)	East-West Existing ROW Width (feet)	North-South Existing ROW Width (feet)	East-West Proposed ROW Width (feet)	North-South Proposed ROW Width (feet)	Proposed ROW (acres)*	Estimated ROW Cost
Bowmont Road	Principal Arterial	Southside Boulevard	Minor Arterial	TWSC	Single lane roundabout	0.06	51	51	NA	NA	1.20	$222,156
Iowa Avenue	Collector	12th Avenue South (SH-45)	Principal Arterial	Signal	Add turn lanes	0.15	81	81	100	112	1.08	$199,325
Lake Lowell Avenue	Principal Arterial	12th Avenue South (SH-45)	Principal Arterial	Signal	Add turn lanes	0.21	96	96	112	112	0.69	$128,384
Lake Lowell Avenue	Principal Arterial	Middleton Road	Minor Arterial	AWSC	Single lane roundabout	0.13	75	75	NA	NA	1.20	$222,156
Lincoln Avenue**	Collector	12th Avenue South (SH-45)	Principal Arterial	TWSC	Add signal and turn lanes	0.08	45	81	92	112	1.73	$319,379
Lincoln Avenue **	Collector	Holly Street	Minor Arterial	TWSC	Add signal and turn lanes	0.10	45	86	92	92	1.20	$222,904
Lone Star Road	Minor Arterial	Lake Avenue	Minor Arterial	AWSC	Single lane roundabout	0.06	51	51	NA	NA	1.20	$222,156

Indicates ITD jurisdiction

* Assume the intersection ROW needs extend 500 feet on all legs of the intersection. Although it would appear that some projects do not require any additional ROW, it is likely that some additional land will be needed.
** Added based on Community-based needs list

APPENDIX G: PROJECT EVALUATION

TABLE G-1: Short-Term (2010-2019) Roadway Capacity Project Evaluation

Projects[1]			Evaluation Criteria										Scoring			
Roadway	Beginning Location	End Location	HALs[5]	ROW (acres)	PMI Rating[2]	Bridge and Culvert Sufficiency Ratings	Conformity to Design Specs	Existing Quality of Service[3]	2035 Quality of Service[3]	Prior Expenditures	Functional Class[4]	Regional Plan Corridor[4]	Tier 1: Total	Tier 2: Green vs. Gray	Tier 3: Weighting	Tier 4: Year of Need
12th Avenue South (SH-45)	Sunrise Rim Road	Dooley Lane		<0.5				0.87	1.47		Principal					2015
Caldwell Boulevard (I-84 Bus.)	Homedale Road	Middleton Road		3.2				1.13	1.47		Principal					2015
Caldwell Boulevard (I-84 Bus.)	Middleton Road	Karcher Road		4.1				1.02	1.45		Principal					2015
Caldwell Boulevard (I-84 Bus.)	Karcher Road	Midland Road		4.3				0.86	0.98		Principal					2015
Caldwell Boulevard (I-84 Bus.)	Midland Boulevard	Canyon Street		7.0				0.84	1.11		Principal					2015
Cherry Lane	Midland Boulevard	Northside Boulevard		6.1				0.98	1.82		Principal	Unfunded				2015
Cherry Lane	Northside Boulevard	Franklin Road		6.1				0.85	1.67		Principal	Unfunded				2015
Cherry Lane	Franklin Road	11th Avenue North		6.1				0.73	1.84		Principal	Unfunded				2015
Cherry Lane	11th Avenue North	Can-Ada Road		6.1		Functionally Obsolete		0.76	2.33		Principal	Unfunded				2015
Cherry Lane	Can-Ada Road	Star Road		4.2				0.51	1.76		Principal	Unfunded				2015
Cherry Lane	Star Road	McDermott Road		6.1				0.56	2.02		Principal	Unfunded				2015
Franklin Boulevard	Karcher Road	Cherry Lane		3.6				0.62	1.55		Principal					2015
Franklin Boulevard	Cherry Lane	Ustick Road		4.8		Deficient		0.65	1.61		Principal					2015
Franklin Boulevard	Ustick Road	Linden Road		4.2		Functionally Obsolete		0.73	1.18		Principal					2015
Franklin Road	Gate Boulevard	Star Road		2.7				1.21	2.25		Principal	Funded				2015
Franklin Road	Star Road	McDermott Road		5.5				1.05	2.05		Principal	Funded				2015
Happy Valley Road	Greenhurst Road	Amity Road		6.1				0.78	1.56		Minor	Unfunded				2015
Karcher Road (SH-55)	Midway Road	Sundance Road		4.9				1.49	1.67		Principal	Unfunded				2010
Karcher Road (SH-55)	Sundance Road	I-84		2.8				1.41	0.96		Principal	Unfunded				2010
Midland Boulevard	Marketplace Boulevard	Cherry Lane		2.1				1.24	1.89		Minor					2015
Midland Boulevard	Cherry Lane	Ustick Road		4.2				0.49	1.25		Minor					2015
US 20/26	Madison Road	Franklin Road		<0.5				1.36	2.07		Principal	Unfunded				2010
US 20/26	Franklin Road	11th Avenue North		2.4				1.45	2.29		Principal	Unfunded				2010
US 20/26	11th Avenue North	Can-Ada Road		2.4				1.51	2.73		Principal	Unfunded				2010

High Priority | Neutral | Low Priority

[1]Roadway and intersection needs are based on 2035 traffic forecasts and LOS D thresholds. Projects will require additional development and analysis before design.
[2]Based on Nampa Pavement Management data or ITD's 2009 Highway Needs Report.
[3]Score reflects worst-case averages of the calculated thresholds ratios.
[4]Based on information for the 2035 Communities in Motion update, approved in January 2010.
[5]Includes accidents recorded at the intersections.

TABLE G-2: Long-Term (2020-2035) Roadway Capacity Project Evaluation

Projects[1]			Evaluation Criteria										Scoring			
Roadway	Beginning Location	End Location	HALs[5]	ROW (acres)	PMI Rating[2]	Bridge and Culvert Sufficiency Ratings	Conformity to Design Specs	Existing Quality of Service[3]	2035 Quality of Service[3]	Prior Expenditures	Functional Class[4]	Regional Plan Corridor	Tier 1: Total	Tier 2: Green vs. Gray	Tier 3: Weighting	Tier 4: Year of Need
11th Avenue North	Garrity Boulevard (I-84 Bus.)	I-84		3.6		Obsolete		0.45	1.17		Minor					2035
11th Avenue North	I-84	Cherry Lane		9.1				0.44	1.21		Minor					2025
11th Avenue North	Cherry Lane	Ustick Road		6.1		Obsolete		0.53	1.44		Minor					2025
11th Avenue South (I-84 Bus.)	3rd Street South	Garrity Boulevard (I-84 Bus.)		4.9				1.02	1.95		Principal					2020
12th Avenue South (SH-45)	Bowmont Road	Bennett Road		<0.5				0.65	0.98		Principal					2025
12th Avenue South (SH-45)	Bennett Road	Missouri Avenue		<0.5				0.65	1.25		Principal					2025
12th Avenue South (SH-45)	Missouri Avenue	Deer Flat Road		<0.5				0.8	1.53		Principal					2025
12th Avenue South (SH-45)	Deer Flat Road	Lake Shore Road		<0.5				0.89	1.55		Principal	Unfunded				2025
16th Avenue South	Roosevelt Avenue	1st Street South		1.7				0.45	0.88		Minor					2025
16th Avenue South	1st Street South	Garrity Boulevard		2.4				0.77	1.97		Minor					2025
3rd Street North	16th Avenue South	Sugar Street		1.7				0.35	1.47		Minor					2025
7th Avenue South	Greenleaf Street	1st Street South		1.5				0.76	1.15		Minor					2030
7th Street South	Yale Street	16th Avenue South		1.9				0.88	1.27		Minor					2030
Airport Road	Kings Road	Happy Valley Road		6.1				0.29	1.22		Minor					2030
Airport Road	Happy Valley Road	Robinson Road		6.1				0.18	1.58		Minor					2030
Airport Road	Robinson Road	McDermott Road		6.1				0.07	1.67		Minor					2030
Amity Road	Chestnut Street	Southside Boulevard		5.3				0.85	1.84		Principal					2020
Amity Road	West of Grays Lane	Happy Valley Road		5.5				0.4	1.64		Principal	Funded				2020
Amity Road	Happy Valley Road	Robinson Road		4.8				0.75	1.93		Principal	Funded				2020
Amity Road	Robinson Road	McDermott Road		3.6				0.76	2.00		Principal	Funded				2020
Can-Ada Road	Birch Lane	Cherry Lane		2.1		Obsolete		0.44	1.45		Principal					2025
Can-Ada Road	Cherry Lane	Ustick Road		6.1				0.15	1.35		Principal					2025
Can-Ada Road	Ustick Road	Elm Lane		4.5				0.13	1.49		Principal					2025
Can-Ada Road	Elm Lane	US 20/26		3.2				0.16	1.53		Principal					2025
Franklin Boulevard	I-84	Karcher Road		3.3				0.62	1.59		Principal					2030
Garrity Boulevard (I-84 Bus.)	Franklin Boulevard	Sugar Street		2.4				0.92	1.58		Principal					2020
Garrity Boulevard (I-84 Bus.)	Sugar Street	Kings Road		2.7				0.96	1.52		Principal					2020
Garrity Boulevard (I-84 Bus.)	Kings Road	I-84		3.6				0.96	1.37		Principal					2020
Greenhurst Road	Middleton Road	Horton Street		7.6		Obsolete		0.29	1.33		Principal	Unfunded				2025
Greenhurst Road	Southside Boulevard	Happy Valley Road		4.2		Obsolete		0.89	1.84		Principal					2020
Greenhurst Road	Happy Valley Road	Robinson Road		5.3				0.55	1.58		Principal	Unfunded				2025
Greenhurst Road	Robinson Road	McDermott Road		7.3				0.43	1.08		Principal	Unfunded				2025
Happy Valley Road	Amity Road	Victory Road		6.1				0.65	0.95		Minor	Unfunded				2030
Happy Valley Road	Victory Road	Airport Road		4.5				0.42	1.22		Minor	Unfunded				2030
Happy Valley Road	Airport Road	Stamm Lane		3.0				0.62	1.55		Minor	Unfunded				2030
Idaho Center Boulevard	I-84	Birch Lane		8.2				1.05	1.69		Principal					2030

Projects[1]			Evaluation Criteria										Scoring			
Roadway	Beginning Location	End Location	HALs[5]	ROW (acres)	PMI Rating[2]	Bridge and Culvert Sufficiency Ratings	Conformity to Design Specs	Existing Quality of Service[3]	2035 Quality of Service[3]	Prior Expenditures	Functional Class[4]	Regional Plan Corridor	Tier 1: Total	Tier 2: Green vs. Gray	Tier 3: Weighting	Tier 4: Year of Need
Kuna Road	Track Road	Southside Boulevard		3.0				ND	ND		Minor					2020
Kuna Road	Southside Boulevard	Happy Valley Road		6.1				0.27	1.22		Minor					2020
Kuna Road	Happy Valley Road	Robinson Road		6.1				0.33	1.36		Minor					2020
Kuna Road	Robinson Road	McDermott Road		6.1				0.35	1.47		Minor					2020
Lake Avenue	Lake Lowell Avenue	Roosevelt Avenue		4.5				0.01	0.54		Minor					2030
Lake Avenue	Roosevelt Avenue	Lone Star Road		3.0				0.01	0.63		Minor					2030
Lake Avenue	Lone Star Road	Orchard Road		6.1				0.04	1.25		Minor					2030
Lincoln Avenue	Canyon Street	12th Avenue South (SH-45)		1.1				ND	ND		Collector					2035
Lincoln Avenue	12th Avenue South (SH-45)	Holly Street		1.8				ND	ND		Collector					2035
Lincoln Avenue	Holly Street	Powerline Road		2.4				ND	ND		Collector					2035
Locust Lane	Midland Boulevard	SH-45		6.1				0.25	1.18		Minor					2025
Locust Lane	SH-45	Powerline Road		4.2				0.05	0.93		Minor					2025
Locust Lane	Powerline Road	Southside Road		6.1				0.07	1.18		Minor					2025
Locust Lane	Southside Boulevard	Happy Valley Road		2.4				0.13	1.18		Minor					2025
Locust Lane	Happy Valley Road	Robinson Road		6.1				0.13	1.55		Minor					2025
Locust Lane	Robinson Road	McDermott Road		6.1				0.84	2.33		Minor					2025
Lone Star Road	Middleton Road	Midland Boulevard		6.1		Obsolete		0.45	1.10		Minor					2030
Lone Star Road	Midland Boulevard	Canyon Street		4.5				0.44	1.07		Minor					2030
Lone Star Road	Canyon Street	Greenleaf Street		1.5				0.65	1.38		Minor					2020
McDermott Road	Locust Lane	Lake Hazel Road		4.8				0.09	0.98		Principal					2030
McDermott Road	Lake Hazel Road	Amity Road		6.1				0.02	0.58		Principal	Unfunded				2030
McDermott Road	I-84	Franklin Road		3.0				0.00	0.00		Principal	Unfunded				2025
McDermott Road	Franklin Road	Cherry Lane		6.1				0.04	1.33		Principal	Unfunded				2025
McDermott Road	Cherry Lane	Ustick Road		6.1				0.22	1.25		Principal	Unfunded				2025
Middleton Road	Greenhurst Road	Lake Lowell Avenue		6.1				0.27	1.16		Principal	Unfunded				2030
Middleton Road	Lake Lowell Avenue	Lone Star Road		4.8				0.31	0.75		Principal	Unfunded				2035
Middleton Road	Lone Star Road	Orchard Avenue		6.1				0.49	1.05		Principal	Unfunded				2035
Middleton Road	Orchard Avenue	Karcher Road		4.2				0.69	1.14		Principal	Unfunded				2035
Middleton Road	Karcher Road	Caldwell Boulevard (I-84 Bus)		6.1		Obsolete		0.89	1.35		Principal	Unfunded				2035
Middleton Road	Caldwell Boulevard (I-84 Bus)	I-84		3.9				0.87	1.60		Principal	Unfunded				2035
Midland Boulevard	Locust Lane	Greenhurst Road		6.1				0.29	1.18		Minor					2030
Midland Boulevard	Greenhurst Road	Lake Lowell Avenue		4.2		Obsolete		0.65	0.85		Minor					2030
Northside Boulevard	Karcher Road	Cherry Lane		6.1				0.8	1.49		Principal					2025
Northside Boulevard	Cherry Lane	Ustick Road		6.1				0.42	1.29		Principal					2025
Orchard Avenue	Lake Avenue	Midway Road		6.1				0.65	1.41		Minor					2030
Orchard Avenue	Midway Road	Middleton Road		6.1		Obsolete		0.42	1.45		Minor					2030
Orchard Avenue	Middleton Road	Midland Boulevard		6.1				0.47	1.06		Minor					2030
Orchard Avenue	Midland Boulevard	Caldwell Boulevard (I-84		2.5				0.4	0.96		Minor					2030

Projects[1]			Evaluation Criteria										Scoring			
Roadway	Beginning Location	End Location	HALs[5]	ROW (acres)	PMI Rating[2]	Bridge and Culvert Sufficiency Ratings	Conformity to Design Specs	Existing Quality of Service[3]	2035 Quality of Service[3]	Prior Expenditures	Functional Class[4]	Regional Plan Corridor	Tier 1: Total	Tier 2: Green vs. Gray	Tier 3: Weighting	Tier 4: Year of Need
		Bus.)														
Robinson Road	Lewis Lane	Locust Lane		4.8				0.49	1.10		Minor	Unfunded				2030
Robinson Road	Locust Lane	Lake Hazel Road		7.6				0.15	1.12		Minor	Unfunded				2030
Robinson Road	Lake Hazel Road	Amity Road		4.5				0.13	1.40		Minor	Unfunded				2030
Robinson Road	Victory Road	Airport Road		4.5				0.22	1.31		Minor	Unfunded				2030
Robinson Road	Airport Road	I-84		5.2				0.24	1.61		Minor	Unfunded				2030
Southside Boulevard	Bowmont Road	Bennett Road		6.1				0.24	0.60		Minor					2035
Southside Boulevard	Bennett Road	Kuna Road		6.1				0.33	0.91		Minor					2035
Southside Boulevard	Kuna Road	Deer Flat Road		6.1				0.22	1.33		Minor					2035
Southside Boulevard	Deer Flat Road	Lewis Lane		6.1				0.33	1.44		Minor					2035
Southside Boulevard	Lewis Lane	Locust Lane		4.2				0.35	1.42		Minor					2035
Southside Boulevard	Locust Lane	Greenhurst Road		3.6		Deficient		0.8	1.07		Minor					2035
Star Road	I-84	Franklin Road		2.2				0.27	1.60		Minor	Unfunded				2025
Star Road	Franklin Road	Cherry Lane		4.2		Obsolete		0.67	1.67		Minor	Unfunded				2025
Star Road	Cherry Lane	Ustick Road		6.1				0.36	1.30		Minor					2025
Ustick Road	Midland Boulevard	Northside Boulevard		9.1				0.38	1.36		Principal	Funded				2020
Ustick Road	Northside Boulevard	Franklin Road		9.1		Obsolete		0.42	1.31		Principal	Funded				2020
Ustick Road	Franklin Road	11th Avenue North		7.9				0.62	1.46		Principal	Funded				2020
Ustick Road	11th Avenue North	Can-Ada Road		7.9				0.67	1.71		Principal	Funded				2020
Ustick Road	Can-Ada Road	Star Road		9.1				0.71	1.45		Principal	Funded				2020
Ustick Road	Star Road	McDermott Road		9.1				0.81	1.53		Principal	Funded				2020
Ustick Road[6]	Midland Boulevard	Northside Boulevard		0.0				0.38	1.36		Principal	Funded				2035
Ustick Road[6]	Northside Boulevard	Franklin Road		0.0				0.42	1.31		Principal	Funded				2035
Ustick Road[6]	Franklin Road	11th Avenue North		0.0				0.62	1.45		Principal	Funded				2035
Ustick Road[6]	11th Avenue North	Can-Ada Road		0.0				0.67	1.71		Principal	Funded				2035
Ustick Road[6]	Can-Ada Road	Star Road		0.0				0.71	1.44		Principal	Funded				2035
Ustick Road[6]	Star Road	McDermott Road		0.0				0.8	1.53		Principal	Funded				2035
Victory Road	Sugar Street	Grays Lane		6.1		Deficient		0.56	1.47		Minor					2020
Victory Road	Grays Lane	Pit Lane		6.1				0.44	1.20		Minor					2020
Victory Road	Pit Lane	Dewey Lane		6.1				0.42	1.85		Minor					2020
Victory Road	Dewey Lane	McDermott Road		3.0				0.36	1.93		Minor					2020

High Priority | Neutral | Low Priority

[1]Roadway and intersection needs are based on 2035 traffic forecasts and LOS D thresholds. Projects will require additional development and analysis before design.
[2]Based on Nampa Pavement Management data or ITD's 2009 Highway Needs Report.
[3]Score reflects worst-case averages of the calculated thresholds ratios.
[4]Based on information for the 2035 Communities in Motion update, approved in January 2010.
[5]Includes accidents recorded at the intersections at each terminus.
[6]The analysis assumes Ustick Road will be widened to 5 lanes by 2035. The analysis shows that 6 lanes are needed in 2035. This project reflects the widening to 6 lanes and assumes enough ROW was purchased.

TABLE G-3: Short-Term (2010-2019) Intersection Capacity Project Evaluation

Intersection Projects[1]		Evaluation Criteria							Scoring			
East-West Street	North-South Street	HAL	ROW (acres)	Conformity to Design Specs	Benefit/Cost Ratio	Functional Class[3]		Regional Plan Corridor[3]	Tier 1: Total	Tier 2: Green vs. Gray	Tier 3: Weighting	Tier 4: Year of Need
2nd Street South	11th Avenue South (I-84 Bus.)		1.3		9.2	Principal	Principal					2010
2nd Street South	12th Avenue South (SH-45)		1.3		5.0	Principal	Principal					2015
2nd Street South (I-84 Bus.)	Northside Boulevard		<0.5		10.6	Principal	Principal					2010
3rd Street South (I-84 Bus.)	Northside Boulevard		<0.5		9.5	Principal	Principal					2010
3rd Street South (I-84 Bus.)	12th Avenue South (SH-45)		1.1		7.7	Principal	Principal					2010
7th Street South	12th Avenue South (SH-45)		1.1		7.0	Minor	Principal					2010
7th Street South	11th Avenue South		1.1		5.2	Minor	Collector					2010
Amity Road[2]	Robinson Road		2.5		1.1	Principal	Minor	Funded (Amity)				2010
Birch Lane	Franklin Boulevard		<0.5		1.6	Collector	Principal					2015
Birch Lane	Idaho Center Boulevard		<0.5		.9	Collector	Principal					2015
Caldwell Boulevard (I-84 Bus.)	Middleton Road		<0.5		8.7	Principal	Principal	Unfunded (Middleton)				2010
Caldwell Boulevard (I-84 Bus.)	Midland Boulevard		<0.5		7.0	Principal	Minor					2010
Cherry Lane	Can-Ada Road		2.5		1.4	Principal	Principal	Unfunded (Both)				2010
Cherry Lane	Midland Boulevard		1.6		2.8	Principal	Minor	Unfunded (Cherry)				2015
Cherry Lane	Franklin Boulevard		2.6		1.5	Principal	Principal	Unfunded (Cherry)				2010
Cherry Lane	Northside Boulevard		2.6		1.4	Principal	Principal	Unfunded (Cherry)				2010
Cherry Lane[2]	Star Road		2.5		1.7	Principal	Minor	Unfunded (Cherry)				2015
Davis Avenue	Yale Street		1.3		2.5	Collector	Minor					2010
Dooley Lane	12th Avenue South (SH-45)		0.6		ND	Collector	Principal					2015
Franklin Road[2]	Star Road		2.5		1.4	Principal	Minor	Funded (Franklin)				2015
Garrity Boulevard (I-84 Bus.)	16th Avenue North		0.6		8.5	Principal	Minor					2010
Garrity Boulevard (I-84 Bus.)	11th Avenue North		1.3		8.0	Principal	Principal					2010
Garrity Boulevard (I-84 Bus.)	Kings Road		1.4		6.0	Principal	Collector					2010
Garrity Boulevard (I-84 Bus.)	Stamm Lane		1.1		8.2	Principal	Collector					2010
Garrity Boulevard (I-84 Bus.)	39th Avenue North		1.7		1.1	Principal	Collector					2015
Greenhurst Road	Southside Boulevard		1.5		2.7	Principal	Minor	Unfunded (Greenhurst)				2015
Greenhurst Road	Midland Boulevard		1.2		1.1	Principal	Minor	Unfunded (Greenhurst)				2015
Greenhurst Road[2]	Happy Valley Road		2.5		1.2	Principal	Minor	Unfunded (Greenhurst)				2010
Greenhurst Road[2]	Robinson Road		2.5		1.0	Principal	Minor	Unfunded (Greenhurst)				2010
High Street	Yale Street		1.3		ND	Collector	Minor					2010
Homedale Road	Caldwell Boulevard (I-84 Bus.)		1.6		6.2	Collector	Principal					2010
Iowa Avenue	Midland Boulevard		0.3		1.0	Collector	Minor					2015
Karcher Avenue (SH-55)	Caldwell Boulevard (I-84 Bus.)		1.8		11.7	Principal	Principal	Unfunded (Karcher)				2010
Karcher Avenue (SH-55)	Middleton Road		1.0		6.1	Principal	Principal	Unfunded (Both)				2010
Karcher Avenue (SH-55)	Cassia Street		1.4		5.4	Principal	Collector	Unfunded (Karcher)				2010
Karcher Avenue (SH-55)	Midway Road		1.7		1.6	Principal	Collector	Unfunded (Karcher)				2010
Karcher Road	Franklin Boulevard		2.5		1.2	Collector	Principal					2015
Lake Lowell Avenue[2]	Midland Boulevard		1.2		1.5	Principal	Minor					2010
Lone Star Road[2]	Midland Boulevard		1.2		1.4	Minor	Minor					2010

Intersection Projects[1]		Evaluation Criteria							Scoring		
East-West Street	North-South Street	HAL	ROW (acres)	Conformity to Design Specs	Benefit/Cost Ratio	Functional Class[3]		Regional Plan Corridor[3]	Tier 1: Total	Tier 2: Green vs. Gray	Tier 3: Weighting	Tier 4: Year of Need
Marketplace Boulevard	Midland Boulevard		<0.5		5.0	Local	Minor					2010
Orchard Avenue	Caldwell Boulevard (I-84 Bus.)		1.3		6.1	Minor	Principal					2010
Orchard Avenue[2]	Middleton Road		1.2		1.3	Minor	Principal	Unfunded (Middleton)				2010
Roosevelt Avenue[2]	Midland Boulevard		<0.5		2.0	Collector	Minor					2010
Smith Avenue	Midland Boulevard		<0.5		5.8	Collector	Minor					2010
US 20/26	Can-Ada Road		1.6		1.8	Principal	Principal	Unfunded (US 20/26)				2010
US 20/26	Franklin Boulevard		0.7		1.4	Principal	Principal	Unfunded (US 20/26)				2015
US 20/26	Northside Boulevard		1.2		1.3	Principal	Principal	Unfunded (US 20/26)				2015
US 20/26	11th Avenue North		0.3		1.6	Principal	Minor	Unfunded (US 20/26)				2015
US 20/26	Madison Road		0.1		1.1	Principal	Collector	Unfunded (US 20/26)				2015
Ustick Road	Franklin Boulevard		0.5		2.5	Principal	Principal	Funded (Ustick)				2010
Ustick Road	Can-Ada Road		1.9		2.4	Principal	Principal	Funded (Ustick)				2010
Ustick Road	11th Avenue North		0.9		2.5	Principal	Minor	Funded (Ustick)				2010
Ustick Road	Star Road		2.6		2.1	Principal	Minor	Funded (Ustick)				2010
Ustick Road	Madison Road		<0.5		1.8	Principal	Collector	Funded (Ustick)				2010
Ustick Road	McDermott Road		2.4		2.0	Principal	Principal	Funded (Ustick)				2015
Victory Road	Kings Road		2.5		1.9	Minor	Collector					2010
Victory Road[2]	Happy Valley Road		2.5		1.1	Minor	Minor					2010

High Priority | Neutral | Low Priority

[1] Roadway and intersection needs are based on 2035 traffic forecasts and LOS thresholds. Projects will require additional development and analysis before design.
[2] Existing signal warrant analysis shows need for improvements with current volumes.
[3] Based on information for the 2035 Communities in Motion update, approved in January 2010.

TABLE G-4: Long-Term (2020-2035) Intersection Capacity Project Evaluation

Intersection Projects[1]		Evaluation Criteria						Scoring			
East-West Street	North-South Street	HAL	ROW (acres)	Conformity to Design Specs	Benefit/Cost Ratio	Functional Class[3]		Regional Plan Corridor[3]	Tier 1: Total	Tier 2: Green vs. Gray	Tier 3: Weighting	Tier 4: Year of Need
12th Avenue South (SH-45)	Locust Lane		1.0		1.71	Principal	Minor	Unfunded (SH-45)				2020
2nd Street South	16th Avenue South		1.1		5.37	Minor	Minor					2020
2nd Street South	7th Avenue South		0.8		1.45	Principal	Minor					2025
3rd Street North	16th Avenue South		0.8		2.90	Minor	Minor					2025
3rd Street South	16th Avenue South		0.8		2.87	Minor	Minor					2025
3rd Street South (I-84 Bus.)	11th Avenue South (I-84 Bus.)		1.3		4.27	Principal	Principal					2020
3rd Street South (I-84 Bus.)	7th Avenue South		0.8		2.15	Principal	Minor					2020
7th Street South	7th Avenue South		0.8		1.47	Minor	Minor					2025
Airport Road	Happy Valley Road		2.1		0.57	Minor	Minor	Unfunded (Happy Valley)				2025
Airport Road	Robinson Road		1.2		0.83	Minor	Minor	Unfunded (Robinson)				2025
Amity Road	Happy Valley Road		<0.5		2.00	Principal	Minor	Funded (Amity)				2025
Amity Road	McDermott Road		2.5		0.57	Principal	Principal	Funded (Amity)				2025
Amity Road	Powerline Road		2.5		0.45	Principal	Collector					2025
Birch Lane	11th Avenue North		1.0		1.62	Collector	Minor					2020
Bowmont Road	Southside Boulevard		1.2		0.05	Principal	Minor	Funded (Bowmont)				2035
Cherry Lane	11th Avenue North		2.5		1.08	Principal	Minor	Unfunded (Cherry)				2020
Cherry Lane	McDermott Road		2.0		0.97	Principal	Principal	Unfunded (Both)				2025
Colorado Avenue	Holly Street		0.6		0.35	Principal	Minor					2030
Flamingo Avenue	Middleton Road		1.2		0.69	Collector	Principal	Unfunded (Middleton)				2025
Franklin Road	McDermott Road		2.2		0.77	Principal	Principal	Funded (Franklin)				2025
Greenhurst Road	Robinson Road		2.5		0.61	Principal	Minor	Unfunded (Both)				2025
Greenhurst Road	Powerline Road		0.8		1.27	Principal	Collector	Unfunded (Greenhurst)				2030
Greenhurst Road	Sunnyridge Road		1.5		0.84	Principal	Minor	Unfunded (Greenhurst)				2030
Hawaii Avenue	Holly Street		0.4		0.46	Collector	Minor					2020
Iowa Avenue	Middleton Road		1.2		0.59	Collector	Principal	Unfunded (Middleton)				2025
Iowa Avenue	12th Avenue South (SH-45)		1.1		0.24	Collector	Principal					2035
Karcher Connector	Midland Boulevard		<0.5		3.87	Collector	Minor					2020
Kuna Road	Southside Boulevard		1.2		0.59	Minor	Minor					2025
Lake Lowell Avenue	12th Avenue South (SH-45)		0.7		0.27	Principal	Principal					2035
Lake Lowell Avenue	Middleton Road		1.2		0.05	Principal	Principal	Unfunded (Middleton)				2035
Lincoln Avenue	12th Avenue South (SH-45)		1.7		ND	Collector	Principal					2035
Lincoln Avenue	Holly Street		1.2		ND	Collector	Minor					2035
Locust Lane	Robinson Road		1.2		1.16	Minor	Minor	Unfunded (Robinson)				2020
Locust Lane	McDermott Road		2.1		1.12	Minor	Principal	Unfunded (McDermott)				2025
Locust Lane	Southside Boulevard		2.1		0.78	Minor	Minor					2025
Lone Star Road	Canyon Street East		2.6		1.21	Minor	Collector					2025
Lone Star Road	Canyon Street West		2.6		1.17	Minor	Collector					2025
Lone Star Road	Lake Avenue		1.2		0.03	Minor	Minor					2035
Lonestar Road	Middleton Road		1.2		0.26	Minor	Principal	Unfunded (Middleton)				2030
Orchard Avenue	Lake Avenue		1.2		0.73	Minor	Minor					2025
Smith Avenue	Middleton Road		1.2		0.33	Collector	Principal	Unfunded (Middleton)				2030
Ustick Road	Midland Boulevard		1.3		1.34	Principal	Minor	Funded (Ustick)				2020

Intersection Projects[1]		Evaluation Criteria							Scoring			
East-West Street	North-South Street	HAL	ROW (acres)	Conformity to Design Specs	Benefit/Cost Ratio	Functional Class[3]		Regional Plan Corridor[3]	Tier 1: Total	Tier 2: Green vs. Gray	Tier 3: Weighting	Tier 4: Year of Need
Ustick Road	Northside Boulevard		1.2		1.45	Principal	Principal	Funded (Ustick)				2020
Victory Road	McDermott Road		2.5		0.59	Minor	Principal	Unfunded (McDermott)				2025
Victory Road	Robinson Road		2.5		0.76	Minor	Minor	Unfunded (Robinson)				2025

High Priority | Neutral | Low Priority

[1] Roadway and intersection needs are based on 2035 traffic forecasts and LOS thresholds. Projects will require additional development and analysis before design.
[2] Existing signal warrant analysis justified the improvement with current volumes.
[3] Based on information for the 2035 Communities in Motion update, approved in January 2010.

TABLE G-5: Bicycle and Pedestrian Project Evaluation

Projects[1]		Evaluation Criteria							Scoring			
Location	Description	HALs	Safe Routes to Schools	Gap Completion	Prior Expenditures	Proximity to Bridges and Culverts	Plan Implementation	Context of Adjacent Land Use	Tier 1: Total	Tier 2: Green vs. Gray	Tier 3: Weighting	Tier 4: Year of Need
Caldwell Boulevard at the Canyon County Center	Reduce traffic speed and install a pedestrian crosswalk											2010
Citywide	Install bicycle parking at all Park-and-Ride lots to facilitate multi-modal transportation											2010
Greenhurst Road, between Wal-Mart's south parking lot and Sunnybrook Drive	Install a pedestrian/bicyclist crosswalk											2010
Iowa Avenue to Midland Boulevard, then Midland Boulevard to Caldwell Boulevard	Add bicycle lanes and signs											2010
Iowa Avenue, just west of 12th Avenue Road	Add sidewalks (or just widen the street surface) on a section that has no safe walking/riding space.											2010
Kings Road from the railroad overpass to Garrity Boulevard	Add bicycle lanes and signs											2010
Lake Lowell Avenue from 12th Avenue Road to Midway Road	Add bicycle lanes and signs											2010
Lone Star Road/7th Avenue; east of Midland Boulevard all the way into Downtown (7th Avenue @ 2nd Street)	Stripe bicycle lanes on both sides of the road											2010
Middleton Road; Greenhurst Road to Nampa/Caldwell Boulevard	Add bicycle lanes wherever possible											2010
NNU Neighborhood	Multimodal connectivity project between Downtown Nampa and NNU											2010
Ruth Lane between 12th Avenue Road on the west and Sunnyridge Road on the east	Widen Ruth Lane to accommodate pedestrians and bikes											2010
Sunnyridge Road between Maine Avenue and Greenhurst Road	Add sidewalks to eliminate gaps, especially for school student safety											2010

High Priority | Neutral | Low Priority

[1]Projects represent those submitted via public outreach activities: Utility Bill Survey and Plan Website. They will require additional development and analysis before design.

TABLE G-6: Congestion Management Project Evaluation

Projects[1]		Evaluation Criteria						Scoring			
Location	Project Description	HALs	Conformity to Design Specs	Implement Access Management Strategies	Traffic Operations	Emergency Response	Conflict Mitigation	Tier 1: Total	Tier 2: Green vs. Gray	Tier 3: Weighting	Tier 4: Year of Need
12th Avenue South & Iowa Street	Force right-in-right-out on Iowa Street near the Blimpies.										2010
12th Avenue South between Sherman Avenue and Dewey Avenue	Implement access control and limit number of entries/exits.										2010
1st Street South to 7th Street South; 11th Avenue South to 16th Avenue South	Upgrade signal controllers on all Downtown signals. Install cameras and new heads as required. Interconnect all cameras and signals to a newly-established traffic control center at Traffic Division.										2010
Cherry Lane	Cul-du-sac Cherry Lane at Middleton Road; Connect Laster Lane to Midland Boulevard.										2010
Citywide	Create a traffic operations center to centralize management of coordinated signals to smooth traffic flow.										2010
Davis Street	Eliminate left-in-left-out capability at Yale Street or terminate connection with Yale Street by creating a cul-de-sac at Davis Street.										2010

High Priority | Neutral | Low Priority

[1]Projects represent those submitted via public outreach activities: Utility Bill Survey and Plan Website. They will require additional development and analysis before design.