



Star/Robinson Road Greenhurst Road to Ustick Road

Priority 28

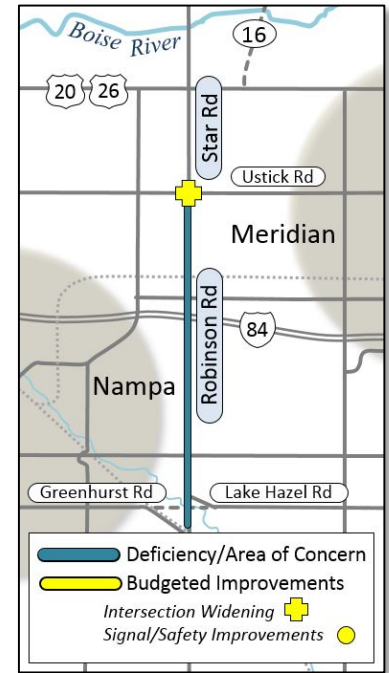
Background

Star/Robinson Road currently carries a fair amount of traffic and is experiencing pressure from residential and commercial growth in eastern Nampa. Within a mile of the road, there are agricultural processing employers, regional retail centers, the College of Western Idaho, and the Idaho Center.

Robust growth is forecasted for the area around the Idaho Center and the College of Western Idaho, which will increase traffic volumes. A major activity center is planned near the intersection at Franklin Road, with additional industrial employment expected between the Union Pacific Railroad crossing and I-84 as well as additional retail/office employment south of Ustick Road. New residential development will likely occur between Victory and Greenhurst Roads.

The Corridor at a Glance

- Two lanes; area of concern is 6.5 miles long
- One of the few roads with a Boise River bridge and an I-84 overpass
- North end of corridor includes the City of Star and bridge over the Boise River; the remainder is mostly rural
- No transit services or park-and-ride lots
- No bike lanes or sidewalks
- Points of interest (north to south)
 - Subdivisions north and south of Cherry Lane
 - Boise Valley Railroad (Boise Cutoff) crossing
 - Agricultural processors between railroad crossing and Franklin Road
 - Roundabout at Franklin Road and overpass at I-84
 - Large lot developments south of I-84
 - Union Pacific Railroad crossing at Greenhurst Road



Problem

The current two-lane segment between Ustick and Greenhurst Roads will not be able to accommodate the significant commercial, retail, and residential growth anticipated in this area by 2040.

Current and Future ¹	2013	2040
Population	3,518	15,495
Households	1,193	6,075
Employment	1,360	10,703

Traffic is expected to triple along Star Road/Robinson Road.

- From Ustick Road to Greenhurst Road, traffic levels are expected to increase from 2,000 to 6,500 vehicles per day in 2013 to 19,000 a day in 2040. (See also priority corridor #30, Greenhurst Road.)

¹ Population, housing, and employment are based on the neighborhoods (census tracts) that border the length of the road/corridor.



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Priority 28

Vehicles per Day

in thousands

2013	2040 Funded*	2040 Funded Plus Unfunded**
<i>capacity/congestion*** ↓</i>		

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

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

*** This is an approximate level where there is too much traffic for the road to carry and speeds will get slower as congestion gets worse. Each road's capacity depends on a number of variables, including truck traffic, number of driveways, and road conditions.

When a road, transit line, bikeway, or other part of the transportation system is improved, it can accommodate more traffic and therefore attracts more users. Even with more traffic, traveling conditions will be better with the improvements.

Other Considerations

Roadway Users

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

Environmental Issues

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

There are several features to consider in this corridor:

- numerous canals and lateral canals in the southern section
- considerable irrigated, prime farmland between Victory Road and Greenhurst Road
- large cheese processing plant on Star Road north of Franklin
- numerous small residential subdivisions between Victory Road and I-84 that access Robinson Road from public or private lanes
- Union Pacific railroad line that traverses Robinson Road just north of Greenhurst Road

The Star/Robinson Road corridor does not include minority or low-income population concentrations.

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



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Budgeted Projects

There are no projects for sidewalks, bike lanes, or expanding transit on Star Road/Robinson Road approved in any agency budgets and plans.

Roadway: ACHD's *Capital Improvements Plan*³ (CIP) includes a project to improve the intersection of Star Road and Ustick Road. The estimated total, \$2,696,000, includes costs to Canyon County agencies.

Unfunded Future Needs

Roadway: Expanding Star/Robinson Road to four or five lanes from Ustick Road to Greenhurst Road would provide more efficient north-south travel and an alternate route to Can-Ada Road/Garrity Boulevard. This project would require collaboration between the City of Nampa, Nampa Highway District, and ITD (I-84 overpass). The Union Pacific Railroad would also be involved in any rail crossing issues.

In January 2014 the estimated cost to widen Star/Robinson Road to five lanes, including the I-84 overpass, was \$40.3 million.

ACHD's CIP identifies a project to widen a nearby segment of Star Road, from McMillan Road to Ustick Road, at a cost of about \$3.1 million.

A proposed I-84 interchange for the State Highway 16 extension between Star/Robinson Road and McDermott Road (priority #14) could reduce pressure on Star/Robinson Road.

Bus Service/Park and Ride: The regional transit services plan, *valleyconnect*, calls for a new secondary service along a portion of Star Road in the near- to medium-term. Bus Route #62 would connect Star, Middleton, and Eagle to the College of Western Idaho transfer center. This route would run every 30 to 60 minutes all day with frequent stops.

The Boise Valley Railroad, which crosses Star/Robinson Road, is a possible alignment for a future high-capacity transit corridor.

Walking/Biking: Nampa's Bicycle and Pedestrian Master Plan includes future pathway segments alongside Robinson Road in two areas—near Cherry Lane and Amity Avenue.⁴

Operations, Management and Technology Projects: Aside from road widening, other actions such as improving driveways or changing the traffic signals can help improve traffic conditions. However, the regional Intelligent Transportation System plan⁵ does not include any specific projects in the Star/Robinson Road corridor.

Updated July 2014

³ www.achdidaho.org/Departments/ROWDS/CIP.aspx

⁴ <http://issuu.com/nampaparksandrecreation/docs/cityofnampabicyclepedestrianmasterplan>

⁵ *Final Report: Treasure Valley Transportation System: Operations, Management, and ITS* can be found online at www.compassidaho.org/prodserve/cms-intro.htm.