



## Happy Valley Road Greenhurst Road to Stamm Lane

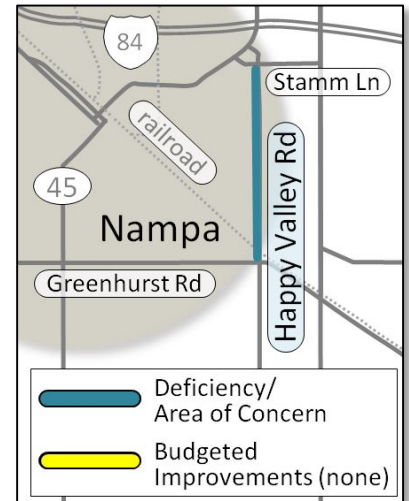
### Priority 31

#### Background

Happy Valley Road runs north-south on the east side of Nampa. It serves eastern Nampa, but it's also an alternate route to 12<sup>th</sup> Avenue/State Highway 45. The northern end of the street is in the Nampa Gateway Center, which provides shopping, entertainment, and employment near the Garrity Boulevard/I-84 Interchange.

#### The Corridor at a Glance

- Two lanes wide, 10 miles long
- No bike lanes
- A few sidewalks adjacent to new development, mostly between Victory Road and Amity Avenue, and south of Greenhurst Road
- No bus routes with fixed stops, but the area serves as the eastern boundary of flex route #57
- No park-and-ride lots exist along Happy Valley Road
- Mostly rural area with some suburban developments
- Points of interest (north to south)
  - Gateway Center at Garrity Interchange
  - East end of Nampa Airport runway at Victory Road
  - Columbia High School
  - Roundabouts at Amity Avenue and Greenhurst Road
  - Railroad crossing north of Greenhurst Road
  - Community of Bowmont



#### Problem

By 2040, the expected amount of traffic on Happy Valley Road will be more than the road can accommodate. Traffic will move slowly at rush hour and it will be difficult to turn into and out of driveways.

Current and Future <sup>1</sup>	2013	2040
Population	7,808	15,867
Households	2,403	5,720
Employment	1,255	3,693

- Traffic will likely increase from about 6,000 vehicles per day in 2013 to 19,000 per day in 2040.
  - This would be similar to current levels of traffic on 16<sup>th</sup> Avenue in Nampa.

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



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## 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.

### 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

Changes to a street or highway 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.<sup>2</sup>

There are a number of sensitive areas to consider in this corridor:

- the Indian Creek floodway and wetlands south of Amity Avenue
- prime farmland in the corridor between Victory Road and Lake Hazel Road
- the Nampa Airport north of Victory Road
- Columbia High School adjacent to the roadway between Amity Avenue and Victory Road
- numerous homes facing the road between Airport Road and Stamm Lane
- concentrations of minority populations in the north end of the corridor

### Budgeted Projects

There are no road, pathway, or park and ride construction projects, or any new bus services, in approved budgets for Happy Valley Road. Most of the roadway is managed by the Nampa Highway District; the City of Nampa manages the road from Columbia High School to Amity Avenue and from Greenhurst Road south to Locust Lane.

<sup>2</sup> See federal environmental justice definitions at [www.epa.gov/region07/ej/definitions.htm](http://www.epa.gov/region07/ej/definitions.htm).



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COMMUNITIES IN MOTION 2040 | PRIORITY CORRIDOR SUMMARY

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#### Unfunded Future Needs

**Roadway:** To alleviate the increasing congestion on Happy Valley Road, and to maintain a useful north-south traffic route in eastern Nampa, the street could be widened to four or five lanes from Stamm Lane south to Greenhurst Road. In January 2014 the estimated cost to widen Happy Valley Road to five lanes was \$46.1 million.

**Bus Service/Park and Ride:** The regional transit services plan, *valleyconnect*, calls for four new flex routes. Flex Route #51 would serve east Nampa and Happy Valley Road as far south as Lewis Lane.

- Day-long schedule, as frequent as every hour
- Smaller area but more frequent service than existing Route #57
- No funding yet to start Route #51
- No park-and-ride lots or fixed bus routes (with regular bus stops) are planned for Happy Valley Road in *valleyconnect*

**Walking/Biking:** The City of Nampa is planning for bike routes that would cross Happy Valley Road at Victory Road and Amity Avenue. A pathway is also planned adjacent to Happy Valley Road, running between future pathways along Mason Creek (south of Victory Road) and Indian Creek (south of Amity Avenue).

**Operations, Management and Technology Projects:** Aside from road widening, other actions such as improving driveways or changing the traffic signals can help improve traffic conditions. The regional Intelligent Transportation System plan<sup>3</sup> includes a number of traffic signal improvements, intersection cameras, and crosswalk signals for the north end of Happy Valley Road, Garrity Boulevard, and Idaho Center Boulevard.

*Updated July 2014*

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<sup>3</sup> *Final Report: Treasure Valley Transportation System: Operations, Management, and ITS* can be found online at [www.compassidaho.org/prodserv/cms-intro.htm](http://www.compassidaho.org/prodserv/cms-intro.htm).