



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

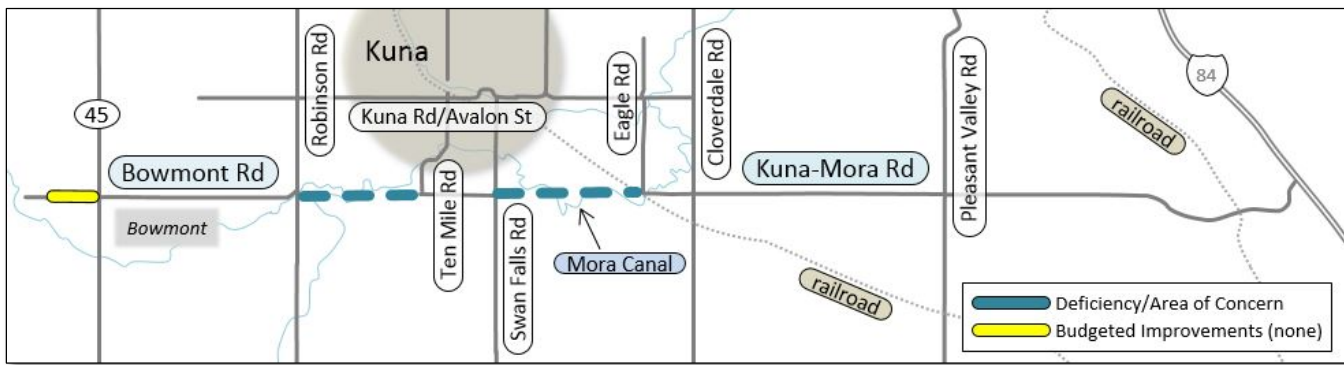
Bowmont Road to Kuna-Mora Road *New connection*

Priority 32

Background

Bowmont Road and Kuna-Mora Road are rural, high-speed roads that connect the community of Bowmont with State Highway 45 south of Nampa, and Kuna with I-84 south of Boise.

There are currently gaps between the two roads, and on Kuna-Mora Road between Robinson and Eagle Roads. Today, some might not recognize the significance of these two roads. They are lightly traveled and pass through agricultural areas and sagebrush; their length and undeveloped status, however, establish their importance as a future east-west route—especially as Kuna, Nampa, and the surrounding communities continue to grow.



The Corridor at a Glance

- Both roads are two-lane-wide rural arterials
 - Bowmont Road extends 5.5 miles east from Dry Lake Road to Robinson Road
 - Kuna-Mora Road runs eastward from Eagle Road more than 13 miles to I-84
 - Other segments of Kuna-Mora Road exist between Robinson Road and Eagle Road
- Irrigation canals and the railroad tracks are barriers to connecting the road segments
- Rural area with no sidewalks, bike lanes, or transit
- Points of interest (west to east)
 - State Highway 45 intersection (slated for realignment/safety improvement)
 - Community of Bowmont
 - Swan Falls Road intersection/City of Kuna outskirts
 - Mora Canal/Union Pacific Railroad crossing at Eagle Road intersection
 - Pleasant Valley Road/state prison complex/tank training route crossing
 - Black's Creek Reservoir/public shooting range
 - Boise Cutoff (railroad) crossing
 - Black's Creek Road intersection/I-84 interchange



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Problem

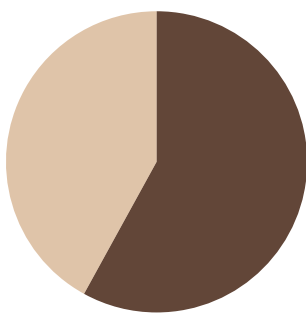
The Nampa/Kuna area will experience substantial growth by 2040, causing increased east-west traffic on Bowmont Road and Kuna-Mora Road. There will also be more demand for east-west routes for emergency response and efficient movement of freight through southern Canyon County and southern Ada County.

| Current and Future ¹ | 2013 | 2040 |
|---------------------------------|------|--------|
| Population | 845 | 10,343 |
| Households | 275 | 4,199 |
| Employment | 224 | 3,566 |

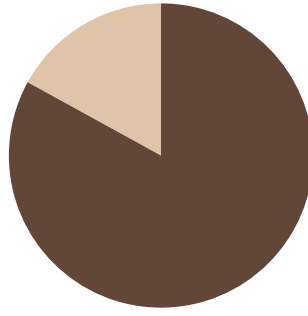
Because Bowmont and Kuna-Mora Roads currently do not connect, it is a 27-mile trip from State Highway 45 to I-84. This trip takes 35 minutes in 2013, and is expected to increase to 50 minutes by 2040.

Drive Times, 2013 vs. 2040, State Highway 45 and Bowmont Road to I-84 and Kuna-Mora Road

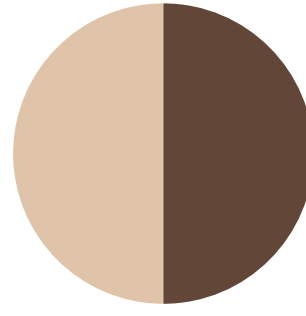
Each pie chart represents one hour. Drive times are in dark brown.



2013



2040 Funded*



2040 Funded Plus Unfunded**

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

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

Nampa Highway District has jurisdiction over Bowmont Road, and ACHD manages Kuna/Mora Road. These agencies have conducted joint studies reflecting the need for joining the two roadways to create a continuous east-west route in the corridor. It is anticipated that a two- or three-lane road will be able to accommodate the traffic in 2040.

Other Considerations

Roadway Users

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

Environmental Issues

Increased traffic and other 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

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



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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 a number of sensitive areas to consider in this corridor:

- a tank trail along Pleasant Valley Road, between Gowen Field and Orchard training area
- up to 150 homes near the road(s) between State Highway 45 and Swan Falls Road
- public land, administered by the Bureau of Land Management, south of Kuna-Mora Road
- Mora Canal and other irrigation canals, ditches, and drains

There are no minority or low-income population concentrations in the corridor.

Budgeted Projects

There are no pathway/bike lane or park-and-ride construction projects, or any new bus services, in approved budgets for the Bowmont and Kuna-Mora Road corridor.

Roadway: The Nampa Highway District is currently designing a project to realign Bowmont Road from Lynwood to State Highway 45 south of Nampa to alleviate safety concerns. The project is scheduled for construction in FY2017 at a total cost of about \$5 million.

Additionally, in the long-term, ACHD plans to connect Lake Hazel Road to Eisenman Road/I-84, providing another east-west connection in the area.³

Unfunded Future Needs

Roadway: If Bowmont Road and Kuna-Mora Road can be connected, and gaps in Kuna-Mora Road filled or improved, they can offer travelers an alternate east-west route between State Highway 45, State Highway 69, and I-84. While slated for minor improvements during the next 25 years, right-of-way for Kuna-Mora Road should be preserved to allow for future expansion or other improvements.

In January 2014 the estimated cost to rebuild existing road sections and construct new two-lane road sections for this project, as well as build two canal bridges and a railroad overpass, was \$63 million.

Updated July 2014

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

³ www.achdidaho.org/projects/PublicProject.aspx?ProjectID=59