

**State Roadway System
Prioritized Corridors
Score Sheets and Corridor Summaries**

**US Highway 20/26 Corridor
Middleton Road to Star Road
(Interim)**

**Initial Ranking State System: 1
Long-Term Funded
Score: 98.4**

Identified as primary freight corridor in the COMPASS Complete Network Policy



CIM 2050 Goals
Score: 71.7 (average)

Max Score: 100

Safety: Safety and comfort of all modes considering speed, propensity of crashes, and existing multimodal infrastructure.

Quality of Life: Factors that make the Treasure Valley a great place to live, including mitigation of environmental degradation, protection of open spaces, and equity.

Convenience: Ability to access key destinations by all modes, factoring in travel speed and land use patterns.

Economic Vitality: Region's economic productivity considering the ability to move vehicles efficiently and maintain the system in a state of good repair.

Technical Analysis Results

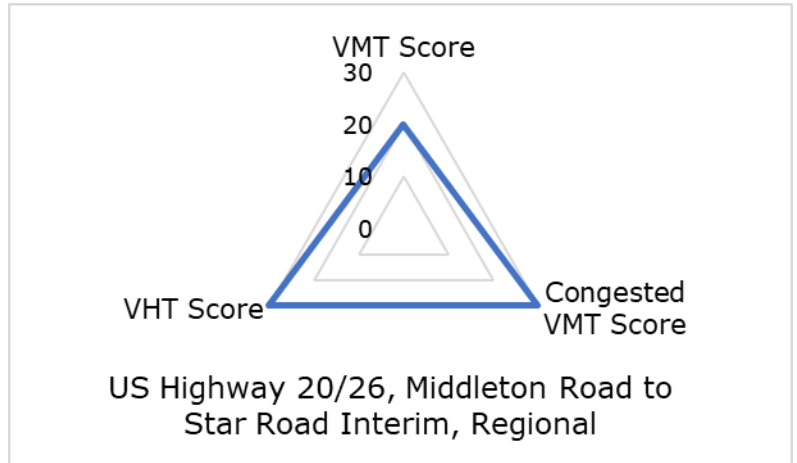
Score: 26.7 (average)

Max Score: 30

VMT: Change in weekday vehicle miles of travel (VMT) for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

Congested VMT: Change in weekday congested VMT for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

VHT: Change in weekday vehicles hours of travel for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.



Total Score: 71.7 + 26.7 = 98.4

Additional Considerations:

Yes	Do proposed improvements fill gaps in the transportation system (for any mode, as appropriate)?	Somewhat	Are there identified environmental issues along the corridor?
Somewhat	Do proposed improvements support robust regional transit by 2050?	No	Are there minority and/or low-income populations along or near the corridor, or other equity considerations?
Somewhat	Are there improvements needed along other corridors to maximize benefits? ("companion projects")	Yes	Have any high priority safety issues been identified along the corridor?

Comments Regarding Scores and/or Considerations Listed Above (staff notes):

This project would complete a six-mile gap between two river crossings (Middleton Road and Star Road) and provide an alternate route to Interstate 84. Secondary bus service is proposed along this corridor. When operational, it would provide a connection at Star Road to the State Street premium bus route.

There have been a number of crashes along this corridor including a fatal crash in 2019. This project would also provide a more safe and comfortable active transportation option as the corridor study identifies a divided 10' multi-use pathway on both sides.

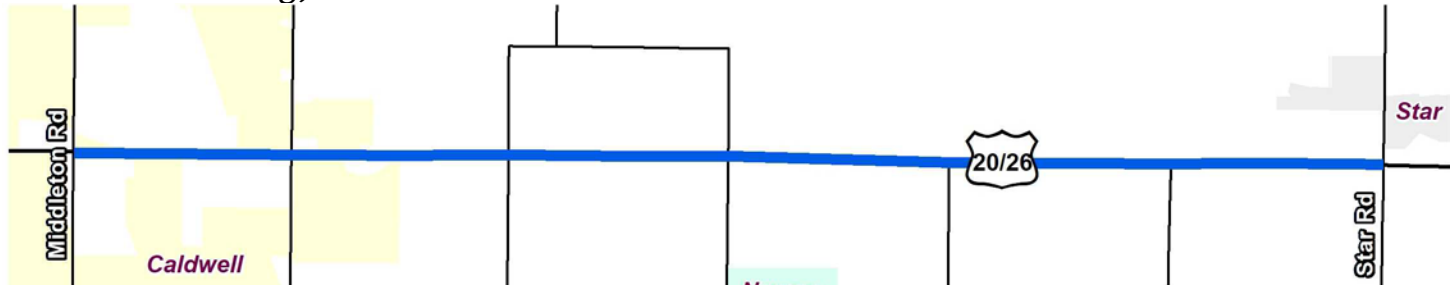
While the corridor does not intersect environmental justice areas, impacts to vulnerable populations should still be considered, as applicable.

Also see corridor score sheet for "US Highway 20/26 Corridor State Highway 16 to State Highway 55 (Eagle Road) Ultimate."

US 20/26 Corridor (long-term funded by 2030)

Middleton Road to Star Road

(Interim Widening)



Where is US 20/26, (Interim Widening), Middleton Road to Star Road?

- From Middleton Road to Star Road
- 6 miles long
- In the City of Meridian, City of Caldwell, Ada County, and Canyon County
- Major intersections – Middleton Road, Franklin Road, Can Ada Road, and Star Road
- US 20/26, Middleton Road, and Star Road are all principal arterials surrounded by prime farmland

What's the vision for US 20/26?

US 20/26 is one of a few east-west roadways that stretches from the City of Caldwell to the City of Boise. Its role as an alternate to Interstate 84 makes it a vital transportation route supporting high levels of commute and freight travel. This section maintains higher speeds and better mobility than more congested sections to the east.

Most of this section is farmland. However, robust growth is forecasted for the Cities of Caldwell, Nampa, and Meridian along the highway. US 20/26 is designated in the Complete Network Policy as a **primary freight** corridor and **secondary transit** corridor as it connects to Interstate 84 on the west and State Highway 16 to the east. It also includes a **proposed pathway** to provide an active transportation connection between Interstate 84 and the Boise River. This project would provide interim widening of US 20/26 to four lanes. Ultimately it will need to be widened to six lanes to match the sections to the east.

What's needed to achieve that vision?

Identified needs:



Freight:

- Manage access along the corridor
- Increased demand due to growth



Public transportation:

- Identify stop locations to support a future express route



Active transportation:

- Designate crossings on high-volume roads
- Identify and mitigate conflict-zones



Auto:

- Improve travel time and reliability
- Improve safety along corridor

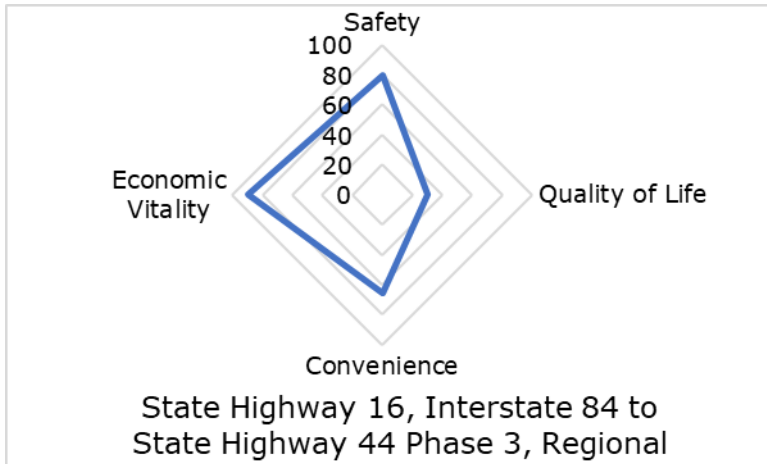
Recommended strategies:

- Consolidate residential access in new developments
- Add acceleration lanes, center turning lanes, and improved signals
- From Middleton Road to Star Road, site stops every 0.5 - 2 miles with "standard" bus stop amenities
- Construct separated side paths with signed/protected crossings
- Add bike shelters, racks, and repair stations, as appropriate
- Add intersection controls and deploy smart signal coordination
- Add rumble strips, highly visible markings, and/or improved lighting

**State Highway 16 Corridor
Interstate 84 to State Highway 44
Phase 3**

**Initial Ranking State System: 2
Long-Term Funded
Score: 87.8**

Identified as primary freight corridor in the COMPASS Complete Network Policy



**CIM 2050 Goals
Score: 66.1 (average)**

Max Score: 100

Safety: Safety and comfort of all modes considering speed, propensity of crashes, and existing multimodal infrastructure.

Quality of Life: Factors that make the Treasure Valley a great place to live, including mitigation of environmental degradation, protection of open spaces, and equity.

Convenience: Ability to access key destinations by all modes, factoring in travel speed and land use patterns.

Economic Vitality: Region's economic productivity considering the ability to move vehicles efficiently and maintain the system in a state of good repair.

Technical Analysis Results

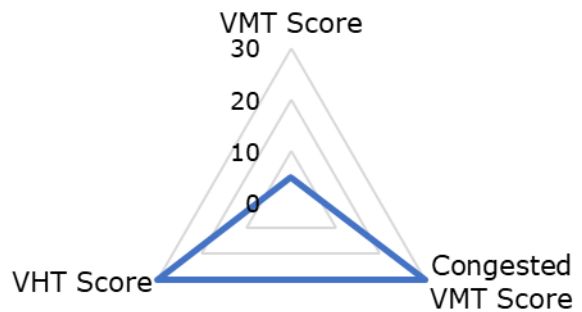
Score: 21.7 (average)

Max Score: 30

VMT: Change in weekday vehicle miles of travel (VMT) for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

Congested VMT: Change in weekday congested VMT for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

VHT: Change in weekday vehicles hours of travel for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.



Total Score: 66.1 + 21.7 = 87.8

Additional Considerations:

Somewhat	Do proposed improvements fill gaps in the transportation system (for any mode, as appropriate)?	Yes	Are there identified environmental issues along the corridor?
Somewhat	Do proposed improvements support robust regional transit by 2050?	n/a	Are there minority and/or low-income populations along or near the corridor, or other equity considerations?
Yes	Are there improvements needed along other corridors to maximize benefits? ("companion projects")	n/a	Have any high priority safety issues been identified along the corridor?

Comments Regarding Scores and/or Considerations Listed Above (staff notes):

State Highway 16, south of State Highway 44, will be completed in three main phases:

- Phase 1 included improvements to US 20/26 and the section near State Highway 16 corridor. This was recently completed.
- Phase 2 will build the new limited access highway with at-grade intersections.
- Phase 3 will convert those at-grade intersections to interchanges.

Construction of this new corridor will begin in fall 2022; therefore, no crash data are available.

This corridor will serve existing freight needs and accommodate growing freight demand across the region. While no transit service is planned along the corridor, this project could increase access to the future high-capacity transit corridor.

There are several identified environmental issues including sensitive hydrological areas, wildlife habitat, historic resources, and open space.

State Highway 16 Corridor (long-term funded by 2030)

Interstate 84 to State Highway 44 (Phase 3)

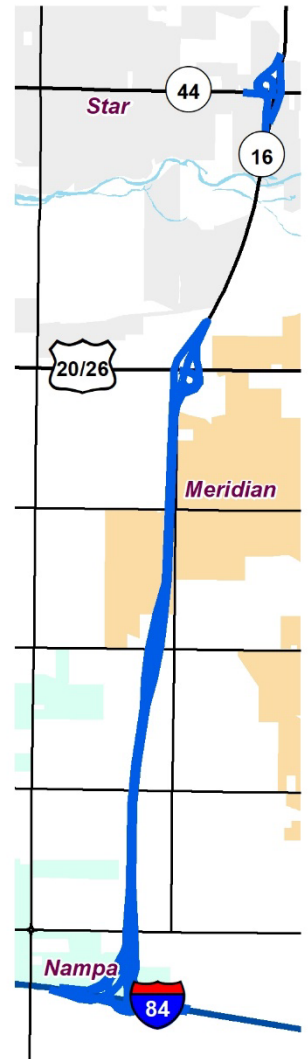
Where is the State Highway 16 Corridor?

- From Interstate 84 to State Highway 44
- 6 miles long
- In the Cities of Star, Meridian, and Nampa as well as unincorporated Ada and County Counties
- Major intersections – State Highway 44, US 20/26, Ustick Road, Franklin Road, and Interstate 84
- Surrounded by prime farmland

What's the vision for State Highway 16?

State Highway 16 will be a key corridor serving the central part of the valley. The future expressway will parallel McDermott Road and serve as a commute corridor for the unprecedented growth in northwest Meridian. It will also provide the rapid growth in the City of Star a connection to the larger markets in the Cities of Meridian and Nampa, as well as to Interstate 84.

The highway will serve as one of the only expressways in the region with two lanes in both directions, a central median barrier, and limited interchanges to facilitate the movement of vehicles. State Highway 16 will be a **primary freight corridor**. This new corridor and its connection to Interstate 84 will facilitate freight routing for the Amazon fulfillment center located north of Franklin Road as well as other industrial development in the area.



What's needed to achieve that vision?

Identified needs:

Freight:



- Serve future industrial development

Auto:



- Improved regional travel time and reliability
- Serve unprecedented growth and increased demand

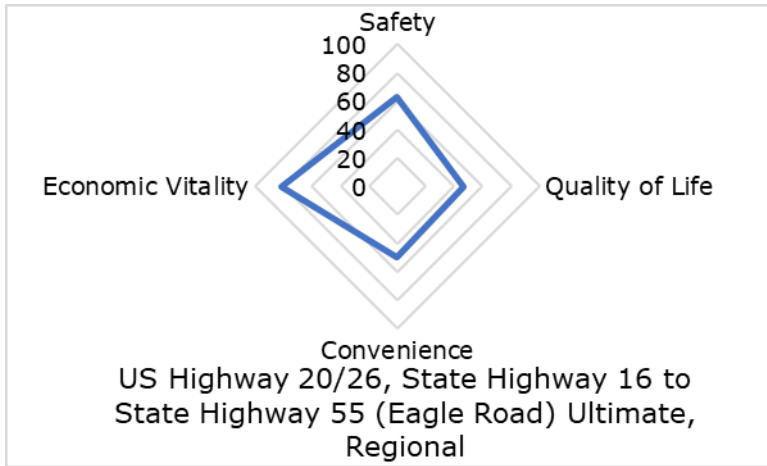
Recommended strategies:

- Provide extended merging lanes to facilitate truck entry onto expressway.
- Consider freight movement in design and operation of adjacent roadways
- Ensure limited access
- Deploy high-visibility signage, lighting, and other safety measures
- Consider adequate capacity on adjacent local roads

**US Highway 20/26 Corridor
State Highway 16 to State Highway
55 (Eagle Road) Ultimate Widening**

**Initial Ranking State System: 3
Long-Term Funded
Score: 83.6**

Identified as primary freight corridor in the COMPASS Complete Network Policy



**CIM 2050 Goals
Score: 60.3 (average)**

Max Score: 100

Safety: Safety and comfort of all modes considering speed, propensity of crashes, and existing multimodal infrastructure.

Quality of Life: Factors that make the Treasure Valley a great place to live, including mitigation of environmental degradation, protection of open spaces, and equity.

Convenience: Ability to access key destinations by all modes, factoring in travel speed and land use patterns.

Economic Vitality: Region's economic productivity considering the ability to move vehicles efficiently and maintain the system in a state of good repair.

Technical Analysis Results

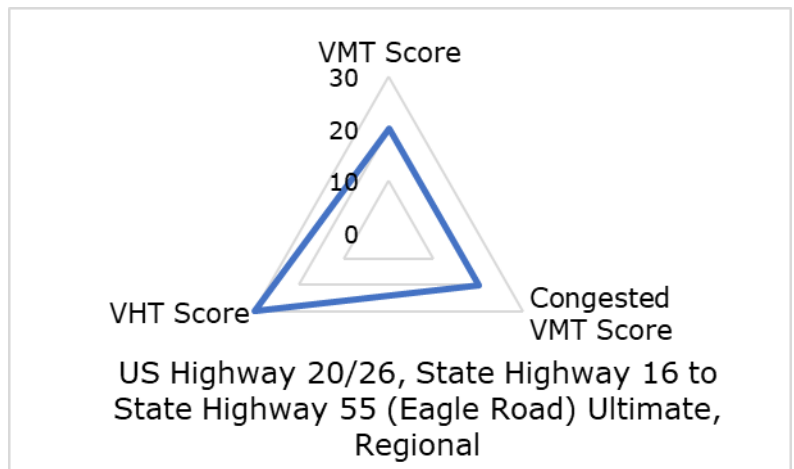
Score: 23.3 (average)

Max Score: 30

VMT: Change in weekday vehicle miles of travel (VMT) for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

Congested VMT: Change in weekday congested VMT for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

VHT: Change in weekday vehicles hours of travel for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.



Total Score: 60.3 + 23.3 = 83.6

Additional Considerations:

Somewhat	Do proposed improvements fill gaps in the transportation system (for any mode, as appropriate)?	Yes	Are there identified environmental issues along the corridor?
Yes	Do proposed improvements support robust regional transit by 2050?	No	Are there minority and/or low-income populations along or near the corridor, or other equity considerations?
Somewhat	Are there improvements needed along other corridors to maximize benefits? ("companion projects")	Yes	Have any high priority safety issues been identified along the corridor?

Comments Regarding Scores and/or Considerations Listed Above (staff notes):

The ultimate configuration will provide three travel lanes per direction and a separated 10' multi-use pathway on both sides. It will also provide a more efficient alternate route to I-84 for travel between the City of Caldwell and the City of Boise and will provide access to the new State Highway 16 limited access highway. Secondary bus service is proposed along this corridor. When operational, it will provide a connection at Star Road to the State Street premium bus route.

There have been several crashes along this corridor including two fatal crashes in 2019.

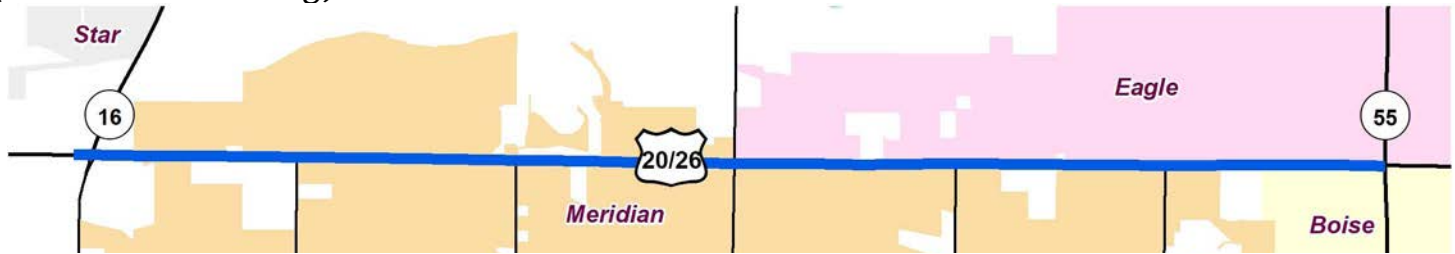
There are several identified environmental issues within one half-mile of the corridor including sensitive hydrological areas, wildlife habitat, and open space. While the corridor does not intersect environmental justice areas, impacts to vulnerable populations should still be considered.

Also see corridor score sheet for "US Highway 20/26 Corridor Middleton Road to Star Road (Interim)."

US 20/26 Corridor (long-term funded by 2040)

State Highway 16 to State Highway 55 (Eagle Road)

(Ultimate Widening)



Where is the US 20/26 Corridor?

- From State Highway 16 to State Highway 55 (Eagle Road)
- 6 miles long
- In the City of Meridian and Ada County
- Major intersections – State Highway 16, Black Cat Road, Ten Mile Road, Linder Road, Meridian Road, Locust Grove Road, and State Highway 55 (Eagle Road)
- Provides access to prime farmland and walkable school areas

What's the vision for US Highway 20/26?

US 20/26 is one of a few east-west roadways connecting the City of Caldwell to the City of Boise. The area in north Meridian has been one of the fastest growing in the region. The section between McDermott Road and Star Road is the second most congested segment of a major roadway in the region (2020), behind only Eagle Road near Interstate 84.

Recent projects between Locust Grove Road and Linder Road have widened the corridor to four lanes, which has temporarily helped mobility in this section. While new development in this section is largely complete, the next wave of growth, anticipated between Black Cat Road and Star Road, is expected to increase traffic along the corridor. This project would widen US 20/26 to the ultimate six-lane configuration.

US 20/26 is a **primary freight corridor** and a **secondary transit corridor** as it connects to Interstate 84, State Highway 16, and several activity centers including the Boise Research Center, Expo Idaho, and downtown Boise. It also includes a **proposed pathway** to provide a continuous on-network active transportation connection between Interstate 84 and the Boise River.

What's needed to achieve that vision?

Identified needs:

Recommended strategies:



Freight:

- Manage access through region
- Serve projected growth and demand

- Consolidate residential access in new developments
- Provide acceleration lanes, center turning lanes, and improved signals



Public transportation:

- Identify stop locations to support future express bus route
- Integrate land uses that support public transportation

- From State Highway 16 to State Highway 55, site stops every 0.5 - 2 miles with "standard" bus stop amenities
- Provide higher-density and mixed land-uses to reduce trip length



Active transportation:

- Designate crossings at high-volume roads
- Identify conflict-zones

- Construct separated side paths
- Add bike shelters, racks, and repair stations at bus stops



Auto:

- Mitigate congestion and improve reliability
- Improve safety along corridor

- Improve intersection control and deploy smart signal coordination
- Provide rumble strips, high-visibility signage, lighting, and other safety measures

**State Highway 69 Corridor
Kuna Road to Interstate 84**

**Initial Ranking State System: 4
Unfunded
Score: 77.1**

Identified as primary freight corridor in the COMPASS Complete Network Policy



**CIM 2050 Goals
Score: 57.1 (average)**

Max Score: 100

Safety: Safety and comfort of all modes considering speed, propensity of crashes, and existing multimodal infrastructure.

Quality of Life: Factors that make the Treasure Valley a great place to live, including mitigation of environmental degradation, protection of open spaces, and equity.

Convenience: Ability to access key destinations by all modes, factoring in travel speed and land use patterns.

Economic Vitality: Region's economic productivity considering the ability to move vehicles efficiently and maintain the system in a state of good repair.

Technical Analysis Results

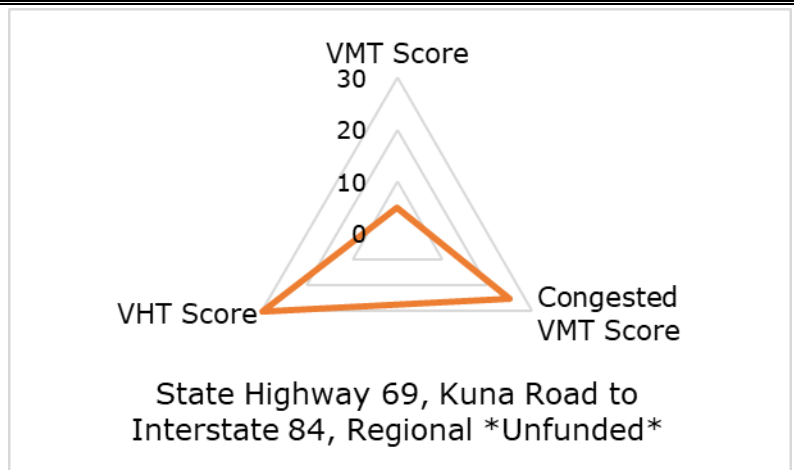
Score: 20.0 (average)

Max Score: 30

VMT: Change in weekday vehicle miles of travel (VMT) for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

Congested VMT: Change in weekday congested VMT for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

VHT: Change in weekday vehicles hours of travel for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.



Total Score: 57.1 + 20.0 = 77.1

Additional Considerations:

No	Do proposed improvements fill gaps in the transportation system (for any mode, as appropriate)?	Somewhat	Are there identified environmental issues along the corridor?
Somewhat	Do proposed improvements support robust regional transit by 2050?	Yes	Are there minority and/or low-income populations along or near the corridor, or other equity considerations?
Somewhat	Are there improvements needed along other corridors to maximize benefits? ("companion projects")	Somewhat	Have any high priority safety issues been identified along the corridor?

Comments Regarding Scores and/or Considerations Listed Above (staff notes):

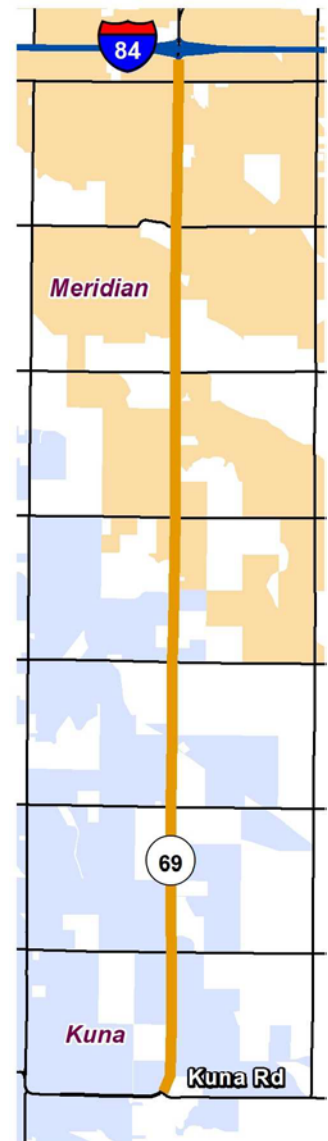
State Highway 69 is the only state highway serving communities in south Ada County and is the primary commute route from the City of Kuna. COMPASS anticipates this to be one of the fastest growing subareas in the region.

The Idaho Transportation Department is completing a study to identify the needed improvements along this corridor. An additional study is underway looking at a new roadway with a Union Pacific Railroad overpass connecting State Highway 69/Kuna Road to King Road and potentially further south. It is yet to be determined if this would be a locally owned arterial or an extension of the highway.

The section between Victory Road and Interstate 84 has experienced a high rate of vehicular crashes. Improving congestion on this corridor will also enable more efficient and reliable bus routes serving neighborhoods with minority populations along the corridor.

State Highway 69 Corridor (unfunded)

Kuna Road to Interstate 84



Where is the State Highway 69 Corridor?

- From Kuna Road to Interstate 84
- 7 miles long
- In City of Meridian, City of Kuna, and Ada County
- Major intersections – Kuna Road, Deer Flat Road, Hubbard Road, Columbia Road, Lake Hazel Road, Amity Road, Victory Road, Overland Road, and Interstate 84
- Equity considerations – Environmental Justice consideration areas (minority) at north and south ends of the corridor
- Located near Bear Creek Park walkable park and school area, downtown Meridian activity center, and prime farmland

What’s the vision for State Highway 69 Corridor?

State Highway 69 is the only state highway serving communities in southern Ada County and is the primary commute route from the City of Kuna. State Highway 69 experiences heavy congestion near the connection to Interstate 84 and is listed as experiencing a “high” level of congestion in the 2020 Congestion Management Report.

Currently, this area serves mostly rural and urbanizing parts of the Cities of Kuna and Meridian. COMPASS anticipates this to be one of the fastest growing subareas in the region, adding to the congestion levels. State Highway 69 is a **primary freight** corridor from Interstate 84 to the terminus at Avalon Street, where it connects to the downtown Kuna activity center.

What’s needed to achieve that vision?

Identified needs:

Recommended strategies:



Freight:

- Manage access for trucks through region
- Enhance regional connections south of Interstate 84

- Consolidate access throughout development and coordinate industrial land use planning
- Consider study findings in planning for possible southern connections



Public transportation:

- Intersection with future express bus route at Victory Road and State Highway 69

- Site a future “standard” bus stop at intersection



Active transportation:

- Designated crossings at high-volume roads
- Identification and mitigation of conflict-zones

- Construct separated side paths with signed/protected crossings



Auto:

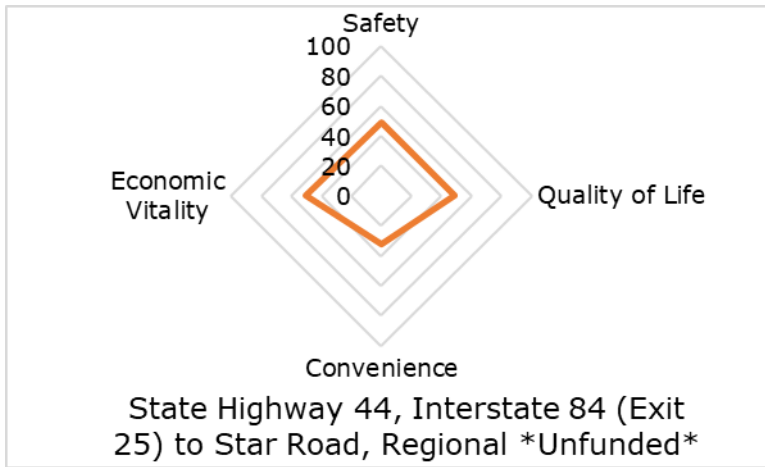
- Mitigate congestion and safety concerns from Victory Road through Interstate 84 eastbound on-ramp
- Accommodate dramatic growth in demand

- Consider addition of an eastbound auxiliary lane on Interstate 84
- Implement smart intersection coordination and adaptive signal timing

State Highway 44 Corridor Interstate 84 to Star Road

**Initial Ranking State System: 5
Unfunded
Score: 68.5**

Identified as secondary freight and secondary transit corridor in the COMPASS Complete Network Policy



CIM 2050 Goals Score: 45.2 (average)

Max Score: 100

Safety: Safety and comfort of all modes considering speed, propensity of crashes, and existing multimodal infrastructure.

Quality of Life: Factors that make the Treasure Valley a great place to live, including mitigation of environmental degradation, protection of open spaces, and equity.

Convenience: Ability to access key destinations by all modes, factoring in travel speed and land use patterns.

Economic Vitality: Region's economic productivity considering the ability to move vehicles efficiently and maintain the system in a state of good repair.

Technical Analysis Results

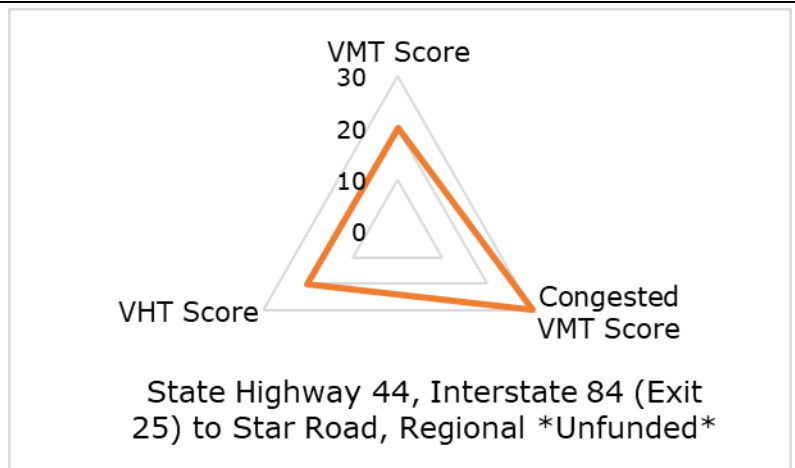
Score: 23.3 (average)

Max Score: 30

VMT: Change in weekday vehicle miles of travel (VMT) for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

Congested VMT: Change in weekday congested VMT for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

VHT: Change in weekday vehicles hours of travel for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.



Total Score: 45.2 + 23.3 = 68.5

Additional Considerations:

Yes	Do proposed improvements fill gaps in the transportation system (for any mode, as appropriate)?	Yes	Are there identified environmental issues along the corridor?
No	Do proposed improvements support robust regional transit by 2050?	Yes	Are there minority and/or low-income populations along or near the corridor, or other equity considerations?
Somewhat	Are there improvements needed along other corridors to maximize benefits? ("companion projects")	Yes	Have any high priority safety issues been identified along the corridor?

Comments Regarding Scores and/or Considerations Listed Above (staff notes):

This corridor is the only continuous east-west corridor north of the Boise River. It connects several minority populations in Canyon County to activity centers. There is a future secondary bus route along this corridor. The eastern terminus of this corridor at Star Road connects communities in Middleton and Star to the #401 State Street premium route.

This project would provide minority populations along the western side of the corridor with improved access to goods and services.

Many crashes, including a fatal crash, have occurred on this segment in the last five years.

There are several identified environmental issues within one half-mile of the corridor, including sensitive hydrological areas, wildlife habitat, contaminated sites, historic resources, and open space.

State Highway 44 Corridor (unfunded)

Interstate 84 (Exit 25) to Star Road



Where is the State Highway 44 Corridor?

- From Interstate 84 to Star Road
- 10 miles long
- In the City of Star, City of Middleton, Ada County, and Canyon County
- Equity considerations – Environmental Justice consideration area (minority)
- Major intersections – Star Road, Can Ada Road, Middleton Road, Emmett Road, Old Highway 30, and Interstate 84
- Principal arterial that runs through downtown Middleton and downtown Star activity centers. Located near walkable school and park areas in Star and Middleton.
- Surrounded by prime farmland

What's the vision for State Highway 44?

State Highway 44/State Street is the only major roadway connecting Ada and Canyon Counties north of the Boise River. The entire route connects Interstate 84 in Canyon County to downtown Boise. However, this western section mostly serves the rural and urbanizing communities of Middleton and Star. Land along State Highway 44 is currently being developed, transforming parts of the highway from a rural highway into a busy urbanized roadway. This section is a key a commuter route with highway speeds typical for most of the day.

Recently, the City of Middleton has decided not to pursue a city bypass which means that all east-west trips will pass through the downtowns of the Cities of Middleton and Star. State Highway 44 is a **secondary freight** and **secondary transit** corridor.

What's needed to achieve that vision?

Identified needs:

Recommended strategies:



Freight:

- Enhance east-west mobility north of the Boise River
- Safely accommodate freight in downtown Middleton and Star

- Provide center turn lanes, intersection controls, and smart signal coordination
- Ensure intersection design and active mode facility design accommodate freight



Public transportation:

- Identify stop locations to support future secondary route

- From Interstate 84 to State Highway 44, site stops every 0.5 - 2 miles with "standard" bus stop amenities



Active transportation:

- Designate crossings for high-volume roads
- Include active transportation best practices at bus stops

- Construct separated side paths
- Add bike shelters, racks, and repair stations at bus stops



Auto:

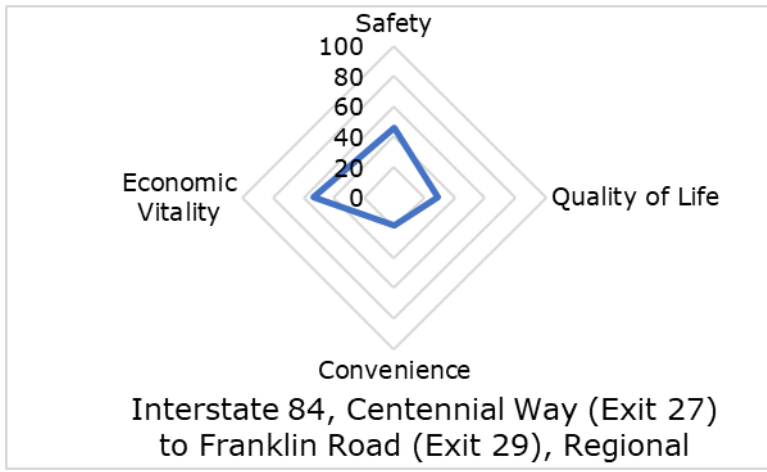
- Mitigate congestion through Middleton and Star
- Accommodate growth and increased demand
- Improve safety along corridor

- Deploy enhanced intersection controls and smart signal coordination
- Consolidate residential access during growth and buildout
- Deploy high visibility signage, rumble strips, lighting, and other safety measure as needed

Interstate 84 Corridor Centennial Way (Exit 27) to Franklin Road (Exit 29)

**Initial Ranking State System: 6
Long-Term Funded
Score: 50.1**

Identified as a primary freight corridor in the COMPASS Complete Network Policy



CIM 2050 Goals Score: 36.8 (average)

Max Score: 100

Safety: Safety and comfort of all modes considering speed, propensity of crashes, and existing multimodal infrastructure.

Quality of Life: Factors that make the Treasure Valley a great place to live, including mitigation of environmental degradation, protection of open spaces, and equity.

Convenience: Ability to access key destinations by all modes, factoring in travel speed and land use patterns.

Economic Vitality: Region's economic productivity considering the ability to move vehicles efficiently and maintain the system in a state of good repair.

Technical Analysis Results

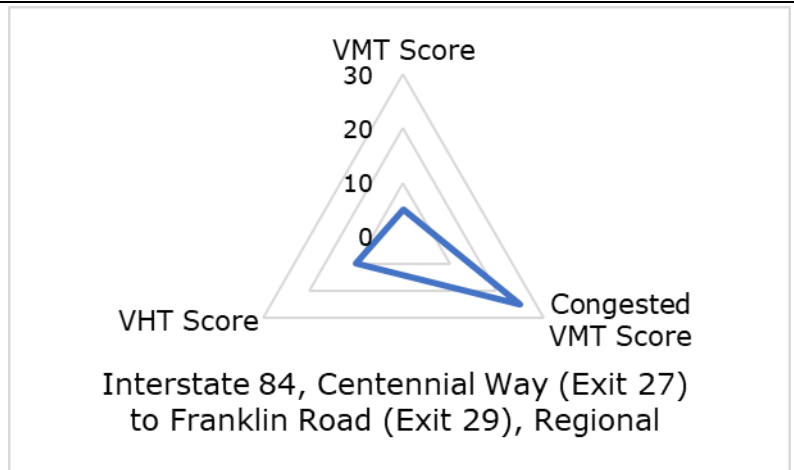
Score: 13.3 (average)

Max Score: 30

VMT: Change in weekday vehicle miles of travel (VMT) for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

Congested VMT: Change in weekday congested VMT for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

VHT: Change in weekday vehicles hours of travel for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.



Total Score: 36.8 + 13.3 = 50.1

Additional Considerations:

Yes	Do proposed improvements fill gaps in the transportation system (for any mode, as appropriate)?	Yes	Are there identified environmental issues along the corridor?
No	Do proposed improvements support robust regional transit by 2050?	Yes	Are there minority and/or low-income populations along or near the corridor, or other equity considerations?
Somewhat	Are there improvements needed along other corridors to maximize benefits? ("companion projects")	Yes	Have any high priority safety issues been identified along the corridor?

Comments Regarding Scores and/or Considerations Listed Above (staff notes):

This project will complete the last remaining funded segment of the 32-mile Interstate 84 (I-84) corridor and improve safety, efficiency, and reliability for users. This project includes:

- Improvements to three interchanges– Centennial Way (Exit 27), 10th Avenue (Exit 28), and Franklin Road (Exit 29)
- Replacement of the pedestrian bridge over I-84 at its current location with a 10', ADA accessible structure

Improving the bridge better connects Environmental Justice (minority) populations to services in downtown Caldwell.

A few crashes, including two fatal crashes, have occurred on this segment and associated interchanges. Since current configuration of interchanges spaces on- and off-ramps quite closely, technical analysis scores may not accurately capture the need to improve this section of I-84 with additional through-lanes and auxiliary lanes. However, these improvements will enhance the safety of the segment. Currently, over 97% of drivers turn left at the stop-controlled intersection at Centennial Way westbound off-ramp during peak hours. Lastly, the corridor has a "high" level of environmental issues. Within ½-mile of the corridor there are hydrological areas, wildlife-vehicle collisions, parks, historic structures, and open space.

Interstate 84 Corridor

Centennial Way (Exit 27) to Franklin Road (Exit 29)

Where is the Interstate 84 Corridor?

- From Centennial Way (Exit 27) in north Caldwell to Franklin Road (Exit 29) in east Caldwell
- 2 miles long
- In the City of Caldwell and Canyon County
- Equity considerations – Environmental Justice (minority) area
- Segment runs through the downtown Caldwell and College of Idaho activity centers, walkable school areas, walkable park areas, and walkable transit areas

What's the vision for Interstate 84?

Interstate 84 is the main thoroughfare for regional traffic in the Treasure Valley's transportation system. Within the region, Interstate 84 carries the most traffic and sees the highest peak hour use. Many of the activity centers and major employers in the region are located along the Interstate 84 corridor.

Interstate 84 is a **primary freight** corridor and serves as the primary connection between the Pacific Northwest and Intermountain West. On a national level it connects the Treasure Valley to Portland and to Salt Lake City (via Interstate 15).

The Idaho Transportation Department has committed over \$300 million to improving and widening the section between the Franklin Road (Exit 29) and Karcher Road (Exit 33) interchanges. This corridor will complete needed improvements in a fast-urbanizing area of Canyon County



What's needed to achieve that vision?

Identified needs:



Freight:

- Address safety concerns at the interchanges
- Facilitate efficient truck movements



Auto:

- Moderate peak hour congestion at each of the interchanges



Active transportation:

- Improve non-motorized services in the downtown area

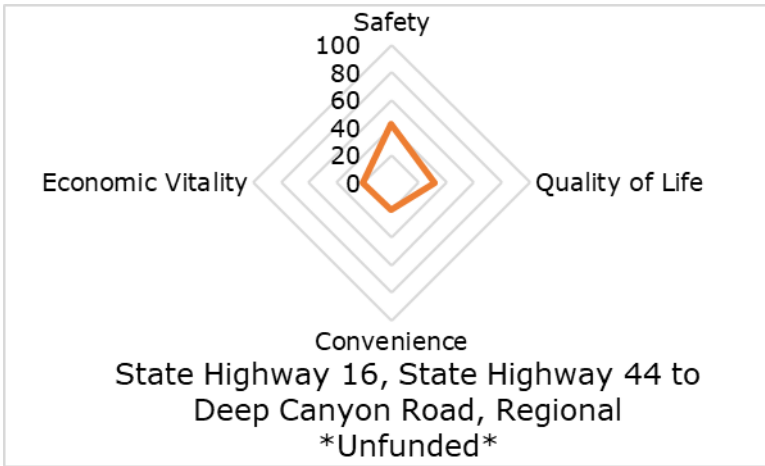
Recommended strategies:

- Consider auxiliary lanes to the on- and off-ramps
- Consider adding ramp metering
- Consider interchange modifications to facilitate more efficient merging
- Replace pedestrian bridge over at its current location with a 10' minimum, ADA accessible structure

**State Highway 16 Corridor
State Highway 44 to Deep Canyon
Road**

**Initial Ranking State System: 7
Unfunded
Score: 45.2**

Identified as primary freight corridor in the COMPASS Complete Network Policy



**CIM 2050 Goals
Score: 28.7 (average)**

Max Score: 100

Safety: Safety and comfort of all modes considering speed, propensity of crashes, and existing multimodal infrastructure.

Quality of Life: Factors that make the Treasure Valley a great place to live, including mitigation of environmental degradation, protection of open spaces, and equity.

Convenience: Ability to access key destinations by all modes, factoring in travel speed and land use patterns.

Economic Vitality: Region's economic productivity considering the ability to move vehicles efficiently and maintain the system in a state of good repair.

Technical Analysis Results

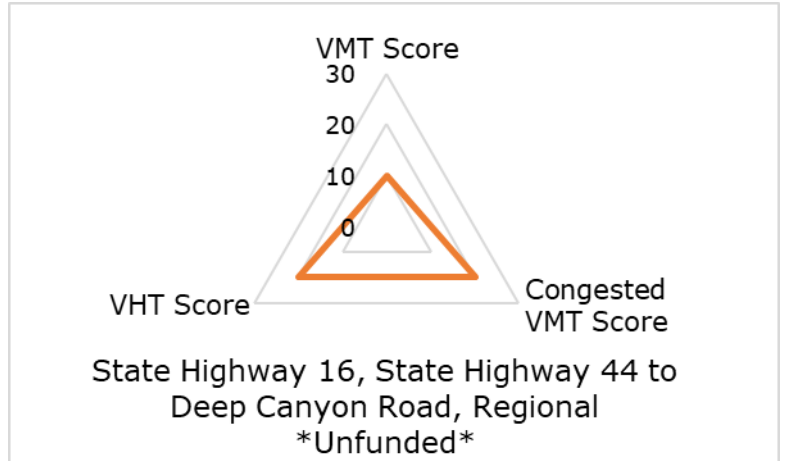
Score: 16.7 (average)

Max Score: 30

VMT: Change in weekday vehicle miles of travel (VMT) for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

Congested VMT: Change in weekday congested VMT for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

VHT: Change in weekday vehicles hours of travel for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.



Total Score: 28.5 + 16.7 = 45.2

Additional Considerations:

Yes	Do proposed improvements fill gaps in the transportation system (for any mode, as appropriate)?	Yes	Are there identified environmental issues along the corridor?
Somewhat	Do proposed improvements support robust regional transit by 2050?	No	Are there minority and/or low-income populations along or near the corridor, or other equity considerations?
Yes	Are there improvements needed along other corridors to maximize benefits? ("companion projects")	Yes	Have any high priority safety issues been identified along the corridor?

Comments Regarding Scores and/or Considerations Listed Above (staff notes):

The new State Highway 16 limited access highway will "terminate" at State Highway 44, as the highway to the north is limited to two lanes. The Idaho Transportation Department budgeted an environmental reevaluation study to determine needs and a concept for this portion of the highway. This project is proposed to begin in FY2023.

This section of State Highway 16 has experienced several crashes in the last few years with fatal crashes occurring north of the Deep Canyon Road termini. Additional growth in this area could exacerbate the bottleneck and safety issues.

Finally, there are several identified environmental issues within one half-mile of the corridor including sensitive hydrological areas, wildlife habitat, historic resources, and open space. While the corridor does not intersect environmental justice areas, impacts to vulnerable populations should still be considered, as applicable.

State Highway 16 Corridor (unfunded)

State Highway 44 to Deep Canyon Road

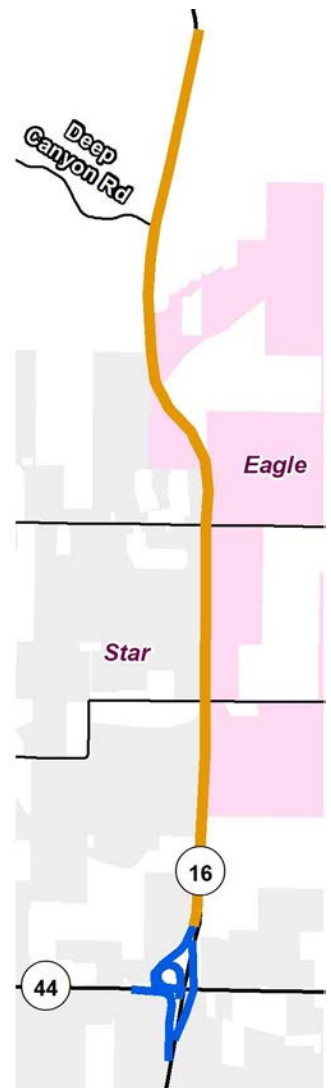
Where is the State Highway 16 Corridor?

- From State Highway 44 to one mile North of Deep Canyon Road
- 4 miles long
- In the City of Eagle and Ada County
- Major intersections – Floating Feather Road, Beacon Light Road, and State Highway 44
- Surrounded by prime farmland

What's the vision for State Highway 16?

State Highway 16 is a key corridor serving the central part of the Treasure Valley. This section of the highway connects the City of Emmett in Gem County to employment centers and services in the Treasure Valley. Currently, the area is rural, with sloping terrain to the north. However, growth near State Highway 44 and other sizeable, planned communities proposed along both sides of the corridor north of Beacon Light Road would drastically increase the amount of traffic served by this corridor.

State Highway 16 is a **primary freight** corridor connecting to State Highway 44 and US 20/26 and Interstate 84.



What's needed to achieve that vision?

Identified needs:



Freight:

- Manage freight access
- Improve safety along the corridor



Auto:

- Accommodate increase in demand
- Mitigate delay on State Highway 44 at State Highway 16



Active transportation:

- Designate controlled safe crossings
- Support future planned development along this corridor

Recommended strategies:

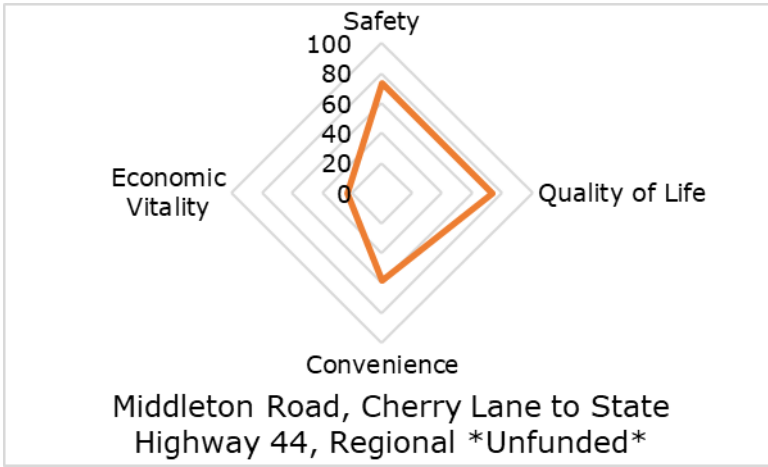
- Consolidate access points throughout the corridor
- Provide overtake lanes where topography warrants
- Provide center turning lane and turning bays
- Improve signal timing and coordination
- Provide best-practice crossings at intersections
- Construct separated pathways
- Maintain wide shoulders

**Local Roadway System
Prioritized Corridors
Score Sheets and Corridor Summaries**

**Middleton Road Corridor
Cherry Lane to State Highway 44**

**Initial Ranking Local System: 1
Unfunded
Score: 85.4**

Identified as secondary freight corridor with proposed pathway in the COMPASS Complete Network Policy



**CIM 2050 Goals
Score: 57.1 (average)**

Max Score: 100

Safety: Safety and comfort of all modes considering speed, propensity of crashes, and existing multimodal infrastructure.

Quality of Life: Factors that make the Treasure Valley a great place to live, including mitigation of environmental degradation, protection of open spaces, and equity.

Convenience: Ability to access key destinations by all modes, factoring in travel speed and land use patterns.

Economic Vitality: Region's economic productivity considering the ability to move vehicles efficiently and maintain the system in a state of good repair.

Technical Analysis Results

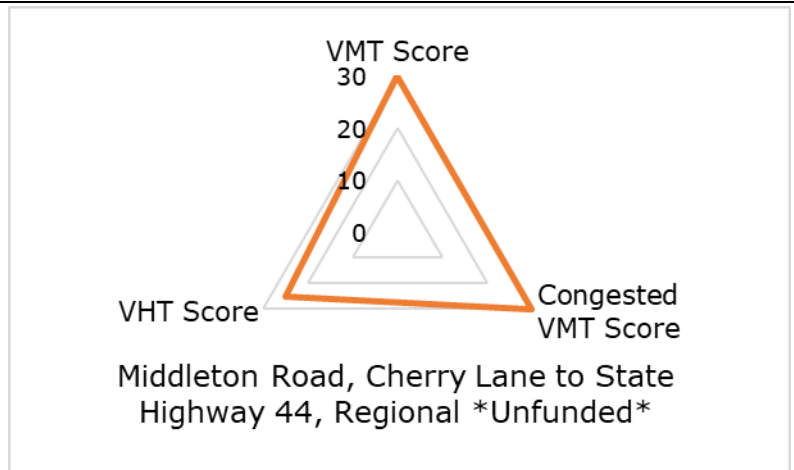
Score: 28.3 (average)

Max Score: 30

VMT: Change in weekday vehicle miles of travel (VMT) for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

Congested VMT: Change in weekday congested VMT for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

VHT: Change in weekday vehicles hours of travel for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.



Total Score: 57.1 + 28.3 = 85.4

Additional Considerations:

Somewhat	Do proposed improvements fill gaps in the transportation system (for any mode, as appropriate)?	Yes	Are there identified environmental issues along the corridor?
Yes	Do proposed improvements support robust regional transit by 2050?	Yes	Are there minority and/or low-income populations along or near the corridor, or other equity considerations?
Somewhat	Are there improvements needed along other corridors to maximize benefits? ("companion projects")	Yes	Have any high priority safety issues been identified along the corridor?

Comments Regarding Scores and/or Considerations Listed Above (staff notes):

This project is in a rapidly growing area of Canyon County and would improve an important river crossing. The next river crossing to the east is six miles away at Star Road. There are nearby racial minority populations that this project would benefit by providing better access to employment centers and to recreational facilities such as Lake Lowell.

Intersections along the corridor have experienced a number of crashes in the last five years.

Proposed improvements would reduce travel time for both automobiles and the future frequent bus route running from US 20/26 to State Highway 44. In addition, this project would provide a north-south connection within the regional pathway system and provide communities access to the proposed high-capacity transit corridor.

The corridor has a "high" level of environmental issues. Within one-half mile of the corridor there are hydrological areas, wildlife-vehicle collisions, parks, historic structures, contaminated sites, and open space.

Middleton Road Corridor (unfunded)

Laster Lane to State Highway 44

Where is the Middleton Road Corridor?

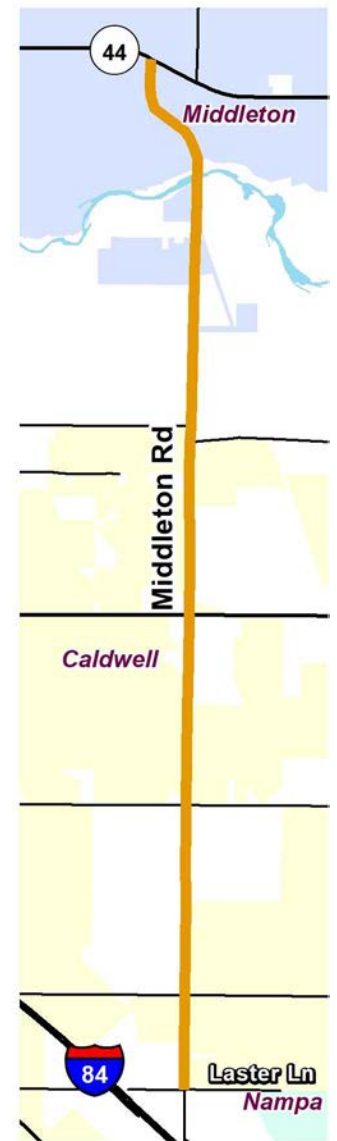
- From Laster Lane to State Highway 44
- About 6 miles long
- In Canyon County and the City of Middleton
- Major intersections – Ustick Road, Linden Road, US 20/26, and State Highway 44
- Equity considerations – nearby environmental justice (minority) areas
- Surrounded by prime farmland, next to a walkable school area at the Ustick intersection, and a main route connecting the Cities of Nampa and Caldwell to the City of Middleton

What's the vision for the Middleton Road corridor?

Middleton Road is an important north-south route that links the City of Middleton to the City of Nampa. It's the only road to cross the Boise River east of Interstate 84 in Canyon County. This is a **secondary freight** corridor with a **proposed pathway**. The pathway would be one of the longest, continuous, north-south pathways in Canyon County and would connect non-motorized travelers to the Boise River Greenbelt.

Between downtown Middleton and US 20/26 this corridor is a **primary transit** route and serves one of the intercounty routes from the Happy Day Transit Center in Caldwell to downtown Meridian, via the communities of Middleton, Star, and Eagle. The overpass at Interstate 84 provides these communities access to a future high-capacity transit corridor. Though final station locations are yet to be determined, Middleton Road would provide an important connection for this service.

Currently this corridor is on the fringe of Caldwell and Nampa city limits and is a rapidly growing area. Substantial growth is forecasted in the future, with each community absorbing mostly residential growth in this area.



What's needed to achieve that vision?

Identified needs:

Freight:



- Enhance freight access to Middleton and Star
- Manage conflicts and safely accommodate other modes

Public transportation:



- Identify stop locations to support future frequent route
- Integrate land uses that support public transportation

Active transportation:



- Designate crossings for high-volume roads
- Identify conflict-zones

Auto:



- Mitigate congestion
- Ensure safe facility design

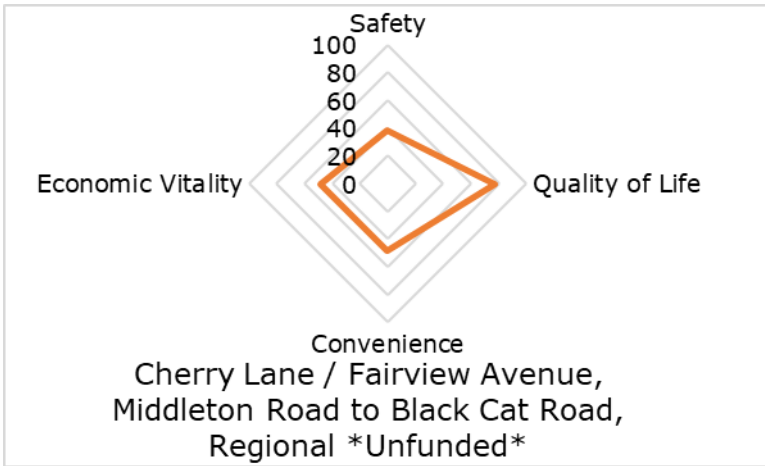
Recommended strategies:

- Add center turn lanes, acceleration lanes, and improved intersection control
- Ensure freight is considered in transit and active mode facility design
- From US 20/26 to State Highway 44, site stops every 0.5 - 2 miles with "standard" bus stop amenities
- Provide higher-density and mixed land uses to reduce trip length
- Construct separated side paths
- Add bike shelters, racks, and repair stations at bus stops
- Add smart intersection improvements on intersections between Laster Lane and Ustick Road
- Consider rumble strips, high-visibility signage, or improved lighting, as appropriate

**Cherry Lane/Fairview Avenue
Corridor
Middleton Road to Black Cat Road**

**Initial Ranking Local System: 2
Unfunded
Score: 71.2**

Identified as primary transit/secondary freight corridor in the COMPASS Complete Network Policy

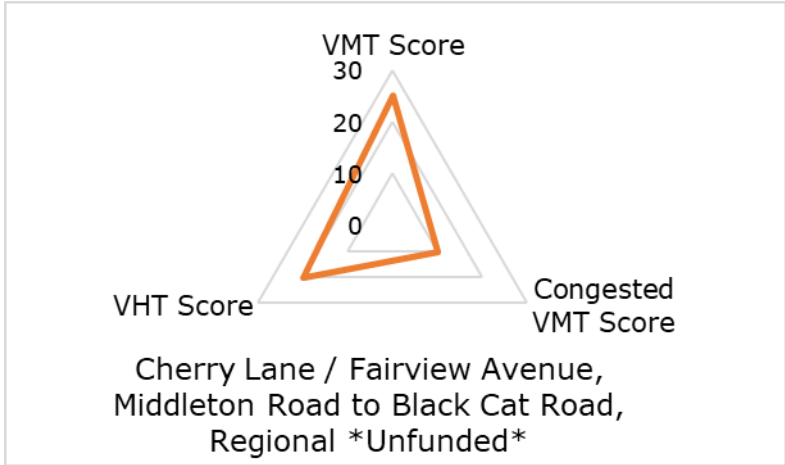


Technical Analysis Results
Score: 18.3 (average)
Max Score: 30

VMT: Change in weekday vehicle miles of travel (VMT) for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

Congested VMT: Change in weekday congested VMT for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

VHT: Change in weekday vehicles hours of travel for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.



Total Score: 52.9 + 18.3 = 71.2

Additional Considerations:

Yes	Do proposed improvements fill gaps in the transportation system (for any mode, as appropriate)?	Yes	Are there identified environmental issues along the corridor?
Yes	Do proposed improvements support robust regional transit by 2050?	Yes	Are there minority and/or low-income populations along or near the corridor, or other equity considerations?
Unsure	Are there improvements needed along other corridors to maximize benefits? ("companion projects")	Yes	Have any high priority safety issues been identified along the corridor?

Comments Regarding Scores and/or Considerations Listed Above (staff notes):

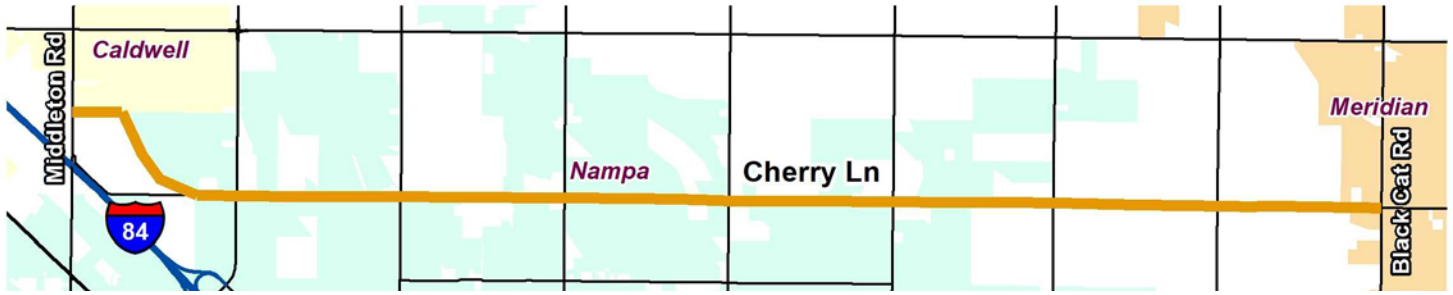
The Cherry Lane/Fairview Avenue corridor received a high quality of life score as it serves a rapidly growing area of Canyon County, as well as Ada County. Proposed roadway improvements would not only support auto, but also the efficiency and reliability of future premium transit service along the corridor.

There have been several crashes along this corridor including two crashes with a total of five fatalities since 2019.

There are several identified environmental issues within one half-mile of the corridor including sensitive hydrological areas, parks, and open space.

Cherry Lane/Fairview Avenue Corridor (unfunded)

Middleton Road to Black Cat Road



Where is the Cherry Lane/Fairview Avenue Corridor?

- From Middleton Road to Black Cat Road
- 8 miles long
- In City of Meridian, City of Nampa, Ada County, and Canyon County
- Major intersections – Black Cat Road, McDermott Road, Can Ada Road, Star Road, Franklin Road, Midland Boulevard, and Middleton Road
- Equity considerations – nearby Environmental Justice (minority) areas
- This is a principal arterial, surrounded by prime farmland, near an activity center and walkable school area at the Can Ada Road intersection near the College of Western Idaho

What’s the vision for Cherry Lane/Fairview Avenue?

Cherry Lane/Fairview Avenue is a vital east-west route, running for 20 miles north of the City of Nampa through downtown Meridian and ending in downtown Boise. It also serves as an alternate route to Interstate 84. This section serves urbanizing areas of north Nampa and west Meridian and connects to the activity center at the College of Western Idaho/Idaho Center event facility. The St. Luke’s Nampa Medical Center is also on this corridor.

Cherry Lane/Fairview Avenue also connects residential neighborhoods to local and regionally oriented employment centers, schools, and services. As such, it is identified as a **secondary freight** corridor and a **primary transit** corridor between Black Cat Road and Can Ada Road in the COMPASS Complete Network Policy. This transit service would provide critical access from neighborhoods to the proposed high-capacity transit route.

What’s needed to achieve that vision?

Identified needs:

Recommended strategies:



Freight:

- Manage conflicts and safely accommodate other modes
- Accommodate demand following completion of State Highway 16

- Provide center turning lanes and bays, wide shoulders, and improve access controls
- Consolidate access in new developments to reduce conflict with through traffic



Public transportation:

- Identify stop locations to support future premium bus route
- Reduce travel time

- From Can Ada Road to Black Cat Road, site stops every 0.5 - 2 miles with “premium” bus stop amenities
- Provide transit signal priority, coupled with dedicated transit right-of-way at major intersections



Active transportation:

- Designate crossings for high-volume roads
- Identify conflict-zones

- Construct separated side paths
- Add bike shelters, racks, and repair stations at bus stops



Auto:

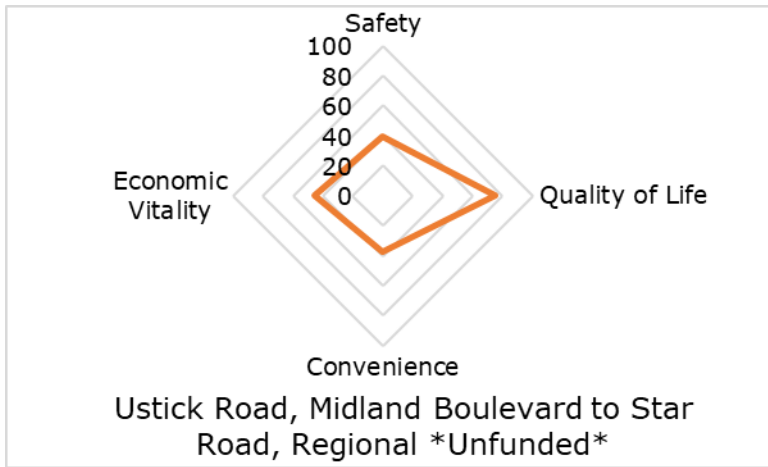
- Accommodate increase in demand and manage modal conflicts

- Add a center turn lane, enhanced signal controls, and coordinated smart signal timing

**Ustick Road Corridor
Midland Boulevard to Star Road**

**Initial Ranking Local System: 3
Unfunded
Score: 66.4**

Identified as transit and secondary freight in the COMPASS Complete Network Policy.



**CIM 2050 Goals
Score: 49.7 (average)**

Max Score: 100

Safety: Safety and comfort of all modes considering speed, propensity of crashes, and existing multimodal infrastructure.

Quality of Life: Factors that make the Treasure Valley a great place to live, including mitigation of environmental degradation, protection of open spaces, and equity.

Convenience: Ability to access key destinations by all modes, factoring in travel speed and land use patterns.

Economic Vitality: Region's economic productivity considering the ability to move vehicles efficiently and maintain the system in a state of good repair.

Technical Analysis Results

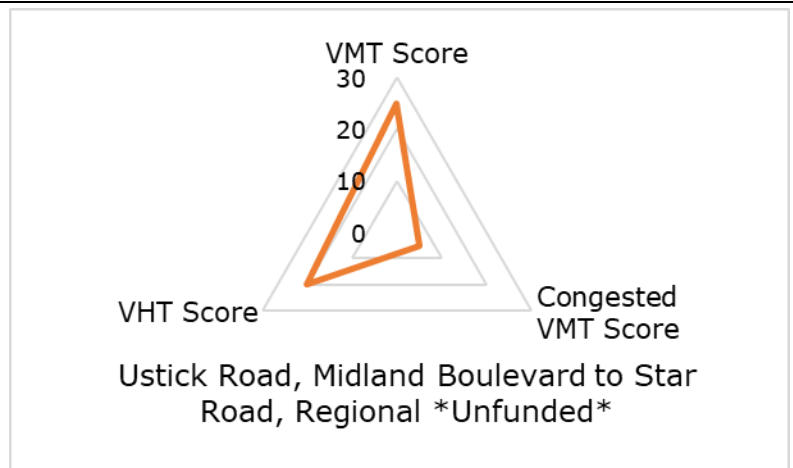
Score: 16.7 (average)

Max Score: 30

VMT: Change in weekday vehicle miles of travel (VMT) for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

Congested VMT: Change in weekday congested VMT for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

VHT: Change in weekday vehicles hours of travel for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.



Total Score: 49.7 + 16.7 = 66.4

Additional Considerations:

Yes	Do proposed improvements fill gaps in the transportation system (for any mode, as appropriate)?	Yes	Are there identified environmental issues along the corridor?
Yes	Do proposed improvements support robust regional transit by 2050?	Yes	Are there minority and/or low-income populations along or near the corridor, or other equity considerations?
Somewhat	Are there improvements needed along other corridors to maximize benefits? ("companion projects")	Yes	Have any high priority safety issues been identified along the corridor?

Comments Regarding Scores and/or Considerations Listed Above (staff notes):

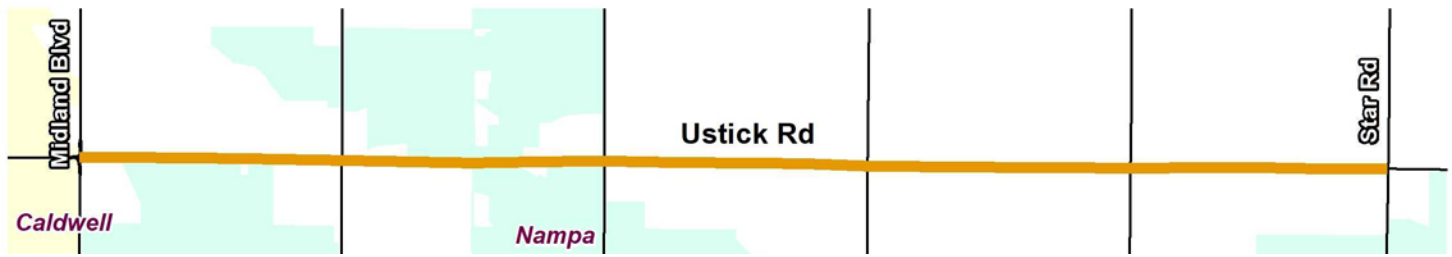
This corridor is one of the longest east-west corridors in the region connecting rural Canyon County from US 95 to the City of Boise, and will have access to the new State Highway 16. These roadway improvements as well as the proposed express bus route will help serve minority areas.

Several serious crashes, including two fatal crashes between Midland Boulevard and Northside Boulevard, have occurred along this corridor.

Within one half-mile of the corridor, there are low-income populations as well as several identified environmental issues including sensitive hydrological areas, schools, and residential areas.

Ustick Road Corridor (unfunded)

Midland Boulevard to Star Road



Where is the Ustick Road Corridor?

- From Midland Boulevard to Star Road
- 5 miles long
- In the City of Nampa and Canyon County
- Equity considerations – Environmental Justice (low-income) populations
- Principal arterial in a walkable school area and surrounded by prime farmland


What's the vision for Ustick Road Corridor?


Ustick Road is one of the longest continuous roads in the region, running 35 miles from the Snake River in Canyon County to Curtis Road in Ada County. The corridor changes in character between rural, suburban, and urban areas in the two counties. Ustick Road will serve one of the few State Highway 16 interchanges between Interstate 84 and US 20/26. Owyhee High School (City of Meridian) and Ridgevue High School (City of Nampa) are the two newest, traditional public high schools in the valley. They are expected to induce rapid growth in the surrounding areas and considerably increase traffic along Ustick Road.


Between Midland Boulevard and Star Road, Ustick Road serves as a **secondary freight** and **secondary transit** corridor.


What's needed to achieve that vision?

Identified needs:

- 
- Freight:
- Accommodate demand following completion of State Highway 16
 - Manage conflicts and safely accommodate other modes

- 
- Public transportation:
- Identify stop locations to support future express route

- 
- Active transportation:
- Increase amenities at future bus stop locations

- 
- Auto:
- Improve safety along the corridor
 - Accommodate demand following completion of State Highway 16

Recommended strategies:

- Consolidate access in new development to prevent conflicts with through traffic
- Provide center turning lanes, turning bays, wide shoulders, and appropriate intersection design
- From Midland Boulevard to Star Road, site stops every 0.5 - 2 miles with "standard" bus stop amenities
- Add bike racks and shelters at bus stops as appropriate
- Construct separated sidewalks
- Consider improved intersection controls, rumble strips, or other safety measures
- Improve the railroad crossing between Midland Boulevard and Northside Boulevard
- Deploy smart signal coordination

Robinson Boulevard/Star Road Corridor
Franklin Road to Ustick Road and Ustick Road to State Highway 44

Initial Ranking Local System: 4
Unfunded and Long-Term Funded
Score: 64.9

Identified as secondary freight/transit corridor with bike facilities in the COMPASS Complete Network Policy



CIM 2050 Goals
Score: 51.6 (average)
 Max Score: 100

Safety: Safety and comfort of all modes considering speed, propensity of crashes, and existing multimodal infrastructure.

Quality of Life: Factors that make the Treasure Valley a great place to live, including mitigation of environmental degradation, protection of open spaces, and equity.

Convenience: Ability to access key destinations by all modes, factoring in travel speed and land use patterns.

Economic Vitality: Region's economic productivity considering the ability to move vehicles efficiently and maintain the system in a state of good repair.

Technical Analysis Results

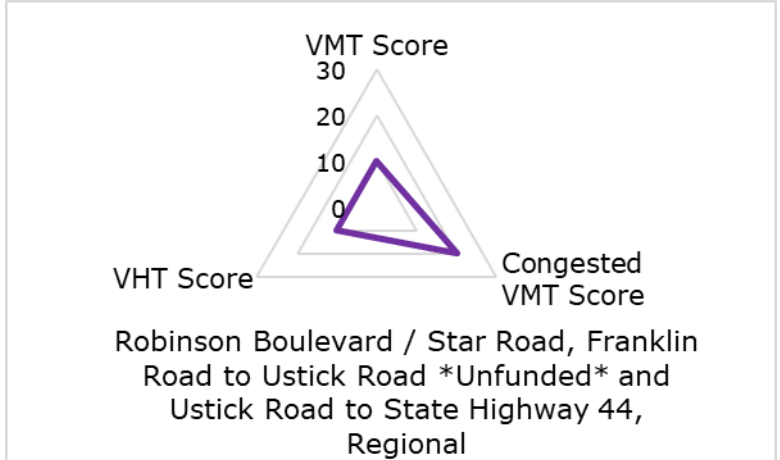
Score: 13.3 (average)

Max Score: 30

VMT: Change in weekday vehicle miles of travel (VMT) for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

Congested VMT: Change in weekday congested VMT for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

VHT: Change in weekday vehicles hours of travel for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.



Total Score: 51.6 + 13.3 = 64.9

Additional Considerations:

Somewhat	Do proposed improvements fill gaps in the transportation system (for any mode, as appropriate)?	Yes	Are there identified environmental issues along the corridor?
Somewhat	Do proposed improvements support robust regional transit by 2050?	No	Are there minority and/or low-income populations along or near the corridor, or other equity considerations?
Yes	Are there improvements needed along other corridors to maximize benefits? ("companion projects")	Somewhat	Have any high priority safety issues been identified along the corridor?

Comments Regarding Scores and/or Considerations Listed Above (staff notes):

This corridor is largely rural with farmland and could be one of the fastest growing areas in the region over the next decade. Star Road is one of the few roads with a Boise River bridge and an I-84 overpass. It also serves traffic from the Amazon fulfillment center, the College of Western Idaho, and the Idaho Center. This corridor would also provide an alternative or detour route for the new State Highway 16.

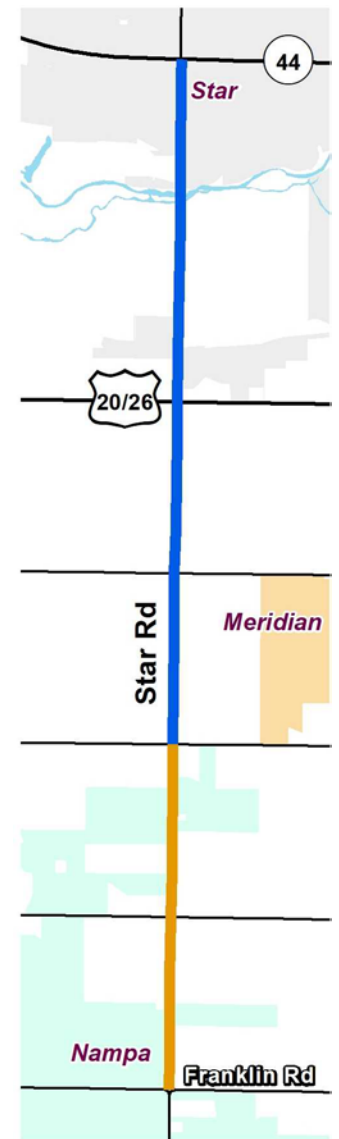
This corridor may increase access to a future high-capacity transit corridor.

There are several identified environmental issues within one half-mile including sensitive hydrological areas, wildlife habitat, contaminated sites, and open space. While the corridor does not intersect environmental justice areas, impacts to vulnerable populations should still be considered.

The widening of Star Road from Ustick Road to State Highway 44 is funded in the ACHD Capital Improvement Program.

Robinson Boulevard (unfunded)/Star Road Corridor (long-term funded by 2035)

Franklin Road to State Highway 44



Where is the Robinson Boulevard/Star Road Corridor?

- From Franklin Road to State Highway 44
- 6 miles long
- In City of Meridian, City of Star, City of Nampa, Ada County, and Canyon County
- Major intersections – Cherry Lane, Ustick Road, McMillan Road, US 20/26, and State Highway 44
- Surrounded by prime farmland with activity centers and walkable areas at the southern and northern ends of the segment

What's the vision for Robinson Boulevard/Star Road?

Robinson Boulevard/Star Road has seen an increase in traffic volume due to growth in the eastern and northern Nampa areas. Star Road runs parallel to the State Highway 16 corridor and the north Can Ada Road corridor. Star Road is a **secondary freight** corridor. While it does not serve the volume of freight or transit of the two parallel routes, it serves an important role, providing a bridge over the Boise River as well as an Interstate 84 overpass. It also serves freight traffic from the Amazon fulfillment center.

Near the corridor are major employers, regional retail centers, the College of Western Idaho, and the Idaho Center. Robust growth is forecasted for the area around the Idaho Center/College of Western Idaho activity center, which will increase traffic volumes. North of Ustick Road will see more residential growth and less commercial development. This is also a **secondary transit route**, providing access to a transit center at the College of Western Idaho. It will also provide bicycle facilities between Ustick Road and State Highway 44 as a parallel route to State Highway 16.

What's needed to achieve that vision?

Identified needs:

Freight:



- Enhance freight access to Star with river crossing and Interstate 84 overpass
- Provide last-mile connections to warehouse and industrial users
- Provide alternate route following State Highway 16 completion

Public transportation:



- Identify stop locations to support future secondary route
- Improve intersections to reduce travel time on premium routes

Active transportation:



- Designated crossings at high-volume roads
- Increase amenities at future bus stop locations

Auto:



- Accommodate demand following projected growth

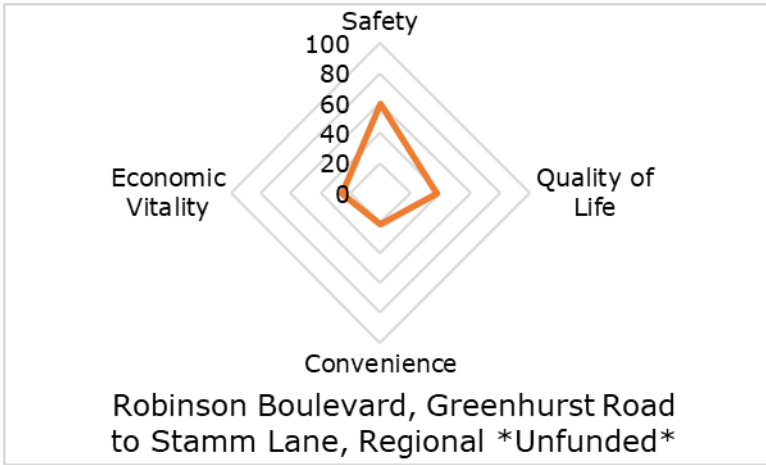
Recommended strategies:

- Provide center turn lanes, turning bays, acceleration lanes, and wide shoulders
- Provide improved control and smart signal coordination
- Improve intersection design and improve railroad crossing safety
- From Cherry Lane to State Highway 44, site stops every 0.5 - 2 miles with "standard" bus stop amenities
- Provide transit signal priority and dedicated right-of-way at the Star Road and Cherry Lane intersection
- Construct separated side paths
- Add bike shelters, racks, and repair stations at bus stops
- Improve intersection controls

**Robinson Boulevard Corridor
Greenhurst Road to Stamm Lane**

**Initial Ranking Local System: 5
Unfunded
Score: 62.8**

Identified as primary freight corridor in the COMPASS Complete Network Policy



**CIM 2050 Goals
Score: 36.1 (average)**

Max Score: 100

Safety: Safety and comfort of all modes considering speed, propensity of crashes, and existing multimodal infrastructure.

Quality of Life: Factors that make the Treasure Valley a great place to live, including mitigation of environmental degradation, protection of open spaces, and equity.

Convenience: Ability to access key destinations by all modes, factoring in travel speed and land use patterns.

Economic Vitality: Region's economic productivity considering the ability to move vehicles efficiently and maintain the system in a state of good repair.

Technical Analysis Results

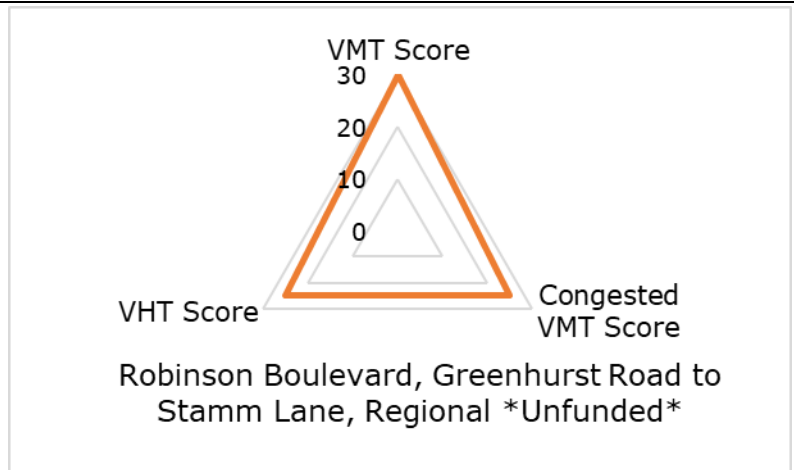
Score: 26.7 (average)

Max Score: 30

VMT: Change in weekday vehicle miles of travel (VMT) for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

Congested VMT: Change in weekday congested VMT for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

VHT: Change in weekday vehicles hours of travel for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.



Total Score: 36.1 + 26.7 = 62.8

Additional Considerations:

Somewhat	Do proposed improvements fill gaps in the transportation system (for any mode, as appropriate)?	Somewhat	Are there identified environmental issues along the corridor?
Somewhat	Do proposed improvements support robust regional transit by 2050?	No	Are there minority and/or low-income populations along or near the corridor, or other equity considerations?
Yes	Are there improvements needed along other corridors to maximize benefits? ("companion projects")	Yes	Have any high priority safety issues been identified along the corridor?

Comments Regarding Scores and/or Considerations Listed Above (staff notes):

The City of Nampa is conducting a study to connect Robinson Boulevard to the Airport Road-Overland Road extension and the future State Highway 16 Interchange. This connection would provide a viable alternative for auto and freight traffic to access I-84 and possibly reduce the traffic going through downtown Nampa and other parallel facilities. It could make parallel routes and other facilities more comfortable for bicyclists, pedestrians, and transit users.

There have been several crashes along this corridor recently, including two fatal crashes. Additionally, the project may improve safety for all users in urban Nampa, diverting freight and auto through-traffic away from pedestrian and bicyclists in downtown areas.

See additional information about the northern section of this corridor in the Robinson Boulevard/Star Road score sheet and corridor summary.

Robinson Boulevard Corridor (unfunded)

Greenhurst Road to Stamm Lane

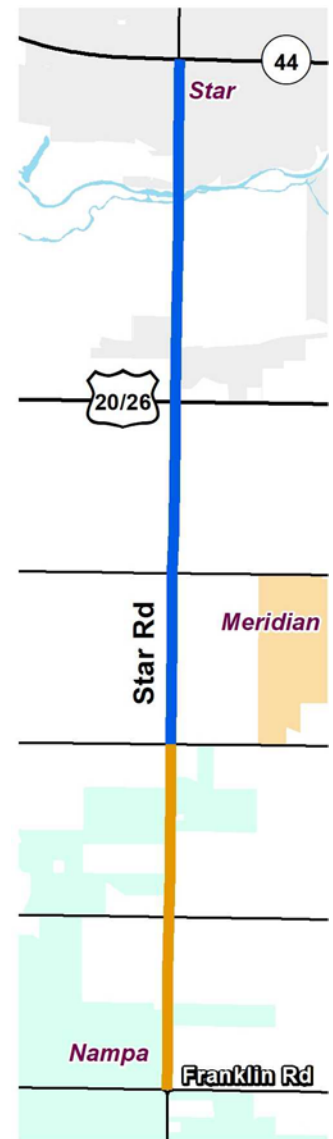
Where is the Robinson Boulevard Corridor?

- From Greenhurst Road to Stamm Lane
- 4 miles long
- In the City of Nampa and Canyon County
- Major intersections – Stamm Lane, Airport Road, Victory Road, Amity Avenue, Lake Hazel Road, and Greenhurst Road
- Surrounded by prime farmland

What's the vision for Robinson Boulevard/Star Road?

Robinson Boulevard south of Interstate 84 carries substantial traffic and is experiencing increasing pressure from residential and commercial development in eastern Nampa. Robinson Boulevard is a **primary freight** corridor as it connects to the Amazon fulfillment center. It also has one of the few Interstate 84 overpasses in eastern Canyon County.

Currently, this area is on the fringe of the Nampa city limits. Additional growth is forecasted along this corridor as the City of Nampa extends eastward. These improvements would provide an alternative route for auto and freight traffic to access Interstate 84, bypassing State Highway 45/12th Avenue in downtown Nampa.



What's needed to achieve that vision?

Identified needs:

Freight:



- Divert through-traffic to Interstate 84 away from downtown Nampa
- Enhance regional connections south of Interstate 84
- Accommodate increased freight demand

Public transportation:



- Bisects future express route on Victory Road

Auto:



- Accommodate expected growth
- Improve safety along the corridor

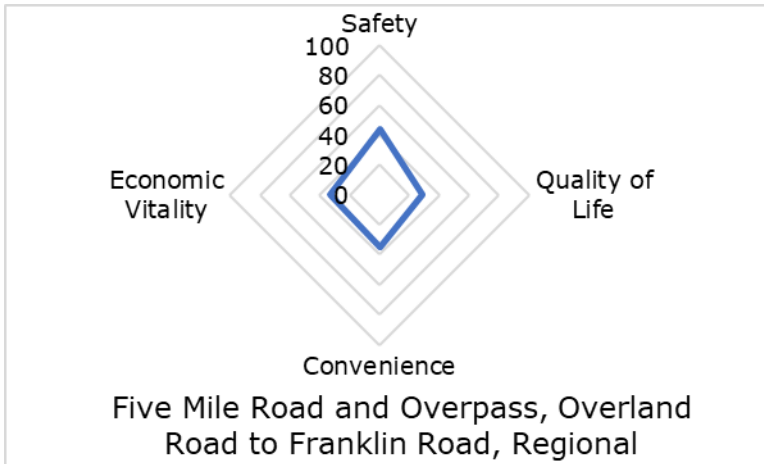
Recommended strategies:

- Plan for possible connections to Interstate 84 and State Highway 16
- Consider possible connections to State Highway 45 and State Highway 69
- Provide center turn lanes, turning bays, acceleration lanes, and wide shoulders
- Site a "standard" bus stop at the intersection of Robinson Boulevard and Victory Road
- Improve intersection controls and deploy smart signal coordination
- Provide rumble strips, high visibility signage, lighting, and/or other safety measures

Five Mile Road Corridor and Overpass Overland Road to Franklin Road

Initial Ranking Local System: 6
Long-Term Funded
Score: 55.3

Identified as primary transit corridor in the COMPASS Complete Network Policy



CIM 2050 Goals Score: 35.3 (average)

Max Score: 100

Safety: Safety and comfort of all modes considering speed, propensity of crashes, and existing multimodal infrastructure.

Quality of Life: Factors that make the Treasure Valley a great place to live, including mitigation of environmental degradation, protection of open spaces, and equity.

Convenience: Ability to access key destinations by all modes, factoring in travel speed and land use patterns.

Economic Vitality: Region's economic productivity considering the ability to move vehicles efficiently and maintain the system in a state of good repair.

Technical Analysis Results

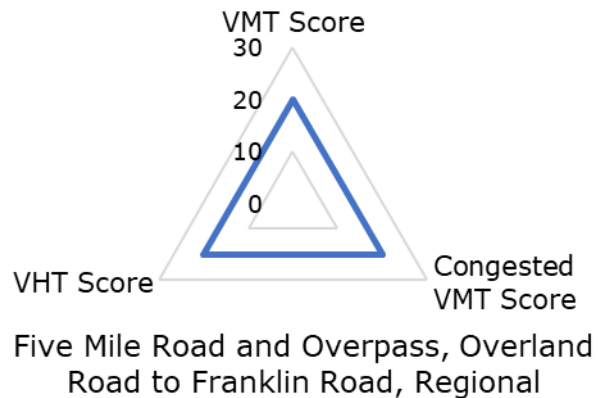
Score: 20.0 (average)

Max Score: 30

VMT: Change in weekday vehicle miles of travel (VMT) for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

Congested VMT: Change in weekday congested VMT for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

VHT: Change in weekday vehicles hours of travel for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.



Total Score: 35.3 + 20.0 = 55.3

Additional Considerations:

Yes	Do proposed improvements fill gaps in the transportation system (for any mode, as appropriate)?	Yes	Are there identified environmental issues along the corridor?
Yes	Do proposed improvements support robust regional transit by 2050?	Yes	Are there minority and/or low-income populations along or near the corridor, or other equity considerations?
No	Are there improvements needed along other corridors to maximize benefits? ("companion projects")	Yes	Have any high priority safety issues been identified along the corridor?

Comments Regarding Scores and/or Considerations Listed Above (staff notes):

This project will provide enhanced bicycle and pedestrian facilities for improved safety and access across Interstate 84 and remove a bottleneck by aligning the lane configuration with adjacent roadways. In addition, the project will improve travel times and reliability for both auto and future transit routes.

The project also provides the ability for the Idaho Transportation Department to make improvements to I-84. Proposed improvements address the regional goals identified in *Communities in Motion 2050* by improving the bicycle and pedestrian safety and comfort level in this area.

There are several identified environmental issues within one half-mile of the corridor including sensitive hydrological areas, wildlife habitat, contaminated sites, and open space. The project will improve the transportation system for nearby low-income populations north of I-84.

Five Mile Road Corridor and Overpass (long-term funded by 2030)

Overland Road to Franklin Road

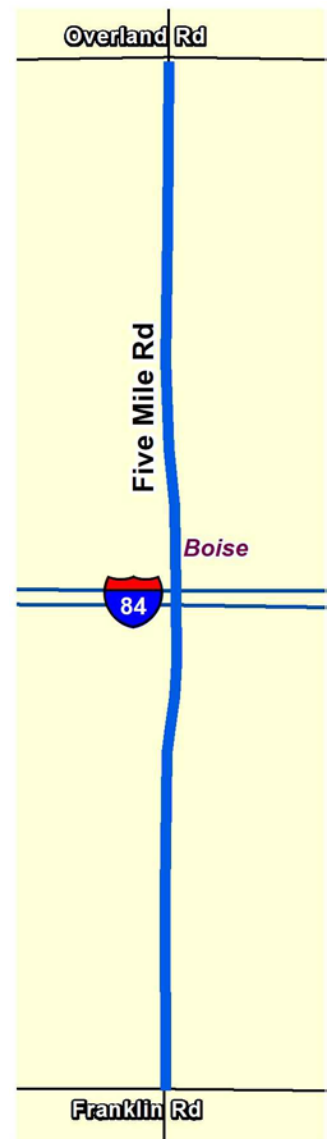
Where is the Five Mile Road Overpass Corridor?

- From Overland Road to Franklin Road
- 1 mile long
- In the City of Boise and Ada County
- Major intersections – Franklin Road, Overpass over Interstate 84, and Overland Road
- Equity considerations – nearby Environmental Justice (low-income) area
- Overpass over Interstate 84 and located near walkable transit area

What's the vision for Five Mile Road?

This stretch of Five Mile Road includes an overpass over Interstate 84 and connects to the adjacent intersections to the north (Franklin Road) and to the south (Overland Road). Another interchange at Five Mile Road is not feasible due to the proximity to the Wye and Eagle Road interchanges. Therefore, this overpass is critical for north-south movement across the interstate. Five Mile Road is identified as a **secondary transit** corridor. This critical overpass currently lacks facilities for bicycles or pedestrians and presents a significant barrier to regional pathway connectivity.

While final transit locations for a high-capacity transit route have not been determined, this corridor may be a key connection point for automobile and non-motorized access to future high-capacity transit service.



What's needed to achieve that vision?

Identified needs:



Public transportation:

- Site stop locations to support a future premium route on Overland Road
- Reduce travel times on premium routes



Active transportation:

- Provide bike and pedestrian facilities on the overpass
- Address dangerous conflict zones



Auto:

- Increase capacity and address overpass "bottleneck"

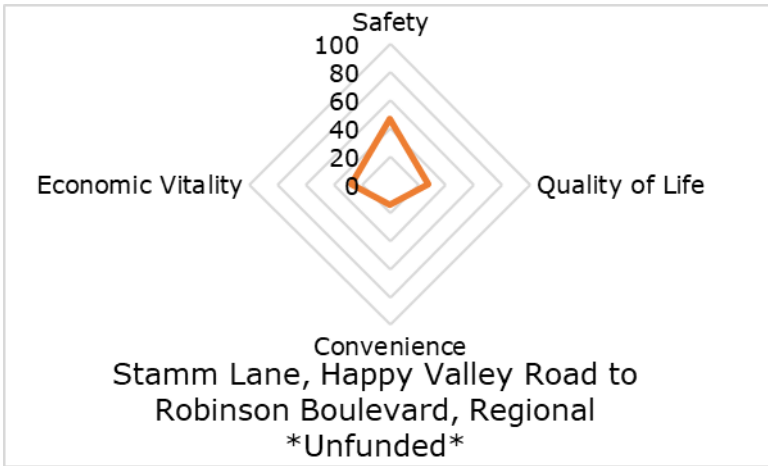
Recommended strategies:

- Site a "premium" bus stop at the Overland Road and Five Mile Road intersection
- Provide transit signal priority, coupled with dedicated transit right-of-way at the Overland Road and Five Mile Road intersection
- Construct separated bike and pedestrian facilities
- Add bike shelters, racks, and repair stations at future bus stops
- Reconstruct overpass to provide two travel lanes in each direction
- Reconstruct roadway with five-lane configuration to match the larger corridor

Stamm Lane Corridor
Happy Valley Road to Robinson
Boulevard

Initial Ranking Local System: 7
Unfunded
Score: 43.9

Not identified in the COMPASS Complete Network Policy.



CIM 2050 Goals
Score: 28.9 (average)

Max Score: 100

Safety: Safety and comfort of all modes considering speed, propensity of crashes, and existing multimodal infrastructure.

Quality of Life: Factors that make the Treasure Valley a great place to live, including mitigation of environmental degradation, protection of open spaces, and equity.

Convenience: Ability to access key destinations by all modes, factoring in travel speed and land use patterns.

Economic Vitality: Region's economic productivity considering the ability to move vehicles efficiently and maintain the system in a state of good repair.

Technical Analysis Results

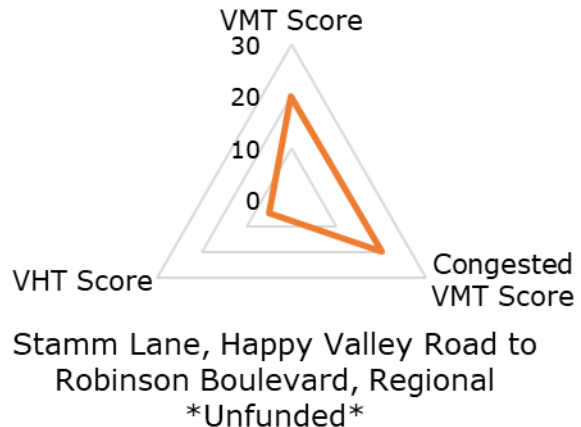
Score: 15.0 (average)

Max Score: 30

VMT: Change in weekday vehicle miles of travel (VMT) for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

Congested VMT: Change in weekday congested VMT for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

VHT: Change in weekday vehicles hours of travel for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.



Total Score: 28.9 + 15.0 = 43.9

Additional Considerations:

No	Do proposed improvements fill gaps in the transportation system (for any mode, as appropriate)?	Somewhat	Are there identified environmental issues along the corridor?
Somewhat	Do proposed improvements support robust regional transit by 2050?	Yes	Are there minority and/or low-income populations along or near the corridor, or other equity considerations?
Somewhat	Are there improvements needed along other corridors to maximize benefits? ("companion projects")	No	Have any high priority safety issues been identified along the corridor?

Comments Regarding Scores and/or Considerations Listed Above (staff notes):

Stamm Lane is a short section of approximately one mile in length. While short, it is important to provide safe, efficient access to the Nampa Gateway Shopping Center commercial area, Garrity Boulevard, and I-84. It is important to note that a longer corridor may have scored higher for the *Communities in Motion 2050* goals areas.

Proposed roadway and potential pathway improvements will improve access to nearby services for low-income and minority populations.

Stamm Lane Corridor (unfunded)

Happy Valley Road to Robinson Boulevard



Where is the Stamm Lane Corridor?

- From Happy Valley Road to Robinson Boulevard
- 1 mile long
- In the City of Nampa and Canyon County
- Equity considerations – nearby environmental justice (minority and low-income) areas
- Major intersections – Robinson Boulevard and Happy Valley Road
- Located near the Nampa Gateway Shopping Center

What's the vision for Stamm Lane?

Stamm Lane is a short but critical piece connecting populations in southeast Nampa to Interstate 84. Recently, Stamm Lane has evolved from a two-lane rural road serving large-lot homesites to a three-lane road that provides access to a retail and a large multi-family housing development. To the east is the Nampa Gateway Center which provides some regional-scale department stores and other shopping for residents in central Nampa.

This project would widen Stamm Lane to 5 lanes to reduce the congestion at connection points including Happy Valley Road, Robinson Boulevard, and other points to the east. Eventually, this corridor may support mobility to the State Highway 16 expressway interchange at Interstate 84.

What's needed to achieve that vision?

Identified needs:



Freight:

- Enhance key last-mile freight connections



Public transportation:

- Integrate land uses that support public transportation for a nearby future premium route



Active transportation:

- Improve pathway connectivity
- Support first-last connections to bus stops on Garrity Boulevard

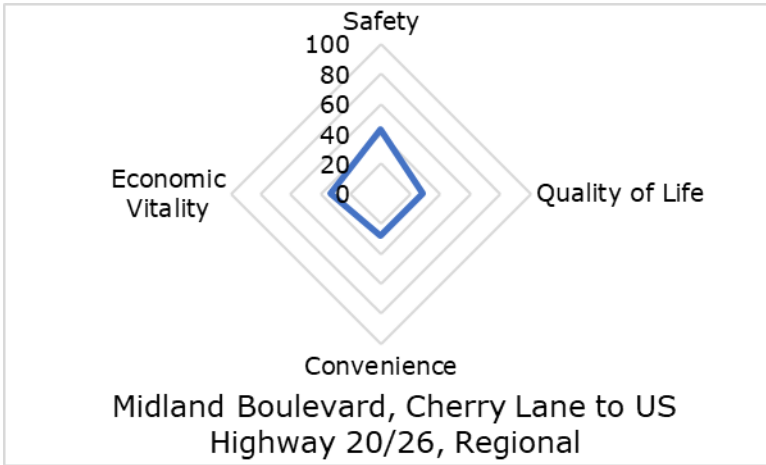
Recommended strategies:

- Provide appropriate intersection design, turning lanes, and turning radii
- Consider smart signal timing
- Provide higher-density and mixed land-uses to reduce trip length
- Construct bike lanes and separated sidewalks
- Provide bike shelters, racks, and repair stations to support future higher-density developments

**Midland Boulevard Corridor
Cherry Lane to US 20/26**

**Initial Ranking Local System: 8
Long-Term Funded
Score: 43.0**

Identified as primary transit corridor in the COMPASS Complete Network Policy



**CIM 2050 Goals
Score: 33.0 (average)**

Max Score: 100

Safety: Safety and comfort of all modes considering speed, propensity of crashes, and existing multimodal infrastructure.

Quality of Life: Factors that make the Treasure Valley a great place to live, including mitigation of environmental degradation, protection of open spaces, and equity.

Convenience: Ability to access key destinations by all modes, factoring in travel speed and land use patterns.

Economic Vitality: Region's economic productivity considering the ability to move vehicles efficiently and maintain the system in a state of good repair.

Technical Analysis Results

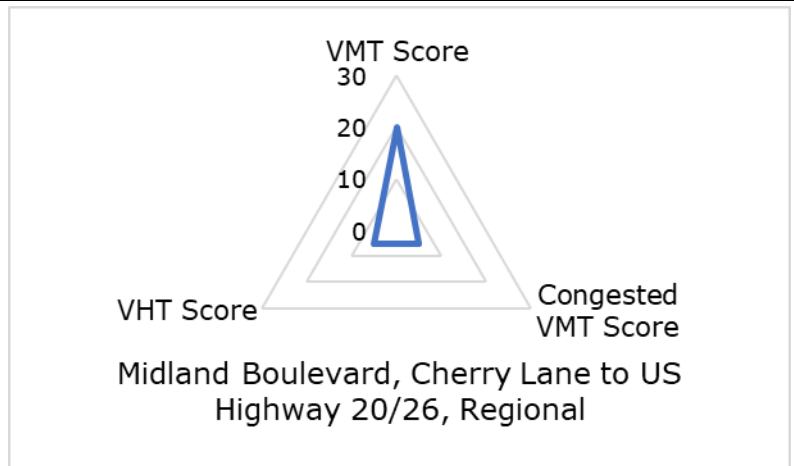
Score: 10.0 (average)

Max Score: 30

VMT: Change in weekday vehicle miles of travel (VMT) for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

Congested VMT: Change in weekday congested VMT for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

VHT: Change in weekday vehicles hours of travel for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.



Total Score: 33.0 + 10.0 = 43.0

Additional Considerations:

Somewhat	Do proposed improvements fill gaps in the transportation system (for any mode, as appropriate)?	Yes	Are there identified environmental issues along the corridor?
Yes	Do proposed improvements support robust regional transit by 2050?	Yes	Are there minority and/or low-income populations along or near the corridor, or other equity considerations?
Somewhat	Are there improvements needed along other corridors to maximize benefits? ("companion projects")	Somewhat	Have any high priority safety issues been identified along the corridor?

Comments Regarding Scores and/or Considerations Listed Above (staff notes):

This project serves racial minority and low-income populations in a rapidly growing area of Canyon County. It would increase accessibility to a regional medical center. The intersection at Cherry Lane and the segment near the Interstate 84 interchange have seen clusters of crashes, some with serious injuries.

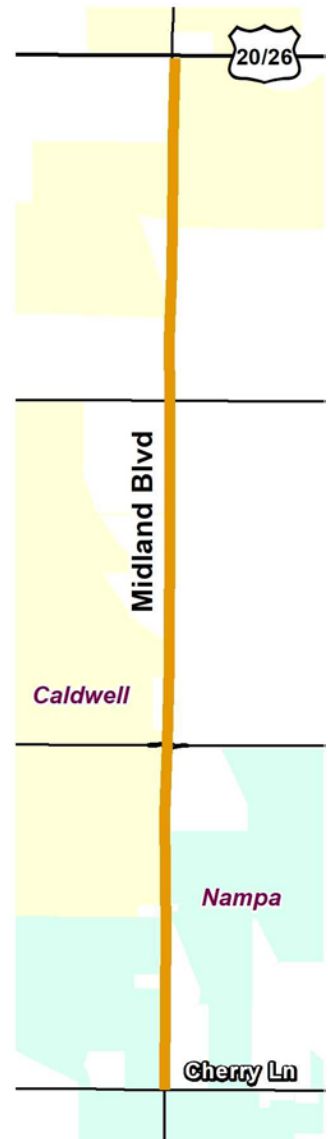
Future transit planned along the corridor may also increase access to services as well as a future high-capacity transit route, parallel to Interstate 84.

There are several identified environmental issues within one half-mile of this corridor including sensitive hydrological areas, parks, and open space.

This corridor scored relatively low as it is in a farmland area and does not increase access to jobs relative to other corridors. Additional projects that parallel or bisect this section of Midland Boulevard may improve efficiency and reliability along this corridor.

Midland Boulevard Corridor (unfunded)

Cherry Lane to US 20/26



Where is the Midland Boulevard Corridor?

- From Cherry Lane to US 20/26
- 3 miles long
- In the City of Caldwell, City of Nampa, and Canyon County
- Major intersections – Cherry Lane, Ustick Road, Linden Road, and US 20/26
- Equity considerations – Environmental justice (minority) area
- Surrounded by prime farmland

What’s the vision for Midland Boulevard?

Midland Boulevard is in a rural but rapidly urbanizing area of north Nampa and east Caldwell. The growth is adding traffic to north-south routes connecting to the Interstate 84 and US 20/26.

This section is a **primary transit** corridor with a potential connection to the high-capacity route along the Union Pacific Railroad (UPRR) corridor. The section between the Cherry Lane and Ustick Road is a **secondary freight route** serving the Marketplace shopping center, St. Luke’s Regional Medical Center, and other retail and services.

What’s needed to achieve that vision?

Identified needs:

Recommended strategies:



Freight:

- Manage conflicts and safely accommodate other modes

- Consider freight needs in transit and active mode facility design
- Improve visibility for midblock pathway crossings



Public transportation:

- Identify stop locations to support future frequent route
- Integrate land uses that support public transportation

- From Cherry Lane to US 20/26, site stops every 0.5 - 2 miles with “standard” bus stop amenities
- Provide higher-density and mixed land uses to reduce trip length



Active transportation:

- Support first/last mile connections to bus stops

- Construct separated sidewalks
- Add bicycle and pedestrian amenities at bus stops, as appropriate



Auto:

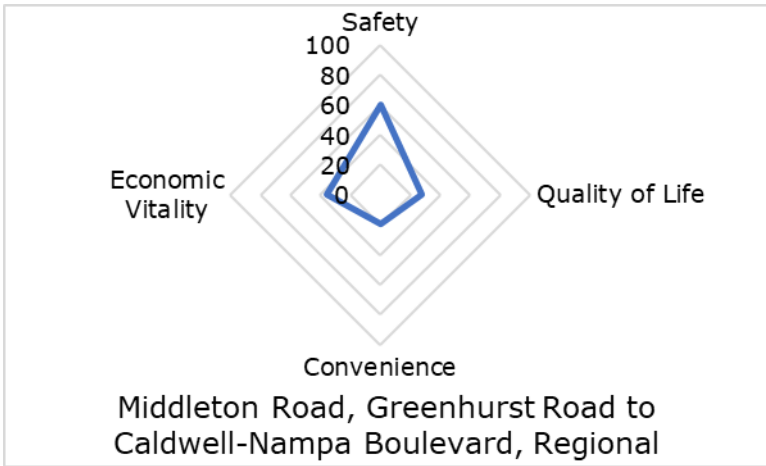
- Accommodate future development along the corridor
- Improve safety along the corridor

- Provide turning lanes and intersection controls, as needed
- Prioritize multiple modes in facility design

**Middleton Road Corridor
Greenhurst Road to Caldwell-Nampa
Boulevard**

**Initial Ranking Local System: 9
Long-Term Funded
Score: 40.4**

Identified as secondary freight corridor in the COMPASS Complete Network Policy



**CIM 2050 Goals
Score: 33.7 (average)**

Max Score: 100

Safety: Safety and comfort of all modes considering speed, propensity of crashes, and existing multimodal infrastructure.

Quality of Life: Factors that make the Treasure Valley a great place to live, including mitigation of environmental degradation, protection of open spaces, and equity.

Convenience: Ability to access key destinations by all modes, factoring in travel speed and land use patterns.

Economic Vitality: Region's economic productivity considering the ability to move vehicles efficiently and maintain the system in a state of good repair.

Technical Analysis Results

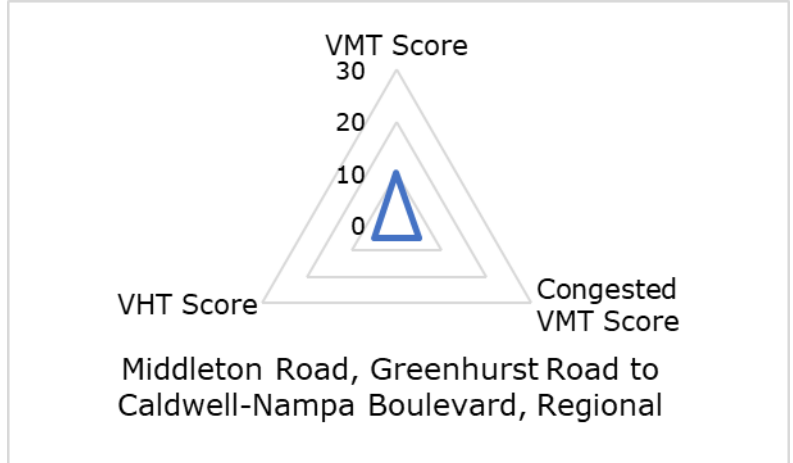
Score: 6.7 (average)

Max Score: 30

VMT: Change in weekday vehicle miles of travel (VMT) for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

Congested VMT: Change in weekday congested VMT for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

VHT: Change in weekday vehicles hours of travel for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.



Total Score: 33.7 + 6.7 = 40.4

Additional Considerations:

Somewhat	Do proposed improvements fill gaps in the transportation system (for any mode, as appropriate)?	Yes	Are there identified environmental issues along the corridor?
Somewhat	Do proposed improvements support robust regional transit by 2050?	Yes	Are there minority and/or low-income populations along or near the corridor, or other equity considerations?
Unsure	Are there improvements needed along other corridors to maximize benefits? ("companion projects")	Yes	Have any high priority safety issues been identified along the corridor?

Comments Regarding Scores and/or Considerations Listed Above (staff notes):

This is a north-south route providing access to the Lake Lowell recreation area. The *Nampa Bicycle and Pedestrian Master Plan* identifies planned side path/separated bicycle facilities along the corridor. Some sections have been improved through adjacent development. Improving connectivity will provide a safer and more efficient multimodal corridor. Proposed improvements will provide better access for minority populations nearby the corridor.

Serious and fatal crashes have occurred along the corridor. There are also several identified environmental issues within one half-mile of the corridor including sensitive hydrological areas, contaminated sites, historical resources, and open space.

See the Middleton Road Cherry Lane to State Highway 44 corridor score sheet for more information about the northern section of this corridor.

Middleton Road Corridor (long-term funded by 2030)

Greenhurst Road to Caldwell-Nampa Boulevard

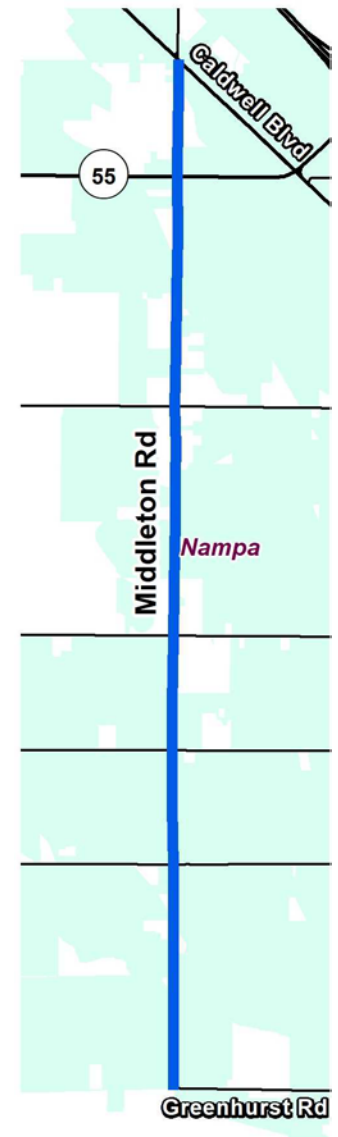
Where is the Middleton Road Corridor?

- From Greenhurst Road to Caldwell-Nampa Boulevard
- 5 miles long
- In the City of Nampa and Canyon County
- Major intersections – Iowa Avenue, Lake Lowell Avenue, Roosevelt Avenue, Lone Star Road, Orchard Avenue, Karcher Road, and Caldwell-Nampa Boulevard
- Equity considerations – Environmental justice (minority) area
- Surrounded by the Karcher Mall activity center, prime farmland, walkable schools, walkable parks, and walkable transit areas; provides access to Lake Lowell/Deer Flat National Wildlife Refuge

What's the vision for Middleton Road Corridor?

Middleton Road, between Greenhurst Road and Caldwell-Nampa Boulevard, is a **secondary freight** corridor as it connects to State Highway 55 (Karcher Boulevard), the Karcher Mall activity center, and has an overpass of Interstate 84. This route runs along the current periphery of the City of Nampa. Currently this area is on the fringe of city limits for the Cities of Caldwell and Nampa. However, this is an area projected to see greater residential growth and urbanization in the future. With greater congestion on the State Highway 45 corridor, this route will be key to efficient freight movement.

This route also connects commuters to a potential park-and-ride location and future high-capacity transit route. While the exact location of potential station locations has not been determined, this route will provide access to a transit stop along the Caldwell- Nampa Boulevard. This route is proposed for bicycle facilities to enable non-motorized connection.



What's needed to achieve that vision?

Identified needs:

Recommended strategies:



Freight:

- Safely accommodate other modes
- Support diversion of traffic away from downtown Nampa

- Accommodate freight considerations in active mode and transit facility design
- Provide center turning lanes, turning bays, and improved intersections



Public transportation:

- Reduce travel time for a future premium route on Caldwell-Nampa Boulevard

- Provide transit signal priority, coupled with dedicated transit right-of-way at the intersection of Middleton Road and Caldwell-Nampa Boulevard



Active transportation:

- Improve safety along corridor

- Create safe and signalized crossings where necessary
- Identify areas of conflict



Auto:

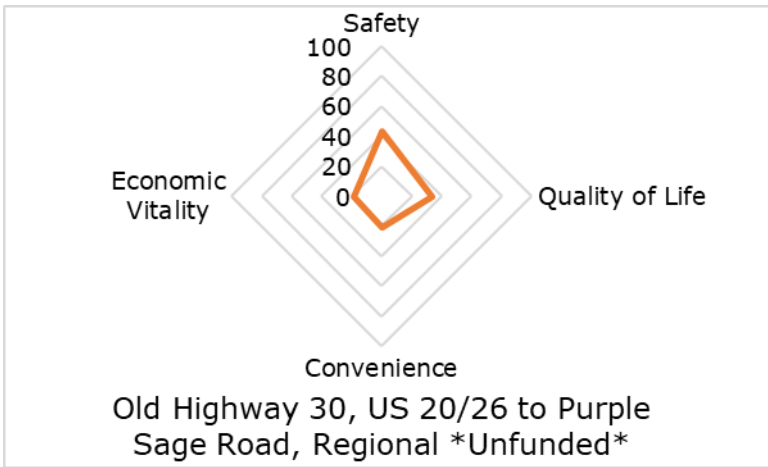
- Improve safety along corridor
- Accommodate growth

- Deploy rumble strips, high-visibility signage, lighting, and/or other safety counter measures
- Limit corridor access to support efficient travel

**Old Highway 30 Corridor
US 20/26 to Purple Sage Road**

**Initial Ranking Local System: 10
Unfunded
Score: 35.8**

Identified as secondary freight corridor in the COMPASS Complete Network Policy



**CIM 2050 Goals
Score: 29.1 (average)**

Max Score: 100

- Safety:** Safety and comfort of all modes considering speed, propensity of crashes, and existing multimodal infrastructure.
- Quality of Life:** Factors that make the Treasure Valley a great place to live, including mitigation of environmental degradation, protection of open spaces, and equity.
- Convenience:** Ability to access key destinations by all modes, factoring in travel speed and land use patterns.
- Economic Vitality:** Region's economic productivity considering the ability to move vehicles efficiently and maintain the system in a state of good repair.

Technical Analysis Results

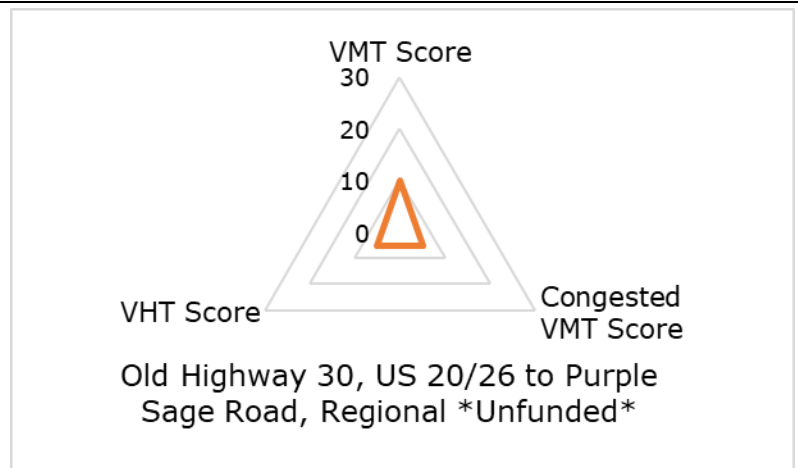
Score: 6.7 (average)

Max Score: 30

VMT: Change in weekday vehicle miles of travel (VMT) for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

Congested VMT: Change in weekday congested VMT for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.

VHT: Change in weekday vehicles hours of travel for the 2030 funded system + just this corridor/project as compared to the 2030 funded system alone.



Total Score: 31.1 + 6.7 = 37.8

Additional Considerations:

Somewhat	Do proposed improvements fill gaps in the transportation system (for any mode, as appropriate)?	Yes	Are there identified environmental issues along the corridor?
No	Do proposed improvements support robust regional transit by 2050?	Yes	Are there minority and/or low-income populations along or near the corridor, or other equity considerations?
Somewhat	Are there improvements needed along other corridors to maximize benefits? ("companion projects")	Yes	Have any high priority safety issues been identified along the corridor?

Comments Regarding Scores and/or Considerations Listed Above (staff notes):

Old Highway 30 runs parallel to I-84 and provides a logical and viable detour route. The southern terminus is near Plymouth Street Bridge – a single lane bridge in poor condition. Agencies have been working together for the past several years on a new design and seeking funding to replace it.

Due to its location in northern Canyon County, Old Highway 30 provides access to and from prime farmland and to both Payette and Gem Counties. This project would also serve a racial minority area of Canyon County.

Severe injury crashes have occurred at the intersections, including a fatal crash north of Purple Sage Road.

There are several identified environmental issues within one half-mile of the corridor including sensitive hydrological areas, wildlife habitat, contaminated sites, historic resources, and open space. Additional projects that parallel or bisect Old Highway 30 may improve efficiency, reliability, and access along this corridor.

Old Highway 30 (unfunded) US Highway 20/26 to Purple Sage Road

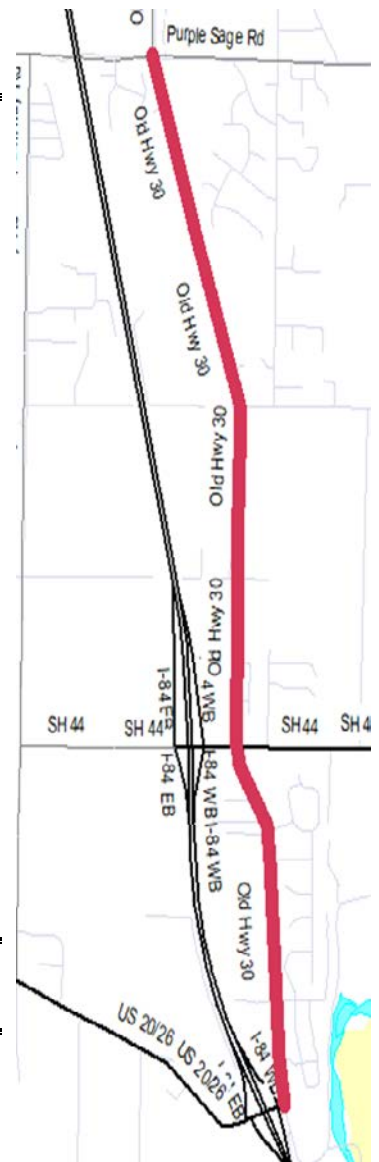
Where is Old Highway 30, US Highway 20/26 to Purple Sage Road?

- From US Highway 20/26 to Purple Sage Road
- 3 miles long
- In the City of Caldwell and Canyon County
- Major intersections – Purple Sage Road, State Highway 44, and US Highway 20/26
- Equity considerations – Environmental justice (minority) area
- Principal arterial surrounded by prime farmland

What's the vision for Old Highway 30?

Old Highway 30 parallels Interstate 84 in northwest Canyon County. This nearly three-mile stretch is served by three interchanges: US 20/26, State Highway 44, and Oasis Road. While there are also overpasses at Purple Sage Road, Galloway Road, and Sand Hollow Road, only Old Highway 30 connects with communities on the east side of Interstate 84 and serves as a **secondary freight** corridor.

Currently, Old Highway 30 serves a mostly rural area with scattered development and large lots with direct access to the roadway network. As growth continues, this area should see additional growth from the Cities of Caldwell and Middleton. This project would widen Old Highway 30 to five lanes to handle the additional traffic.



What's needed to achieve that vision?

Identified needs:

Freight:



- Mitigate freight impacts to nearby residential areas
- Accommodate freight in facility design

Auto:



- Improve safety along corridor
- Mitigate impacts to adjacent residential areas

Recommended strategies:

- Consider enhanced intersection controls
- Consolidate access points
- Provide wide shoulders, acceleration lanes, and appropriate turning radii
- Deploy rumble strips, high-visibility signage, lighting, and other measures as appropriate
- Improve visibility at intersections
- Consider signal coordination as appropriate