

## State Highway 45 Reroute In City of Nampa–Bowmont Road to Interstate 84

### Priority 13

#### Background

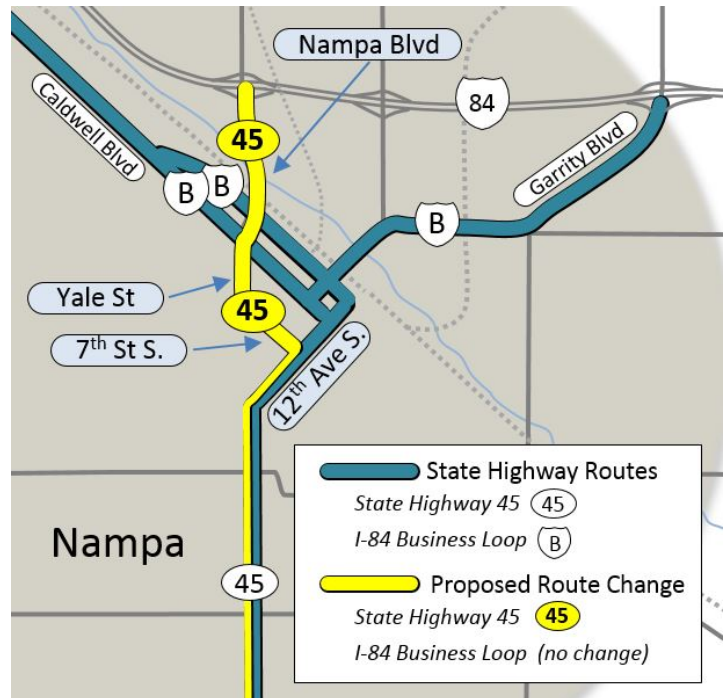
State Highway 45 is an important route for traffic through the region, as well as for local traffic in Nampa. The highway is nearly 18 miles long, connecting downtown Nampa to important activity centers in south Nampa and to communities farther south in Canyon and Owyhee Counties.

It serves a variety of travel and freight needs, including farm-to-market transport, recreational access to the Owyhee Mountains and other points of interest, and commuting into Nampa and other parts of the region.

State Highway 45 is also known as 12<sup>th</sup> Avenue within Nampa.

#### The Corridor at a Glance

- Urban area
  - Commercial properties dominate 12<sup>th</sup> Avenue, greater activity toward downtown
    - 4 travel lanes with center turn lane
  - Many single family homes and some apartments on 7<sup>th</sup> Street South and Yale Street
    - 2 travel lanes with center turn lane
  - Nampa Boulevard has higher speeds and a variety of land uses, including industrial
    - 4 travel lanes with a median
- Several bus routes
  - Intercounty Routes #40 and #42 both have a stop on Nampa Boulevard and another west of Yale Street on Caldwell Boulevard
  - Local routes #51 and #54 serve 12<sup>th</sup> Avenue
  - Local routes #51, #52, #53, and #54 cross Nampa Boulevard on 2<sup>nd</sup> and 3<sup>rd</sup> Streets South
- No bike lanes, but there is a sidepath (8-foot sidewalk) on Nampa Boulevard between 1<sup>st</sup> and 6<sup>th</sup> Streets North
- Sidewalks on both sides of the street, except for one block of Nampa Boulevard
- Points of interest on 12<sup>th</sup> Avenue on *existing route* (north to south)
  - Pivot block downtown, library under development, Pix Theatre renovation
  - Urban with businesses built to sidewalk, on-street parking to 4<sup>th</sup> Street
  - Strip commercial feel south of 4<sup>th</sup> Street, many single family homes converted to commercial uses, or replaced by businesses set back from the street
- Points of interest on *potential reroute* (north to south)
  - I-84 interchange (industrial area to the north), highway services and motels
  - Parkway feel with trees along roadway and in median
  - Offices and apartments, Broadmore Country Club nearby
  - Railroad overpass, big box retail and variety of commercial development
  - Single-family homes, many with driveways to street (on Yale Street), some converted to offices





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### Problem

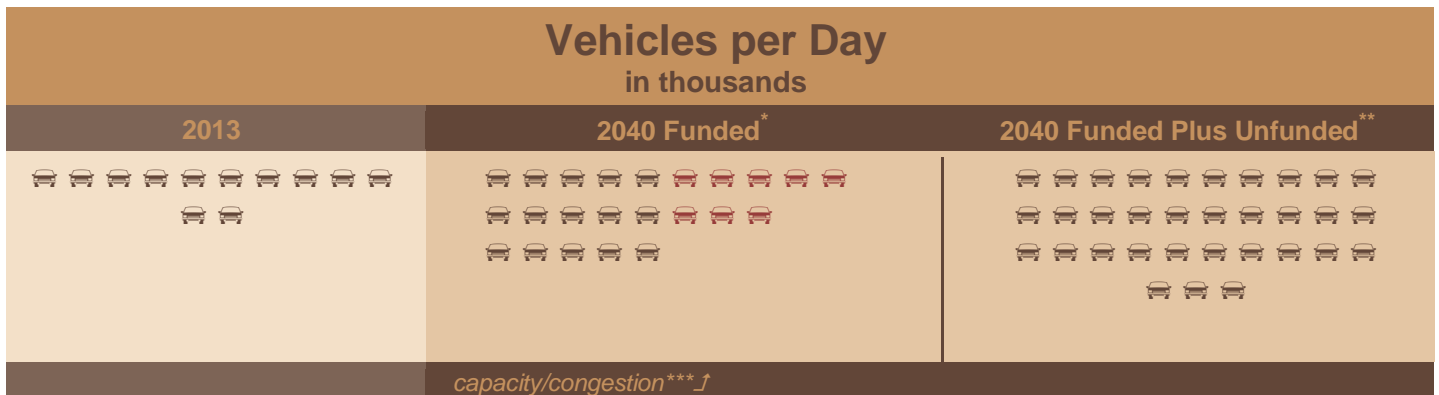
Increasing traffic is a concern through downtown Nampa, especially at the “pivot block” where State Highway 45 (12<sup>th</sup> Avenue South) meets with I-84 Business Loop traffic (2<sup>nd</sup> and 3<sup>rd</sup> Streets South). Another key issue is safety, as heavy volumes of trucks carrying farm products, freight, and solid waste travel through the Nampa downtown area.

Current and Future <sup>1</sup>	2013	2040
Population	5,504	8,922
Households	2,110	4,051
Employment	4,651	9,051

Traffic on State Highway 45 (12<sup>th</sup> Avenue South) ranges from about 4,000 vehicles per day near Bowmont Road to over 20,000 into downtown Nampa (see priority #24). By 2040, traffic on the highway in the downtown area is expected to rise to 25,000 vehicles per day. A possible solution is to reroute some of the traffic to 7<sup>th</sup> Street South, Yale Street, and Nampa Boulevard, and designate the streets as part of State Highway 45.

There are already 12,000 vehicles per day driving on 7<sup>th</sup> Street South, and 21,000 per day on Nampa Boulevard. Traffic will likely increase on 7<sup>th</sup> Street to 23,000 vehicles per day by 2040 without any changes to the street.

When a road, transit line, bikeway, or other part of the transportation system is improved, it can accommodate more traffic and, therefore, attracts more users. Even with more traffic, traveling conditions will be better with the improvements. By improving 7<sup>th</sup> and Yale Streets and designating them as part of State Highway 45, additional traffic will be drawn to them, but they will be better equipped to accommodate it.



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

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

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

<sup>1</sup> Population, housing, and employment in downtown Nampa.



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#### Other Considerations

##### *Roadway Users*

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

##### *Environmental Issues*

Changes to a roadway can impact the surrounding environment as well as the people who live nearby. Before major road projects are built, their potential effects are analyzed to make sure they meet environmental regulations as well as provide for “environmental justice,” ensuring all people can be involved and are treated fairly.<sup>2</sup>

There are a number of sensitive issues to consider along the proposed reroute:

- residences along 7th Street South, most of which face side streets and were built with rear access/garages on alleys behind the homes
- residences along Yale Street, most of which have driveways from the street; a few also have alley access
- Indian Creek and Phyllis Canal
- a small area with low-income and minority population concentrations

#### Budgeted Projects

**Roadway:** There are no road, pathway, or park-and-ride construction projects, or any new bus services in any approved budget for this segment.

#### Unfunded Future Needs

**Roadway:** The City of Nampa and ITD are working on initial plans to transfer State Highway 45 from its current route (12<sup>th</sup> Avenue) to go up 7<sup>th</sup> Street and Yale Avenue to Northside Boulevard up to I-84. This would require widening at some locations and softening of sharp corners for traffic safety. The project would alleviate safety concerns the city has with the number of heavy trucking going through the downtown area. In January 2014 the estimated cost to designate 7<sup>th</sup> Street South and Yale Avenue as State Highway 45, and make the necessary upgrades, was \$24.8 million.

**Bus Service/Park and Ride:** The regional transit services plan, *valleyconnect*, calls for the following in the near- to medium-term:

- Bus Route #72, a rural transit route along State Highway 45 that will connect the City of Melba with downtown Nampa, where users can connect to the urban fixed route system. Rural routes serve frequent stops at 60-minute frequencies all day.
- two new park-and-ride lots
  - Nampa downtown (transit center with parking)
  - Nampa Boulevard/Northside Boulevard/I-84 interchange

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



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COMMUNITIES IN MOTION 2040 | PRIORITY CORRIDOR SUMMARY

## State Highway 45 Reroute *In City of Nampa–Bowmont Road to Interstate 84*

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**Walking/Biking:** The *City of Nampa Bicycle and Pedestrian Master Plan* proposes several additions to the city's biking/walking network:<sup>3</sup>

- extending the sidepath on Nampa Boulevard south over the railroad tracks
- building pathways on Phyllis Canal and Indian Creek, intersecting with Nampa Boulevard
- adding bike lane(s) to Nampa Boulevard from Indian Creek northward
- adding bike lanes and other facilities that would cross 7<sup>th</sup> Street South
- designating part of 7<sup>th</sup> Street South as a bike boulevard

**Operations, Management and Technology Projects:** Aside from road widening, other actions such as improving driveways or changing the traffic signals can help improve traffic conditions. The regional Intelligent Transportation System (ITS) plan<sup>4</sup> calls for the following two main projects in the corridor:

- 12th Avenue Corridor Signal System and ITS Deployment, 7<sup>th</sup> Street to Greenhurst Road
  - Install fiber-optic communications
  - Upgrade four traffic signal controllers
  - Install approximately three closed-circuit television cameras at key intersections
  - Install detection for travel time and speed monitoring
- Downtown Nampa ITS Deployment
  - Fill in fiber-optic communications gaps on 3rd Street, 2nd Street, Garrity Boulevard, and 16<sup>th</sup> Avenue
  - Install approximately four closed-circuit television cameras at key intersections
  - Install detection for travel time and speed monitoring

Updated July 2014

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<sup>3</sup> <http://issuu.com/nampaparksandrecreation/docs/cityofnampabicyclepedestrianmasterplan>

<sup>4</sup> *Final Report: Treasure Valley Transportation System: Operations, Management, and ITS*, is online at [www.compassidaho.org/prodserv/cms-intro.htm](http://www.compassidaho.org/prodserv/cms-intro.htm).