



COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Interstate 84 Centennial Way Interchange to Franklin Boulevard Interchange

Priority 1

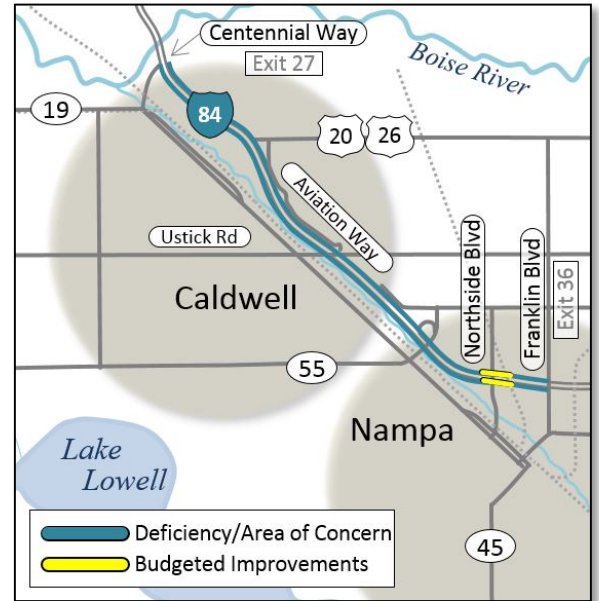
Background

Interstate 84 between Nampa and Caldwell currently provides access to activity centers at the Karcher Interchange (State Highway 55 and Midland Boulevard), downtown Caldwell, and downtown Nampa. It provides additional highway connections to US Highway 20/26, as well as to State Highway 19 and nearby State Highways 44 and 45.

This portion of I-84 serves as a major freight route for local and interstate traffic, making it a significant factor in the regional economy.

The Corridor at a Glance

- Four-lane freeway, two lanes each direction
- Nine miles from Centennial Way in Caldwell southeast to Franklin Boulevard in Nampa
- Three interchanges in Caldwell
 - Centennial Way, connection to State Highway 19
 - 10th Avenue near downtown Caldwell
 - Franklin Road (west)/US Highway 20/26 (east) with access to Canyon County fairgrounds, College of Idaho, and Caldwell Industrial Airport
- Three interchanges in Nampa
 - Karcher Road/State Highway 55 and Midland Boulevard, near Karcher Mall (on Caldwell Boulevard) and Treasure Valley Marketplace
 - Northside Boulevard/Nampa Boulevard, providing access to downtown Nampa and Caldwell Boulevard, and industrial employers north of I-84
 - Franklin Boulevard, providing access to downtown Nampa and to industrial employers north and south of I-84
- Bus Route #43 currently runs on I-84 as a daily single express trip from Caldwell to Boise
- Park-and-ride lots at Franklin Road/US 20/26, Karcher Road/State Highway 55, and Northside Boulevard
- No bike or pedestrian facilities in the I-84 right-of-way, but there is a parallel trail along Indian Creek in Caldwell (west of I-84) from Linden Street to Ustick Road



Problem

Congestion is predicted to worsen dramatically on I-84, which would negatively impact not only transit functions and interstate freight movements, but also the regional economy.

Current and Future ¹	2013	2040
Population	7,114	11,649
Households	2,174	4,379
Employment	3,651	11,415

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



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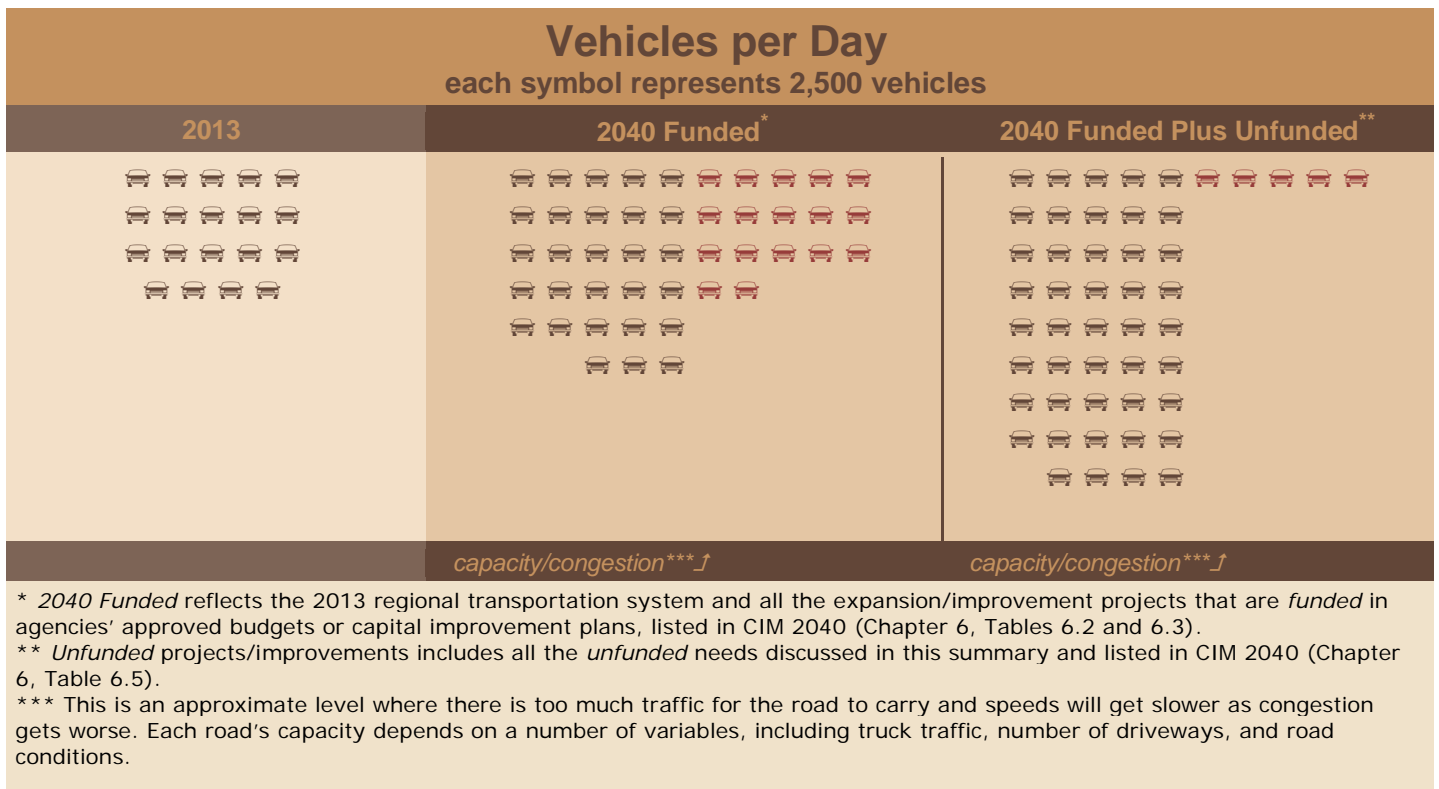
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Specifically, on the stretch of I-84 from Centennial Way to Franklin Boulevard in Canyon County:

- Traffic will likely double by 2040.
 - Traffic on this stretch of I-84 ranged from 37,000 to 60,000 vehicles per day in 2013
 - In 2040 it is expected to range from 94,000 per day near Caldwell to 130,000 per day in Nampa
- Rush hour travel time will likely double, from 10 minutes in 2013 to 20 minutes in 2040.
- The park-and-ride lot at Northside Boulevard is already over capacity.
- The stretch of I-84 near Ustick Road (mile post 31) is on ITD’s high-accident location list²



² Its state-wide rank is 20.5 for the area between Mile Post 31.682 and 32.182 (Ustick Road to Cherry Lane).



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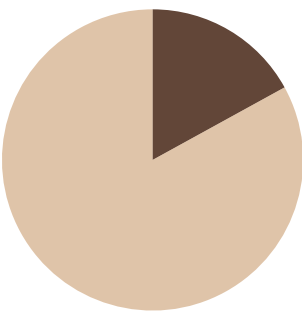
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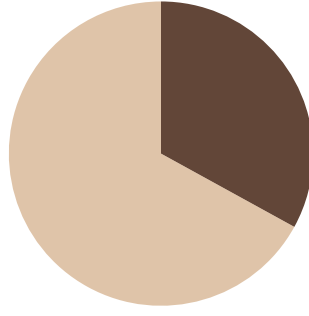
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Drive Times, 2013 vs. 2040

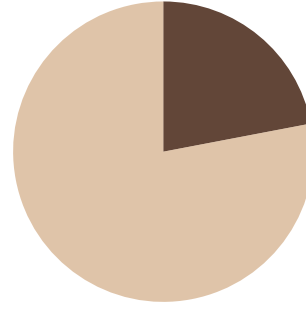
Each pie chart represents one hour. Drive times are in dark brown.



2013



2040 Funded*



2040 Funded Plus Unfunded**

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

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

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

Other Considerations

Roadway Users

Most of the analysis to identify the increased traffic issue is based on cars, the main mode of transportation on streets and highways. Other modes, such as transit (buses) and trucks that carry freight also use I-84.

Environmental Issues

Changes to a street or highway can impact the surrounding environment as well as the people who live nearby. Before major road projects are built, their potential effects are analyzed to make sure they meet environmental regulations as well as provide for "environmental justice," ensuring all people can be involved and are treated fairly.³

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

- The combination of additional development encroaching near I-84 and increasing traffic could necessitate sound walls along the interstate.
- The Caldwell Airport runway is in close proximity to I-84 near Ustick Road.
- The Notus Canal intersects I-84, and the Boise River aligns north of the Centennial Way interchange.
- This portion of I-84 is surrounded by areas with minority population concentrations.

³ See federal environmental justice definitions at www.epa.gov/region07/ej/definitions.htm.



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Budgeted Projects

Roadway: In Summer 2014, the Idaho Transportation Department (ITD) began replacing I-84 bridges over Northside Boulevard and nearby bridges over a railroad spur and canal.

Operations, Management and Technology Projects: Aside from road widening, other actions such as improving driveways or changing traffic signals can help improve traffic conditions. ITD plans to maintain the Incident Response Vehicle Program along I-84 in the urbanized areas of Ada and Canyon Counties.

Unfunded Future Needs

Roadway: Widening this segment would “finish” the I-84 improvement needs identified by ITD⁴ and likely provide relief to Caldwell-Nampa Boulevard and make transit services more efficient. In January 2014 the estimated cost to widen I-84 to six lanes, and replace four overpasses and two canal bridges, was \$115.5 million.

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

- Bus Route #41, an employer express service that would connect Caldwell to Micron in southeast Boise. Employer express routes have limited stops and run at 30-minute frequencies during peak hours.
- Bus Route #43, an express route that would connect Caldwell to Nampa, Meridian, and Boise. Express routes run at 15- to 30-minute frequencies during peak periods and every 30 to 60 minutes during midday.
- high-capacity services such as bus rapid transit or light rail. These services might be implemented adjacent to existing Union Pacific tracks or on I-84, depending on future evaluations.
- a transfer center in downtown Caldwell

Walking/Biking: There are no plans for sidewalks or bike lanes in the I-84 right-of-way, but the following parallel routes are planned by the Cities of Caldwell and Nampa:

- an extension of the Indian Creek Trail (west of I-84) from Ustick Road in Caldwell into Nampa
- a bike route in Caldwell on Aviation Way (east of I-84) from US 20/26 to Ustick Road, with connections into north Nampa

Operations, Management and Technology Projects:

The regional Intelligent Transportation System plan⁵ includes several technology improvements on I-84, as well as an integrated corridor management effort for I-84 and Caldwell-Nampa Boulevard.

Updated July 2014

⁴ See http://itd.idaho.gov/Projects/garvee/D3/I84_Caldwell_Meridian_Corridor/default.asp for more information on ITD's GARVEE transportation program and I-84.

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