

Victory Road Happy Valley Road to McDermott Road

Priority 25

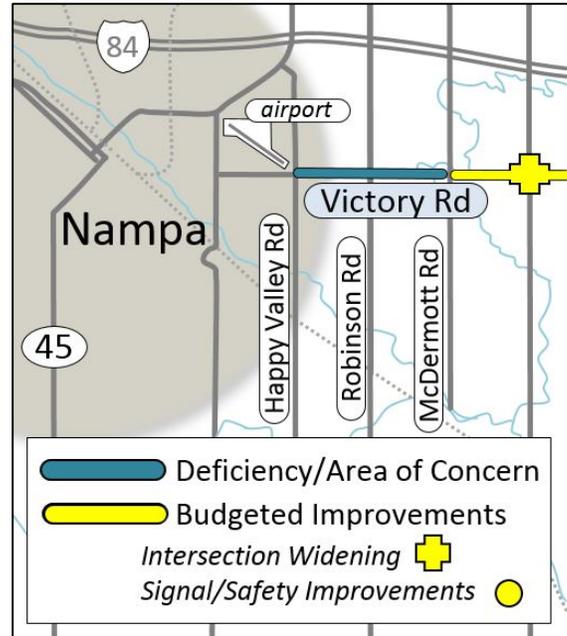
Background

Victory Road is one of only three streets south of I-84 to connect Nampa and Boise. It is continuous, extending from central Nampa through Meridian to the Boise airport. Two major streets, Overland Road and Amity Road, run parallel to Victory but neither offers a continuous through route from Nampa to the Boise city limits.

Funding has been budgeted for widening much of Victory Road; one exception is the section between Happy Valley and McDermott Roads.

The Corridor at a Glance

- Two-lane road, no traffic signals
- Mostly single-family homes on large lots
- Some fields and pastures throughout
- No transit services
- No bike lanes or sidewalks
- Points of interest (west to east)
 - Nampa airport
 - Ridenbaugh Canal, other irrigation canal crossings
 - Belmont Heights ponds (subdivision entrance)



Problem

Continued development in Nampa, south Meridian, and southeast Boise will increase demand on Victory Road and other east-west roads south of I-84. Victory Road is currently the only road in this part of the Treasure Valley that provides a continuous connection from Nampa to Boise. The corridor is also transforming from rural to suburban development between Nampa and Boise.

Current and Future ¹	2013	2040
Population	3,273	5,539
Households	1,096	1,899
Employment	616	1,632

Traffic on Victory Road between Happy Valley and McDermott Roads is currently relatively light, about 3,000 vehicles per day. As development continues, the volume of traffic will increase to near capacity—about 13,000 vehicles per day by 2040.²

- This is similar to current levels of traffic Centennial Way in Caldwell.

A suburban or urban-type road, one with two travel lanes plus a center turn lane, will be needed to serve the corridor. Currently it takes about 12 minutes to drive from Happy Valley Road to Eagle Road. By 2040 driving time on Victory Road is expected to double to 25 minutes.

Also, the intersection with Robinson Road is ranked #12 overall on the Idaho Transportation Department's statewide list of high-accident locations.

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

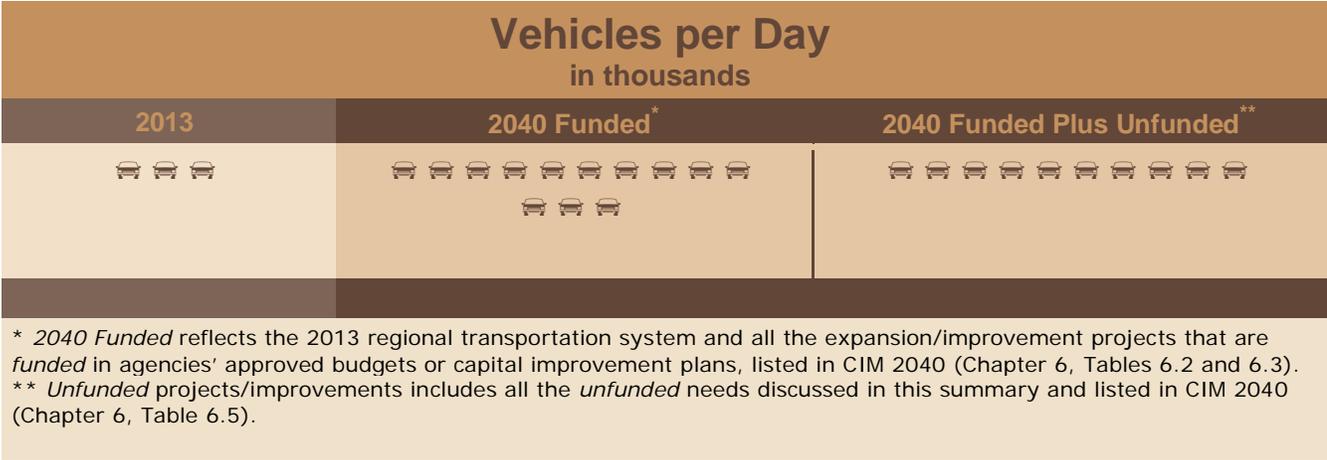
² The capacity of roads similar to Victory Road averages 13,000 to 15,000 vehicles per day. This is an approximate level where there is too much traffic for the road to carry and speeds will get slower as congestion gets worse. Each road's capacity depends on a number of variables, including truck traffic, number of driveways, and road conditions.



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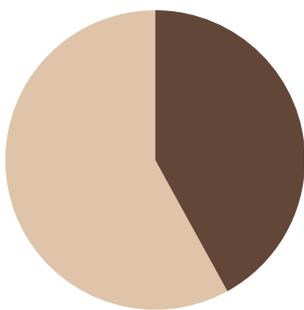
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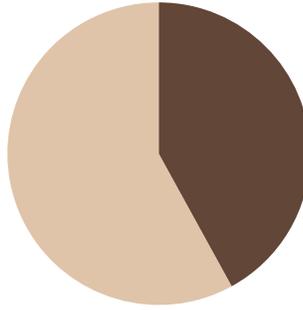


Drive Times, 2013 vs. 2040

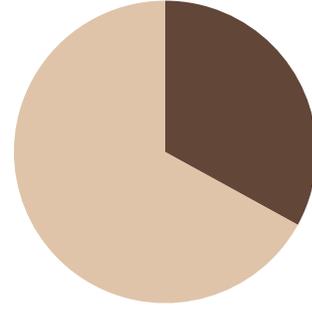
Each pie chart represents one hour. Drive times are in dark brown.



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, 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. Pedestrians, as well as vehicles such as bicycles, freight trucks, farm equipment, and buses, may also share the road.



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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.³

There are a few sensitive issues to consider in this corridor:

- prime, irrigated farmland throughout much of this segment
- residences with frontage and direct access to Victory Road
- a small area with minority population concentrations on the western end of the corridor, where Victory Road enters downtown Nampa.

Budgeted Projects

Roadway: ACHD’s *Integrated Five Year Work Plan*⁴ and *Capital Improvements Plan*⁵ include projects to widen Victory Road between McDermott Road and Maple Grove Road at a total cost of almost \$26 million.

Unfunded Future Needs

Roadway: Widening the two-mile section of Victory Road between Happy Valley Road and McDermott Road could allow for a more consistent flow of traffic along the entire roadway (much of which is already budgeted to be widened). In January 2014 the estimated cost to widen the Road to three lanes was \$8.5 million.

Safety improvements at Robinson Road should be considered in the near-term if a widening project is not possible.

Bus Service/Park and Ride: The regional transit services plan, *valleyconnect*, does not call for any new fixed route bus services in this segment of Victory Road, although Happy Valley Road near Victory Road is adjacent to a planned flex route service in southeast Nampa.

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) plan⁶ calls for ITS system installations, including fiber-optic communications, along Victory Road.

Updated July 2014

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

⁴ www.achdidaho.org/Departments/PP/5Year.aspx

⁵ www.achdidaho.org/Departments/ROWDS/CIP.aspx

⁶ *Final Report: Treasure Valley Transportation System: Operations, Management, and ITS*, is online at www.compassidaho.org/prodserv/cms-intro.htm.