



COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

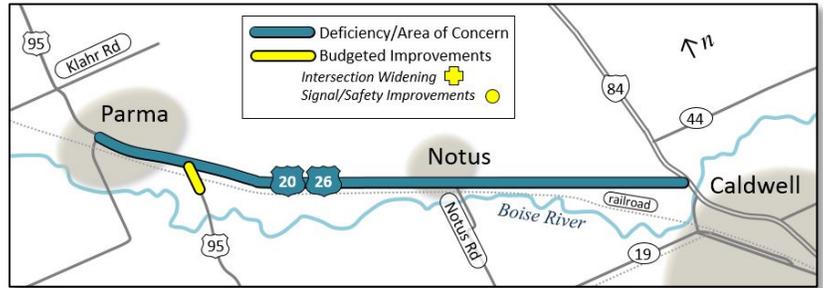
US Highway 20/26 City of Caldwell to City of Parma

Priority 26

Background

US Highway 20/26 connects the cities of Parma and Notus with Caldwell and I-84 to the east, and with Nyssa, Oregon, to the west. It runs parallel to the Union Pacific Railroad tracks and the Boise River.

The highway primarily serves farming and related agribusiness operations in this portion of the Treasure Valley; in the west end of the corridor US 20/26 overlaps US Highway 95, an important international long-haul route. By 2040, development will occur in several pockets where infrastructure currently exists and the highway will continue to serve this important agricultural area.



The Corridor at a Glance

- Two-lane highway, two-way left turn lane in Parma, Notus, and at US Highway 95 junction
- Important farm-to-market road that provides for the movement of trucks and tractors
- 13 miles from Parma to I-84 interchange
 - 7 miles from Parma to Notus
 - 6 miles from Notus to I-84 interchange
- There are no bike lanes, sidewalks, or transit service on this stretch
- Points of interest (northwest to southeast)
 - Downtown Parma and Old Fort Boise Park
 - Food processing facilities in Parma and Notus
 - Railroad and floodplain adjacent to highway from Parma through Notus
 - Agricultural lands throughout corridor
 - US Highway 95 junction and overpass
 - Notus commerce area and railroad siding
 - Mink farm and industrial areas west of I-84

Problem

Growth in the Treasure Valley and in this corridor will raise the level of traffic on US 20/26 until the highway is at capacity. Farm equipment and trucks will continue to use the highway as well, creating more conflicts due to the increased traffic on the road.

Current and Future ¹	2013	2040
Population	4,587	10,774
Households	1,544	3,702
Employment	957	2,224

- Traffic between Parma and Notus is expected to more than double by 2040, from less than 8,000 vehicles per day today to 19,000 per day.
 - This is similar to the average daily amount of traffic on Caldwell Boulevard near Karcher Mall or US 20/26 between Linder Road and State Highway 55 (Eagle Road).
- The amount of time to travel between Parma and I-84 during rush hour is expected to jump from 15 minutes in 2013 to 25 minutes in 2040.

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



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Vehicles per Day

in thousands



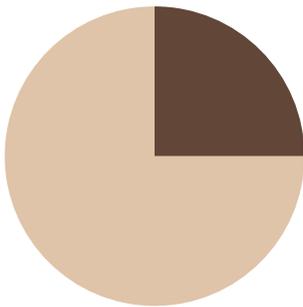
* 2040 Funded reflects the 2013 regional transportation system and all the expansion/improvement projects that are funded in agencies' approved budgets or capital improvement plans, listed in CIM 2040 (Chapter 6, Tables 6.2 and 6.3).

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

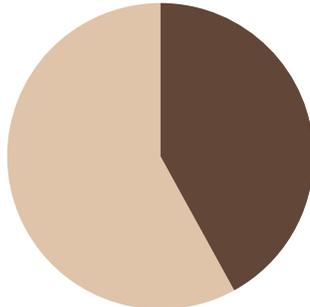
*** This is an approximate level where there is too much traffic for the road to carry and speeds will get slower as congestion gets worse. Each road's capacity depends on a number of variables, including truck traffic, number of driveways, and road conditions.

Drive Times, 2013 vs. 2040

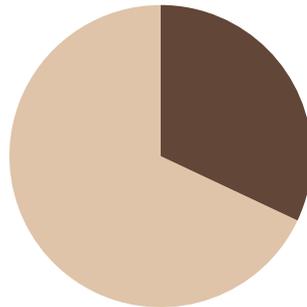
Each pie chart represents one hour. Drive times are in dark brown.



2013



2040 Funded*



2040 Funded Plus Unfunded**

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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.



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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. In this area, where agribusiness is prevalent, other modes such as trucks, tractors, and farm equipment also must be considered when evaluating roadway use.

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.²

There are several environmental factors to consider in this corridor:

- Parma Airport runs parallel to the highway.
- For most of the corridor, the highway runs parallel to the 100-year floodplain.
- Most of the highway in Canyon County is bordered by prime, irrigated farmland.
- There is a mink farm near I-84 that would be disturbed by noise during construction.
- The highway bisects Parma and borders Notus, which could cause disruption to neighborhood and municipal services.

Additionally, most of the US 20/26 corridor between the Cities of Parma and Caldwell includes areas with minority population concentrations.

Budgeted Projects

Roadway: ITD is currently replacing the US 95 bridge over the railroad at the junction of US 20/26 and State Highway 95 near the City of Parma. The total project cost is almost \$4 million.

Unfunded Future Needs

Roadway: Widening US 20/26 to four lanes from downtown Parma to I-84 could reduce congestion and maintain safety for the variety of users on the highway. In January 2014 the estimated cost to widen the highway to four lanes, and to reconstruct the I-84 interchange, was \$78.8 million.

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

- Bus Route #73, a rural transit route to connect the Cities of Notus, Parma, Wilder, and Greenleaf to the future downtown Caldwell transfer center, which will connect to the urban fixed route system. Rural service routes have frequent stops and run every hour all day.
- Bus Routes #74 and #75, demand-response services for Parma and Wilder, and for Notus and Greenleaf
- Future park-and-ride lots along US 20/26 in Parma and Notus

Updated July 2014

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