



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

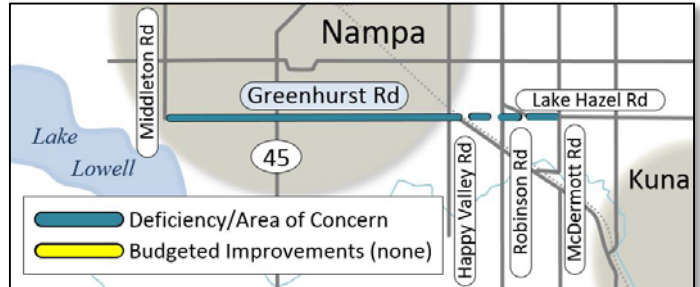
Greenhurst Road Middleton Road to McDermott Road/Happy Valley Road

Priority 30

Background

Greenhurst Road is an important east-west road serving south Nampa. It runs for more than six miles through mostly suburban areas from Lake Lowell to Happy Valley Road, then turns southeast to run parallel to the railroad. It traverses farmland for more than three miles before intersecting with Black Cat Road at the Kuna city limits.

Currently, the corridor is home to sporadic large-lot housing. Big-box retailers and a middle school make up a major activity center at the intersection with 12th Avenue.



The Corridor at a Glance

- Total length of Greenhurst Road is nearly 10 miles, all with two travel lanes
 - Most of the area of concern, five miles long, also has a center turn lane
- Greenhurst Road, Cruse Lane, and Lake Hazel Road line up with one another but don't connect
 - Greenhurst Road doesn't cross the railroad
 - Lake Hazel Road doesn't cross Indian Creek
- Traffic signals at four key intersections: State Highway 45 (12th Avenue South), Sunny Ridge Road, Powerline Road, Southside Boulevard
- From Lake Lowell to Midland Boulevard, the corridor comprises farmland, a golf course, and large residential lots. It's suburban from Midland Boulevard to Happy Valley Road, and rural east of Happy Valley Road.
- No bike lanes, but the Wilson and Stoddard pathways cross Greenhurst Road
- Limited transit services, no park-and-ride lots
 - Bus Route #54 (Caldwell North) serves a small section of the corridor between State Highway 45 and Juniper Street
 - Greenhurst is the southern boundary of the Flex Route #57 service area
- There are sidewalks on at least one side of the road for nearly four miles, from just west of State Highway 45 to Happy Valley Road
 - Sidewalks on both sides of street in just a few places; numerous gaps in system
- Points of interest (west to east):
 - Lake Lowell and Deer Flat National Wildlife Refuge
 - Hunter's Point Golf Course (to re-open in 2014 with a new name)
 - South Middle School and large retailers at State Highway 45 (12th Avenue South)
 - Wilson Pathway and Wilson Creek Park
 - Skyview Park and Skyview High School
 - Mount Calvary Cemetery
 - Stoddard Pathway and Maple Wood Park
 - East Valley Middle School
 - Roundabout at Happy Valley Road



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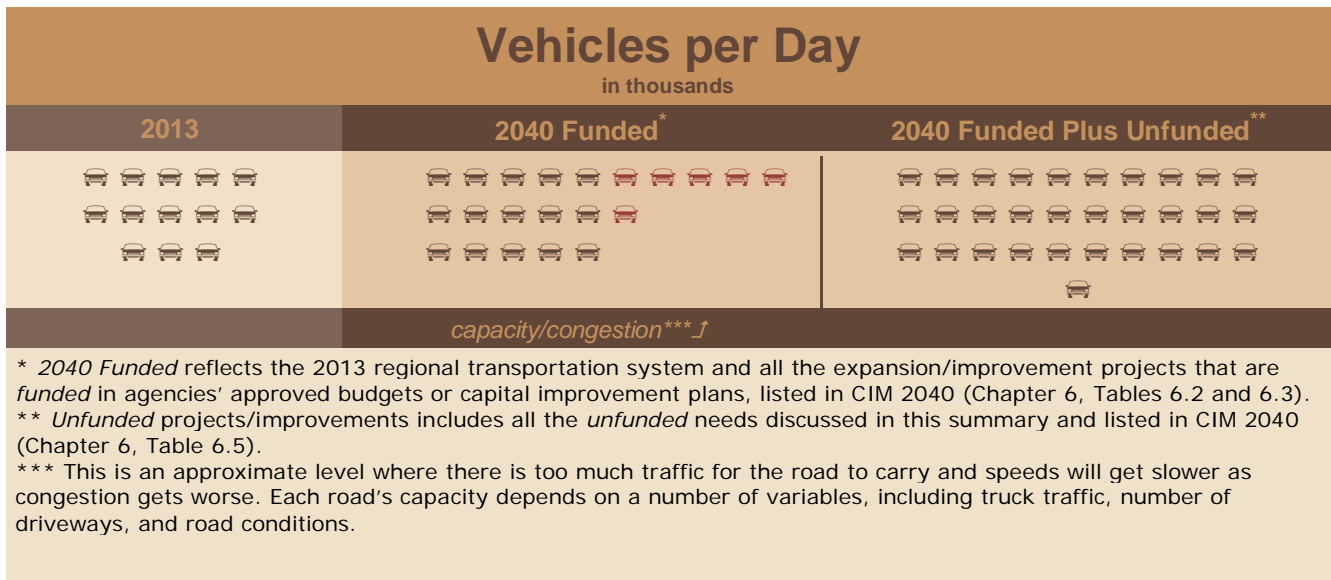
- o Gap in roadway of about one-quarter of a mile between railroad (where Greenhurst Road turns southeast) and Cruse Lane
- o Gap in roadway of about one-half of a mile between the Cruse Lane/Robinson Road intersection and Lake Hazel Road, where Lake Hazel Road turns northwest to avoid Indian Creek and a dairy

Problem

Few east-west roads are continuous for more than a few miles south of I-84 in Canyon and Ada Counties due to interruptions from the railroad, creeks, canals, and other features. As growth in this area continues, the need for improved east-west connections is increasing.

Current and Future ¹	2013	2040
Population	19,485	34,281
Households	6,602	12,271
Employment	2,514	4,179

Growing pressure for development will continue in the corridor; employment and services are expected to locate at key intersections and to intensify at State Highway 45 (12th Avenue). Traffic along Greenhurst ranges from 4,300 vehicles per day in some areas to 13,000 in others. Overall traffic is expected to increase along Greenhurst, up to 21,000 vehicles per day in some areas by 2040.



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.

¹ Population, housing, and employment are based on the neighborhoods (census tracts) that border the length of the road/corridor.



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Environmental Issues

Increased traffic on a road 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 features to consider in this corridor:

- two gas stations north of the intersection at Southside Boulevard
- cemetery at the northeast intersection of Powerline Road
- two parks that abut the south side of the street east and west of Powerline Road
- two middle schools, one high school, and a golf course adjacent to Greenhurst Road

If the project requires additional right-of-way, further consideration should be given to the above locations.

The western edge of the corridor, near 12th Avenue in southern Nampa, includes a small minority population concentration.

Budgeted Projects

There are no funded projects in this part of the corridor. See also the Lake Hazel Road/Amity Road corridor discussion, priority #22.

Unfunded Future Needs

Roadway: If Greenhurst Road could be connected to Lake Hazel Road, the road could provide a continuous east-west arterial. The road would have four travel lanes and several types of intersections, including roundabouts. Access management could include medians, with left turns limited to specified locations. An overpass would be built over the Union Pacific main line track. In January 2014 the estimated cost to widen Greenhurst to five lanes, build a new railroad overpass, and construct a new five-lane wide road connecting to Lake Hazel Road at McDermott Road, was \$60 million.

See also priority #22, the Lake Hazel Road/Amity Road corridor.

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

- Bus Route #56, a secondary service route planned along a small segment of Greenhurst Road, connecting downtown Nampa to the College of Western Idaho transfer center. Secondary routes run every 30 to 60 minutes all day with frequent stops.
- a north-south bus route along 12th Avenue that runs to Melba
- flex route bus service throughout southeast Nampa
- a transfer center in downtown Nampa

Walking/Biking: The *City of Nampa Bicycle and Pedestrian Master Plan*³ calls for a path along Greenhurst east and west of Middleton Road. Other bicycle improvements are planned in sections of the

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

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



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COMMUNITIES IN MOTION 2040 | PRIORITY CORRIDOR SUMMARY

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corridor, such as bike paths on the shoulder or shared lane markings. Future pathways are planned to follow Elijah Drain, which crosses Greenhurst east of Southside Boulevard, and along Deer Flat-Nampa Canal about one-quarter of a mile north of Greenhurst (west of State Highway 45/12th Avenue).

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 plan⁴ calls for several technology improvements in the corridor, such as closed-circuit cameras and traffic signal timing at key intersections.

Updated July 2014

⁴ *Final Report: Treasure Valley Transportation System: Operations, Management, and ITS* can be found online at www.compassidaho.org/prodserv/cms-intro.htm.