



Caldwell/Nampa Boulevard Linden Street to Orchard Avenue

Priority 8

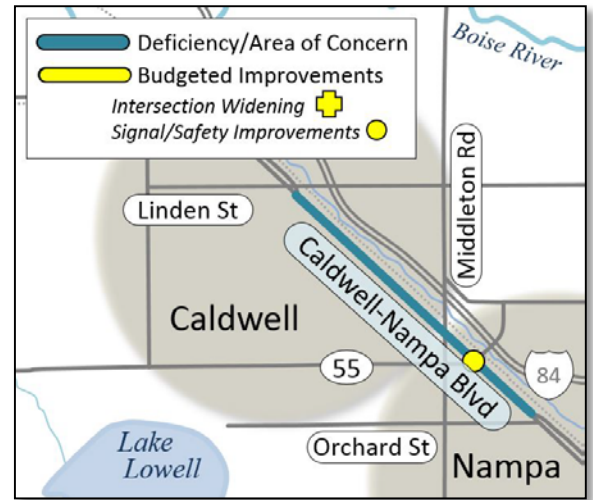
Background

Caldwell-Nampa Boulevard (the Boulevard) is a major commercial arterial connecting the two largest cities in Canyon County. It runs parallel to I-84 and actually serves as business loop I-84B.

The corridor is a major center for the Canyon County economy, including extensive retail, service, and educational opportunities on or near the roadway.

The Corridor at a Glance

- Mostly four lanes wide with an additional continuous left turn lane, 5.8 miles long
- 11 traffic signals and 25 public street intersections
- There are no bike lines on the Boulevard, but a pathway exists parallel to the street along Indian Creek, from Linden Street to Ustick Road
- Sidewalks on both sides of the Boulevard are fairly continuous; pedestrians are in close proximity to traffic lanes with no landscape strip between the sidewalk and travel lanes
- Four bus routes run the length of Caldwell-Nampa Boulevard, with a major bus transfer center at Karcher Mall
 - Park-and-ride lot at Karcher Mall
 - Aside from the four bus routes on Caldwell-Nampa Boulevard, two intercounty bus routes begin/end at Karcher Mall
- Points of interest, north to south
 - Griffiths Park at Linden Street
 - College of Western Idaho Canyon County Center
 - State Highway 55 intersection and Karcher Mall
 - Light industrial, retail, and other commercial land uses throughout corridor



Problem

Planned infill development, including housing and new commercial properties, will increase traffic on the Boulevard, especially near downtown Caldwell and downtown Nampa. Additionally, growth near Ustick Road will add to congestion already surrounding the Karcher Road interchange.

Current and Future ¹	2013	2040
Population	7,641	10,348
Households	2,578	4,012
Employment	5,910	11,181

Traffic will likely increase from about 31,000 vehicles per day in 2013 to 50,000 or more vehicles per day in 2040. This is similar to current traffic volumes on Eagle Road.

It is interesting to note the effects a funded project, or the lack of a project, can have on parallel roadways. Of the unfunded future needs identified in CIM 2040, widening I-84 between Caldwell and Nampa is the highest priority. If I-84 is widened, and all of the other unfunded needs discussed in this summary and listed in CIM 2040 (Chapter 6, Table 6.5) are built, the daily demand on the Boulevard is expected to decrease from 50,000 to 44,000 vehicles per day.

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



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of Southwest Idaho

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

Environmental Issues

Changes to a corridor 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 a number of sensitive areas to consider in this corridor:

- Indian Creek runs the length of the corridor.
- The Idaho Department of Environmental quality has identified several remediation sites in the corridor.
- Most of Caldwell-Nampa Boulevard has minority population concentrations.
- There is a small low-income population concentration at the southeast end of the Boulevard in downtown Nampa.

Budgeted Projects

Operations, Management and Technology Projects: Idaho Transportation Department is planning a project at the intersection with State Highway 55 (Karcher Road) to improve safety in 2016. The project is projected to cost \$1,068,000.

Unfunded Future Needs

Roadway

- Widening I-84 from Centennial Way to Franklin Road could reduce demand on the Boulevard (I-84 is the highest priority of the unfunded needs.)

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

- Bus Route #50, a primary route along Caldwell-Nampa Boulevard connecting downtown Caldwell to downtown Nampa and the College of Western Idaho Transfer Center. This route would make frequent stops and run every 15 to 30 minutes during peak hours.
- High-capacity services such as bus rapid transit (BRT) or light rail. These services might be implemented adjacent to existing Union Pacific tracks or on I-84, depending on future evaluations.
- Transfer centers planned for downtown Caldwell and Nampa. Valley Regional Transit is in the process of developing a transfer facility at the former Happy Day Ford site in Caldwell.

Walking/Biking: No bike paths are proposed for the Boulevard itself, but a path parallel to the Boulevard is proposed along Indian Creek, between the nearby railroad tracks and I-84.

Operations, Management and Technology Projects: The regional Intelligent Transportation System plan³ includes an integrated corridor management effort for I-84 and Caldwell-Nampa Boulevard to improve traffic conditions on both facilities. In January 2014 the estimated cost to upgrade all 11 traffic signals in this area, and implement the other identified ITS projects, was \$39.3 million.

Updated July 2014

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

³ *Final Report: Treasure Valley Transportation System: Operations, Management, and ITS* can be found online at www.compassidaho.org/prodserve/cms-intro.htm.