



# Happy Valley Road

Happy Valley Road is important because it connects south Nampa to I-84



## WHY THIS CORRIDOR MATTERS

Happy Valley Road runs from I-84 south to Bowmont Road. The northern end is the most congested. Happy Valley Road merges into Stamm Lane, which connects the corridor to Garrity Road and the Garrity Interchange (Exit 38), the most congested intersection in Canyon County. Major new retail facilities have opened at the north end of Happy Valley, contributing traffic to one of the more congested areas in Canyon County.

Going south from this point, Happy Valley Road provides access to residential uses and is mainly used for commuter traffic. The far southern portion is rural in nature and connects with Bowmont Road. Bowmont Road is part of the Bowmont/Kuna-Mora Road corridor that eventually is anticipated to become an alternate for I-84 through its connection with McDermott Road. Current traffic volumes range from 300 north of Bowmont to 8800 north of Orchard. By 2035, traffic volumes could range from 1,000 (south end) to 19,000 (north end).

North of the Garrity Interchange, the road is known as Can-Ada Road. Can-Ada Road does not provide a connection over the Boise River, but does provide access throughout much of northern Ada and Canyon Counties as it serves as the County Line.

## Goals for *Communities in Motion* (CIM)

**Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.

**Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.

**Environment:** Minimize transportation impacts to people, cultural resources, and the environment.

**Information:** Coordinate data gathering and dispense better information.

## Recommendations for Happy Valley Road Corridor to meet CIM goals:

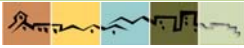
- ❖ The proposed improvements provide better connections in the south/central portion of Canyon County.
- ❖ Support from the City of Nampa, Nampa Highway District, and Canyon County is needed.

## Recommendations for Happy Valley Road Corridor Public Transportation:

- ❖ While not a candidate as a major transit corridor, it could be a local fixed-route corridor.
- ❖ Development and street design should allow for direct access to transit stops and consider appropriate locations for shelters and bus pull-outs.

## Land use decisions needed to implement the plan:

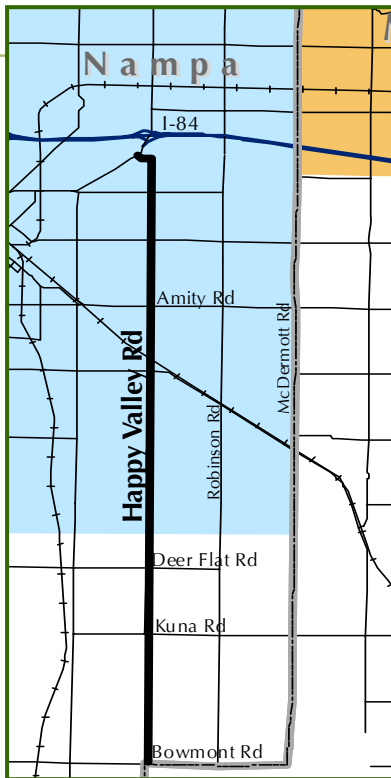
- ❖ As development, both residential and commercial, encroach upon this corridor, land use decisions should take into account the improvements proposed in this plan.
- ❖ With the classification of minor arterial, access management should also be considered during land use decisions.



# Regional Connection

## CHALLENGES AND OPPORTUNITIES

The largest challenge along this corridor is to preserve the corridor so that the improvements can be made when funding is available. The new developments along the northern end of Happy Valley Road will spur additional residential and commercial development that could make the improvements to the corridor difficult.



Past and Current Investments through 2015	Funded Investments through 2035	Unfunded Improvements through 2035
<p>Improvements to this corridor have historically been made through local funding rather than federal sources.</p> <p>2010: Happy Valley Road and Greenhurst Road Round-a-bout.</p> <p>Approximate Cost: \$1,200,000</p>	<p>No projects are recommended at this time.</p>	<p>Happy Valley Road (5 lane) – from Flamingo to Locust Lane. \$40,907,000</p>