

Robinson/Star Road

Robinson/Star Road is an arterial that will become more important as an alternate to McDermott Road – a potential extension of SH 16.



WHY THIS CORRIDOR MATTERS

The Robinson Road/Star Road corridor currently carries a significant amount of traffic between its termini at Floating Feather Road and northwest of Melba (Owyhee County). The focus, for the purposes of this plan, is the twenty mile segment beginning at Star Road at SH 44 and terminating south of Kuna Road. In 2035, the corridor is forecasted to carry 24,000 trips per day south of I-84, decreasing to less than 6,000 north of Bowmont Road. The Star Road bridge across the Boise River would be 28,000 trips per day with the addition of the SH 16 River Crossing

Expanding the road to four or five lanes from Greenhurst Road north to Cherry Lane would increase the number of vehicles it carries. An interchange previously planned for Robinson Road would occur one mile east at McDermott Road. (See the SH 16 and McDermott Corridors) The new McDermott Road interchange and corridor would decrease demand on the Robinson Road/Star Road corridor, which would then provide a more local route for north/south travel.

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 Robinson Road/Star Road Corridor to meet CIM goals:

- ❖ The road is recommended but not yet funded to become a four- or five-lane arterial from Greenhurst Road north to Cherry Lane, with design treatments determined by collaborative planning by the City of Nampa, Nampa Highway District, and the Idaho Transportation Department (I-84 vicinity). The Union Pacific Railroad would also be involved due to the rail crossing issues.
- ❖ Continued support for the completion of the corridor plan for Robinson Road/Star Road is needed.

Recommendations for Robinson Road/Star Road Corridor Public Transportation:

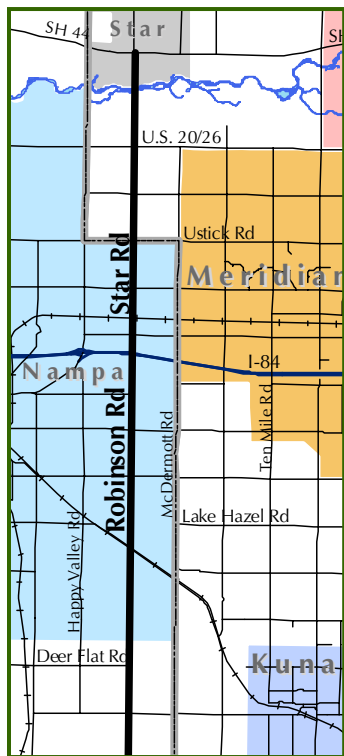
- ❖ This corridor is a likely candidate for major fixed-route services given the residential and commercial uses.
- ❖ Development and street design should allow for direct access to transit stops and consider appropriate locations for shelters and bus pull-outs.

Land use decisions needed to implement the plan:

- ❖ To reinforce the future land-use pattern, local governments along the corridor are recommended to focus development in designated growth areas.
- ❖ Land-use decisions need to ensure access to the Robinson Road/Star Road corridor is managed consistent with its arterial designation.



Regional Connection



CHALLENGES AND OPPORTUNITIES

Robinson Road/Star Road has an opportunity to provide local north-south travel needs parallel to the McDermott Road corridor, which would be the more regional corridor. It would also provide relief to the Happy Valley Road/Can Ada Road corridor. The planned expansion of the corridor to a four- or five-lane arterial from Greenhurst Road north to Cherry Lane will help alleviate future congestion in a rapidly growing area. An interchange is currently planned for construction on McDermott Road. This will leave Robinson Road/Star Road as the only major corridor separating the Garrity and McDermott interchanges.

Additional pressure on Robinson Road and Star Road is due to the Star bridge across the Boise River, the College of Western Idaho, the Idaho Center and large commercial development near the Garrity Interchange.

Past and Current Investments through 2015	Funded Investments through 2035	Unfunded Improvements through 2035
<p>The <i>I-84 Corridor Study Final Report</i>¹ completed in 2001 evaluated an interchange at Robinson Road to remove some pressure from the already congested Garrity Interchange.</p> <p>2010: Reconstruct of two lane overpass to accommodate additional lanes on I-84.</p> <p>An interchange at McDermott Road is designed to provide access from Franklin to a future I-84 interchange and to the extension of SH 16 from SH 44 to I-84.² This interchange would reduce the need for a Robinson Road interchange.</p>	<p>None.</p>	<p>Robinson Road: Greenhurst Road-Cherry Ln. Widen from 2 lanes to 5 lanes north of I-84, 3 lanes south of I-84. \$48,792,000</p>

¹ I-85 Corridor Study Final Report URL: <http://www.compassidaho.org/documents/planning/studies/i84finalreport.pdf>

² A report on the SH 16 planning, including the new interchange, can be found at <http://itd.idaho.gov/projects/D3/>