



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Lake Hazel Road/Amity Road

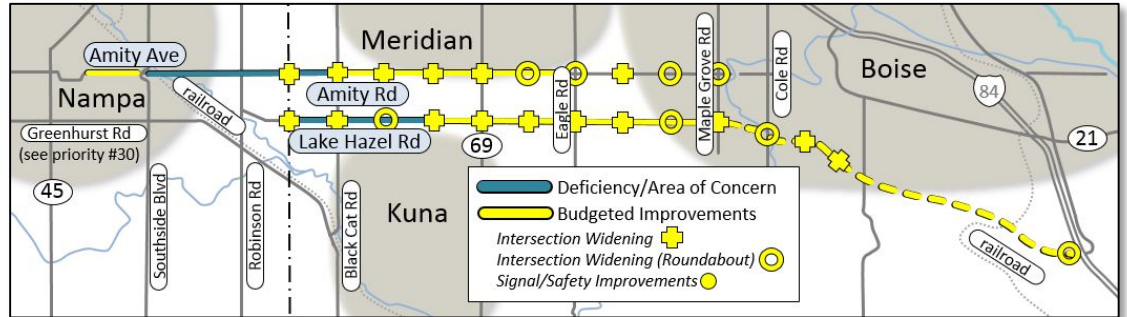
As a corridor – Lake Hazel Road, McDermott Road to Linder Road; Amity Road, Southside Boulevard to Black Cat Road

Priority 22

Background

Lake Hazel Road and Amity Avenue/Amity Road are important east-west routes between Nampa and Boise through Meridian and Kuna. Few east-west roads south of I-84 extend the entire distance because of interruptions from railroad lines, irrigation canals, or other features.

Lake Hazel runs more than 10 miles from Robinson Road near Nampa to southwest Boise. ACHD completed a study in 2008¹ with long-term plans to extend the road approximately eight miles to the southeast to connect with I-84 and Eisenman Road. In Canyon County, Lake Hazel Road also lines up with Greenhurst Road, which serves south Nampa. However, Greenhurst and Lake Hazel Roads do not cross the Union Pacific Railroad and Indian Creek to connect with each other. This is discussed in priority #30 (Greenhurst Road).



Amity Road is one of only three routes south of I-84 that connects Nampa to Boise, and it serves as an alternative route between Nampa and Meridian during high levels of congestion and delay on I-84. The Kings Corner overpasses in Nampa were completed in 2007 on Amity Avenue and Southside Boulevard/Kings Road, providing secure connections across the busy Union Pacific railroad tracks. (Amity Avenue changes to Amity Road when it crosses into Ada County.)

Currently the roads serve generally rural areas with pockets of suburban residential development, but increasing pressure for development in Nampa, Meridian, and Kuna will change the landscape in the next decades. The area will likely develop with neighborhoods, retail, and offices. ACHD completed two studies² that recommended future roundabouts at several locations on both roadways.

The Corridor at a Glance

- Both streets are two lanes wide, with some improvements at key intersections
 - Roundabouts on Amity at Happy Valley Road and Eagle Road
- Both end east of Maple Grove Road and do not cross the New York Canal
 - Other segments of Amity Road lie east of Maple Grove Road and east of I-84
- No transit services or park-and-ride lots
- No bike lanes from railroad in Nampa to Maple Grove Road in Boise
- Sidewalks only in short segments adjacent to recent developments
- Points of interest (west to east):
 - Kings Corner overpass (four lanes wide) at railroad, Nampa Dog Park (Amity Avenue)

¹ The 2008 study was completed in partnership with the City of Boise and the Boise Airport. See www.achdidaho.org/projects/PublicProject.aspx?ProjectID=59.

² See www.achdidaho.org/projects/PublicProject.aspx?ProjectID=76 and www.achdidaho.org/Departments/PP/Docs/RoundaboutPreservation%20Plan.pdf.



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- o Indian Creek crossing and trail, meat packing plant (Amity Avenue)
- o Columbia High School ball fields and Happy Valley Road roundabout (Amity Avenue)
- o Rural area, multiple creeks and irrigation canals (Amity and Lake Hazel)
- o Linder Farms (near Lake Hazel Road)

Problem

Few east-west roads south of I-84 in Canyon and Ada Counties are continuous for more than a few miles due to interruptions from the railroad, canals, and other features. While the overpass on Amity Avenue at Kings Corner provides for long-term needs in the west end of the corridor, Amity Road ends at Maple Grove Road to the east. Lake Hazel Road does not cross the railroad tracks in Nampa or connect with Greenhurst Road, and it also ends in the east end of the corridor near Maple Grove Road. (See the Greenhurst Road corridor discussion, priority #30.)

Current and Future ³	2013	2040
Population	8,600	18,495
Households	2,825	6,504
Employment	129	2,923

As growth in this area continues, the need for improved east-west connections is increasing.

- Traffic in the Lake Hazel/Amity corridor is estimated to grow from an average of 7,000 vehicles per day (on Amity Road) in 2013 to 20,000 a day in 2040.
- Rush hour travel time is also expected to increase on Amity Avenue/Amity Road from Southside Boulevard to Eagle Road; in 2013 the drive took 15 minutes, by 2040 it is expected to take nearly 30.

Vehicles per Day, Amity Avenue/Amity Road 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.

³ Population, housing, and employment in the corridor are based on neighborhoods and other developments near the road.



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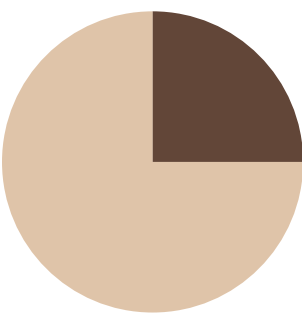
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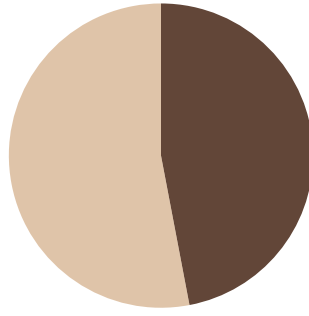
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Drive Times, 2013 vs. 2040, Southside Boulevard to Eagle Road (Amity)

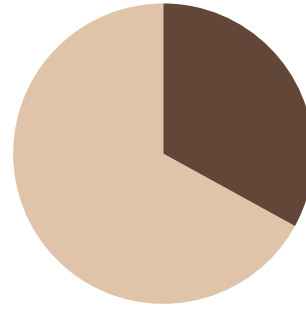
Each pie chart represents one hour. Drive times are in dark brown.



2013



2040 Funded*



2040 Funded Plus Unfunded**

* 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).

When a road, transit line, bikeway, or other part of the transportation system is improved, it can accommodate more traffic and, therefore, it 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, bicycles, and vehicles such as freight trucks, farm equipment, and buses may also share the road.

Environmental Issues

Changes to a roadway 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.⁴

There are a few sensitive issues to consider in this corridor:

- prime, irrigated farmland adjacent to most of the corridor
- several lateral canals serving the area west of McDermott Road
- Ridenbaugh Canal and its floodway in the area west of McDermott Road
- Indian Creek Trail floodway at west end of corridor (by King's Corner intersection)
- a small area with minority population concentrations on the western end of Amity Road

⁴ See federal environmental justice definitions at www.epa.gov/region07/ej/definitions.htm.



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Budgeted Projects

Roadway: ACHD's *Integrated Five Year Work Plan*⁵ and Capital Improvements Plan⁶ include the following projects:

- widening Lake Hazel Road between Linder Road and Maple Grove Road, including intersection improvements and several roundabouts, and building a new road south of Gowen Field, extending Lake Hazel to I-84. The total estimated cost is \$112 million, with another \$2.3 million needed from other agencies.
- widening Amity Road between Black Cat Road and Eagle Road, including intersection improvements and several roundabouts. The total estimated cost is more than \$44 million, with another \$600,000 needed from other agencies.

The City of Nampa obtained high-priority funding through the federal transportation authorization to widen Amity Avenue from Chestnut Street (near Northwest Nazarene University Campus) to the King's Corner overpass at Southside Boulevard. The project will begin in 2014, at a cost of about \$8.4 million.

Unfunded Future Needs

Roadway: Lake Hazel and Amity Roads could provide continuous arterial links through the southern part of the Treasure Valley if funding were available to improve/widen them between Nampa and Meridian and Kuna. Both streets would be multi-lane roadways with traffic signals as well as some roundabout intersections. The railroad overpass on Amity Road will increase in importance as growth continues in east Nampa, and Lake Hazel Road could tie to Greenhurst Road on the west via a new rail overpass (see priority #22).

In January 2014 the estimated cost to widen Lake Hazel Road to five lanes from McDermott Road to Linder Road was \$9.3 million. The estimated cost to widen Amity Road to five lanes from Southside Boulevard to Black Cat Road was \$14.5 million.

Bus Service/Park and Ride: The regional transit services plan, *valleyconnect*, does not call for new fixed-route bus service on Amity or Lake Hazel Roads, but it does propose the following:

- Flex Route #30, serving south Meridian along Amity Road, as well as other flex routes throughout south Meridian. These routes would run every 60 minutes all day.
- Route #31 along State Highway 69 (Meridian Road), from Meridian to Kuna. This secondary route would run every 30 to 60 minutes all day with frequent stops.

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 plan⁷ calls for the following as part of the Amity Corridor Signal System and ITS Deployment project:

- installing fiber-optic communications on Amity Avenue/Colorado Avenue from 12th Ave to Kings Road
- upgrading one traffic signal controller
- installing approximately two closed-circuit television cameras at key intersections
- installing detection for travel time and speed monitoring

Updated July 2014

⁵ www.achdidaho.org/Departments/PP/5Year.aspx

⁶ www.achdidaho.org/Departments/ROWDS/CIP.aspx

⁷ Final Report: Treasure Valley Transportation System: Operations, Management, and ITS, is online at www.compassidaho.org/prodserv/cms-intro.htm.