Background
Star/Robinson Road currently carries a fair amount of traffic and is experiencing pressure from residential and commercial growth in eastern Nampa. Within a mile of the road, there are agricultural processing employers, regional retail centers, the College of Western Idaho, and the Idaho Center.

Robust growth is forecasted for the area around the Idaho Center and the College of Western Idaho, which will increase traffic volumes. A major activity center is planned near the intersection at Franklin Road, with additional industrial employment expected between the Union Pacific Railroad crossing and I-84 as well as additional retail/office employment south of Ustick Road. New residential development will likely occur between Victory and Greenhurst Roads.

The Corridor at a Glance
- Two lanes; area of concern is 6.5 miles long
- One of the few roads with a Boise River bridge and an I-84 overpass
- North end of corridor includes the City of Star and bridge over the Boise River; the remainder is mostly rural
- No transit services or park-and-ride lots
- No bike lanes or sidewalks
- Points of interest (north to south)
  - Subdivisions north and south of Cherry Lane
  - Boise Valley Railroad (Boise Cutoff) crossing
  - Agricultural processors between railroad crossing and Franklin Road
  - Roundabout at Franklin Road and overpass at I-84
  - Large lot developments south of I-84
  - Union Pacific Railroad crossing at Greenhurst Road

Problem
The current two-lane segment between Ustick and Greenhurst Roads will not be able to accommodate the significant commercial, retail, and residential growth anticipated in this area by 2040.

Traffic is expected to triple along Star Road/Robinson Road.
- From Ustick Road to Greenhurst Road, traffic levels are expected to increase from 2,000 to 6,500 vehicles per day in 2013 to 19,000 a day in 2040. (See also priority corridor #30, Greenhurst Road.)

<table>
<thead>
<tr>
<th>Current and Future¹</th>
<th>2013</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>3,518</td>
<td>15,495</td>
</tr>
<tr>
<td>Households</td>
<td>1,193</td>
<td>6,075</td>
</tr>
<tr>
<td>Employment</td>
<td>1,360</td>
<td>10,703</td>
</tr>
</tbody>
</table>

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

**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:

- numerous canals and lateral canals in the southern section
- considerable irrigated, prime farmland between Victory Road and Greenhurst Road
- large cheese processing plant on Star Road north of Franklin
- numerous small residential subdivisions between Victory Road and I-84 that access Robinson Road from public or private lanes
- Union Pacific railroad line that traverses Robinson Road just north of Greenhurst Road

The Star/Robinson Road corridor does not include minority or low-income population concentrations.

---

² See federal environmental justice definitions at [www.epa.gov/region07/ej/definitions.htm](http://www.epa.gov/region07/ej/definitions.htm).
Budgeted Projects
There are no projects for sidewalks, bike lanes, or expanding transit on Star Road/Robinson Road approved in any agency budgets and plans.

Roadway: ACHD’s Capital Improvements Plan (CIP) includes a project to improve the intersection of Star Road and Ustick Road. The estimated total, $2,696,000, includes costs to Canyon County agencies.

Unfunded Future Needs
Roadway: Expanding Star/Robinson Road to four or five lanes from Ustick Road to Greenhurst Road would provide more efficient north-south travel and an alternate route to Can-Ada Road/Garrity Boulevard. This project would require collaboration between the City of Nampa, Nampa Highway District, and ITD (I-84 overpass). The Union Pacific Railroad would also be involved in any rail crossing issues.

In January 2014 the estimated cost to widen Star/Robinson Road to five lanes, including the I-84 overpass, was $40.3 million.

ACHD’s CIP identifies a project to widen a nearby segment of Star Road, from McMillan Road to Ustick Road, at a cost of about $3.1 million.

A proposed I-84 interchange for the State Highway 16 extension between Star/Robinson Road and McDermott Road (priority #14) could reduce pressure on Star/Robinson Road.

Bus Service/Park and Ride: The regional transit services plan, valleyconnect, calls for a new secondary service along a portion of Star Road in the near- to medium-term. Bus Route #62 would connect Star, Middleton, and Eagle to the College of Western Idaho transfer center. This route would run every 30 to 60 minutes all day with frequent stops.

The Boise Valley Railroad, which crosses Star/Robinson Road, is a possible alignment for a future high-capacity transit corridor.

Walking/Biking: Nampa’s Bicycle and Pedestrian Master Plan includes future pathway segments alongside Robinson Road in two areas—near Cherry Lane and Amity 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. However, the regional Intelligent Transportation System plan does not include any specific projects in the Star/Robinson Road corridor.

Updated July 2014

---

3 www.achdidaho.org/Departments/ROWDS/CIP.aspx
4 http://issuu.com/nampaparksandrecreation/docs/cityofnampabicyclepedestrianmasterplan
5 Final Report: Treasure Valley Transportation System: Operations, Management, and ITS can be found online at www.compassidaho.org/prodserv/cms-intro.htm.