CALDWELL AREA TRANSPORTATION SYSTEM PLAN



October 31, 2023

CALDWELL IDAHO

KITTELSON & ASSOCIATES

CANYON HIGHWAY DISTRICT 4

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Caldwell Area Transportation System Plan

Canyon County, Idaho

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INTRODUCTION

The Caldwell Area Transportation System (CATS) Plan (herein referred to as the Plan) is a long-range transportation planning resource for the Caldwell area. This section of the plan describes the CATS Plan's study area, purpose, and intent.

Study Area

The study area is shown in Figure 2 and includes the entirety of the City of Caldwell and portions of un-incorporated Canyon County. The study area also includes small parts of the City of Nampa to the south and south-east.

The City of Caldwell owns and maintains the majority of roadway facilities within its boundaries. Canyon Highway District No. 4 (CHD4) owns and maintains the majority of roadways within unincorporated Canyon County in the study area. Idaho Transportation Department (ITD) is responsible for the state highways within the study area. The City of Nampa and Nampa Highway District No. 1 (NHD) own and maintain some of the roadway facilities along the southern border of the study area. The City of Nampa maintains roadways within the urbanizing area north of Ustick Road and east of Midland Boulevard. NHD owns and maintains Marsing Road and Ustick Road along the southern edges of the study area.

Plan Purpose and Intent

The purpose of the CATS Plan is to provide a long-range framework for implementing and prioritizing transportation projects within the study area. The plan assesses existing conditions (year 2021), elements related to roadway facilities, land-use, safety, active transportation, traffic volumes, and traffic operations within the study area. The plan also evaluates future conditions (year 2050) for land-use, traffic volumes, and traffic operations.

The intent of the Plan is to create a tool that local agencies and other regional stakeholders may use to inform land-use and transportation decisions. The Plan will include a list of projects that aim to improve the transportation system within the study area for all roadway users and to help meet the goals and objectives defined in the Plan. The Plan will also help the community proactively plan for the effects of anticipated growth. The projects identified in the Plan will allow for the creation of a Capital Improvements Plan and Traffic Impact Fee Program for the study area.

Who Was Involved?

This plan was developed in coordination with the Project Management Team (PMT), which included representatives from the City of Caldwell, Canyon Highway District No. 4, the City of Nampa and Nampa Highway District No. 1. The PMT provided guidance through each step in the plan process, assisting the consultant team with continual feedback on project milestones and major decisions. The PMT also worked closely with Community Planning Association of Southwest Idaho (COMPASS) to utilize its regional travel demand model. The PMT is responsible for final recommendations on the Transportation Plan, as well as the forthcoming Capital Improvements Plan (CIP) and Traffic Impact Fee Study, to go before the City Council and the CHD4 Commission for adoption.

The PMT met regularly with the consultant team throughout the plan development process. Each PMT meeting is listed below; meeting agendas and notes are provided in Appendix A.

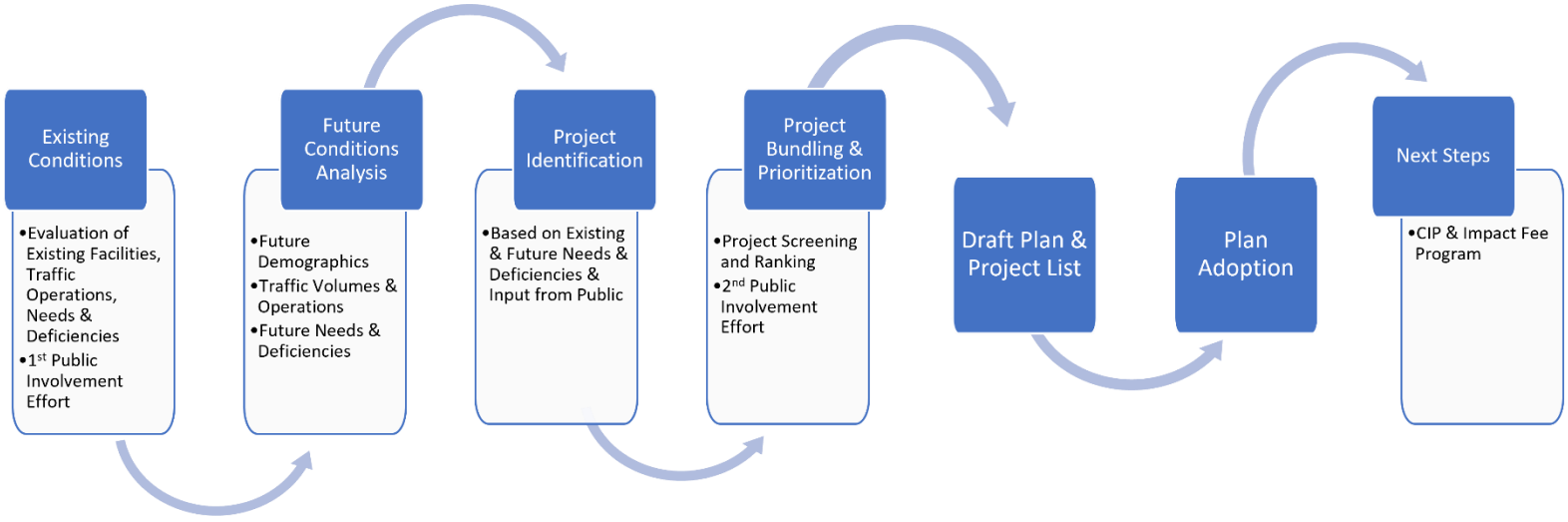
- PMT Meeting #1 (Project Kick-Off) - October 7, 2021
- PMT Meeting #2 (Existing Conditions Review) - January 26, 2022
- PMT Meeting #3 (Future Conditions Discussion) - June 23, 2022
- PMT Meeting #4 (Future Conditions Analysis Review) - September 21, 2022
- PMT Meeting #5 (Future Conditions Report / Project List Review) - November 30, 2022
- PMT Meeting #6 (Draft Report Review / Comments) - May 8, 2023
- PMT Meeting #7 (Updated Draft Report / Public Involvement / Buildout Scenario) – August 28, 2023

This plan was also influenced by input from the general public and stakeholders. An extensive public involvement effort was conducted that included an online interactive map survey to identify transportation needs and projects. The feedback received through this process was used to develop and prioritize projects. Results from the public outreach efforts are available in Appendix B and Appendix C.

Timeline

The graphic below provides the process for developing the Plan. The Plan was developed through evaluating existing and future conditions, identifying the needs and deficiencies within the study area, and identifying and prioritizing potential projects within the study area. This Plan will help lead to the development of a Capital Improvement Plan and Impact Fee Program for the Caldwell subarea.

Figure 1. Plan Development Timeline



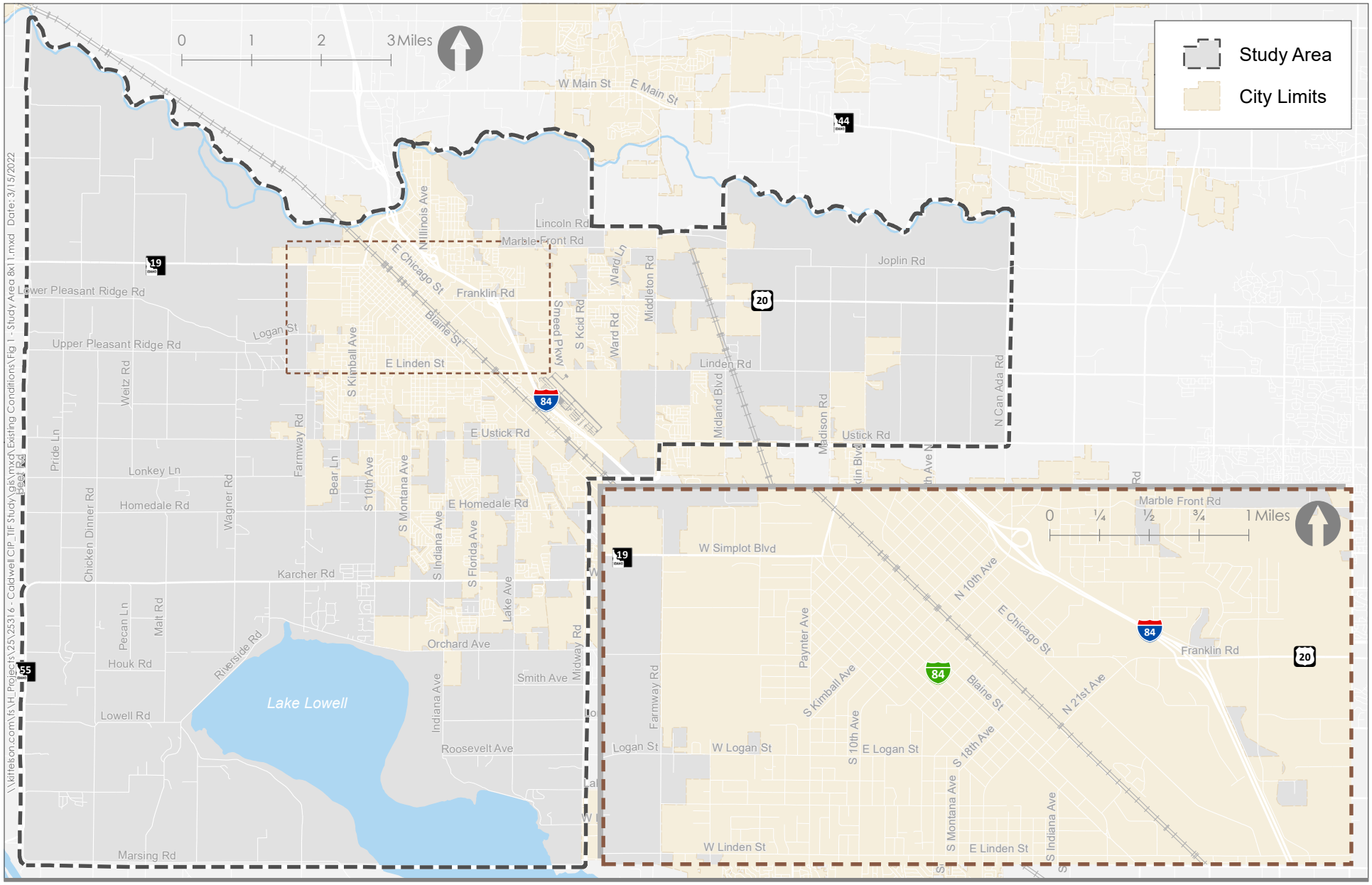


Figure 2

Study Area
Canyon County, ID

VISION, GOALS, AND OBJECTIVES

This section establishes a vision, goals, performance measures, and objectives that define the community's desired outcomes for the transportation system within the study area. The vision, goals, performance measures, and objectives defined in this section will guide the development of the Plan and future evaluation of the study area's transportation system.

Vision

The vision for the CATS Plan is to develop a transportation system that prioritizes the safety of all users, equitably increases connectivity and access to services, and proactively plans for and addresses future needs due to anticipated growth. The Plan supports a series of goals that intend to increase the quality of life of residents of the City of Caldwell and Canyon County.

Goals

Table 1 identifies recommended goals. The goals were developed based on a review of local planning documents to ensure consistency between the transportation plan goals and existing goals related to transportation within the study area. The primary document included in this review was the 2040 Caldwell Comprehensive Plan[1], which identifies a series of goals related to transportation. Other local documents included in the review include the Idaho Transportation Department (ITD's) 2040 Long-Range Transportation Plan[2] , COMPASS's Communities in Motion 2040 2.0 long-range transportation plan[3], the City of Nampa's Transportation Master Plan[4], CHD4's on-going Transportation Master Plan[5], and the Middleton Road Corridor Study[6]. Table 1 includes connections between each recommended goal and the goals in the 2040 Caldwell Comprehensive Plan.

Performance Measures

Table 1 also identifies potential performance measures for the study area's transportation system. Performance measures are associated with specific goals and may be used to track progress towards goals and to prioritize transportation projects or programs in the study area. Table 1 identifies potential data sources for each performance measure and notes on how the performance measure may be used to prioritize projects or gauge overall progress towards goals. Performance measures were chosen through a review of the local planning documents identified in the previous section and a review of national best practices related to performance measures. Documents reviewed that discuss best practices include the

[1] City of Caldwell. 2040 Caldwell Transportation Plan. 2020.
[2] Idaho Transportation Department. *2040 Long-Range Transportation Plan*. 2019.
[3] Community Planning Association of Southwest Idaho. *Communities in Motion 2040 2.0*. 2018.
[4] City of Nampa. Transportation Master Plan. 2019.
[5] Canyon Highway District No. 4. *Transportation Master Plan*. On-going as of October 2021.
[6] City of Middleton, City of Caldwell, and Canyon Highway District No. 4. *Middleton Road Corridor Plan*. October 2016.

Federal Highway Administration's (FHWA) Performance-Based Planning and Programming Guidebook[7] and Guidebook for Developing Pedestrian and Bicycle Performance Measures[8].

Objectives

Objectives are trackable items or action items that are aligned with each goal and performance measure. Objectives were identified for each goal and are shown in Table 1. The objectives shown in Table 1 use the SMART goal methodology, and are intended to be specific, measurable, achievable, relevant, and time-bound (e.g., have a target date). The objectives were developed to be consistent with the regional planning documents and best practice documents discussed on the previous page. Most objectives were given a 10-year horizon with a target date of year 2034. A 10-year horizon provides a feasible timeline to implement strategies to meet the identified goals and assess performance measures. Baseline data and the corresponding targets for each objective are shown in Table 2.

[7] Federal Highway Administration. Performance-Based Planning and Programming Guidebook. 2013.
[8] Federal Highway Administration. Guidebook for Developing Pedestrian and Bicycle Performance Measures. 2016.

Table 1. Recommended Goals, Performance Measures, and Objectives

Category	Goal	Connection to 2040 Caldwell Comprehensive Plan	Performance Measure	Objective
Safety	Develop a safer transportation system for all users	Transportation Goals 1 & 2, School Goal 2	Frequency of fatal or severe injury crashes	Reduce average number of fatal or severe injury crashes by 10% by 2032
			Frequency of bicycle and pedestrian crashes	Reduce average number of crashes involving a bicyclist or pedestrian by 10% by 2032
Pedestrian	Increase connectivity and access for all users of the pedestrian network	Transportation Goals 1 & 3, School Goal 2, City Center Goal 5	Miles of pedestrian facilities	Increase miles of pedestrian facilities by 20% by 2032
			Transportation-disadvantaged population[1] within a ¼-mile walking distance to sidewalk, trail or shared-use path	Increase total transportation-disadvantaged population within a ¼-mile walking distance to sidewalk, trail or shared-use path by 20% by 2032[2]
			Percent of roadways with sidewalks within 1/2 mile of schools	Increase by 20% by 2032
			Pedestrian mode split	Increase mode split by 3% by 2032[3]
Bicycle	Increase connectivity and access for all users of the bicycle network	Transportation Goals 1 & 3, School Goal 2, City Center Goal 5	Miles of bicycle facilities	Increase miles of bicycle facilities by 100% by 2032
			Transportation-disadvantaged population[1] within 1/2-mile bicycling distance to on-street bicycle facility or shared-use path	Increase total transportation-disadvantaged population within 1/2-mile bicycling distance to on-street bicycle facility or shared-use path by 50% by 2032[2]
			Bicycle mode split	Increase mode split by 3% by 2032
Transit	Provide improved public transportation options and other transportation alternatives	Transportation Goal 6	Transit ridership	Increase annual transit ridership by 20% by 2032[4]
			Transportation-disadvantaged population[1] within 1/2-mile walking distance or 2-mile biking distance to a transit stop	Increase total transportation-disadvantaged population within 1/2-mile walking distance or 2-mile biking distance to a transit stopby 50% by 2032[2]
			# of routes	Add 2 routes to system by 2032
Roadway Network	Maintain and improve system capacity and connections	Transportation Goals 1 & 5	Level of Service (LOS)	Reduce number of intersections or roadways operating at LOS E or worse by 25% by 2032
			# of Intersection Improvements (i.e., signalization or roundabouts)	*N.A.*[5]
			Roadway lane miles	*N.A.*[5]
Environment	Create a transportation system that protects the natural environment and promotes healthy lifestyles	Transportation Goals 2 & 4, Economic Goal 3	Vehicle miles traveled (VMT)	Maintain total VMT per capita by 2032
			Vehicle emissions	Establish baseline of existing, public EV charging stations in study area and assess current make-up of government vehicle fleets by 2023. Use baseline to establish objectives related to implementation of EV charging stations and electrification of vehicle fleets.
Funding and Implementation	Identify and prioritize projects that mitigate deficiencies, maximize the use of existing facilities, and balance anticipated needs with available funding	Chapter 19: Implementation	Impact fee implementation	Develop and implement traffic impact fees by 2024
			Project list and CIP creation	Develop prioritized project list and CIP by 2024

[1]Transportation-disadvantaged population is defined as an index of population characteristics available in US Census data that may include low-income households, persons with disabilities, people under 18 or over 65, minority populations, households without access to a vehicle, and single-parent households.
[2]Objective will be reassessed in 2022 when the 2020 Census Data becomes available and can be used to determine the transportation-disadvantaged population by block group within the study area.
[3]Objective will be reassessed in Fall 2023 when the results of the COMPASS 2022 Treasure Valley Travel Survey are available.
[4]Objective will be reevaluated in 2022 with the release of Valley Regional Transit's 2021 ridership data.
[5]No specific objective defined. Performance measures are used to track overall progress towards goals. The objective related to Level of Service/Vehicle Delay/volume-to-capacity may be used to track the effectiveness of roadway widening and intersection projects.

Table 2. Objective Baselines and Targets

Category	Objective	Baseline	Target
Safety	Reduce average number of fatal or severe injury crashes by 10% by 2032	45.6 crashes/year	41.0 crashes/year
	Reduce crashes involving a bicyclist or pedestrian by 10% by 2032	14.4 crashes/year	13.0 crashes/year
Pedestrian[1]	Increase miles of pedestrian facilities by 20% by 2032	325 miles	390 miles
	Increase total percentage of transportation-disadvantaged population (TDP)[2] within a ¼-mile walking distance to sidewalk, trail or shared-use path by 20% by 2032	73%	93%
	Increase percent of roadways with sidewalks within ½ miles of schools by 20% by 2032	53%	73%
	Increase pedestrian mode split by 3% by 2032	4.9%	7.9%
Bicycle[1]	Increase miles of bicycle facilities by 100% by 2032	14 miles	28 miles
	Increase total percentage of TDP within 1/2-mile bicycling distance to on-street bicycle facility or shared-use path by 20% by 2032	59%	79%
	Increase bicycle mode split by 3% by 2032	1.7%	4.7%
Transit[1]	Increase annual transit ridership by 20% by 2032	44,372 rides[3]	53,247 rides
	Increase total percentage of TDP within 1/2-mile walking distance or 2-mile biking distance to a transit stop by 20% by 2032	75%	95%
	Add 2 routes to system by 2032	2 routes	4 routes
Roadway Network	Reduce number of intersections or roadways operating at LOS E or worse by 25% by 2032	21 intersections at LOS E or worse	16 intersections at LOS E or worse
Environment[1]	Maintain total VMT per capita by 2032	*Will assess when VMT is calculated by COMPASS for Impact Fee Program*	

[1]Achievement of all the objectives in these categories may not be possible solely through transportation investments. Achievement of the objectives may require changes or alignment to the City of Caldwell's Comprehensive Plan and coordination with other agencies.
[2] TDP was based on the following population categories: under the age of 18, over the age of 65, minority, limited English proficiency, low-income, single-parent families, overburdened renters, without access to vehicle, and disabled. Note that the total TDP used for this calculation has some overlap between categories (i.e., one person may account for multiple categories listed above).
[3] Total number of rides for the 43 Caldwell Express and 150 On-Demand transit routes for year 2022

EXISTING CONDITIONS

This section outlines the different components of the existing transportation network as it exists today such as demographics and land use, transportation safety, the active transportation network, and the roadway network. Population and employment are key players in transportation demand and help to understand traffic patterns. A safety evaluation identifies areas of improvement with an emphasis on vulnerable road users such as pedestrians and bicyclists. The roadway network is evaluated based on roadway characteristics, traffic volumes, and traffic operations. All these components help to develop an understanding of how the existing network works and where improvements need to be made.

Plans and Studies

Local documents were reviewed to document and inventory the existing transportation network within the study area. These documents provide information regarding the roadway network, active transportation network, zoning and land use, and deficiencies and planned projects. The documents reviewed are as listed:

- **2040 Caldwell Comprehensive Plan (2020)**: Caldwell's Comprehensive Plan provides information related to transportation goals, demographics, land uses, and roadway characteristics.
- **2040 Comprehensive Plan for the City of Nampa (2021)**: A review of the City of Nampa's goals and objectives related to transportation helps align the goals and objectives identified in the CATS Plan, which supports a study area that neighbors Nampa and has a similar landscape.
- **Canyon County Comprehensive Plan 2030 (2021)**: The CATS Plan incorporates and enhances the transportation goals and objectives outlined in the County's Comprehensive Plan.
- **City of Caldwell 2040 Bicycle and Pedestrian Master Plan (2017)**: This plan provides an overview of the active transportation facilties that exist within Caldwell and identifies any existing needs and deficiencies for bicyclists and pedestrians.
- **City of Nampa Transportation Master Plan (2019)**: This plan identifies any existing roadway deficiencies that overlap with the CATS Plan study area and also provides goals and objectives that would be relevant to Caldwell's transportation network, given its similar subruban and rural nature.
- **COMPASS FY2021-2027 Regional Transportaton Improvement Program**: This program identifies existing roadway deficiencies and planned/funded improvements within the study area.
- **Farmway Road Corridor Planning Study (2022)**: This study identifies needs of users along Farmway Road.
- **Idaho 55 South Corridor Plan (2013)**: This study identifies needs of users along Idaho 55.
- **Middleton Road Corridor Plan (2016)**: This study identifies needs of users along Middleton Road.
- **Idaho Transportation Department Investment Program (ITIP) FY2022-2028**: This program identifies existing roadway deficiencies and planned/funded improvements within the study area.
- **Lake Lowell Area Bicycle and Pedestrian Access Plan (2016)**: This plan identifies any needs and deficiencies in and around the area around Lake Lowell and also lists planned improvements to the active transportation network.
- **Transportation Impact Studies** within the study area provided by the City of Caldwell and Canyon Highway District (2019 to 2021): The high level operation analysis of the study intersections within the CATS Plan study area were validated using the intersection and roadway results provided by these impact studies.
- **Valley Regional Transit (VRT) ValleyConnect 2.0 (2018)**: This plan identifies planned improvements related to transit.

- **Homedale Road Intersection Studies (2022)**: These concept study reports determine future intersection control, lane configurations, and geometry for design year 2045 for the intersections of Homedale Road/Florida Avenue, Homedale Road/Lake Avenue, Homedale Road/Midway Road, and Homedale Road/Montana Avenue.

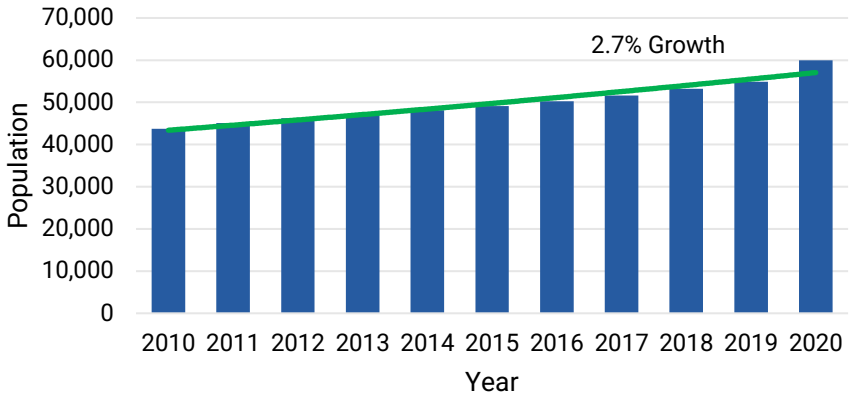
Demographics

This section provides context on the demographics served by the transportation network including population, housing, and employment. When considering the transportation network, it is important to understand where people live and what their travel destinations are, so that transportation investments are made that align with current and future conditions. The information presented below uses data from the US Census and data provided by Community Planning Association of Southwest Idaho (COMPASS).

POPULATION AND HOUSEHOLDS

The Caldwell subarea's population is approximately 78,277 people[9]. Figure 3 shows the growth in the City of Caldwell's population from 2010 to 2020. The population within the City of Caldwell is increasing at a growth rate of approximately 2.7% per year. This is significantly greater than the overall population growth of Idaho, which has grown at a rate of 1.7% per year. There are approximately 26,518 households within the Caldwell subarea, 25,525 of which are occupied. Figure 4 presents the population density within the study area. More information on population and household data can be found in Appendix A.

Figure 3. Population Growth in the City of Caldwell from 2010 to 2020



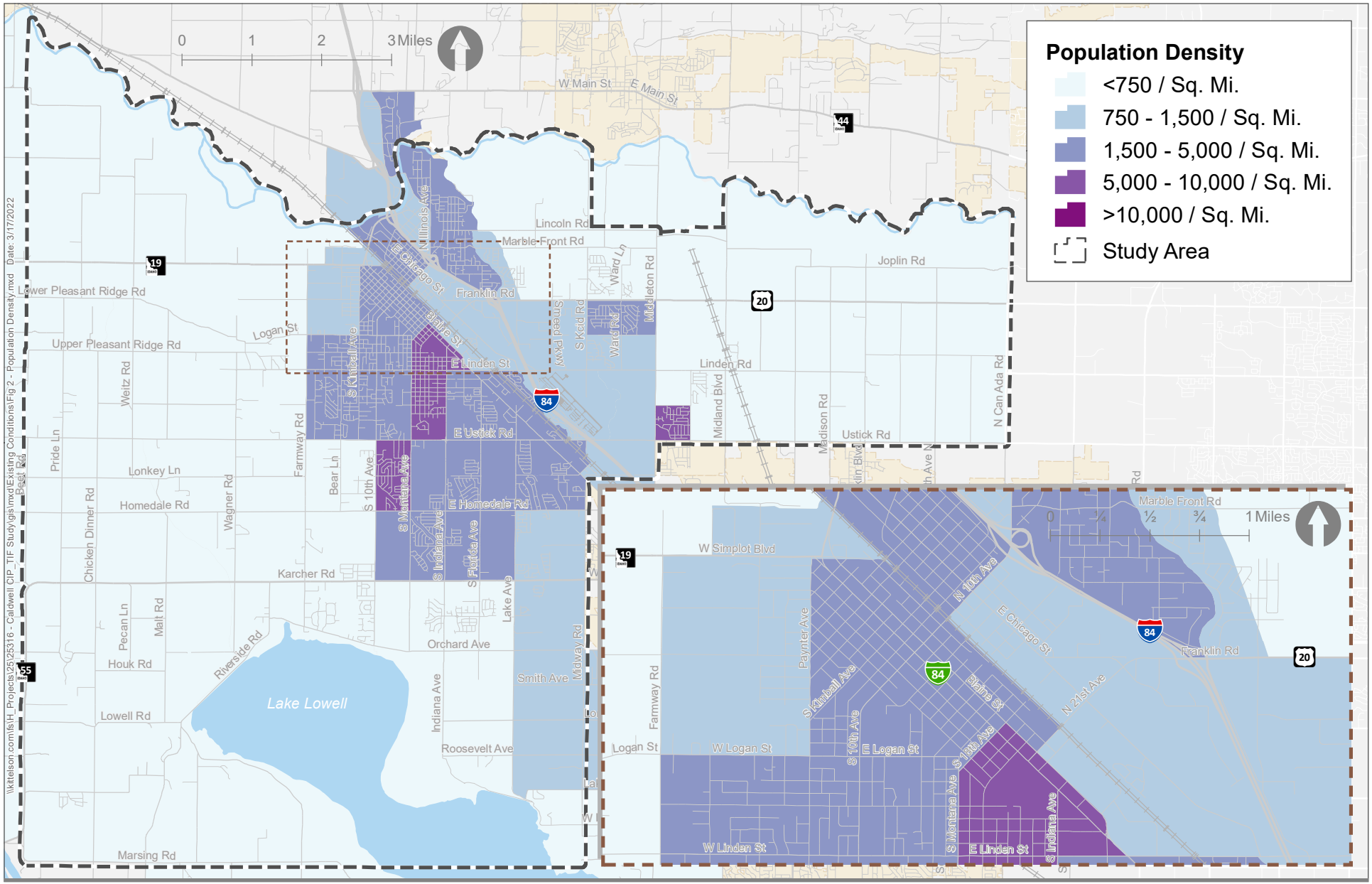
Source: U.S. Census Bureau, 2010 – 2020 American Community Survey 5-Year Estimates

EMPLOYMENT

Employment is a key factor to understanding travel patterns and estimations. Figure 5 presents employment density within the study area.

Most people commute by personal vehicle (including cars, vans, and trucks), while others use alternative modes of transportation such as bikes, walking, transit, motorcycles, carpool, telecommuting, and others. A breakdown of choice of mode for commuting is presented in Table 3.

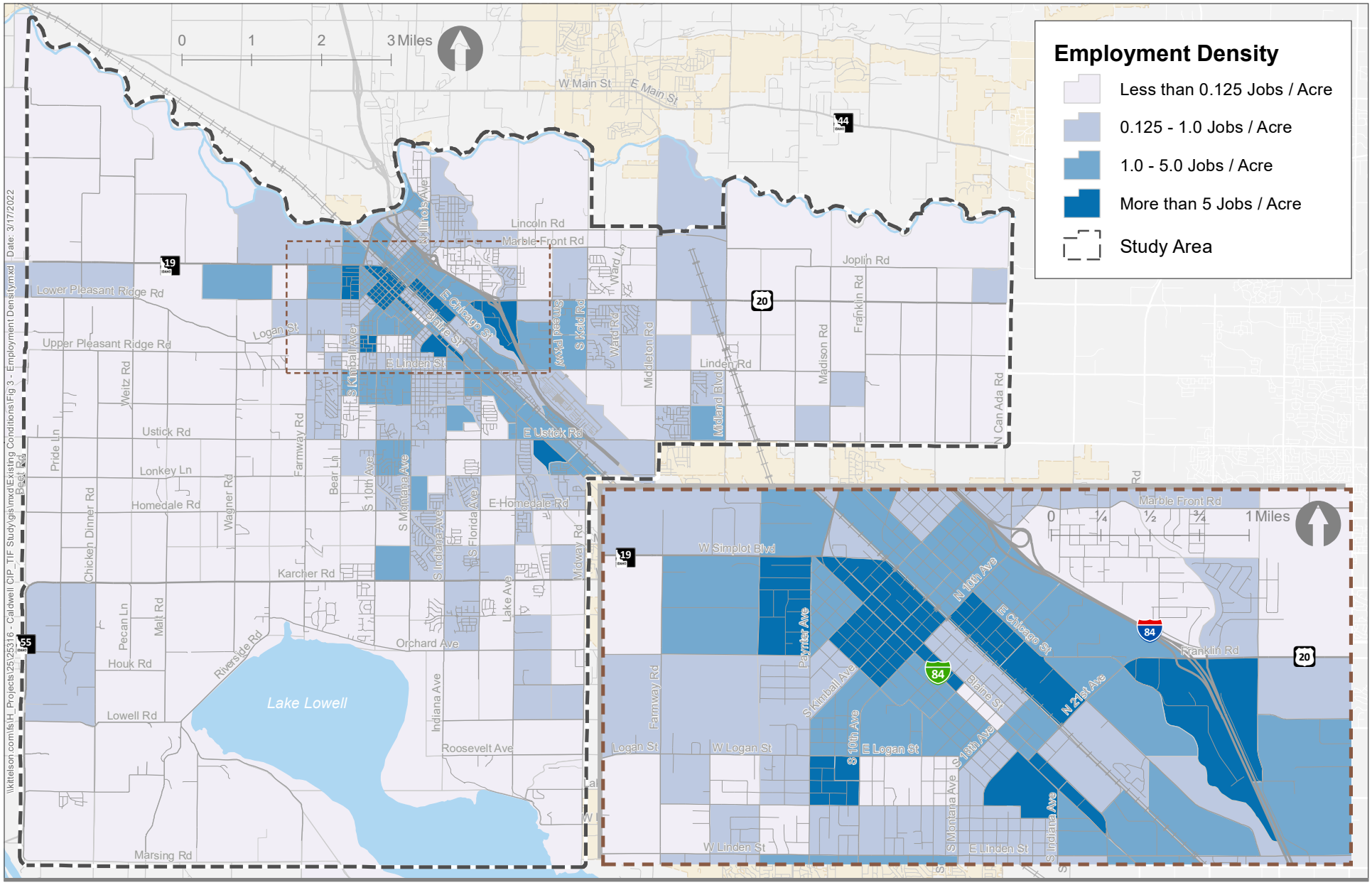
[9] US Census Bureau. US Decennial Census Data. 2020.



Data Source: US Census Bureau (2020)

Figure 4

Population Density (2021)
Canyon County, ID



Data Source: COMPASS (Received Nov 3, 2021)

Figure 5

Employment Density (2021)
Canyon County, ID

Table 3. Commute by Mode Choice in the City of Caldwell

Mode Choice	COMPASS Travel Survey[1]		US Census[2]
	Caldwell	Canyon Rural	Caldwell
Drive Alone	90.3%	97.6%	77.4%
Carpool	0.0%	0.1%	11.5%
Public Transportation	0.3%	0.0%	0.5%
Walk	4.9%	1.2%	1.5%
Bicycle	1.7%	0.0%	0.1%
Telecommute	N/A[3]	N/A[3]	0.5%
Taxicab, motorcycle, school bus, other	2.8%	1.1 %	8.5%

[1] *Source: COMPASS Travel Survey (2021)*
[2] *Source: US Census Bureau ACS 5-Year (2021)*
[3] *Telecommute information not available in COMPASS Travel Survey*

Zoning

The Caldwell subarea, covering approximately 101.7 square miles of land, consists of primarily residential, industrial, and commercial space. These land uses along with other uses within the study area are described below. Appendix E shows the City's and County's existing zoning within the study area.

Parks, Open Space, and Undeveloped Lands. These land use classifications include environmentally sensitive lands and open space which include parks, wetlands, floodplains, and other undeveloped areas. These are areas that the public may access and typically preserved and protected from being developed.

Civic, Educational, and Institutional Uses. These land use classifications include public land use (e.g., City Hall, Treasure Valley Executive Airport at Caldwell) and institutional land use (e.g., West Valley Medical Center, College of Idaho).

Mixed Use. Mixed uses include traditional neighborhoods, some highway corridors, and city centers; these typically serve multiple uses including, but not limited to residential, commercial, and institutional uses. Multi-family residential is a permitted use in some of the denser commercial zones.

Residential Use. These land use classifications include residential estates, low-density residential, medium density residential, and high density residential and are intended for residential living but may also include other non-residential uses through special use permits.

Business, Commercial, Manufacturing, and Industrial Uses. These land use classifications include business, commercial and service, manufacturing and production, industrial, and railroad facilities. These land uses are important to consider when planning for freight movement and traffic.

Safety Evaluation

SYSTEMIC EVALUATION

Crash data was obtained from the Idaho Transportation Department (ITD) Statewide Crash Database for the years 2016 to 2020. This database includes crash reports completed in the field by all law enforcement agencies in Idaho. The dataset received was at the "unit" level, meaning that information was provided for each motor vehicle (or pedestrian, bicycle, train, or equestrian) involved in a crash. The data was then aggregated to provide crash-level statistics.

Crashes are categorized into crash severity levels described below.

- **Property Damage Only (PDO)** - Any crash in which there was property damage of $1,501 or more to any one person but no injuries or fatalities.
- **Possible Injury (Injury C)** - Any injury reported or claimed which is not a fatal injury, incapacitating injury, or non-incapacitating, evident injury.
- **Visible injury (Injury B; Non-incapacitating, evident injury)** - Any injury, other than a fatal injury or incapacitating injury, which is evident to observers at the scene of the crash in which the injury occurred.
- **Suspected Serious Injury (Injury A; Incapacitating injury)** - Any injury, other than a fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities the person was capable of performing before the injury occurred.
- **Fatal Injury** – Any injury that results in the death of a person within 30 days of the crash in which the injury was sustained.

Overview of Total Crashes

Between 2016 and 2020, 5,419 total crashes occurred on roadways within the study area. Approximately 39% of crashes (2,124 of 5,419) resulted in an injury of some kind, resulting in a total of 3,234 injuries. 41 crashes resulted in 45 total fatalities. Table 4 shows the total crashes and percentage by severity within the study area for each year between 2016 and 2020.

Table 4. Total Crashes by Severity (2016-2020)

Severity	2016		2017		2018		2019		2020[1]		Total	
	#	%	#	%	#	%	#	%	#	%	#	%
Fatal	8	1%	9	1%	9	1%	6	1%	9	1%	**41**	**1%**
Injury A	40	4%	35	3%	37	4%	36	3%	39	4%	**187**	**3%**
Injury B	163	14%	139	13%	149	15%	142	12%	146	15%	**739**	**14%**
Injury C	249	22%	246	22%	217	21%	224	19%	221	22%	**1,157**	**21%**
PDO	672	59%	665	61%	615	60%	753	65%	590	59%	**3,295**	**61%**
Total	1,132	-	1,094	-	1,027	-	1,161	-	1,005	-	**5,419**	**-**

Source: Idaho Department of Transportation, 2021

[1] Presumably due to the COVID-19 pandemic, 2020 traffic volumes on study roadways were, on average, 3.5% lower than 2019 volumes.

The crash data provides information regarding each unit involved in a crash and includes contributing circumstances and first and most harmful events[10]. Figure 6 and Figure 7 show the most common contributing circumstances and most harmful events.

"Failed to yield" was the most prevalent contributing circumstance in all crashes, contributing to 29% of all crashes, followed by "inattention/distraction" and "following too close", which contributed to 19% and 17%, respectively. Contributing circumstances that account for a higher proportion of fatal and severe crashes than all crashes in general include:

- "alcohol/drug impaired" (6% of all crashes; 23% of fatal and severe crashes);
- "failed to maintain lane/improper lane change" (7% of all crashes; 16% of fatal and severe crashes); and
- "speed too fast for conditions/exceeded posted speed" (8% of all crashes; 11% of fatal and severe crashes).

Angle and rear-end crashes are the most common most harmful events at 24% and 23% of all crashes, respectively. The data show that angle crashes are likely to result in an injury of some kind, as angle crashes make up a higher percentage of injury crashes (27%) and severe and fatal crashes (28%) than total crashes (24%). Angle crashes make up the highest percentage of severe and fatal crashes. On the other hand, the severity of rear-end crashes are generally lower than other crash types and account for only 6% of fatal and severe crashes. Also noteworthy is "Overturn" crashes tend to have higher injury severities, accounting for only 5% of total crashes but 23% of fatal and severe crashes.

Figure 8 and Figure 9 show the number of crashes by time of day and day of the week. Generally, more crashes occur during weekdays, peaking during the morning and evening commute periods. Over the five-year period, Fridays saw the most crashes –morning peak hour crashes are slightly less prevalent than other days, but Fridays see a higher spike during the evening commute as well as an additional spike during midday. The highest number of fatal and severe crashes occurred on Thursdays between 5 pm and 6 pm (6 total crashes) and on Fridays between 11 pm and 12 am (6 total crashes).

The weekend days generally have fewer crashes than weekdays. However, the severity of the crashes tends to be higher. Weekend crashes make up only 22% of total crashes (1,181 of 5,419) but 27% of severe and fatal crashes (62 of 228). One possible explanation is a higher number of impaired drivers on the weekends – 4% of weekday crashes involved an impaired unit (179 of 4,238) compared to 10% of weekend crashes (121 of 1,181).

[10] The first harmful event is the first event that results in any level of injury or damage. The most harmful event is the event that results in the most severe injury or greatest property damage.

Figure 6. Most Common Contributing Circumstances (2016 – 2020)

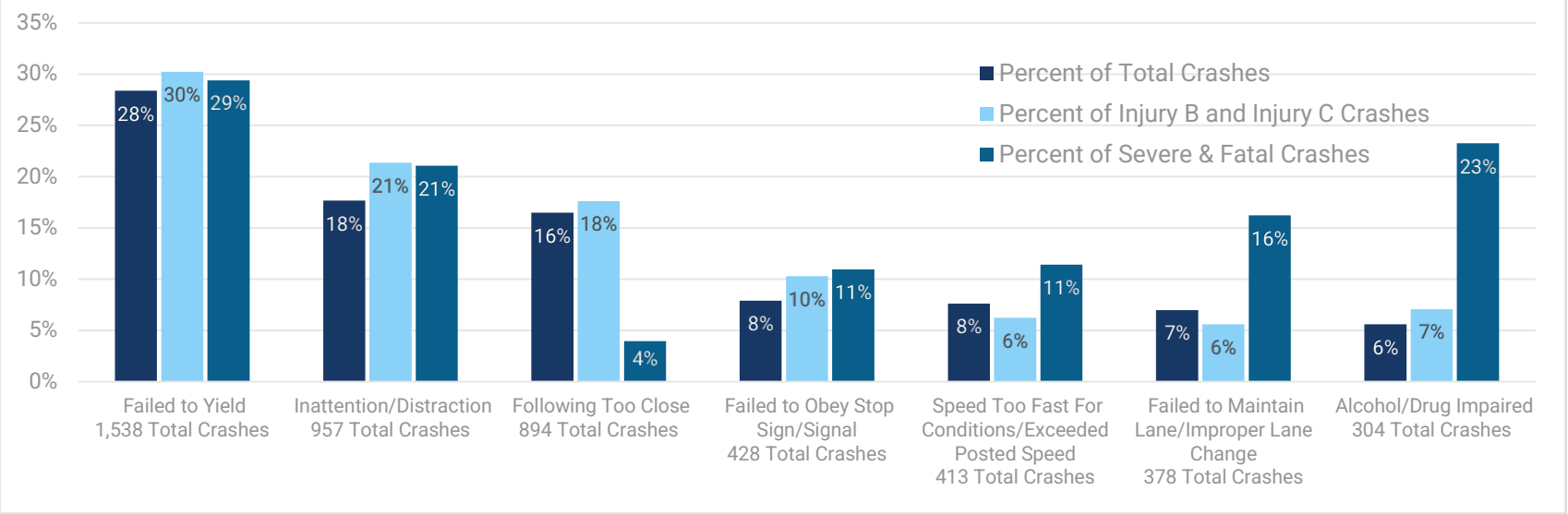


Figure 7. Most Common "Most Harmful" Events (2016 – 2020)

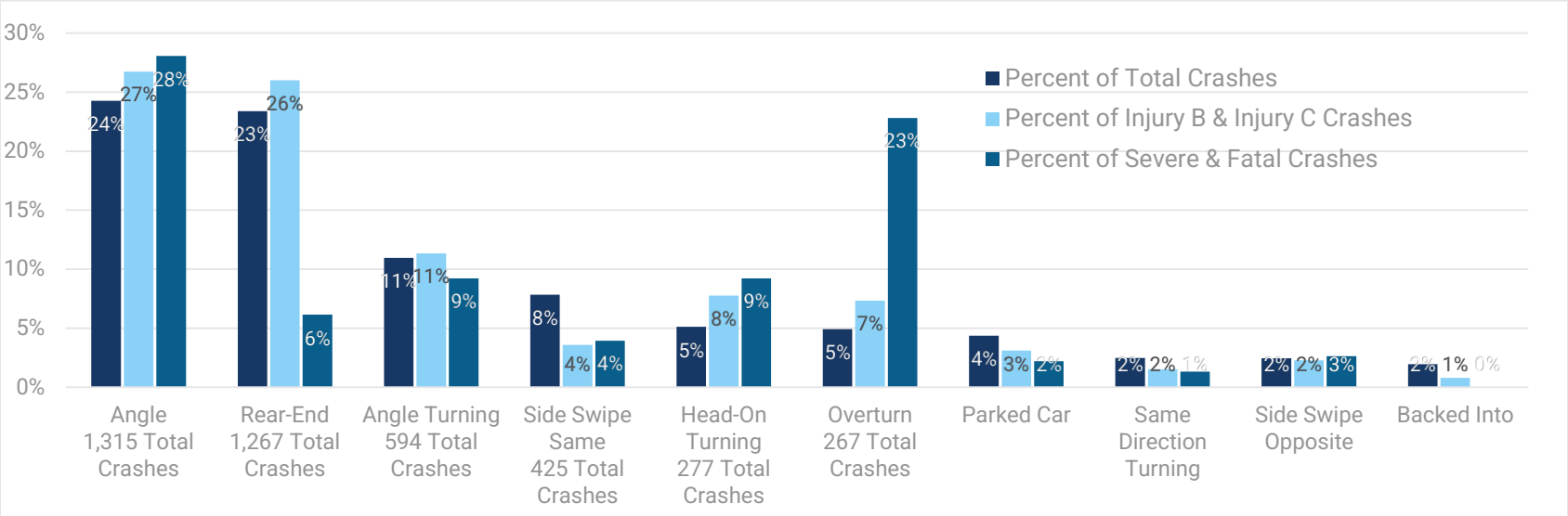


Figure 8. Crashes by Hour & Day of Week (2016 – 2020)

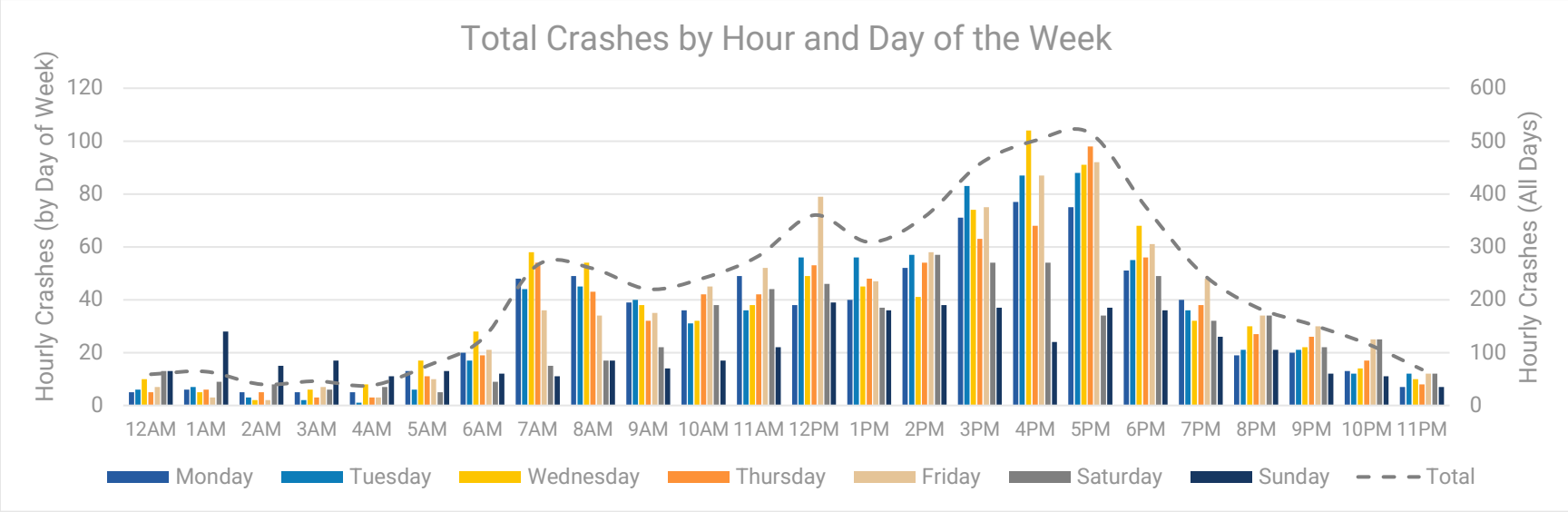
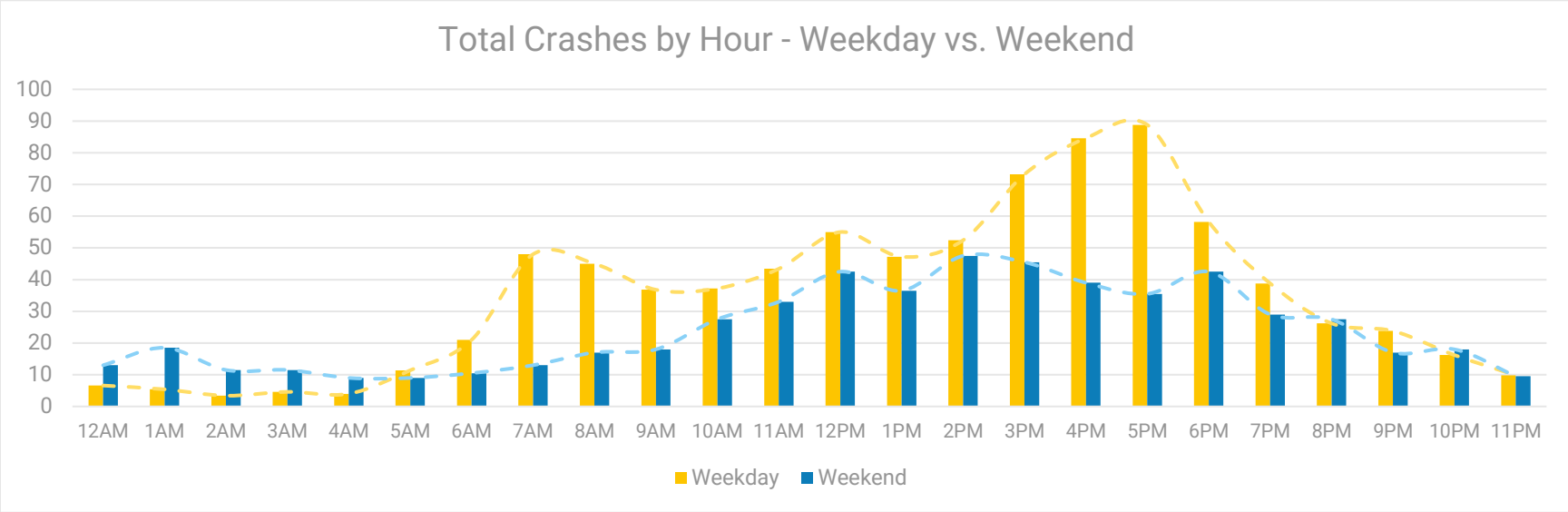


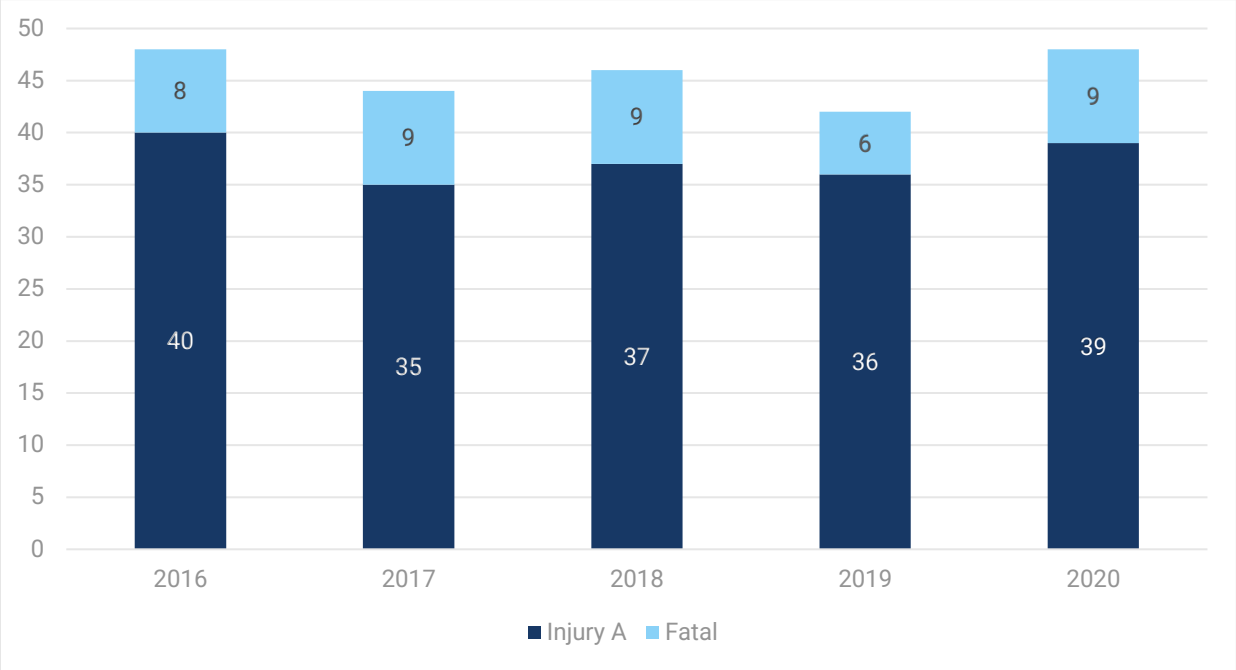
Figure 9. Crashes by Hour - Weekday vs. Weekend (2016 – 2020)



Fatal and Severe Crashes

228 of the 5,419 crashes (4%) resulted in a severe injury or fatality. Figure 10 shows the number of fatal and severe crashes by year. The number of crashes stayed relatively consistent over the five-year period, with the fewest crashes occurring in 2019 (36 severe crashes and 6 fatal crashes).

Figure 10. Fatal & Severe Crashes on Study Network (2016 - 2020)



- "Failed to yield" was the most prevalent contributing circumstance in fatal and severe crashes, contributing to 29% of all crashes, followed by "alcohol/drug impaired" and "inattention/distraction", which contributed to 23% and 21%, respectively. Crashes involving impairment or improper lane changing/failing to maintain lane have higher proportions of fatal crashes than other contributing circumstances.

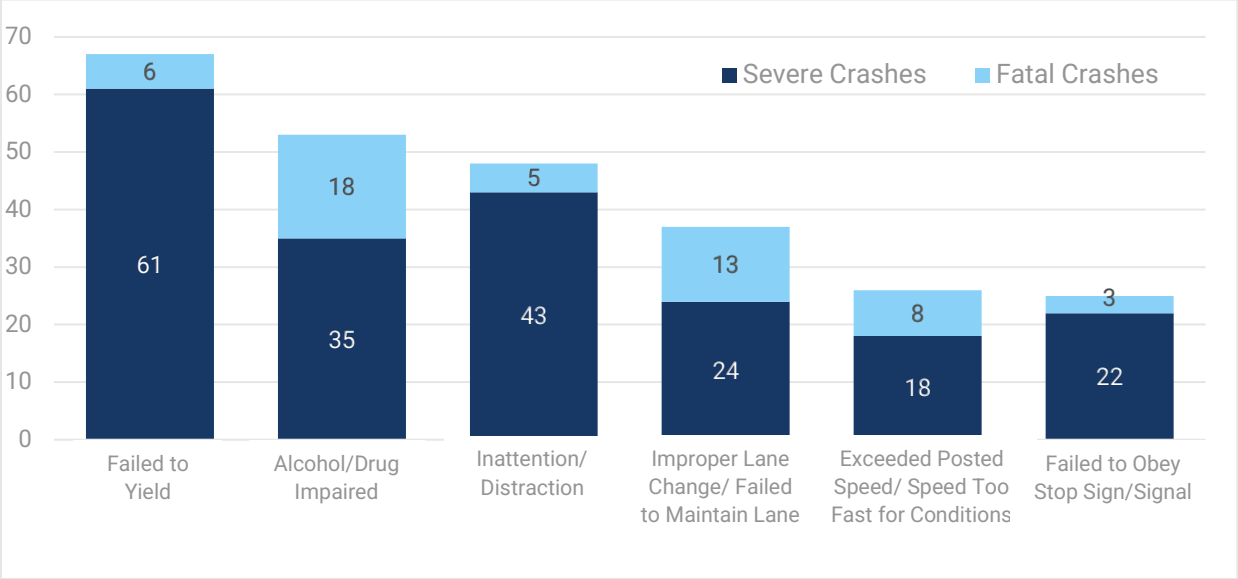
Figure 11 shows the most prevalent contributing circumstances for fatal and severe crashes. Figure 12 shows the most prevalent "most harmful" events for fatal and severe crashes. As with all crashes, angle crashes are the most common most harmful events for fatal and severe crashes, accounting for 28% of crashes. Overturn crashes account for the second most fatal and severe crashes at 23%, with a total of 34 severe injury crashes and 18 fatal crashes.

The following provides more insight into the data for fatal and severe crashes:

- 18 of the 41 fatal crashes (44%) included at least one impaired unit; 35 of the 187 severe crashes (19%) included at least one impaired unit.
- 50 of the 228 fatal and severe crashes (22%), including 14 of the 41 fatal crashes (34%), occurred in dark conditions with no street lighting, compared to only 9% of total crashes occurring under this condition. See Appendix F for a map showing the locations of these crashes.

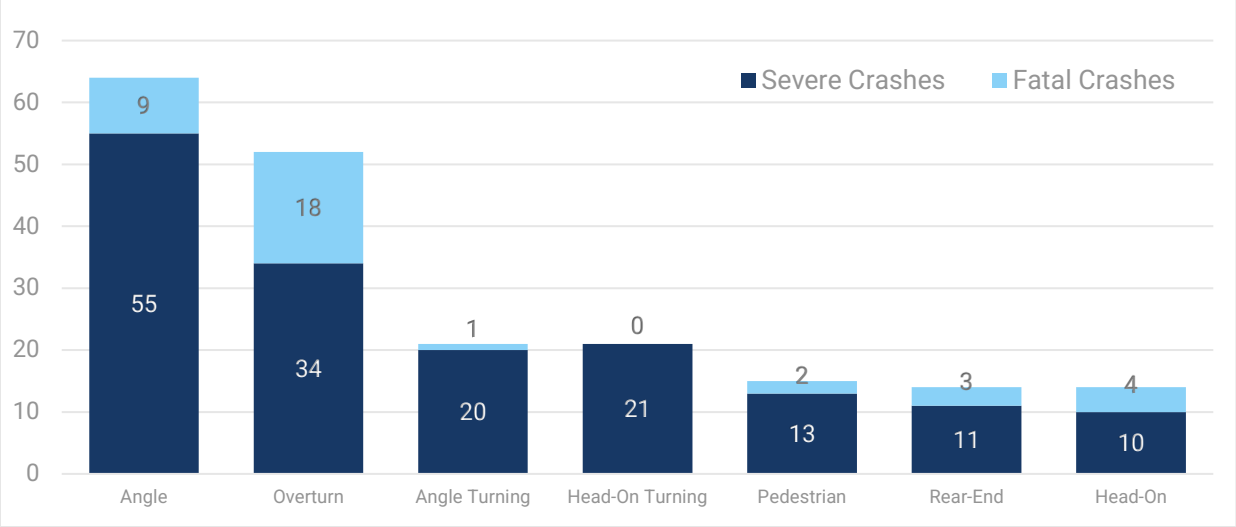
- 138 of the 228 fatal and severe crashes (61%) occurred within 250 feet of an intersection, compared to 76% of all crashes. 27 of the 41 fatal crashes (66%) were NOT intersection-related, compared to 24% of all crashes.
- 24 of the 70 motorcycle accidents (34%) resulted in a severe injury or fatality, compared to 4% of total crashes (228 fatal/severe of 5,419 total crashes); 10.5% of all severe/fatal crashes are motorcycle related, compared to 1.29% of total crashes.
- The most common vehicle types associated with fatal and severe crashes are motorcycle (34%), pedestrian (20%), and ATV (20%). Bicycle crashes make up 9% of fatal and severe crashes.
- Statewide, 34% of fatal crashes are aggressive driver related[11] (crashes with contributing circumstances including failure to yield to right of way, failure to obey stop sign, exceeding posted speed, driving too fast for conditions, following too close, and failure to obey signal). Within this study area, 44% of fatal crashes are aggressive driver related.

Figure 11. Most Common Contributing Circumstances for Severe and Fatal Crashes (2016 -2020)



[11]Aggressive driving behaviors include the following: failure to yield right of way, fail to obey stop sign, exceeded posted speed, driving too fast for conditions, following too close, and fail to obey signal. Aggressive driving is not to be confused with road rage, which is a deliberate and violent act against another driver or individual and is a criminal offense. Aggressive driving definition and statewide statistics taken from ITD report *Idaho Traffic Crashes 2020* (https://apps.itd.idaho.gov/Apps/OHS/Crash/20/Analysis.pdf).

Figure 12. Most Common "Most Harmful" Events for Severe and Fatal Crashes (2016 – 2020)



CRASH LOCATIONS

Figure 13 shows the locations of the 2,124 injury crashes within the study area. Approximately 16% of injury crashes occurred on I-84, US 20/26, SH-15, and SH-19. The remaining 84% of crashes occurred on the arterial roadway network.

Crashes within the study area were classified as either intersection or roadway segment crashes. Intersection crashes are those reported crashes that occurred within 250 feet of an intersection, based on the coordinates available in the ITD dataset. The remaining crashes were classified as roadway segment crashes. Of the 5,419 total crashes, 4,101 were classified as intersection crashes (76%) and 1,318 were classified as roadway segment crashes (24%).

Each intersection and roadway segment crash was associated with a specific intersection or segment to determine high-crash locations within the study area. These locations were determined not only by the frequency of crashes but also the *severity* of crashes. Each crash was assigned a weight using the Equivalent Property Damage Only (EPDO) network screening performance measure from the AASHTO *Highway Safety Manual* (HSM). Severity weights are based on relative crash costs defined in ITD's report *Idaho Traffic Crashes 2020* and are calculated by dividing the crash cost for each severity level by the crash cost for a PDO crash, assigning each crash with a score relative to a PDO crash. Table 5 provides crash costs and weights by severity.

Table 5. EPDO Crash Costs & Weights by Severity

	Fatal	Suspected Serious Injury	Visible Injury	Possible Injury	Property Damage Only
Economic Cost	$10,322,433	$493,671	$134,460	$68,660	$3,478
EPDO Value	141.94[1]	141.94	38.66	19.74	1

Source: ITD Idaho Traffic Crashes 2020
[1]Based on ITD's value, the Fatal to PDO ratio is 2,967. For this analysis, fatal crashes will assume the same EPDO value as suspected serious injury crashes, based on best practices to reduce the weight of fatal crashes and better identify high crash locations.

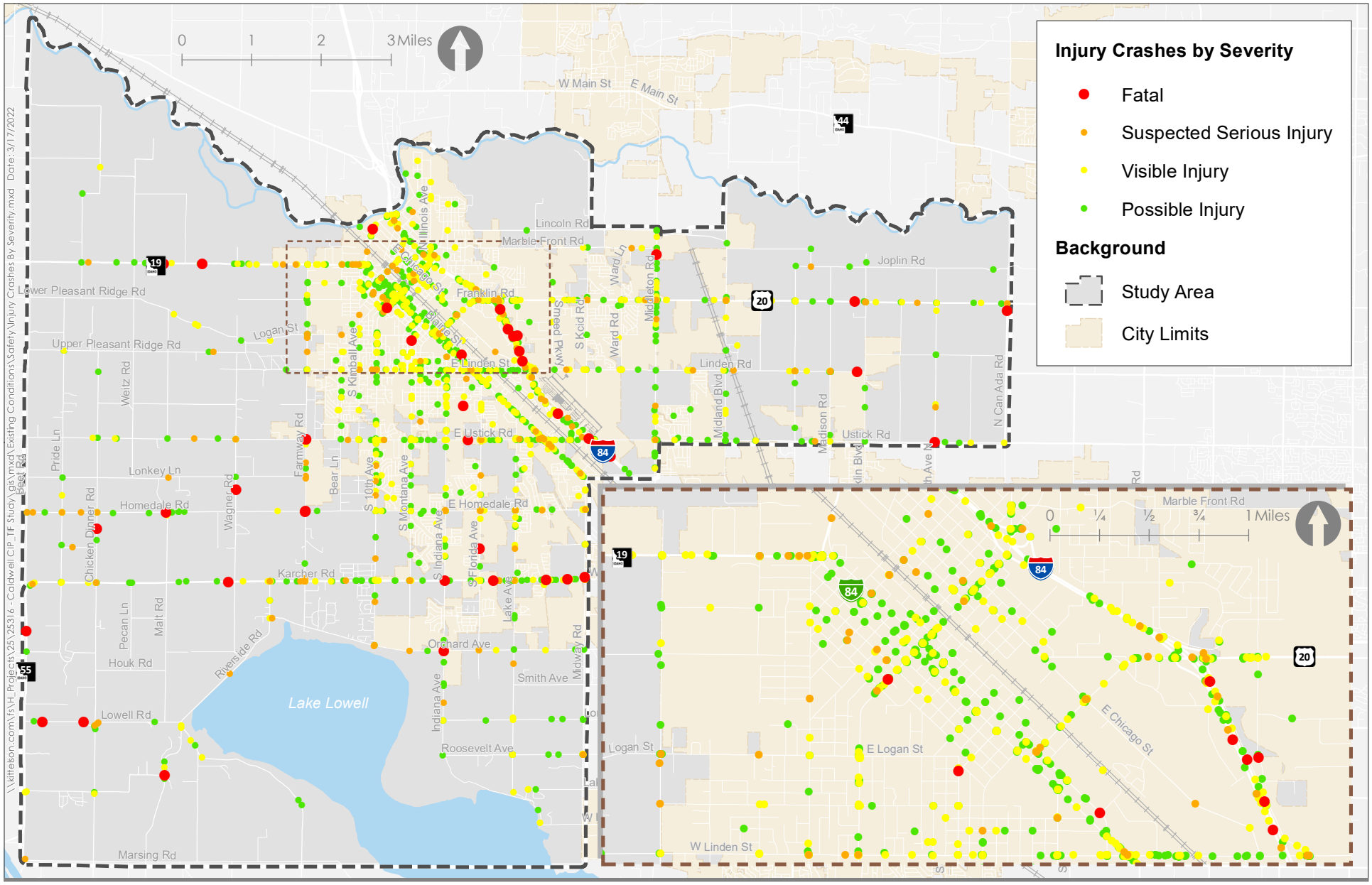
Each intersection and roadway segment was given a crash severity score by multiplying each crash severity total by the associated weight and summing the results, using the following formula:

Crash Severity Score =

*(141.94 * # of fatal crashes) + (141.94 * # of severe injury crashes) + (38.66 * # of visible injury crashes) + 19.74 * # of possible injury crashes) + # of PDO crashes*

The resulting score was then annualized by dividing by the number of years (5) of crash data used in the analysis. For roadway segments, the score was also divided by the mileage of the segment to determine the crash severity score per mile per year. Figure 14 and Figure 15 show the results of the network screening for intersections and roadways, respectively.

Table 6 lists the intersections that average at or above one severe or fatal injury crash per year, based on their EPDO values. Figure 15 shows roadways with high crash severity scores; however, a more detailed analysis is needed to identify specific roadway extents. Roadways with high-crash segments include Karcher Road, Cleveland Boulevard, Simplot Boulevard, Centennial Way, Franklin Boulevard, and I-84.

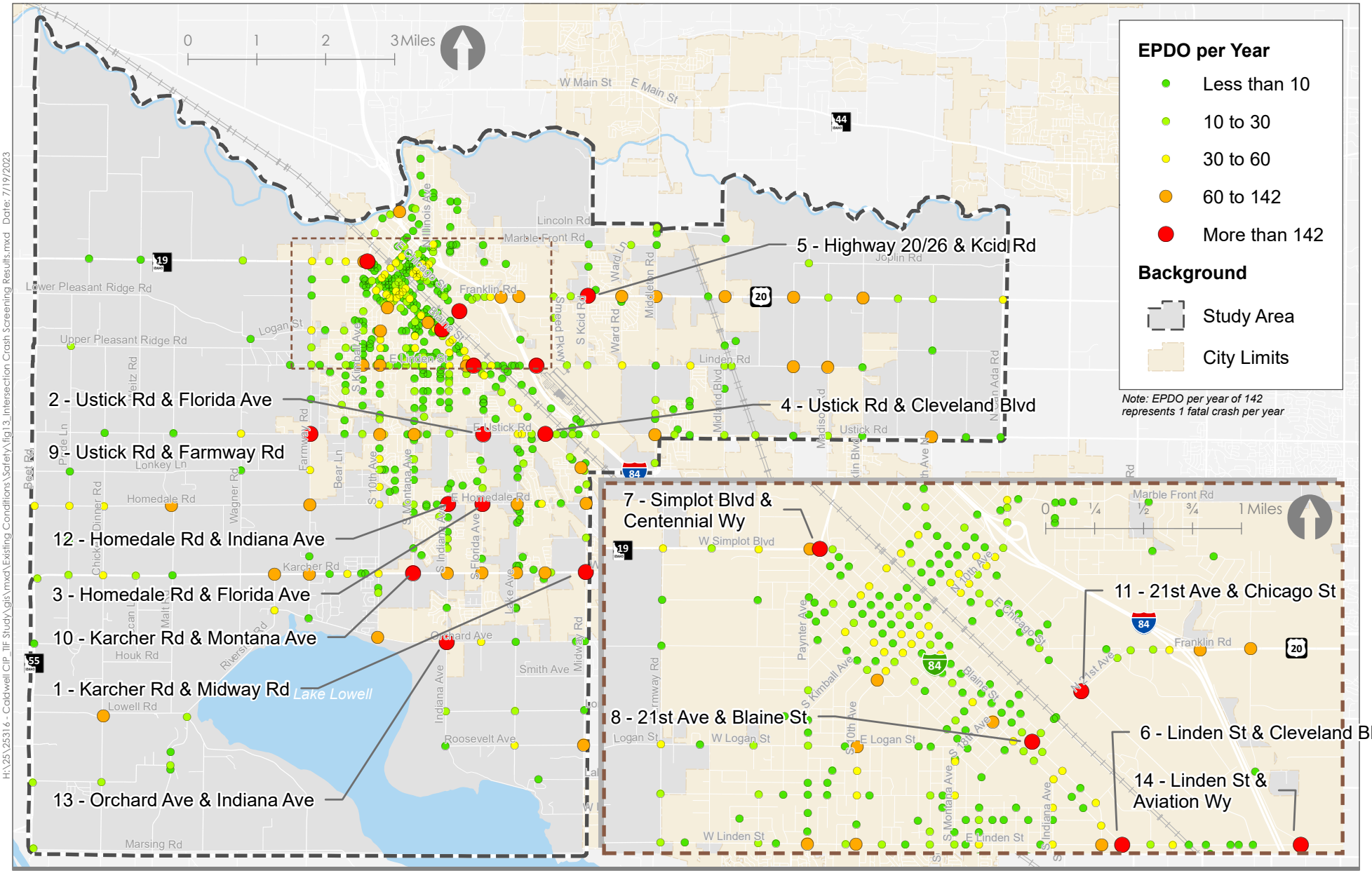


Data Source: Idaho Department of Transportation Statewide Crash Database

CATS PLAN

Figure 13

Injury Crash Locations (2016 - 2020)
Canyon County, ID



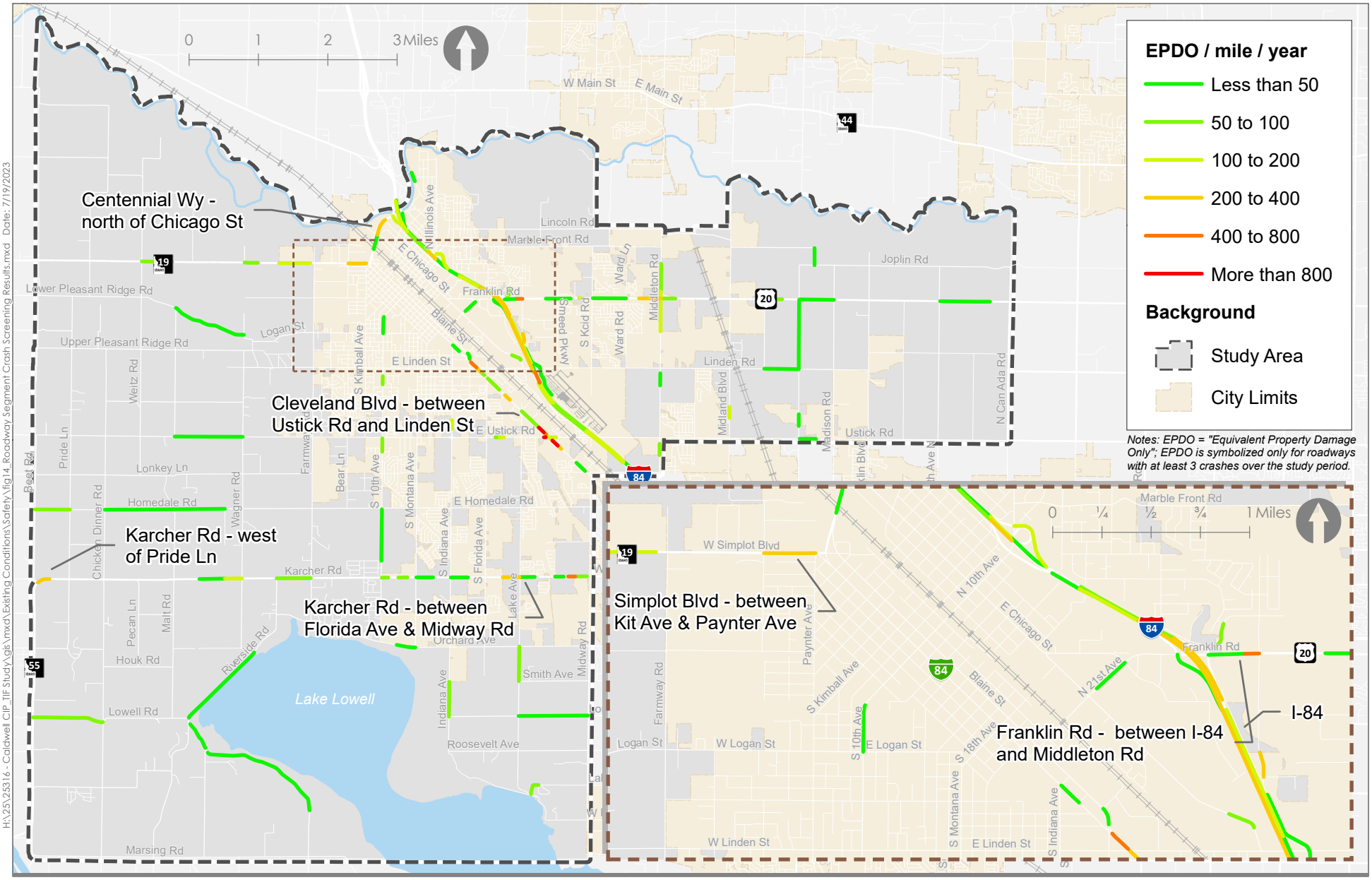
Data Source: Idaho Department of Transportation Statewide Crash Database

Figure 14

Intersection Crash Screening Results
Canyon County, ID

CATS PLAN

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H:\25\25316 - Caldwell CIP_TIF Study\gis\mxd\Existing Conditions\Safety\Fig14_Roadway Segment Crash Screening Results.mxd Date: 7/19/2023

Data Source: Idaho Department of Transportation Statewide Crash Database

CATS PLAN

Figure 15

Roadway Segment Crash Screening Results
Canyon County, ID

Table 6. High-Crash Intersections (2016 – 2020)

Rank	Intersection	Total Crashes	EPDO per year
1	Karcher Rd & Midway Rd	37	240.42
2	Ustick Rd & Florida Ave	67	220.06
3	Homedale Rd & Florida Ave	46	214.06
4	Ustick Rd & Cleveland Blvd	71	202.04
5	Highway 20/26 & Kcid Rd	33	196.47
6	Linden St & Cleveland Blvd	59	188.47
7	Simplot Blvd & Cleveland Blvd/Centennial Wy (SB)	92	187.60
8	21st Ave & Blaine St	48	186.25
9	Ustick Rd & Farmway Rd	39	182.68
10	Karcher Rd & Montana Ave	24	170.17
11	Chicago St & 21st Ave	30	169.45
12	Homedale Rd & Indiana Ave	41	162.28
13	Orchard Ave & Indiana Ave	34	157.16
14	Linden St & Aviation Wy	34	145.85
15	Ustick Rd & 11th Ave	23	141.82

It should be noted that the following intersections (indicated by blue shading in Table 6) were re-constructed between 2016 and 2020 and likely will not experience the same crash activity in the future:

- Karcher Road and Midway Road – Signalized in 2018
- Homedale Road and Florida Avenue – Converted to all-way stop control prior to 2022
- Homedale Road and Indiana Avenue – Converted to single-lane roundabout in 2019
- Ustick Road and Lake Avenue – Converted to dual-lane roundabout in 2017
- Orchard Avenue and Indiana Avenue – Converted to all-way stop control in 2018
- Ustick Road and 11th Avenue – Converted to all-way stop control in 2019
- Homedale Road and Lake Avenue – Converted to all-way stop control in 2022
- Linden Road and Northside Boulevard – Converted to all-way stop control in 2020
- Linden Road and Madison Road – Converted to all-way stop control in 2022
- Ustick Road and Indiana Avenue – Expanded from single-lane roundabout to two-lane roundabout in 2023
- Ustick Road and Florida Avenue – Converted to two-lane roundabout in 2023
- Ustick Road and Middleton Road – Converted to two-lane roundabout in 2023
- Ustick Road and Santa Ana Avenue – Converted to multi-lane roundabout in 2022

Regional Attractors

Regional attractors are typically considered when looking at traffic patterns and the needs of road users. Major attractors are as listed:

- Schools
- Parks
- Commerical/Shopping Centers (e.g., Downtown Caldwell, Cleveland Boulevard corridor)
- Industrial Areas/Freight Generators (e.g., Simplot Foods)
- Public Facilities (e.g., hospitals, colleges, civic buildings)

Figure 18 shows the attractors related to bicycle and pedestrian activity within the study area. Figure 22 shows attractors related to freight activity within the study area.

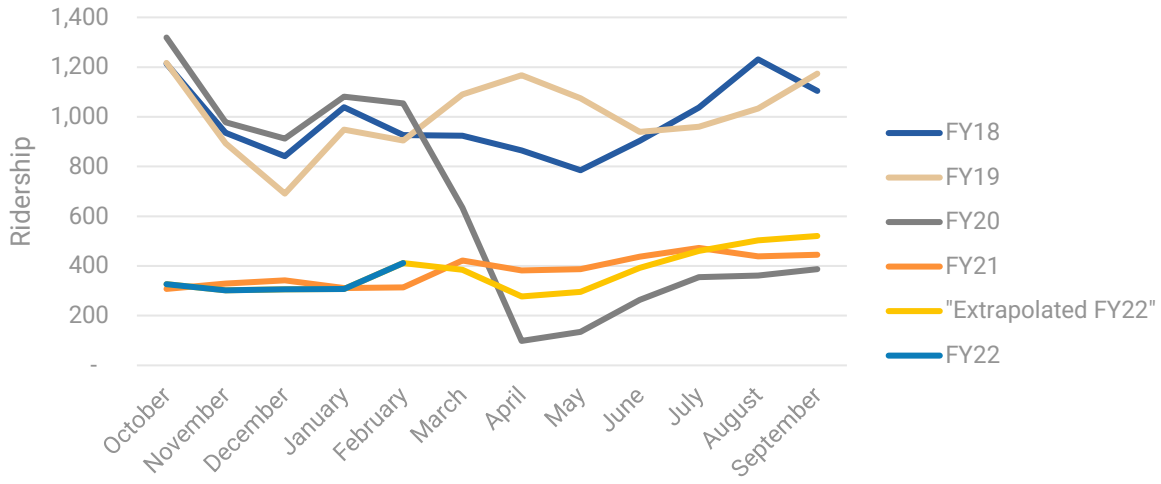
Transit

The City of Caldwell is currently serviced by two Valley Regional Transit (VRT) routes[12]:

- Route 43 – Caldwell Express (FY21 Ridership: 4,588)[13]
- Route 150 – Nampa/Caldwell On-Demand (FY21 Ridership: 28,529)

Route 43 travels along I-84 between the City of Caldwell and the City of Boise. The service runs every 30 minutes on Monday through Friday from 6:15 AM to 7:52 AM and 4:40 PM to 6:15 PM. There are 4 transit stops along this route that are within the study area. Figure 16 below shows ridership trends between FY2018 and FY2022. Note that FY2022 data between March and September are extrapolated based on trends from previous years. As shown in the figure, there was a sharp decline in ridership in March 2020 due to Covid-19 and values have not returned to pre-Covid-19 values since the decline.

Figure 16. Ridership Data: Route 43 – Caldwell Express

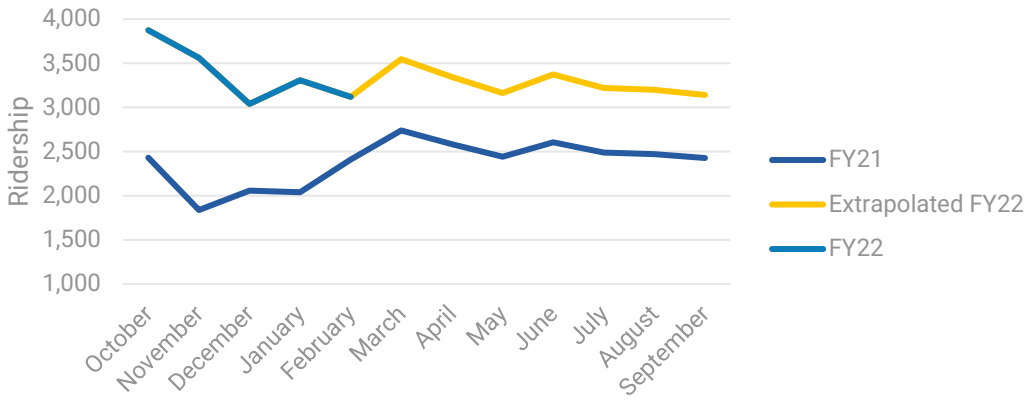


[12] Valley Regional Transit. Route Archives. 2021.
[13] Ridership data received from VRT in April 2022.

Year	Total Ridership	% Growth
FY18	11,808	-
FY19	12,092	2.4%
FY20	7,580	-37.3%
FY21	4,588	-39.5%
Projected FY22	4,486	-2.2%

Route 150 is an OnDemand route, which is a non-fixed route that travels between Boise and Caldwell. This service began in FY2021 to replace Route 52, which ended service after January 2021. Riders using Route 150 can book rides via the "VRT OnDemand" app. Currently, there are 31 transit stops that serve this route within the study area.

Figure 17. Ridership Data: Route 150 – Nampa/Caldwell On-Demand



Year	Total Ridership	% Growth
FY21	28,529	-
Projected FY22	39,887	39.8%

Bicycle and Pedestrian

INVENTORY OF FACILITIES

There are approximately 316.4 miles of existing sidewalk, 13.5 miles of existing bike lanes and routes, and 17.6 miles of trails within the study area.

Bicycle and pedestrian infrastructure within Caldwell include the following:

- Bike Lanes: dedicated bike lanes ~5-6' wide with lane markings and signage (no buffer)
- Bike Routes: shared bike lanes with signage
- Sidewalks: detached and attached concrete paths ~ 4-10' used by both pedestrians and bicyclists
- Trails: multi-use asphalt/concrete pathways ~6-8' wide
- Wayfinding Signage
- Enhanced Crossings
    - e.g., Pedestrian Hybrid Beacons, High Intensity Actuated Crosswalks (HAWKS)

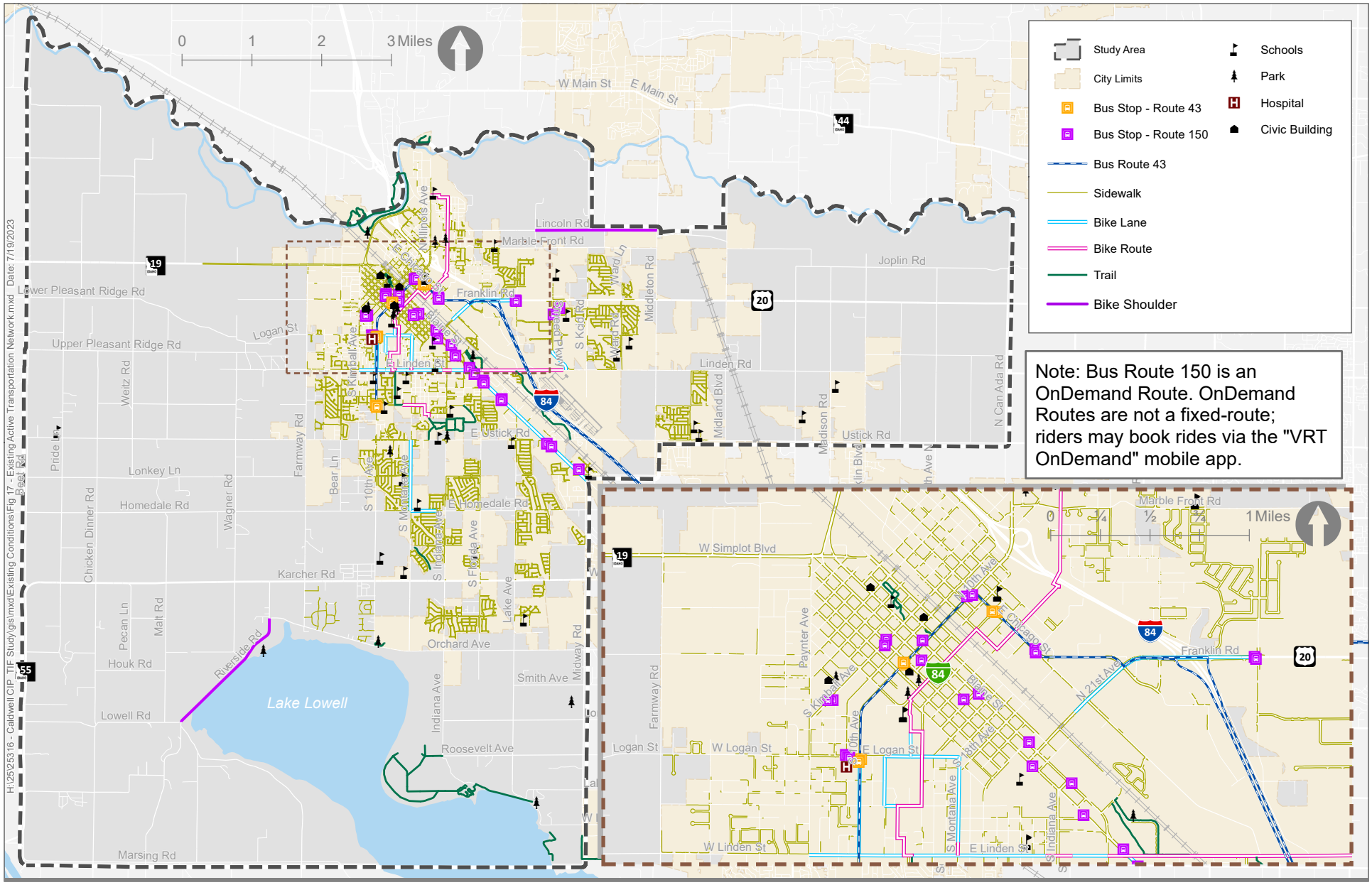
Figure 18 shows the existing bicycle and pedestrian facilities within the study area.

DEFICIENCIES ANALYSIS

This section identifies regional attractors and existing barriers that must be considered when identifying bicycle and pedestrian needs. Regional attractors, shown in Figure 18, include schools, parks, and public and civic buildings. The barriers that bicyclists and pedestrians face are typically high-speed, high volumes roadways, areas that lack sidewalks and bike lanes/pathways, and physical barriers, such as waterways, railroads, and other physical barriers. Barriers identified in the study area are listed in Table 7 below. Figure 19 shows the deficiencies within the study area's active transportation network.

Table 7. Pedestrian and Bicyclist Barriers

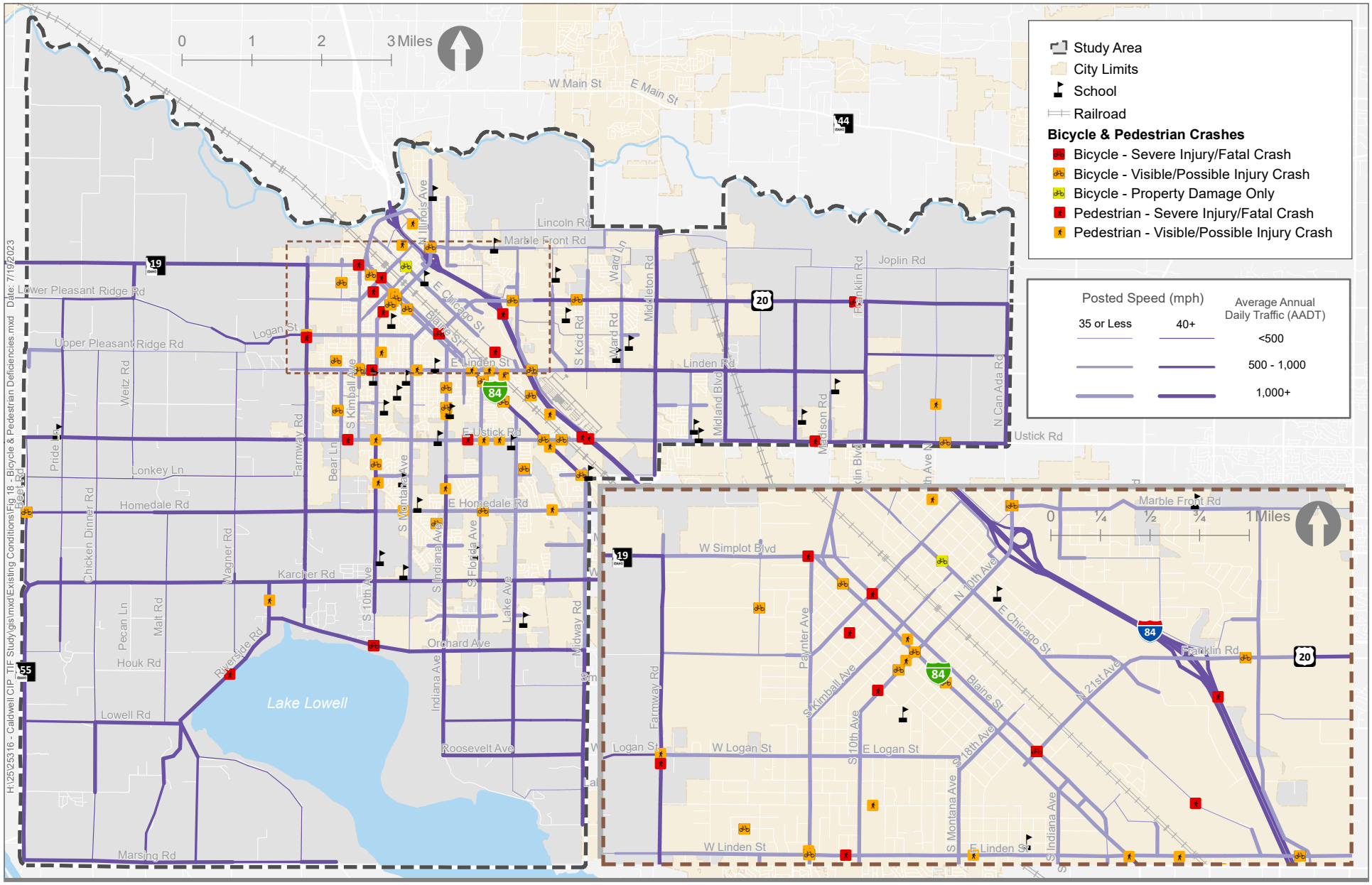
High-Traffic Roads	High Crash Locations	Waterways, Railroads. & Other Physical Barriers
Cleveland Blvd / Blaine St	Ustick Rd	Indian Creek
10th Ave	10th Ave	Lake Lowell
Karcher Rd	Linden St	Union Pacific Railroad
Franklin Rd		I-84
Simplot Blvd		Large Intersection Crossings
Middleton Rd		All irrigation facilities
Ustick Rd		



Data Source:
City of Caldwell GIS Data (Received Sept 14, 2021)
Canyon County GIS Data (Received Aug 10, 2021)
COMPASS (Received Sept 7, 2021)

Figure 18

Existing Active Transportation Network
Canyon County, ID



Data Source:
ITD Crash Data - 2016 to 2020 (Received Aug 3, 2021)
COMPASS (Received Nov 3, 2021)

Figure 19

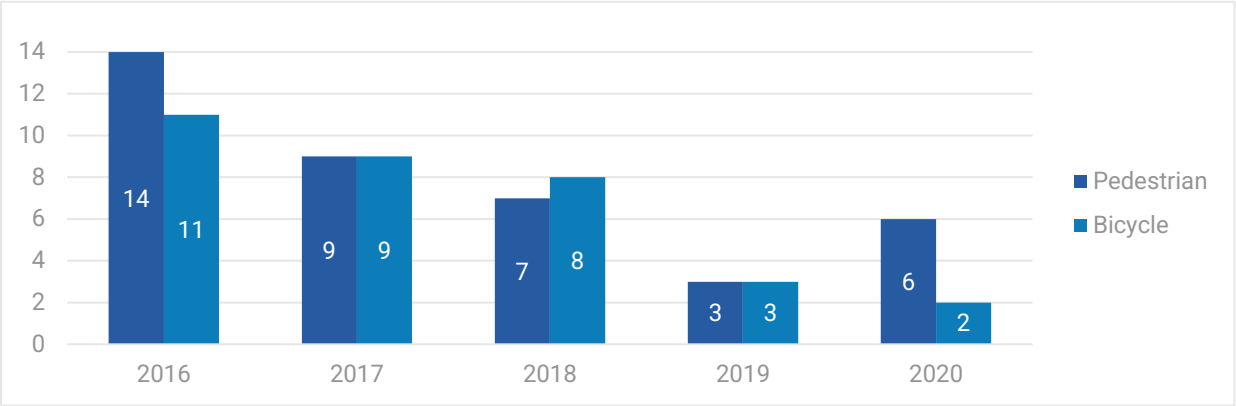
CATS PLAN

Bicycle & Pedestrian Deficiencies
Canyon County, ID

Crash Trends

This section discusses overall trends in bicycle and pedestrian crashes within the study area using the most recent five years of crash data (2016 to 2020). Figure 20 presents the bicycle and pedestrian crashes by year. The locations of these crashes are also shown in Figure 19. 9% of bicycle and 20% of pedestrian crashes were fatal/severe crashes, compared to the 4% of total crashes. Bicyclists and pedestrians being more vulnerable road users results in more severe crashes. The downward trend shown in Figure 20 may be a result of an increase of safer facilities for bicyclists and pedestrians, fewer bicyclists and pedestrians on the road. The decrease in 2020 may also be a result of the pandemic when schools and workplaces transitioned to a virtual environment.

Figure 20. Study Area Bicycle & Pedestrian Crashes (2016 – 2020)

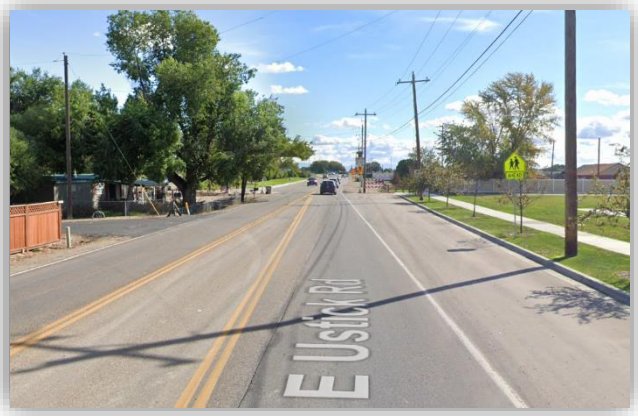


Some of the contributing factors to bicycle and pedestrian crashes are as follows:

- Lack of any bicycle or pedestrian facilities (e.g., bike lanes, sidewalks, marked crossings),
- Lack of connectivity due to gaps within the bicycle and pedestrian network, and
- High-traffic volumes on major roadways (~ 8,000+ ADT)

Many of these trends are seen on high crash location roadways, such as Ustick Road, 10th Avenue, and Linden Street, which are described below.

Ustick Road



Three bicycle and six pedestrian crashes occurred on Ustick Road between Farmway Road and Middleton Road, all of which were fatal or injury crashes. This roadway segment has a posted speed limit of 35 MPH and has between two to three vehicle travel lanes. Volumes between Montana Avenue and Middleton Road range between 8,000 to 12,400 ADT based on the COMPASS model. There are two schools located along this roadway. Currently, there are segments of sidewalk between 10th Avenue and Montana Avenue and between Lake Avenue and Cleveland Boulevard. There are no dedicated bike lanes along this roadway. The lack of bicycle and pedestrian facilities along this roadway forces people to walk or bike alongside high volumes of traffic with no protection, which could be attributed to the high crash frequencies on this roadway.

10th Avenue



Four bicycle and four pedestrian crashes occurred on 10th Avenue between Cleveland Boulevard and Orchard Avenue, all of which were injury crashes. All but one of these crashes were intersection related. Five of the crashes occurred in the downtown area where this two- to four-lane roadway has a posted speed of 35 MPH and volumes ranging between 9,600 to 10,500 ADT. Cleveland Boulevard was the only signalized intersection where a crash occurred. Other crashes in this area occurred at or near unsignalized intersections that only had one to two marked crossings.

Linden Street



Two bicycle and five pedestrian crashes occurred on Linden Street between Kimball Avenue and Aviation Way, all of which were injury crashes. Linden Street has a posted speed of 30 to 35 MPH and between two to three vehicle travel lanes. Based on the COMPASS model, existing traffic volumes east of Montana Avenue are between 6,500 to 9,400 ADT. Although there is an existing sidewalk along some portions of Linden Street, there are many gaps within the sidewalk network along this corridor, and other corridors, that hinder connectivity for pedestrians. There are bike lanes along much of this roadway segment, however, cars were found to use this space for parking in some instances, forcing bicyclists to veer in and out of vehicle travel lanes.

Roadway Network

FUNCTIONAL CLASSIFICATION

Roadways within the study area are defined by COMPASS, Canyon County, and the City of Caldwell through COMPASS's existing functional classifications, which was updated in 2023 and includes Interstate, U.S./State Highway, Principal and Minor Arterial, Collector, and Local roadways[14]. Road classifications are typically defined by their number of lanes, traffic volumes, adjacent land uses, and how it operates within the transportation system. A description of the typical classifications that exist within the study area is provided below. Figure 21 shows COMPASS's functional classification map. As part of this Plan, Caldwell's roadway classification and street cross sections were updated. More details on the street cross section update can be found in Appendix G.

Interstate

I-84 is the only interstate that runs through the study area. This roadway is an ITD owned facility. There are three exits along I-84 that access the study area. Exit 29 accesses Franklin Road, Exit 28 accesses the City Center at 10th Avenue, and Exit 27 accesses Centennial Way. The interstate carries regional traffic and heavy freight to and from Boise in the east and Oregon to the west.

U.S./State Highway

U.S./State Highways, similar to interstate roadways, carry much of the freight movement and regional traffic. U.S./State Highways within the study area include:

- Franklin Road (U.S. Highway 20/26)
- Simplot Boulevard (State Highway 19)
- Karcher Road (State Highway 55)

[14] Community Planning Association for Southwest Idaho. 2040 Functional Classification Map. 2019.

Principal Arterial

Principal arterials include interstate highways, state highways, and significant local highways that typically serve longer trips and carry heavier traffic volumes and freight movement. The typical volume on a principal arterial as defined in Caldwell's updated cross sections is about 10,000 to 30,000 average daily traffic (ADT) or more. These roads have higher speeds than other classifications and require higher design standards. Access management is an important aspect to consider on principal arterials; access is usually very limited on these roadways.

Minor Arterial

Minor arterials connect cities and link principal arterials together to provide interconnected services. They are smaller than principal arterials, however, they still provide relatively high speeds with limited access to neighboring land uses. These roadways are spaced out at certain intervals to serve those areas that are developed; these spacings are typically one-mile intervals in urban areas and two-mile intervals in rural areas. Typical volumes on a minor arterial range from about 5,000 to 20,000 ADT as defined in Caldwell's updated cross sections.

Collector

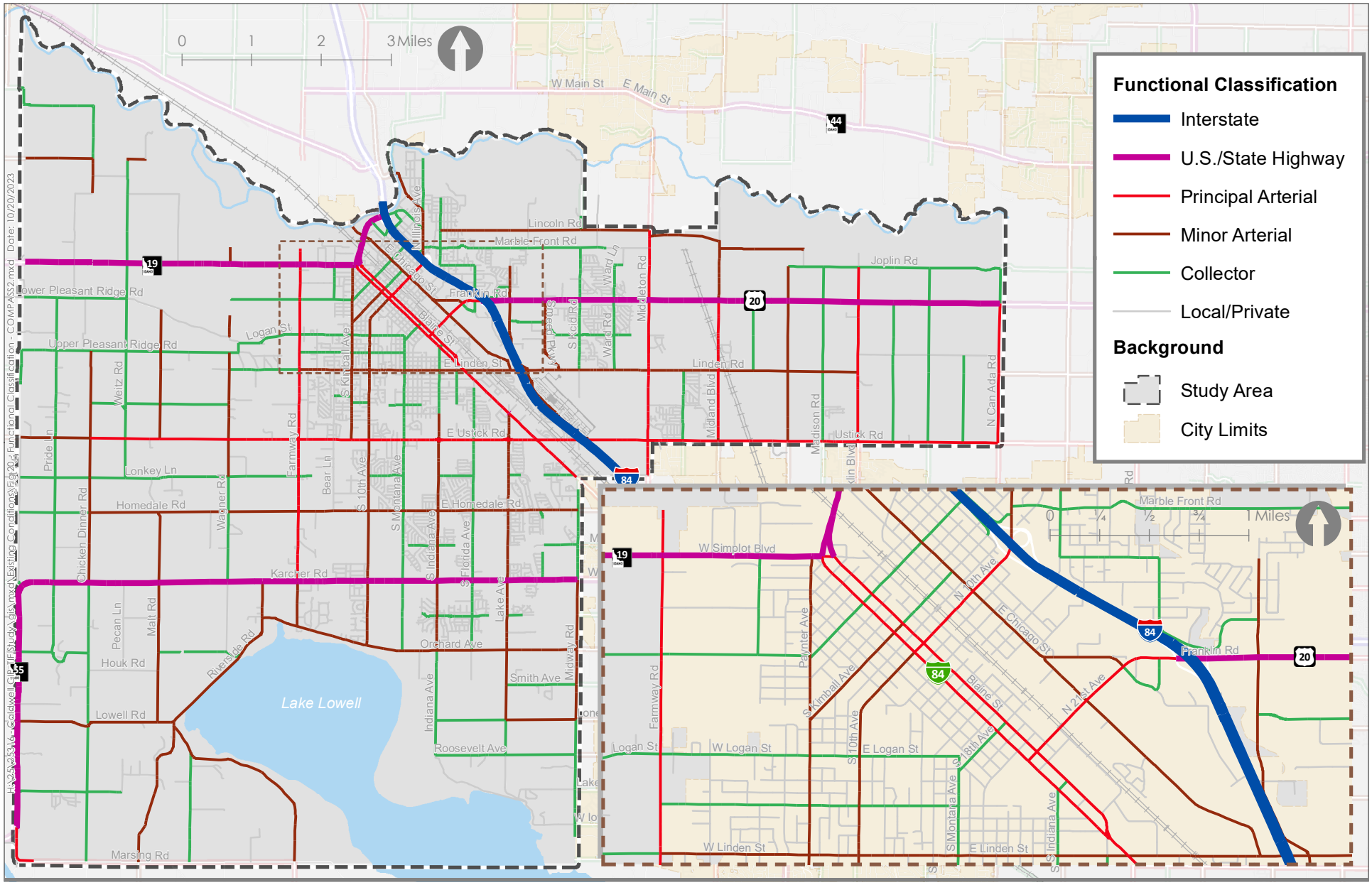
Collector roads serve shorter, more local trips and generally distribute traffic from arterials into neighborhoods. Typical volumes on collector roads range from about 2,000 to 7,500 ADT as defined in Caldwell's updated cross sections.

Industrial

Industrial roads serve traffic through more industrialized areas and generally carry higher volumes of freight traffic. These roads are designed to allow for safe and adequate truck turning movements that reduce obstructions to visibility.

Local

Local roads provide direct access to mostly residential areas and, also, commercial areas. These roads are designed for reduced speeds and lower volumes that typically fall under 2,000 ADT as defined in Caldwell's Comprehensive Plan.



Data Source: COMPASS (Uploaded August 17, 2023)
Note: The traffic operations analyses uses the previous COMPASS Functional Classification Map (Received Sept 7, 2021). The only update made to the roadways' functional classifications within the study area was Midland Boulevard between US 20/26 and Ustick Road, which changed from a Minor Arterial to a Principal Arterial.

CATS PLAN

Figure 21

Existing Functional Classification
Canyon County, ID

GEOMETRIC CHARACTERISTICS

The geometric characteristics of roadways can help further describe the existing transportation network. Characteristics such as roadway ownership, number of lanes, posted speed limits, and intersection control devices are shown in Appendix H. Table 8 below shows approximate centerline miles by ownership.

Table 8. Road Centerline Miles by Ownership

Geometric Characteristic/Feature	Ownership				Total
	City of Caldwell	CHD4	NHD	ITD	
Road Centerline Miles	269 mi.	193 mi.	9 mi.	41 mi.	512 mi.

FREIGHT

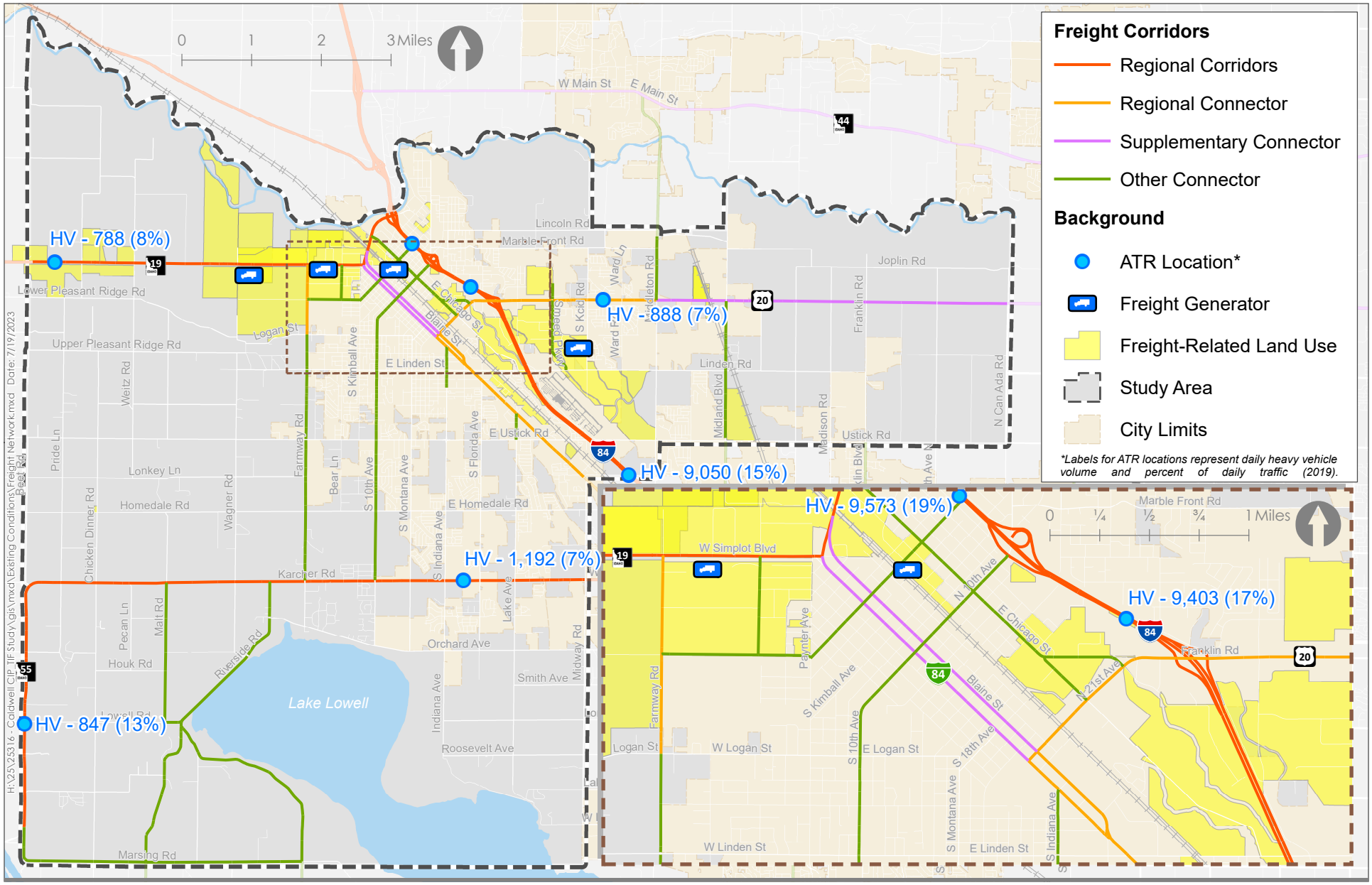
Much of the study area's economy depends on the manufacturing, industrial, and agricultural aspects of the land; freight plays a critical role in helping maintain these components of the economy. The transportation system serves an important role in the efficient movement of freight, goods, and packages and is extremely important to the region's economic prosperity.

The Caldwell subarea has several characteristics that make it an important location for freight movement. It is close to a major population center in the Boise metropolitan area, includes multiple regionally significant freeways and highways, and is home to several major industrial, manufacturing, and agricultural businesses. I-84 serves most of the freight movement regionally while other highways, such as Franklin Road (U.S. 20/26), Simplot Boulevard (State Highway 19), and Karcher Road (State Highway 55), serve as both long-distance corridors and as local connectors between communities and businesses (e.g., retail, hospitals, schools).

As part of its 2018 COMPASS Freight Study, COMPASS identified a network of truck corridors and connectors for the region. Regional corridors serve as the backbone of the network and have high volumes of truck traffic; connectors provide connectivity between these corridors and freight clusters.

Figure 22 displays this existing freight network, as well as the locations of important freight generators, roadways with high truck volumes, and freight-related land use. Freight-related land uses include agricultural, industrial, and manufacturing/production land uses as defined in the County and City's zoning maps. Major freight generators include the following:

- Darigold Caldwell
- Simplot Foods
- Industrial Area – Simplot
- Sky Ranch Business Park
- Capitol Distributing/Fresca/AMFEC
- Sky Ranch / North Ranch Area



Data Source: 2018 COMPASS Freight Study; Idaho Department of Transportation; Canyon County

CATS PLAN

Figure 22

Freight Network
Canyon County, ID

Traffic Volumes

Traffic volumes within the study area were developed to illustrate existing traffic activity and to form the basis of the traffic operations analysis. This section describes the data used to develop traffic volumes and presents daily and PM peak hour traffic volumes on study area roadways.

DATA

The primary source of data for traffic volumes is the COMPASS travel demand model, which provides estimated traffic volumes on major collectors, arterials, and highways within the study area. COMPASS updated their travel demand model in 2021 as part of the Communities in Motion 2050 process. The update included new existing and future demographics and an updated horizon year of 2050. The traffic volumes in the travel demand model were validated primarily with year 2019 traffic volumes to reflect pre-COVID-19 conditions.

The data in the travel demand model was validated with traffic count data from various transportation impact studies in the study area, traffic counts collected by CHD4 and NHD, and ITD Automatic Traffic Recorder (ATR) data. All traffic count data was from years 2019 to 2021. Appendix I shows locations where traffic count data was inventoried. Additional traffic counts in the study area were obtained from COMPASS's online interactive traffic volume map.

TRAFFIC VOLUME TRENDS

Traffic volume data from the ITD ATRs was analyzed and summarized from 2011 to 2021 to identify historical trends and growth rates of traffic volumes in the study area. Figure 23 shows a summary of growth on study area roadways on ITD ATR locations. Table 9 shows the information in tabular format and indicates the historical average annual growth rates on each roadway. It should be noted that year 2021 data does not include traffic volumes from November or December.

As shown in Figure 23 and Table 9, annual average growth rates on study area roadways range from 1.2% to 6%. The annual average growth rate for the total of all ATR volumes (not including I-84) from 2011 to 2021 is approximately 3.8%. Average daily traffic volumes decreased in 2020 due to the COVID-19 pandemic by an average of 3.5% from 2019 levels. However, all ATR's indicated that traffic volumes in 2021 were higher than year 2019 levels. Transportation impact studies in the study area have generally used growth rates ranging between 2% and 5% to grow future traffic volumes.

Figure 23. Annual Average Daily Traffic on Study Area Roadways - ITD ATR's

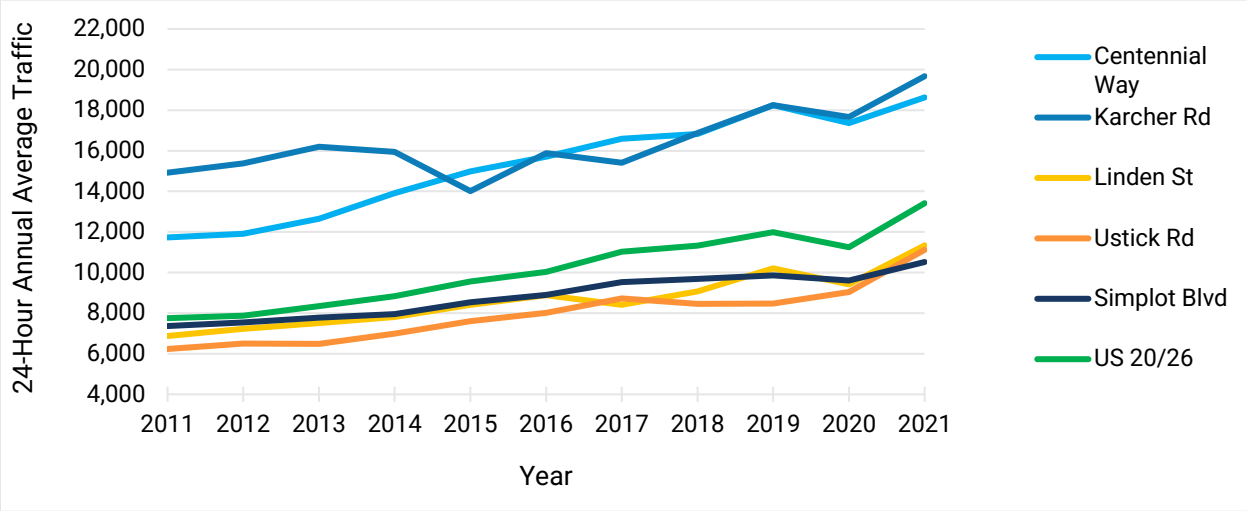


Table 9. Annual Average Daily Traffic and Growth on Study Area Roadways - ITD ATR's

Year	Annual Average Daily Traffic							
	Centennial Way (N of Simplot Blvd)	Karcher Rd (E of Indiana Ave)	Linden St (W of I-84)	Ustick Rd (W of I-84)	21st Ave (E of Cleveland Blvd)	US 20/26 (E of Kcid Rd)	Simplot Blvd (E of Notus Rd)	I-84 (N of US 20-26)
2011	11,731	14,915	6,874	6,234	15,814	7,753	7,365	37,579
2012	11,911	15,378	7,222	6,498	15,969	7,870	7,550	41,871
2013	12,645	16,199	7,513	6,483	15,870	8,354	7,783	43,993
2014	13,908	15,949	7,804	6,996	15,781	8,833	7,956	44,898
2015	14,978	14,013	8,413	7,601	16,365	9,555	8,543	48,286
2016	15,708	15,885	8,888	8,018	16,427	10,034	8,892	51,346
2017	16,593	15,407	8,416	8,730	17,508	11,028	9,525	52,780
2018	16,821	16,875	9,071	8,454	17,626	11,329	9,691	55,448
2019	18,247	18,250	10,209	8,476	10,440	11,989	9,856	56,703
2020	17,363	17,669	9,426	9,035	15,225	11,247	9,608	56,109
2021	18,629	19,673	11,339	11,120	17,858	13,416	10,519	62,580
Annual Average Growth Rate[1]	*4.7%*	*2.8%*	*5.1%*	*6.0%*	*1.2%*	*5.6%*	*3.6%*	*5.2%*

[1]*Compounded growth rate*

EXISTING TRAFFIC VOLUMES

The daily traffic volumes on study area roadways from the COMPASS travel demand model are shown in Figure 24. Weekday PM peak hour traffic volumes were also obtained from the COMPASS travel demand model and are shown in Appendix I. The daily traffic volumes and weekday PM peak hour traffic volumes from the model were validated by traffic count data collected between 2019 and 2021. Summaries of these traffic volume validations are shown in Appendix I.

The following roadways have the highest daily traffic volumes in the study area (average daily traffic greater than 10,000):

- I-84
- US 20-26 (Franklin Rd)
- SH 19 (Simplot Blvd)
- I-84 Business (Cleveland Blvd, Blaine St, Centennial Way)
- SH-55 (Karcher Rd)
- N 21st Ave
- N 10th Ave
- Ustick Rd
- Middleton Rd

Traffic Operations

A traffic operations analysis was conducted for existing roadways and intersections within the study area. The following section outlines the methodologies and processes used in the analysis, as well as the performance measure used to determine deficient segments and intersections.

PERFORMANCE MEASURE

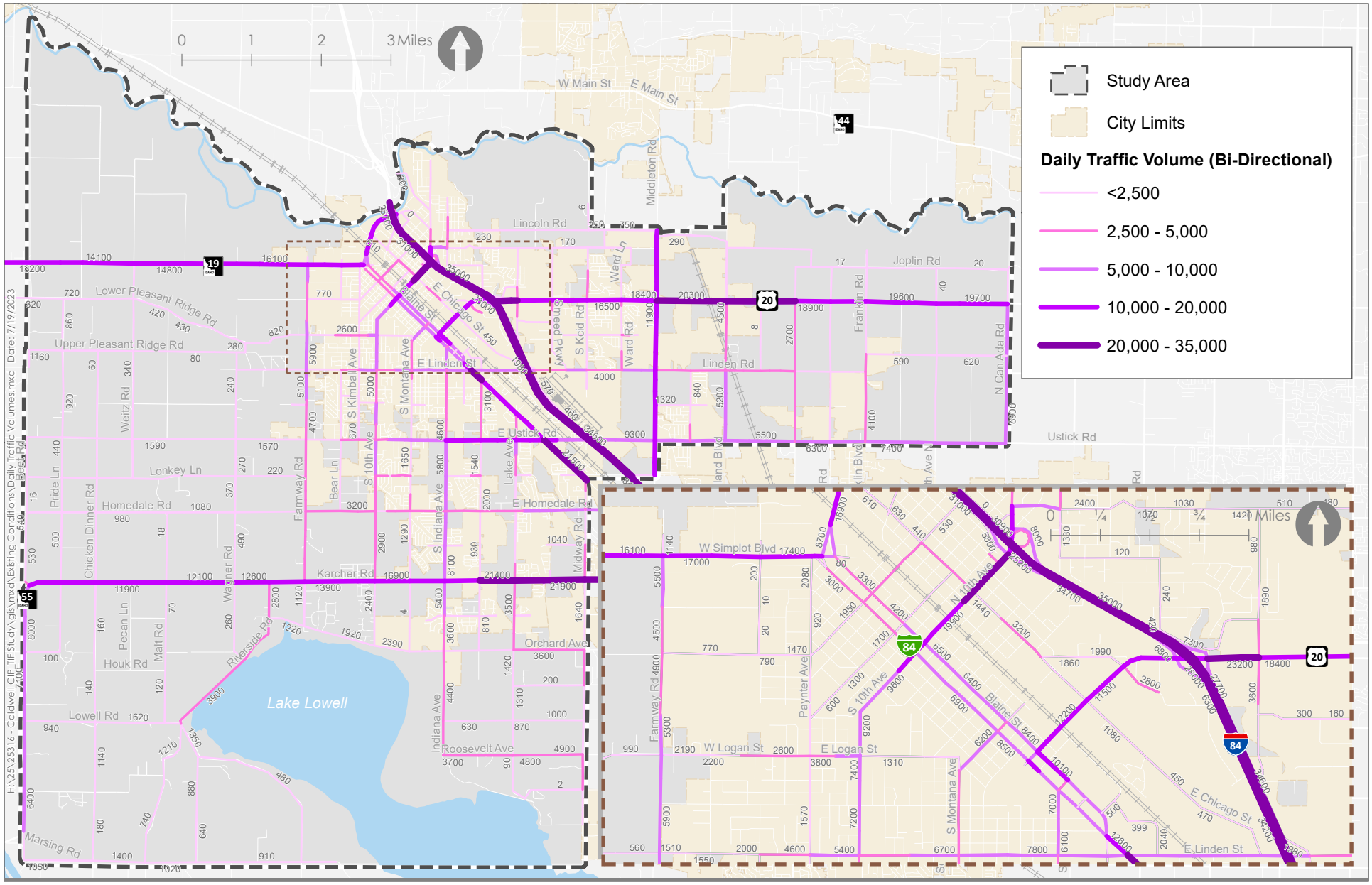
The traffic operations analysis performed in this section utilized a performance measure of level of service (**LOS) D** for roadway segments and intersections. Level of service provides an indication of how much delay a driver experiences traveling on a roadway segment or through an intersection. The performance measure was chosen based on the following characteristics:

- Goals and objectives for the study area
- Consistent with current practice by the City of Caldwell and CHD4
- Consistent with other transportation agencies in the Treasure Valley
- The measure is tied to the capacity of the roadway segments and intersections consistent with the Idaho Code 67-82 which specifies requireemnts for the development of impact fees.
- The measure can be calculated via Highway Capacity Manual (HCM) 6th Edition[15] methodology

METHODOLOGY

This section describes the methodology used to analyze traffic operations at roadways and intersections in the study area. The traffic operations analysis primarily relied on the weekday PM peak hour traffic volume data from the COMPASS travel demand model. Detailed descriptions of the methodology can be found in Appendix J.

[15] Transportation Research Board. *Highway Capacity Manual 6th Edition*. 2016.



Data Source: COMPASS (Received Nov 3, 2021)

Note: All I-84 traffic volumes are directional

Figure 24

Daily Traffic Volumes (Year 2021)
Canyon County, ID

Roadway Segments

Roadway segment operations were evaluated within the service area using service volume thresholds based on methodologies in the HCM 6th Edition. The specific values used in this analysis were developed using the Florida Department of Transportation's (FDOT) 2020 generalized service volume tables[16] and correlate with LOS D. These values are shown in Appendix J.

The roadway segment operations methodology involved comparing the existing (2021) PM peak-hour directional volumes presented in the Traffic Volumes section to the service volume table discussed above. Using LOS D as the threshold, roadways that require capacity improvements under existing conditions or are close to the threshold were identified.

Intersections

Intersection operations were evaluated using methodologies outlined in the HCM and the National Cooperative Highway Research Program (NCHRP) Report 825: Planning and Preliminary Engineering Applications Guide to the Highway Capacity Manual17. Each intersection within the service area was evaluated under year 2020 traffic conditions (weekday PM peak hour) using Figure 25 from NCHRP Report 825 (shown on the next page). This exhibit is based on methodologies of the 6th Edition of the HCM and identifies intersections that warrant a different intersection control type (e. g. stop control, all-way stop, roundabout, signal), based on their existing control type and by the traffic volumes on the roadway approaches. This step resulted in a list of intersections in the study area that may warrant improvement. Intersections that were close to the threshold were further evaluated in Synchro using projected turning movement volumes from the COMPASS travel demand model and other traffic volume data. Operations results from the CHD4 Transportation Plan and from recent-year (2019 to 2021) Transportation Impact Studies were also incorporated into the results.

ANALYSIS RESULTS

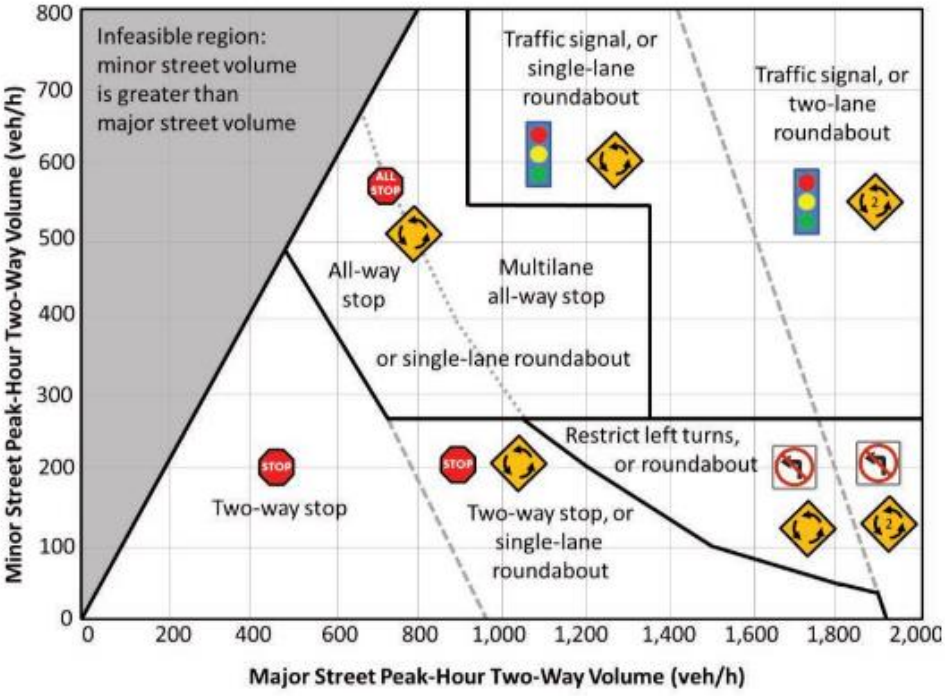
The traffic operations for existing conditions are shown in Figure 26 for roadways and intersections. Figure 26 shows which roadways and intersections operate at "LOS D or better" (e.g., meeting the performance measure target) or at "LOS E or worse" (e.g., not meeting the performance measure target). Roadways and intersections that operate at LOS E or worse are also shown in Table 10 and Table 11, respectively. Also identified in Table 10 and Table 11 are preliminary improvements that would allow the intersection or roadway to operate at LOS D or better.

Table 10. Roadway Segments Operating at LOS E or Worse (Existing Conditions)

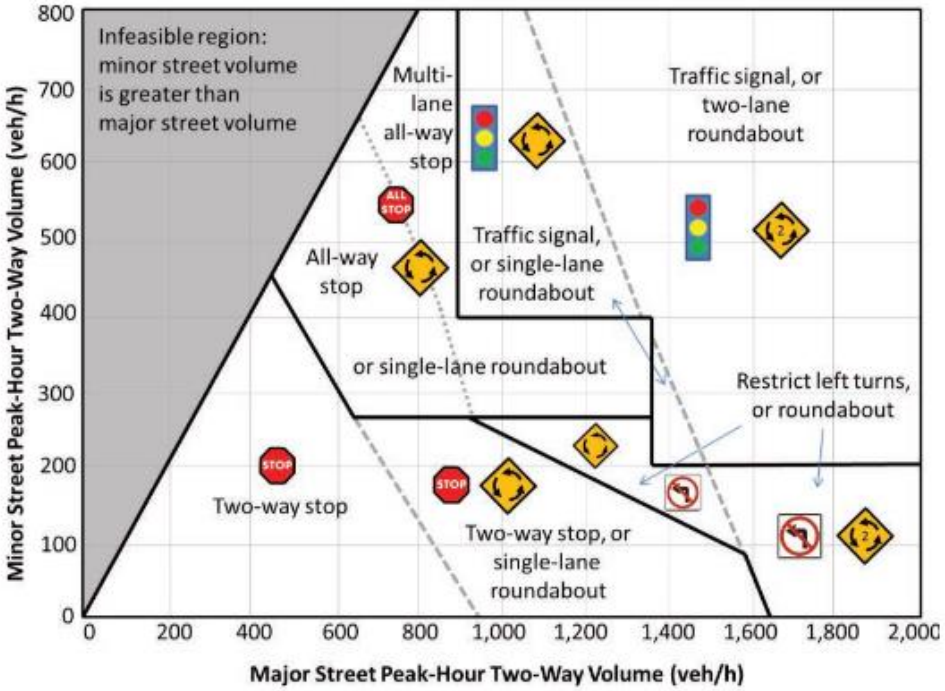
Roadway	Segment	Improvement Needed to Operate at LOS D or Better
US 20-26	Can Ada Rd to Smeed Parkway	Widen from two lanes to five lanes
Karcher Rd (SH 55)	Midway Rd to Montana Ave	Widen from two lanes to five lanes
Karcher Rd (SH 55)	Montana Ave to Riverside Rd	Widen from two lanes to three lanes
Middleton Road	US 20-26 to Lincoln Road	Widen from two to three lanes

[16] Florida Department of Transportation. *Quality/Level of Service Handbook*. 2020.
[17] National Cooperative Highway Research Program. *Report 825: Planning and Preliminary Engineering Applications Guide to the Highway Capacity Manual*. 2016.

Figure 25. Used for Intersection Operations Analysis (NCHRP 825)



(a) 50/50 Volume Distribution on Each Street



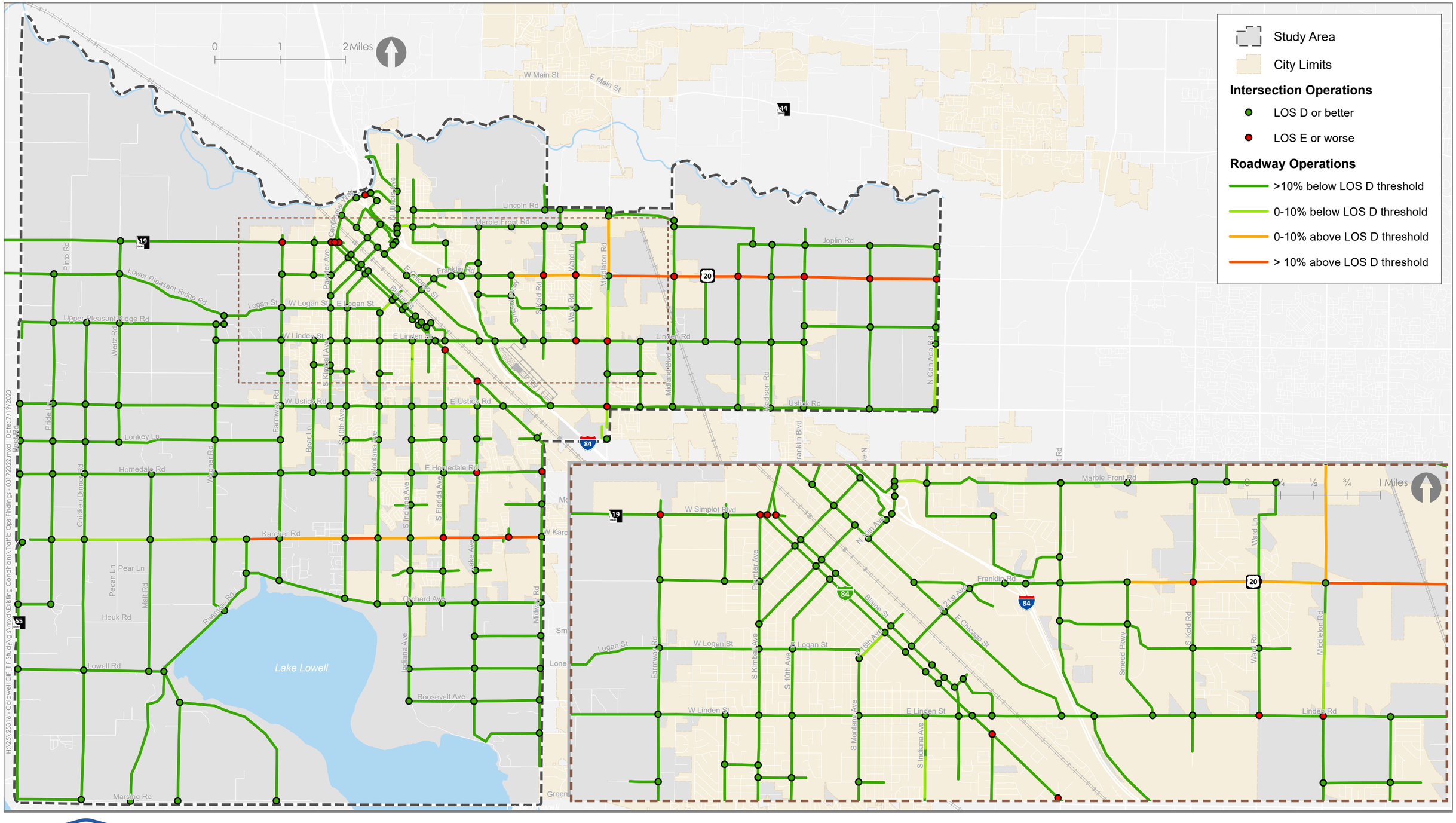
(b) 67/33 Volume Distribution on Each Street

Table 11. Intersections Operating at LOS E or Worse (Existing Conditions)

Intersection	Agency Ownership	Existing Control Type	Improvement Needed to Operate at LOS D or Better
11th Ave and US 20/26	ITD/CHD4	TWSC	Traffic Signal or Multi-Lane Roundabout
Can Ada Rd and US 20/26	ITD/CHD4	TWSC	Traffic Signal or Multi-Lane Roundabout
Celeste Ave and Karcher Rd	ITD/Caldwell	TWSC	Traffic Signal, Multi-Lane Roundabout, or Restricted Left-Turn
Centennial Way / Blaine Street and Simplot Blvd	ITD	AWSC	Traffic Signal or Multi-Lane Roundabout
Centennial Way / Cleveland Blvd and Simplot Blvd	ITD	TWSC	Traffic Signal or Multi-Lane Roundabout
Cleveland Blvd and Lake Ave	ITD/Caldwell	TWSC	Traffic Signal, Multi-Lane Roundabout, or Restricted Left-Turn
Farmway Rd and Simplot Blvd	ITD/CHD4	TWSC	Traffic Signal or Multi-Lane Roundabout
Florida Ave and Cleveland Blvd	ITD/Caldwell	TWSC	Traffic Signal, Multi-Lane Roundabout, or Restricted Left-Turn
Florida Ave and Homedale Rd	Caldwell	TWSC	AWSC
Florida Ave and Karcher Rd	ITD/CHD4/Caldwell	TWSC	Traffic Signal, Multi-Lane Roundabout, or Restricted Left-Turn
Franklin Blvd and US 20/26	ITD/CHD4	TWSC	Traffic Signal or Multi-Lane Roundabout
I-84 WB Ramps and Centennial Way	ITD	TWSC	Traffic Signal
Kcid Rd and US 20/26	ITD/Caldwell	TWSC	Traffic Signal or Multi-Lane Roundabout
Lake Ave and Homedale Rd	Caldwell	TWSC	Traffic Signal or Single-Lane Roundabout
Middleton Rd and Linden Rd	CHD4/Caldwell	AWSC	Single-Lane Roundabout
Middleton Rd and Ustick Rd	CHD4/Caldwell/NHD	AWSC	Single-Lane Roundabout

Intersection	Agency Ownership	Existing Control Type	Improvement Needed to Operate at LOS D or Better
Midland Blvd and US 20/26	ITD/CHD4	TWSC	Traffic Signal or Multi-Lane Roundabout
Midway Rd and Homedale Rd	Caldwell	TWSC	AWSC
Northside Blvd and US 20/26	ITD/CHD4	TWSC	Traffic Signal or Multi-Lane Roundabout
Paynter Ave and Simplot Blvd	ITD/Caldwell	TWSC	Traffic Signal or Multi-Lane Roundabout
Ward Rd and Linden Rd	Caldwell	TWSC	Roundabout
Ward Rd and US 20/26	ITD/Caldwell	TWSC	Traffic Signal, Multi-Lane Roundabout, or Restricted Left-Turn

[1]*TWSC = Two-Way Stop-Controlled, AWSC = All-Way Stop-Controlled*



CATS PLAN

Figure 26

Intersection and Roadway Traffic Operations
Year 2021 Weekday PM Peak Hour Conditions
Canyon County, ID

FUTURE CONDITIONS

This section outlines the different components of the future (year 2050) transportation network such as projected demographics and land use, transportation safety, emerging technologies, and the roadway network. Projected population and employment are key players in transportation demand and help to understand where future improvements to the roadway network are needed. The information presented in this section will be used to develop a project list that may be incorporated into a Capital Improvement Plan (CIP) and traffic impact fee program.

Future Land-Use

Future land uses within the study area were identified by comprehensive plans, including the City of Caldwell's 2040 Comprehensive Plan (2020), Canyon County's 2030 Comprehensive Plan (2022), and the City of Nampa's Comprehensive Plan (2023). The future land uses are intended to use smart growth initiatives to guide growth and development inside and near City limits. The future land uses are shown in Figure 27.

The Highway 20/26 Specific Area Plan (SAP), which was adopted by the City of Nampa in February 2023, was also used. The Highway 20/26 SAP identifies project development patterns, including housing densities, within the City of Nampa's impact areas within the study area (generally east of Madison Road and north of Ustick Road).

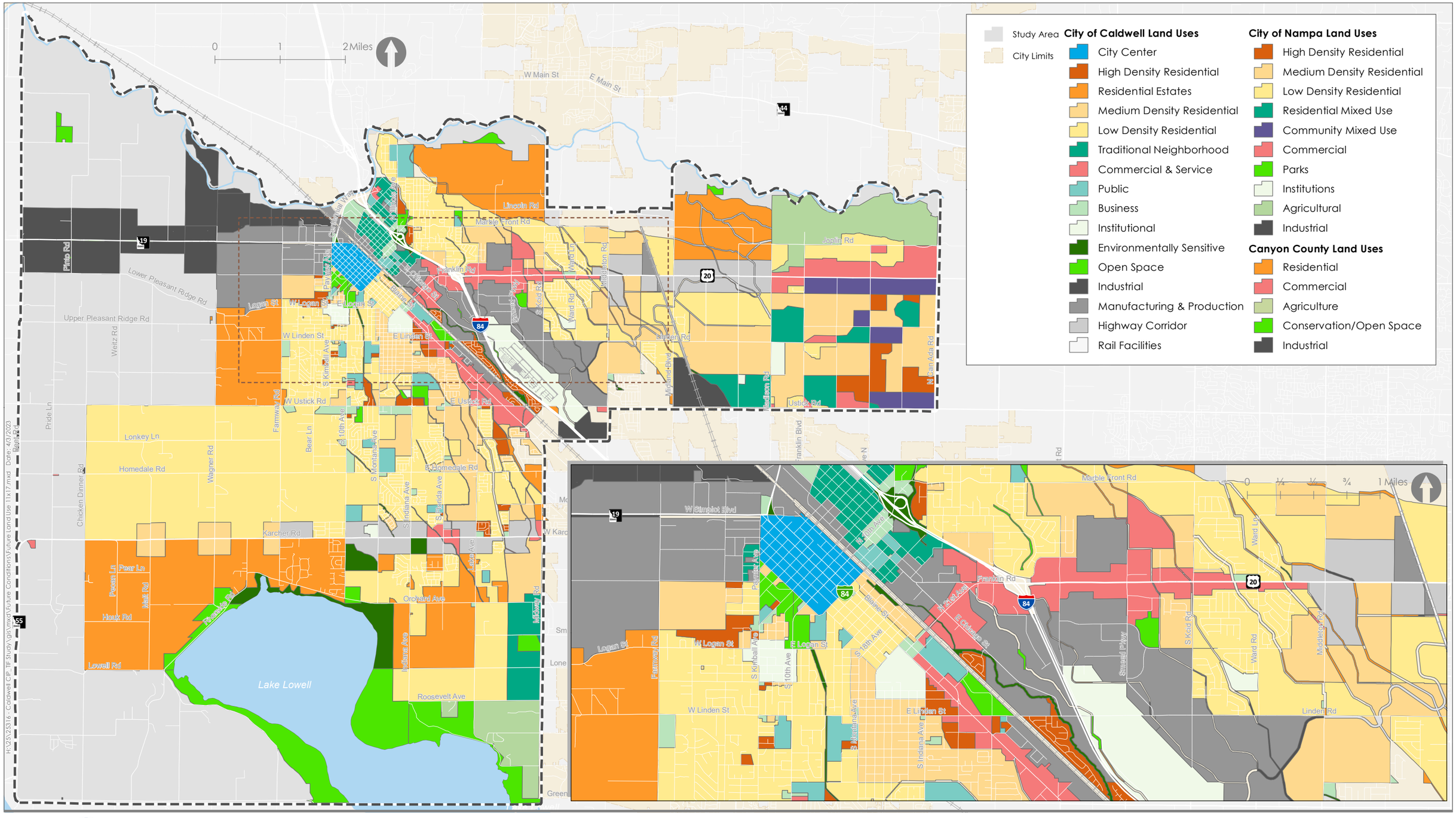
The future land-uses identified by agencies within the study area were used to develop year 2050 demographic and roadway network assumptions.

Year 2050 Demographics

This section presents the assumed year 2050 population and employment projections by Traffic Analysis Zone (TAZ) within the study area. The COMPASS travel demand model was used to develop year 2050 travel demand estimates within the study area based on projected demographics and land uses. COMPASS developed a forecast year of 2050 in their travel demand model as part of the Communities in Motion 2050 process. The model's year 2050 scenario contains assumptions regarding future demographics. For this plan, the demographic assumptions were updated to create a modified year 2050 scenario. Factors that affected the year 2050 demographic assumptions are as follows:

- Historical population growth rates within the study area
- Historical growth patterns within the Treasure Valley
- Existing sewer infrastructure and other public utilities
- Expected future land-uses
- Existing zoning requirements

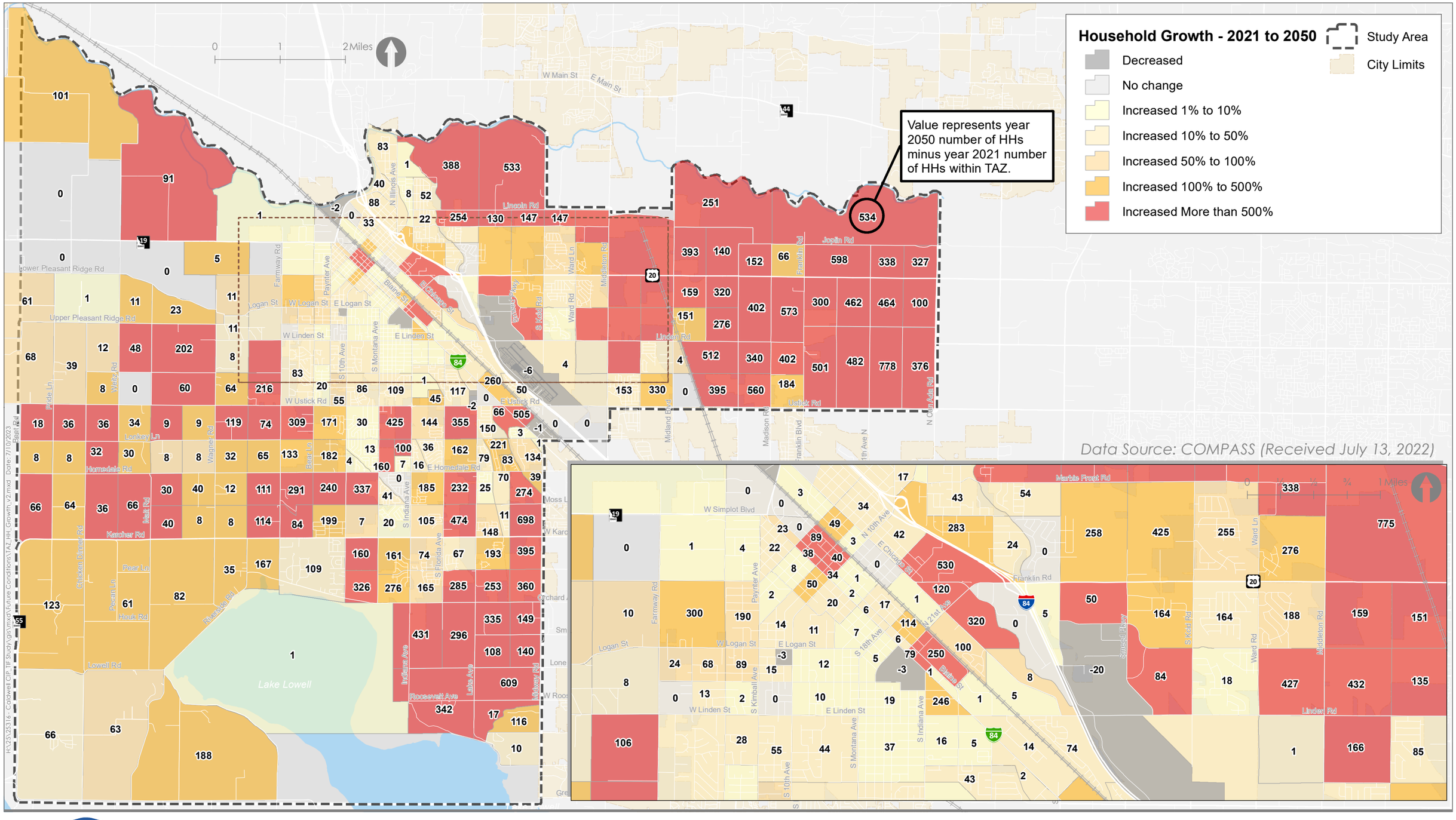
The total year 2050 demographics and growth from year 2021 is summarized in Table 12 for the study area. As shown in Table 12, households are assumed to grow by 3.4% per year and jobs are assumed to grow by 2.5% per year. The population is assumed to grow at a lower rate than households (2.9% per year) due to anticipated decreases in household occupancy rates. Total growth per TAZ is shown in Figure 28 and Figure 29 for households and jobs, respectively.



Data Source:
City of Caldwell 2040 Comprehensive Plan (Added Jan 28, 2020)
Canyon County 2030 Comprehensive Plan (Added Jan 17, 2023)
City of Nampa 2040 Comprehensive Plan (Added April 3, 2023)

Figure 27

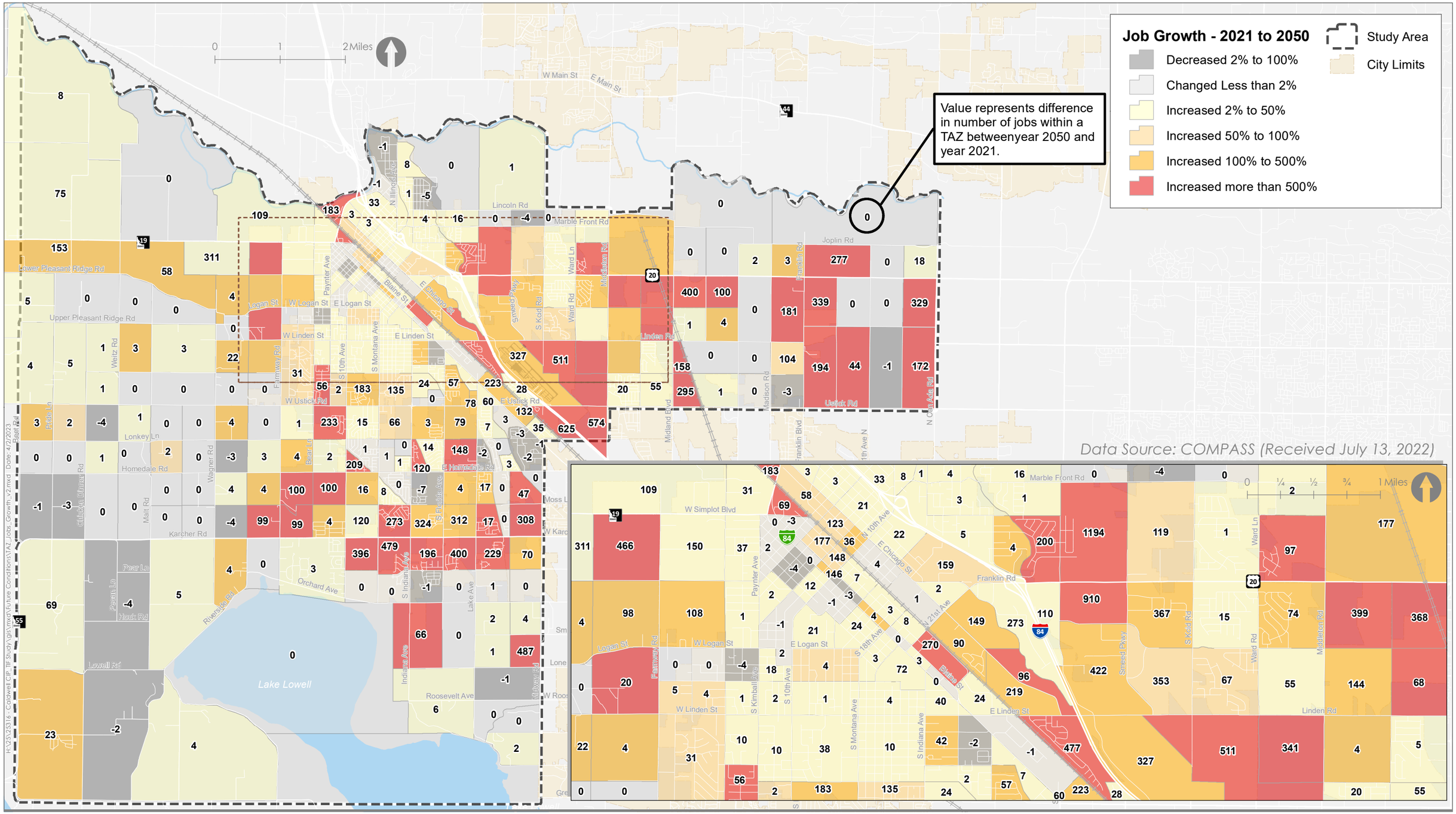
Future Land Use
Canyon County, ID



CATS PLAN

Figure 28

COMPASS Travel Demand Model
Year 2050 Household Growth by TAZ
Canyon County, ID



Data Source: COMPASS (Received July 13, 2022)

Figure 29

COMPASS Travel Demand Model
Year 2050 Job Growth by TAZ
Canyon County, ID

Table 12 Year 2021 to Year 2050 Demographic Summary

Year	Households	Population	Jobs
2021	22,616	69,919	20,366
2050	60,119	159,299	41,668
Total Growth	37,503 (+166%)	89,380 (+128%)	21,302 (+105%)
Annual Growth Rate	3.4%	2.9%	2.5%

Source: Traffic Analysis Zones (TAZs) from COMPASS travel demand model

Safety

This plan was developed to align with safety goals and policies outlined in existing plans from various jurisdictions within the area, including the comprehensive plans for Caldwell, Nampa, and Canyon County, the City of Caldwell Bicycle and Pedestrian Master Plan, and ITD's Strategic Highway Safety Plan and vision to move toward zero deaths on all roadways in Idaho.

The analysis and recommendations presented in this plan are derived from an in-depth analysis of crash data, completed as part of the existing conditions assessment. This plan uses a data-driven approach to identify safety infrastructure projects based on existing crash trends. This plan does not examine overarching policy related to transportation safety strategies that may be used to further mitigate future crashes within the study area.

Emerging Technologies

Emerging transportation technologies encompass a broad range of evolving applications of science, engineering, and social organization that have the potential to transform how people and institutions use land and transportation systems in urban and rural settings.[18] Examples of emerging technologies include fiber optic networks and 5G communications, connected and automated vehicles, mobility as a service, big data analytics, and electrification. Individually and together, these emerging technologies are changing the ways people, goods, and information move.

Understanding emerging technologies and accounting for them in the transportation planning process enables Caldwell to develop reasonable expectations for the types, timeliness, and impacts of technologies that are expected to influence the City. The potential impacts are subject to technology development, market direction, and policy guidance. The transportation planning process must adapt as technologies develop and markets evolve. Technology applications are best implemented when and where they are used to achieve City goals.

As part of the Infrastructure Investment and Jobs Act (IIJA), passed in November 2021, the National Electric Vehicle Infrastructure Program (NEVI) was created to accelerate the nationwide transition to lower-carbon transportation. The NEVI Program provides both formula and competitive funding for the planning, design, construction, and operation of electric vehicle charging infrastructure for private

[18] National Cooperative Highway Research Program. Research Report 924: Foreseeing the Impact of Transformational Technologies on Land Use and Transportation. 2019.

passenger vehicles, government fleets, and freight vehicles. The NEVI also provides technical assistance for states, MPOs, and local governments to aid in the transition to electric transportation. In September 2022, the Idaho Electric Vehicle Infrastructure Baseline Plan[19], which outlines a framework for implementing EVs in Idaho, was adopted and approved.

Various collaborative efforts have been taken to identify innovative Transportation System Management and Operations (TSMO) and Intelligent Transportation Systems (ITS) solutions. These efforts include the I-84 Operations Plan[20], the Treasure Valley TSMO Strategy Plan[21], and the Treasure Valley ITS Architecture[22]. These efforts have identified operational challenges and innovative solutions to improve safety, maximize reliability/capacity, and improve integrated operations of the interstate corridor in Ada and Canyon Counties.

PLANNING RECOMMENDATIONS

Mobility is vital to the health and welfare of a community and to the strength of the local economy. By proactively planning for emerging technology impacts, the City will be ready to apply for federal or state funding when it becomes available.

The City of Caldwell is recommended to partner with Idaho Transportation Department (ITD) District 3 to qualify for a portion of Idaho's NEVI formula funding (estimated to be $30 million between FY22-26) over the next five years. The majority of the formula funding will go towards building new or upgrading fast charging stations along designated alternative fuel corridors. Alternative fuel corridors in the study area include I-84, US 20/26, and SH-55[23].

The City is also encouraged to plan and evaluate emerging technology pilot deployments. Pilots help agencies learn about the impacts new technologies will have on their local communities and learn what unique challenges and solutions are needed to fit existing infrastructure and travel demands. Identifying challenges early enables an agency to make changes in response to lessons learned.

The impacts of AV technology on the transportation system and on land use and travel patterns will be significant, but are currently unknown, with many technologies still in the research and development stage. Until these technologies are in real-world use, long-term real-world impacts will be unknown. The City will need to consider multiple potential future scenarios and frequently measure system performance to monitor trends and learn how these new technologies are impacting the communities and roads.

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[19] Idaho Transportation Department. *2022 State of Idaho Electric Vehicle Infrastructure Baseline Plan.* August 1, 2022. https://oemr.idaho.gov/wp-content/uploads/id_nevi_plan.pdf.
[20] Idaho Transportation Department & Community Planning Association of Southwest Idaho. *I-84 Corridor Operations Plan.* June 2022.
[21] Community Planning Association of Southwest Idaho. *Treasure Valley Transportation Systems Management and Operations (TSMO) Strategy Plan 2020-2030 Update*. January 2020.
[22] Community Planning Association of Southwest Idaho. *Treasure Valley ITS Architecture*. December 2019. https://www.compassidaho.org/documents/prodserv/its/index.htm.
[23] Alternative Fuel Corridor Map: https://www.arcgis.com/home/webmap/viewer.html?webmap=327633183aae473ab09e8c289781f5a9&extent=-128.7869,38.468,-96.3333,51.2665

Roadway Network

Modifications to the roadway network that are expected by year 2050 were identified and included in the COMPASS travel demand model used to develop the year 2050 projections. These modifications are shown on Figure 30 and were identified from the following sources:

- COMPASS Model Planned Improvements: The year 2050 model developed as part of the Communities in Motion 2050 process includes roadway widening and modification projects anticipated to be funded and implemented by year 2050. These projects include:
    - US 20/26 (Smeed Parkway to Can Ada Road): Widening to seven lanes.
    - Northside Boulevard (Ustick Road to US 20/26): Widening to five lanes.
    - Franklin Boulevard (Ustick Road to US 20/26): Widening to five lanes.
    - Ustick Road (Lake Avenue to Midland Boulevard): Widening to five lanes.
    - Karcher Road/SH 55 (Pear Lane to Midway Road): Widening to five lanes.
    - I-84 (SH 19 to 10th Avenue): Widening to three lanes in each direction.
    - I-84 (10th Avenue to US 20/26): Widening to four lanes in each direction.
    - I-84 (US 20/26 to Karcher Road): Widening to three lanes in each direction.
    - SH-16 & Ustick Road connection (Not shown within the study area, but was incorporated into the model)
- New Collector Roadways: Additional collector roadways that are anticipated to be built with new development were identified based on the year 2050 growth shown in Figure 28 and Figure 29 and added to the year 2050 roadway network.
- Additional Modifications: The following additional modifications were made to the year 2050 roadway network:
    - Middleton Road (SH 44 to Ustick Road) is assumed to be widened to five lanes. This widening is not included in the COMPASS base year 2050 model but was assumed to be widened in this plan due to input from CHD4 and the City of Caldwell. Sensitivity tests with the COMPASS model showed high demand for widening this roadway.
    - Linden Road is assumed to be closed from Smeed Parkway to Aviation Way to allow for the extension of the Caldwell Airport runway. The need to extend the runway is anticipated by year 2050 due to increased aircraft activity at the airport.

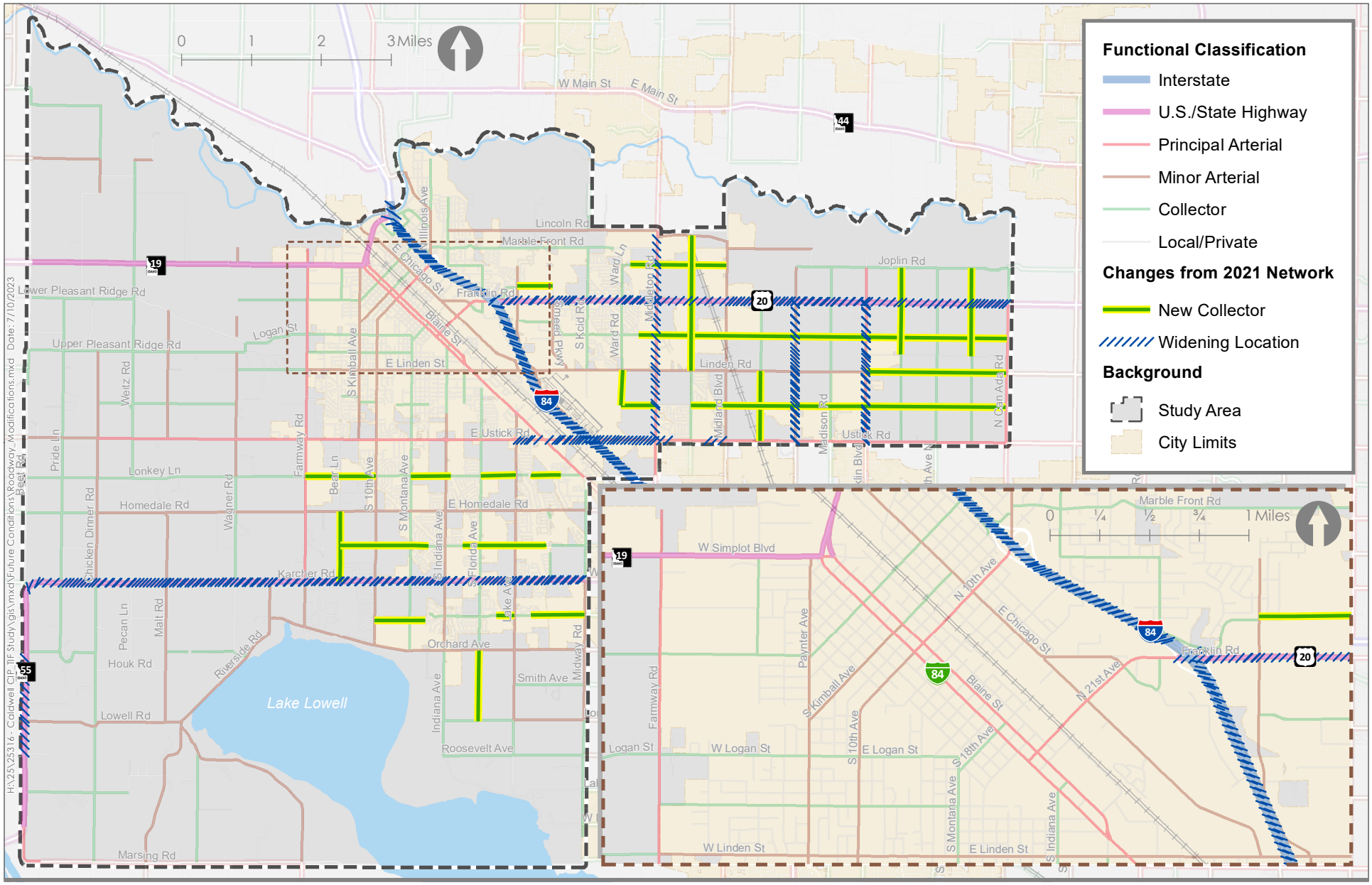


Figure 30

CATS PLAN

Year 2050 Roadway Network Modifications
Canyon County, ID

Traffic Volumes

Year 2050 traffic volumes from the study area were developed to illustrate projected future traffic activity and to form the basis of the future traffic operations analysis. The primary source of data for future traffic volumes is the COMPASS travel demand model. The model estimates PM peak hour and daily traffic volumes on roadways within the study area based on the year 2050 roadway network shown in Figure 30 and the demographics presented in Figure 28 and Figure 29.

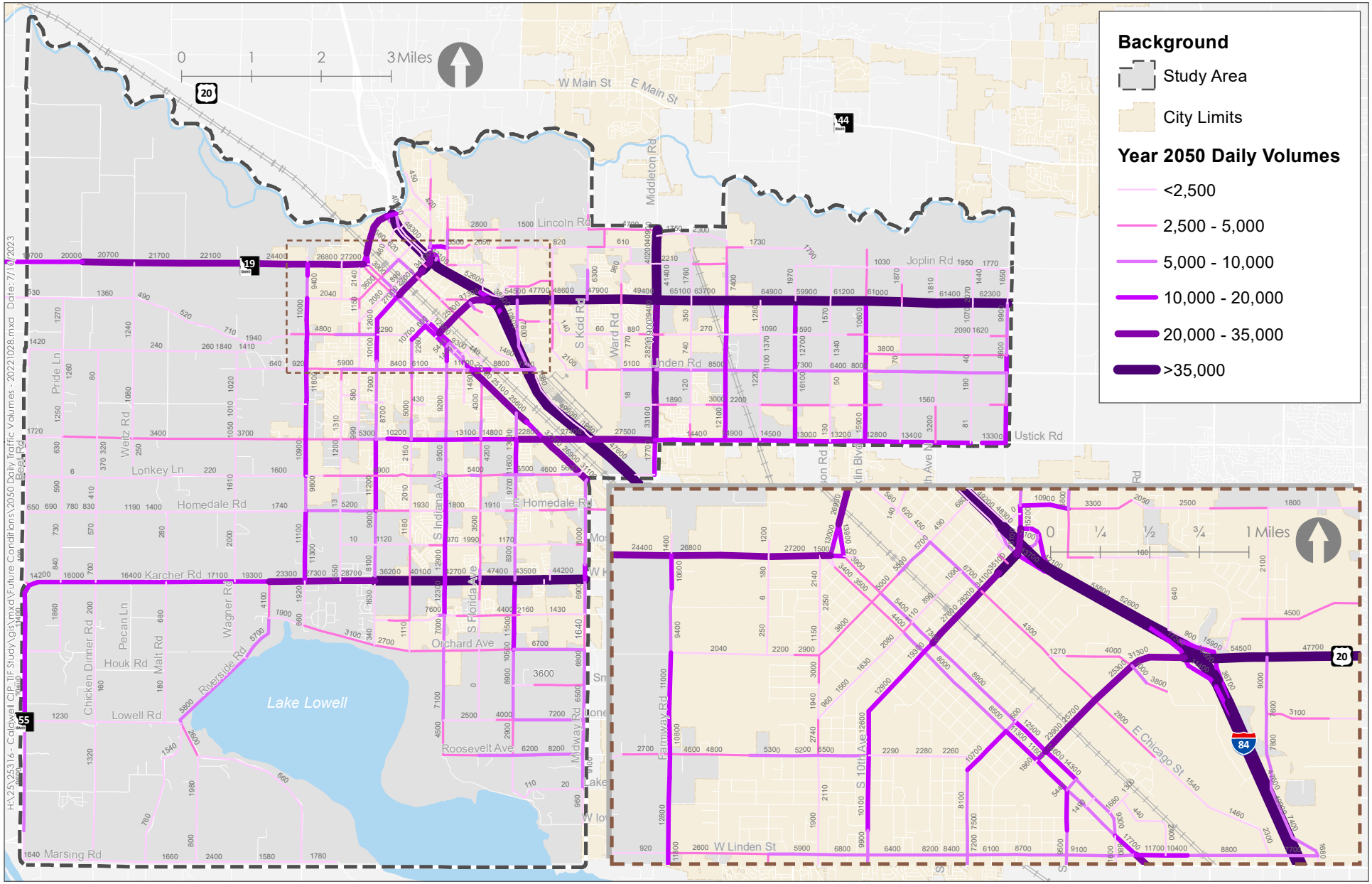
Figure 31 shows estimated year 2050 daily traffic volumes. PM peak hour traffic volumes are shown in **Error! Reference source not found.**. In locations where existing traffic count data is available, the future traffic projections from the COMPASS model were adjusted based on the difference between the existing COMPASS model projections and the existing traffic counts.

Table 13 shows projected traffic volume growth on key roadways within the study area. As shown in Figure 31 and Table 13, daily traffic volumes on several principal arterials and state highways are anticipated to grow by over 100% by year 2050.

Table 13. Traffic Volume Growth

Roadway	Location	Daily Traffic Volumes		
		Year 2021	Year 2050	Growth
Simplot Blvd (SH-19)	W of Farmway Rd	16,100	24,400	+8,300 (52%)
US 20/26	E of Middleton Rd	20,300	65,100	+44,800 (221%)*
Middleton Rd	S of US 20/26	11,900	29,400	+17,500 (147%)
Ustick Rd	W of Midland Blvd	5,500	14,900	+9,400 (171%)
Karcher Rd (SH-55)	E of 10th Ave	16,900	36,200	+19,300 (114%)
Farmway Rd	N of Linden St	5,900	12,800	+6,900 (117%)
Cleveland Blvd	S of Ustick Rd	21,500	26,900	+5,400 (25%)
Northside Blvd	N of Ustick Rd	2,900	19,700	+16,800 (579%)**
Franklin Blvd	N of Ustick Rd	4,100	15,900	+11,800 (288%)**
Can Ada Rd	N of Ustick Rd	8,900	11,200	+2,300 (26%)
Midway Rd	N of Karcher Rd	4,600	10,600	+6,000 (130%)

**Increase in US 20/26 traffic due to widening to three lanes per direction, restricted access with side streets, new interchange with Idaho 16, and anticipated congestion on I-84.*
*** Increase in traffic volumes on Northside Boulevard and Franklin Boulevard due to low traffic volumes in year 2021 and traffic volumes increasing due to roadway widening to two lanes per direction.*



Data Source: COMPASS (Received Oct 5, 2022)

Note: All I-84 traffic volumes are directional. All other traffic volumes are bi-directional. Volumes were validated using existing model volumes and traffic counts.

Figure 31

Daily Traffic Volumes (Year 2050) Canyon County, ID

Traffic Operations

A traffic operations analysis was conducted for roadways and intersections within the study area under year 2050 conditions. The operations analysis used the same performance measures and methodology as the existing conditions operations analysis. The year 2050 traffic operations analysis was conducted based on the projected year 2050 PM peak hour traffic volumes shown in Figure 31.

ANALYSIS RESULTS

The traffic operations for future conditions are shown in Figure 32 for roadways and intersections. Figure 32 shows which roadways and intersections operate at "LOS D or better" (e.g., meeting the performance measure target) or at "LOS E or worse" (e.g., not meeting the performance measure target). Note that these operations were based on the year 2050 travel demand model and incorporates the planned improvements listed in the previous section, Roadway Network. Roadways and intersections that operate at LOS E or worse are also shown in Table 14 and Table 15, respectively. Also identified in Table 14 and Table 15 are preliminary improvements that would allow the intersection or roadway to operate at LOS D or better.

Table 14. Roadway Segments Operating at LOS E or Worse (Future Conditions)

Roadway	Segment	Improvement Needed to Operate at LOS D or Better
Middleton Road	Lincoln Road to Ustick Road	Widen from two to five lanes
US 20/26	I-84 to Can Ada Road	Widen from two lanes to seven lanes
Northside Boulevard	US 20/26 to Ustick Road	Widen from two to five lanes
Franklin Boulevard	US 20/26 to Ustick Road	Widen from two to five lanes
Ustick Road	Montana Avenue to Can Ada Road	Widen from two to five lanes
Karcher Road (SH-55)	Pear Lane to Middleton Road	Widen from two to five lanes
I-84	Centennial Way (SH-19) to 10th Avenue; US 20/26 to Karcher Road (SH-55)	Widen from four to six lanes
I-84	10th Avenue to US 20/26	Widen from four to eight lanes
Montana Avenue	18th Avenue to Ustick Road	Add turn lanes at intersections
Elm Lane	Prescott Lane to Can Ada Road	Add continuous left turn lane
Indiana Avenue	Linden Road to Fairoaks Drive	Add continuous left turn lane
Lake Avenue	Ustick Road to Orchard Avenue	Add turn lanes at intersections
Linden Street	Montana Avenue to Indiana Avenue	Add continuous left turn lane
Linden Street	Cleveland Boulevard to Arthur Street	Widen from two to four lanes

Roadway	Segment	Improvement Needed to Operate at LOS D or Better
Linden Street	Arthur Street to Aviation Way	Add turn lanes at intersections
Marble Front Road	Illinois Avenue to Indiana Avenue	Add continuous left turn lane
Midway Road	Cleveland Boulevard to Flamingo Avenue; Lone Star Road to Lake Lowell Avenue	Add turn lanes at intersections
Wells Road	Lincoln Road to Marble Front Road	Add turn lanes at intersections
Farmway Road	Simplot Boulevard (SH-19) to Karcher Road (SH-55)	Add continuous left turn lane
10th Avenue	Homedale Road to Ustick Road; Logan Street to Cleveland Boulevard	Add turn lanes at intersections

Note: Additional roadway segments were found to be deficient but are considered part of intersection deficiencies. These segments are typically short in length and are only deficient in one direction approaching an intersection.

Table 15. Intersections Operating at LOS E or Worse (Future Conditions)

Intersection	Agency Ownership	Assumed Future Control Type	Improvement Needed to Operate at LOS D or Better
10th Avenue / Karcher Road	ITD/CHD4	Signal	Additional Through-Lanes on Karcher Rd
10th Avenue / Homedale Road	CHD4/Caldwell	TWSC	Single-Lane Roundabout or Traffic Signal
10th Avenue / Freeport Street	Caldwell	TWSC	Multi-Lane Roundabout, Traffic Signal, or Restricted Access
10th Avenue / Laster Street	Caldwell	TWSC	Single-Lane Roundabout or Traffic Signal
11th Avenue / Elm Lane	CHD4/NHD	TWSC	AWSC or Roundabout
11th Avenue / Ustick Road	CHD4/NHD	AWSC	Multi-Lane Roundabout or Traffic Signal with dedicated left-turns (5-lanes on Ustick required)
11th Avenue / US 20 / 26	ITD/CHD4	TWSC	Traffic Signal (ITD Key No. 23337)
Aviation Way / Muller Drive	Caldwell	TWSC	AWSC or Roundabout
Aviation Way / US 20 / 26	ITD/Caldwell	Signal	5x7 Traffic Signal
Aviation Way / Linden Street	Caldwell	TWSC	Single-Lane Roundabout or Traffic Signal
Aviation Way / Ustick Road	Caldwell	TWSC	Single-Lane Roundabout or Traffic Signal
Blaine Street / 24th Avenue	Caldwell	Signal	Single-Lane Roundabout or Traffic Signal (Currently under construction as a signal)
Can Ada Road / Ustick Road	CHD4/NHD	AWSC	Multi-Lane Roundabout or Traffic Signal w/ dedicated left-turns and additional through-lanes (all directions)
Can Ada Road / McMillan Road	CHD4/NHD	TWSC	Single-Lane Roundabout or Traffic Signal
Can Ada Road / Elm Lane	CHD4/NHD	TWSC	Single-Lane Roundabout or Traffic Signal

Intersection	Agency Ownership	Assumed Future Control Type	Improvement Needed to Operate at LOS D or Better
Can Ada Road / US 20 / 26	ITD/CHD4	Signal	Traffic Signal w/ 3 lanes/direction and potential dual LT's (ITD Key No. 23337)
Canyonview Way / Karcher Road	ITD/Caldwell	TWSC	Restricted Access
Celeste Avenue / Karcher Road	ITD/Caldwell	TWSC	Restricted Access
Centennial Way / Chicago Street	ITD/Caldwell	TWSC	Traffic Signal or Multi-lane Roundabout
Centennial Way / Cleveland Boulevard / Simplot Boulevard	ITD	TWSC	Planned for Roundabout
Chicken Dinner Road / Karcher Road	ITD/CHD4	TWSC	Traffic Signal or Multi-Lane Roundabout
Cleveland Boulevard / Ustick Road	Caldwell	Signal	Additional Through Lanes on Ustick Road
Cleveland Boulevard / Lake Avenue	Caldwell	TWSC	Traffic Signal or Restricted Left-Turn (traffic signal would likely require re-alignment of Lake Avenue)
Cleveland Boulevard / 18th Avenue	Caldwell	TWSC	Single-Lane Roundabout or Traffic Signal
Cleveland Boulevard / Linden Street	Caldwell	Signal	Widen Linden and Add Additional Turn Lanes
Farmway Road / Karcher Road	ITD/CHD4	Signal	Mitigated by Additional Through-Lanes on Karcher Rd
Farmway Road / Homedale Road	CHD4	TWSC	Single-Lane Roundabout or Traffic Signal
Farmway Road / Simplot Boulevard	ITD/CHD4	TWSC	Traffic Signal or Multi-Lane Roundabout
Farmway Road / Laurel Street	CHD4/Caldwell	TWSC	Traffic Signal or Roundabout
Farmway Road / Linden Street	CHD4/Caldwell	TWSC	Traffic Signal or Roundabout
Farmway Road / Logan Street	CHD4/Caldwell	TWSC	Traffic Signal or Roundabout

Intersection	Agency Ownership	Assumed Future Control Type	Improvement Needed to Operate at LOS D or Better
Farmway Road / Ustick Road	CHD4	TWSC	Traffic Signal or Roundabout
Florida Avenue / Homedale Road	Caldwell	AWSC	Single-Lane Roundabout or Traffic Signal
Florida Avenue / Cleveland Boulevard	ITD/Caldwell	TWSC	Traffic Signal or Restricted Left-Turn
Florida Avenue / Karcher Road	ITD/CHD4/Caldwell	TWSC	Traffic Signal or Restricted Left-Turn
Florida Avenue / Ustick Road	Caldwell	TWSC	Traffic Signal or Roundabout (Currently under construction)
Franklin Boulevard / Ustick Road	CHD4/NHD	AWSC	Multi-Lane Roundabout or Traffic Signal
Franklin Boulevard / Elm Lane	CHD4	TWSC	Multi-Lane Roundabout or Traffic Signal
Franklin Boulevard / Linden Road	CHD4/NHD	TWSC	Multi-Lane Roundabout or Traffic Signal
Franklin Boulevard / US 20 / 26	ITD/CHD4	TWSC	Traffic Signal (ITD Key No. 23337)
Hoskins Road / Karcher Road / Sunnyslope Road	ITD/CHD4	TWSC	Multi-Lane Roundabout or Traffic Signal
I-84 WB Ramps / Centennial Way	ITD	TWSC	Multi-Lane Roundabout or Traffic Signal
Indiana Avenue / Ustick Road	Caldwell	Roundabout	Roundabout widening (Currently under construction)
Indiana Avenue / Linden Street	Caldwell	AWSC	Single-Lane Roundabout or Traffic Signal (already has dedicated left-turn lanes)
Indiana Avenue / Orchard Avenue	CHD4	AWSC	Single-Lane Roundabout or Traffic Signal
Indiana Avenue / Cirrus Drive	CHD4/Caldwell	TWSC	Single-Lane Roundabout or Traffic Signal
Indiana Avenue / Laster Street	Caldwell	TWSC	Single-Lane Roundabout or Traffic Signal
Indiana Avenue / Marble Front Road	Caldwell	TWSC	Single-Lane Roundabout or Traffic Signal

Intersection	Agency Ownership	Assumed Future Control Type	Improvement Needed to Operate at LOS D or Better
Indiana Avenue / Moss Street	CHD4/Caldwell	TWSC	Single-Lane Roundabout or Traffic Signal
Kcid Road / US 20 / 26	ITD/Caldwell	TWSC	Traffic Signal
Kit Avenue / Simplot Boulevard	ITD/Caldwell	TWSC	Traffic Signal or Multi-Lane Roundabout
Knott Lane / US 20 / 26	ITD/CHD4	TWSC	Restricted Movement
Lake Avenue / Ustick Road	Caldwell	Roundabout	Roundabout widening (additional study required)
Lake Avenue / Homedale Road	Caldwell	AWSC	Single-Lane Roundabout or Traffic Signal
Lake Avenue / Lone Star Road	CHD4	AWSC	Single-Lane Roundabout or Traffic Signal (no dedicated turn lanes necessary, but recommended)
Lake Avenue / Orchard Avenue	CHD4	AWSC	Single-Lane Roundabout or Traffic Signal (no dedicated turn lanes necessary, but recommended)
Lake Avenue / Karcher Road	ITD/CHD4	Signal	Widening and Traffic Signal Modification (More Study Required)
Lake Avenue / Cirrus Drive	CHD4/Caldwell	TWSC	Single-Lane Roundabout or Traffic Signal
Lake Avenue / Laster Street	Caldwell	TWSC	Single-Lane Roundabout or Traffic Signal
Madison Road / Ustick Road	CHD4/NHD	AWSC	Multi-Lane Roundabout or Traffic Signal w/ dedicated left-turns (Ustick 5-lanes likely required)
Madison Road / US 20 / 26	ITD/CHD4	TWSC	Restricted Movement
Malt Road / Karcher Road	ITD/CHD4	TWSC	Multi-Lane Roundabout or Traffic Signal
Middleton Road / US 20 / 26	ITD/CHD4	Signal	Alternative Intersection (Planned Signal under ITD Key No. 23337)

Intersection	Agency Ownership	Assumed Future Control Type	Improvement Needed to Operate at LOS D or Better
Middleton Road / Linden Road	CHD4/Caldwell	AWSC	Multi-Lane Roundabout or Traffic Signal (5-lanes on Middleton)
Middleton Road / Spruce Street	CHD4/Caldwell	TWSC	Traffic Signal (w/ Left Turn Lanes) or Multi-Lane Roundabout
Middleton Road / Laster Lane	NHD/Caldwell	TWSC	Multi-Lane Roundabout or Traffic Signal
Middleton Road / Lincoln Road	CHD4	TWSC	Multi-Lane Roundabout or Traffic Signal
Middleton Road / Ustick Road	CHD4/NHD/Caldwell	AWSC	5x5 Traffic Signal With Dual Left-Turns Likely Required (Currently under construction as roundabout under COMPASS TIP PN 13487)
Midland Boulevard / Linden Road	CHD4	AWSC	Single-Lane Roundabout or Traffic Signal
Midland Boulevard / US 20 / 26	ITD/CHD4	TWSC	3x7 Traffic Signal (ITD Key No. 23337)
Midway Road / Karcher Road	ITD/CHD4	Signal	Additional Turn Lanes
Midway Road / Moss Lane	CHD4/Caldwell	TWSC	Single-Lane Roundabout, Traffic Signal, or AWSC
Midway Road / Smith Avenue	CHD4/NHD	TWSC	Single-Lane Roundabout, Traffic Signal, or AWSC
Midway Road / Homedale Road	Caldwell	TWSC	Single-Lane Roundabout or Traffic Signal
Midway Road / Lone Star Road	CHD4/NHD	AWSC	Single-Lane Roundabout, Traffic Signal, or AWSC
Midway Road / Orchard Avenue	CHD4/NHD	AWSC	Single-Lane Roundabout, Traffic Signal, or AWSC
Midway Road / Roosevelt Avenue	CHD4/NHD	AWSC	Single-Lane Roundabout or Traffic Signal
Montana Avenue / Linden Street	Caldwell	AWSC	Single-Lane Roundabout or Traffic Signal (no dedicated turn lanes necessary, constrained environment)

Intersection	Agency Ownership	Assumed Future Control Type	Improvement Needed to Operate at LOS D or Better
Montana Avenue / Karcher Road	ITD/CHD4	TWSC	Traffic Signal or Restricted Left-Turn
Montana Avenue / Ustick Road[1]	Caldwell	TWSC	Roundabout or Traffic Signal
Northside Boulevard / Ustick Road	CHD4	AWSC	Multi-Lane Roundabout or Traffic Signal w/ dedicated left-turns (Northside is 5-lanes)
Northside Boulevard / Linden Road	CHD4	AWSC	Traffic Signal or Multi-Lane Roundabout
Northside Boulevard / US 20 / 26	ITD/CHD4	TWSC	Traffic Signal w/ 3 lanes/direction and potential dual LT's (ITD Key No. 23337)
Paynter Avenue / Simplot Boulevard	ITD/Caldwell	TWSC	Traffic Signal or Restricted Left-Turn
Pride Lane / Karcher Road	ITD/CHD4	TWSC	Restricted Movement
Riverside Road / Karcher Road	ITD/CHD4	TWSC	Traffic Signal
Wagner Road / Karcher Road	ITD/CHD4	TWSC	Traffic Signal, Multi-Lane Roundabout, or Restricted Left-Turn
Ward Road / US 20 / 26	ITD/Caldwell	TWSC	Traffic Signal, Multi-Lane Roundabout, or Restricted Left-Turn
Weitz Road / Simplot Boulevard	ITD/CHD4	TWSC	Traffic Signal

Full Buildout Scenario

In addition to an evaluation of year 2050 conditions, the CATS Plan also includes an evaluation of a buildout scenario within the study area. The buildout scenario includes population and employment growth beyond the assumptions in the year 2050 scenario. The buildout scenario growth was based on the potential, maximum population and employment densities in Caldwell and Canyon County's future land-use maps (shown in Figure 27). The results of the Buildout scenario evaluation will be used by Caldwell and CHD4 to determine the potential future needs of the transportation system beyond the recommendations presented in this plan which are based on the evaluation of anticipated year 2050 conditions. The results of this evaluation are shown in Appendix K.

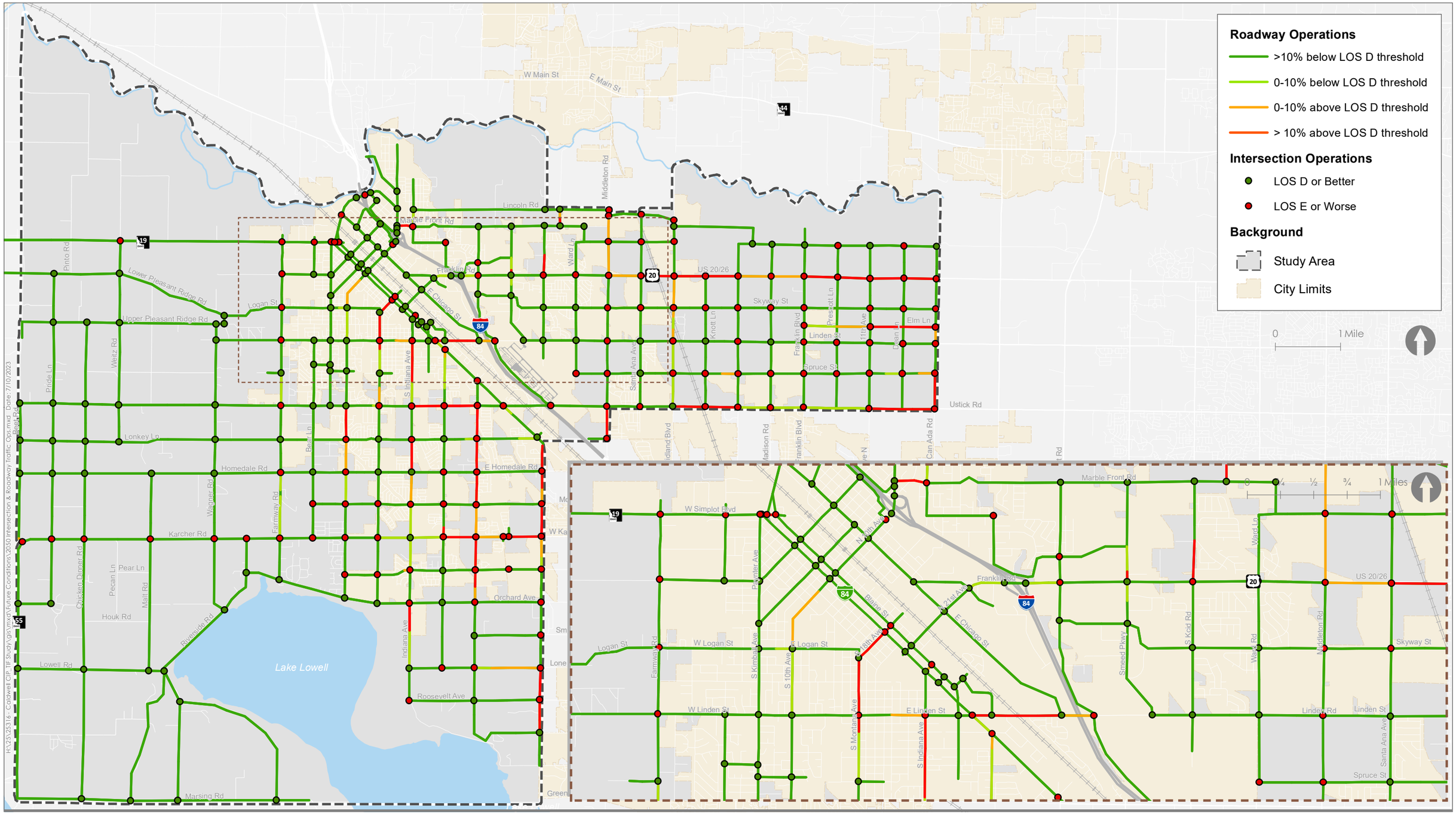


Figure 32

Intersection & Roadway Traffic Operations
Year 2050 Weekday PM Peak Hour Conditions
Canyon County, ID

RECOMMENDED PROJECTS

This section presents the CATS Plan project list. Included in this section is a summary of current funding sources, the methodology used to identify and prioritize projects, and the final list of projects. The projects identified in the section will be used to develop the Capital Improvement Plan (CIP) and traffic impact fee program.

Funding Sources

The projects identified in this Plan will be funded through a variety of sources and jurisdictions, including federal, state, and local sources.

FEDERAL FUNDING

The 2021 Infrastructure Investment and Jobs Act (IIJA)[24] and the 2022 Inflation Reduction Act (IRA) extended many of the existing federal formula funding programs and created several new programs. Although federal funds account for only a small portion of the total revenues available for the CATS Plan, federal programs are potential funding sources for larger, innovative projects in the area. This section provides a brief overview of some of these opportunities.

- **Highway Safety Improvement Program (HSIP)** - The HSIP is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.
- **Surface Transportation Block Grant Program (STBG) -** The STBG is a program administered by the Federal Highway Administration (FHWA) for a wide range of transportation projects. The STBG promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
- **Transportation Alternatives Program (TA) –** The TA is set-aside from the STBG program and is intended for smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, and other community improvements.
- **New Federal Competitive Grants**
  - Bridge Investment Program (BIP)
  - Low or No Emission Vehicle Program
  - National Infrastructure Project Assistance (MEGA)
  - Nationally Significant Multimodal Freight and Highways (INFRA)
  - Railroad Crossing Elimination (RCE)
  - Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
  - Strenghtening Mobility and Revolutionizing Transportation (SMART)

STATE FUNDING

Most state funding comes from Idaho's Highway Distribution Account (HDA), which distributes revenues from fuel taxes (about 66% of all funds), vehicle registration fees, and other transportation-related sources. Historically, about 38% of net HDA funding is allocated to local governments, including counties,

[24] Also known as the Bipartisan Infrastructure Law (BIL)

highway districts, and cities. This percentage is estimated to increase to 40% beginning in FY 2026[25]. Other on-going programs used for state funding include the Transportation Expansion and Congestion Mitigation (TECM) program, the Grant Anticipation Revenue Vehicle (GARVEE) Transportation Program, and Sales Tax Anticipated Revenue (STAR) program. The TECM program, created in 2017, uses a "pay-as-you-go" approach combined with bond sales to raise funds that allow opportunities to accelerate construction of corridor projects that are critical for enhancing safety, mobility, and Idaho's economy.[26] The GARVEE transportation program is a type of bond that is repaid with future federal-aid highway dollars.[27] Idaho Code allows for private entities to fund highway improvements and then seek reimbursement for qualifying expenses under a STAR agreement. STAR agreements have been used to fund transportation improvements on US 20/26 and Eagle Road (SH-55) in Meridian.

LOCAL FUNDING

Property taxes are the largest source of local funding for roadways – about 38% of the City of Caldwell's transportation-related revenues and 55% of CHD4's transportation-related revenues are from property taxes.

A traffic impact fee program is currently underway to supplement the local transportation revenues. Impact fees are one-time fees charged to new developments to pay for capital improvement projects associated with increased demand. Since the projected revenues from existing revenue streams (presented in the next section) are not expected to fully cover the costs associated with the transportation projects developed as part of this plan, the revenues anticipated from the future impact fee program will serve an important role.

Projected Revenue

Historical revenues for the City of Caldwell and CHD4 were evaluated and projected revenues were generated yearly between year 2024 and 2045 to determine how much funding is available for the projects identified in the Plan, based on available revenue streams. The revenue generated by the City of Caldwell and CHD4 for transportation improvement projects is mainly through property tax, sales tax, and highway user tax (gas tax). Table 16 provides an overview of funding sources for Caldwell and CHD4.

Table 16. Transportation-Related Revenue Sources (FY 2022)

Revenue Source	City of Caldwell		CHD4	
Local	$5,546,139	51.2%	$7,306,282	54.7%
State	$5,191,406	47.9%	$5,701,207	42.7%
Federal	$64,536	0.9%	$351,066	2.6%
Total	**$10,832,081**	-	**$13,358,555**	-

Source: City of Caldwell, CHD4, ITD Annual Road & Street Financial Report

Of the total revenues presented in Table 16, only a portion is available for capital improvement expenditures (after accounting for administrative, operations, and maintenance costs). In 2022, the City of Caldwell and CHD4 had an estimated $5,369,305 and $2,120,000 available for capital expenditures,

[25] https://apps.itd.idaho.gov/Apps/Fund/Distrib_Flow_Chart.pdf
[26] https://itd.idaho.gov/funding/?target=tecm
[27] https://itd.idaho.gov/wp-content/uploads/2016/10/GARVEE-Program-fact-sheet.pdf

respectively. However, the CATS Plan study area only includes a portion of the facilities maintained by CHD4 – this plan assumes that approximately 50% of the CHD4 funds ($1,060,000 in 2022) will be available for improvements within the study area. Using these estimates, and assuming a 4% per year growth rate[28], available yearly revenues were projected from 2024 to 2045, as shown in Table 17. Over the life of the plan, an estimated $145,475,534 (City of Caldwell - $106,210,374; CHD4 - $39,265,160) will be available for transportation improvements based on current funding mechanisms.

Table 17. Revenue Projections - Available Funding for Transportation Improvements

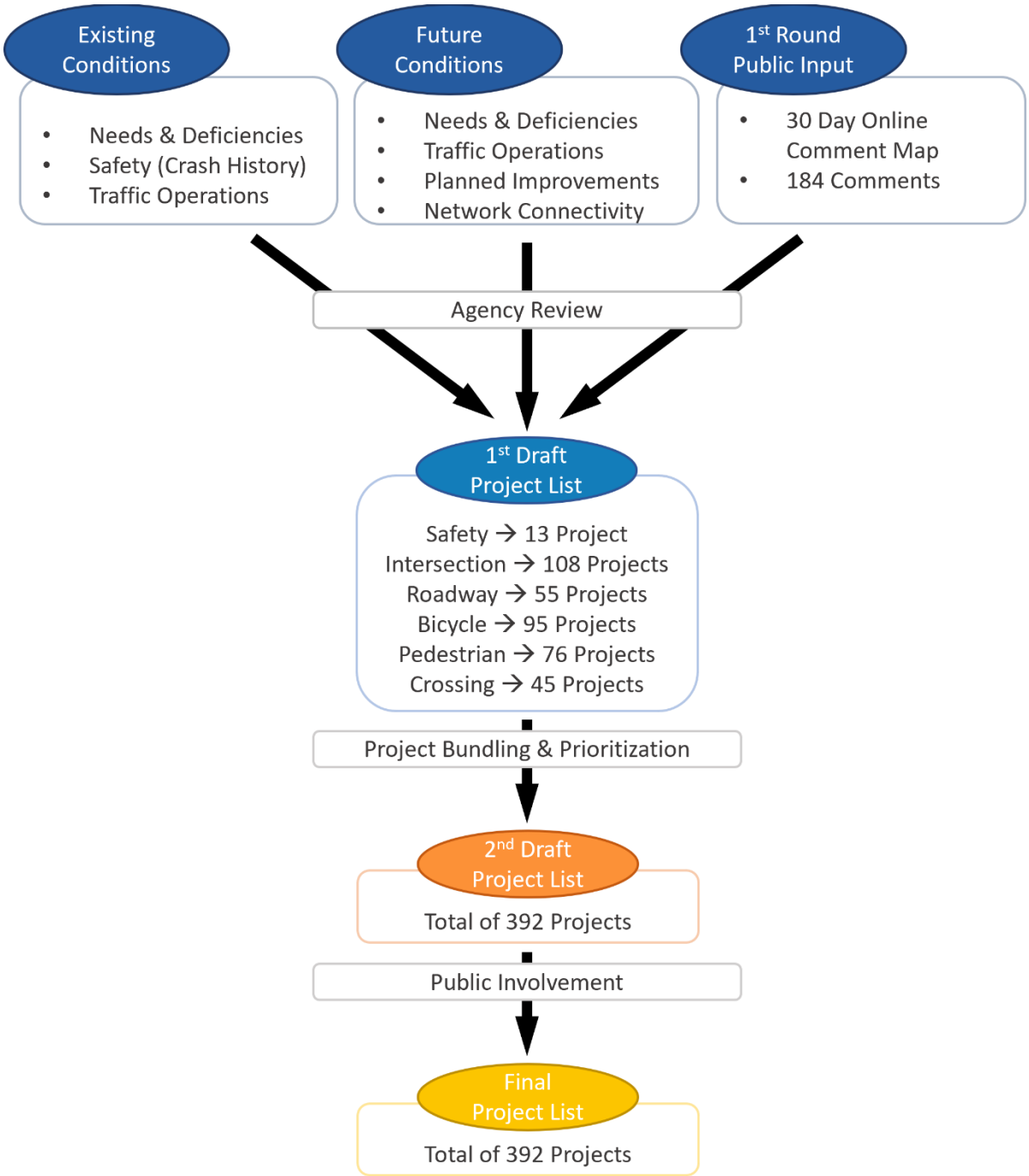
Year	Caldwell		CHD4	
	Yearly	Cumulative	Yearly	Cumulative
2024	$3,749,825	$3,749,825	$1,146,496	$1,146,496
2025	$3,115,798	$6,865,623	$1,192,356	$2,338,852
2026	$3,732,978	$10,598,601	$1,240,050	$3,578,902
2027	$3,707,162	$14,305,763	$1,289,652	$4,868,554
2028	$3,681,558	$17,987,321	$1,341,238	$6,209,792
2029	$3,722,882	$21,710,203	$1,394,888	$7,604,680
2030	$3,871,798	$25,582,001	$1,450,683	$9,055,363
2031	$4,026,670	$29,608,670	$1,508,711	$10,564,074
2032	$4,187,736	$33,796,407	$1,569,059	$12,133,132
2033	$4,355,246	$38,151,653	$1,631,821	$13,764,954
2034	$4,529,456	$42,681,109	$1,697,094	$15,462,048
2035	$4,710,634	$47,391,742	$1,764,978	$17,227,026
2036	$4,899,059	$52,290,802	$1,835,577	$19,062,603
2037	$5,095,022	$57,385,824	$1,909,000	$20,971,603
2038	$5,298,823	$62,684,646	$1,985,360	$22,956,963
2039	$5,510,775	$68,195,422	$2,064,775	$25,021,738
2040	$5,731,207	$73,926,628	$2,147,366	$27,169,103
2041	$5,960,455	$79,887,083	$2,233,260	$29,402,363
2042	$6,198,873	$86,085,956	$2,322,591	$31,724,954
2043	$6,446,828	$92,532,784	$2,415,494	$34,140,448
2044	$6,704,701	$99,237,485	$2,512,114	$36,652,562
2045	$6,972,889	**$106,210,374**	$2,612,598	**$39,265,160**

[28] Based on revenue projections from the City of Caldwell from 2018 to 2029.

Project Identification Methodology

This section describes the methodology that was used to identify safety, bicycle and pedestrian, and roadway and intersection capacity projects for inclusion in the project list. An overview of the process to identify and develop each project is presented in Figure 33 below.

Figure 33. Project Identification Methodology



SAFETY

Safety projects were identified through an in-depth evaluation of crash data, presented in the existing conditions assessment. Each of the 5,419 total crashes between 2016 and 2020 were assigned to a specific intersection of roadway segment to determine high-crash locations. Both the frequency and severity of crashes were considered, based on a weighting score called the Equivalent Property Damage Only (EPDO) performance measure. Locations with a high number of total crashes and relatively more severe crashes receive a higher EPDO score.

A location was selected as a candidate for a safety project if its EPDO score is equivalent to about 1 fatal crash every two years (EPDO per year ≥ 70). Additional consideration was also taken if a location had a high number of bicycle and pedestrian crashes or if it had been identified by the public through the plan's outreach process. Based on these criteria, 37 locations were identified.

Many of the locations identified as safety projects were also identified as capacity-related projects. These projects were removed from the safety project list; the capacity-related projects at these locations will include enhanced safety elements. However, since the traffic operations analysis forecast year is 2050, capacity-related improvements may not be needed in the near-term. Some of these locations would benefit from interim safety measures, as identified below.

Safety projects are categorized into two main types:

- **Signalized Intersection Improvements** – These improvements will help reduce the number and severity of crashes at signalized intersections. Treatments include signal head reflective backplates, advanced striping and signage, bicycle and pedestrian improvements, and signal phasing changes.
- **Interim Safety Measures for Future Capacity Projects** – These improvements focus on mostly rural, unsignalized locations that were identified as traffic capacity projects but could benefit from interim safety improvements. Many of these locations are in rural areas with high speed limits and limited access. Treatments include enhanced pavement marking and signage, splitter islands, flashing beacons, etc.

It is important to note that safety considerations are embedded in all project types; projects identified through this plan as capacity projects or bicycle/pedestrian projects will also contain elements that enhance the safety of the transportation network.

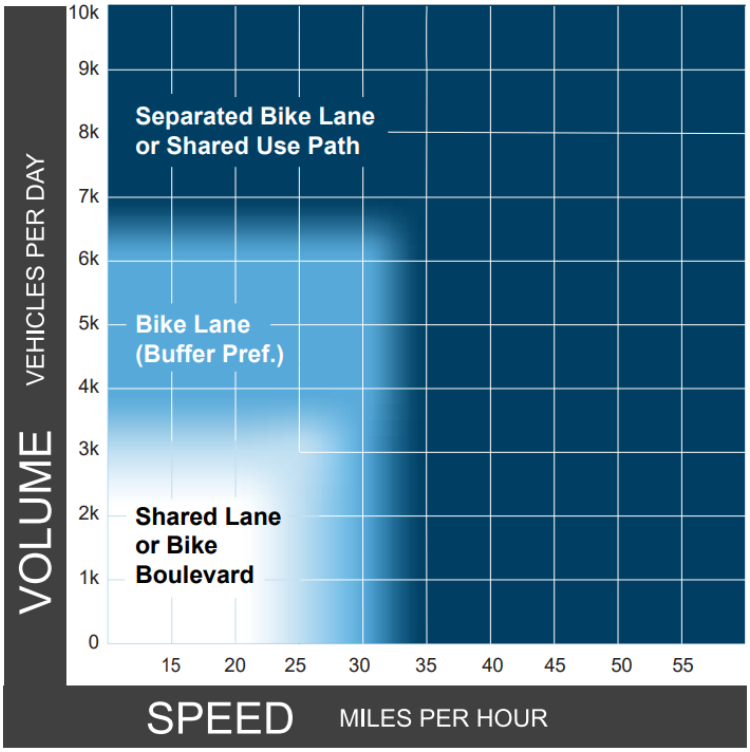
BICYCLE AND PEDESTRIAN

Existing planning documents were reviewed to identify any planned bicycle and pedestrian projects within the study area. These existing planned projects were compiled from the following planning documents:

- Caldwell Pathways & Bicycle Route Master Plan (November 2020)
- City of Caldwell 2040 Bicycle & Pedestrian Master Plan (April 2017)
- City of Nampa Bike & Pedestrian Master Plan (September 2019)
- Lake Lowell Area Bicycle & Pedestrian Access Plan (October 2016)

The projects identified in the planning documents outlined above were refined using FHWA's Bicycle Matrix from the Bikeway Selection Guide. Using the Bicycle Matrix (see Figure 34), appropriate bicycle facilities (i.e., buffered bike lane versus separated bike lane) were identified for the projects and adjusted accordingly based on vehicle speed and daily traffic volumes on the roadway. The projects were then further refined by looking at the overall network connectivity and organization.

Figure 34. Bicycle Facility Matrix (FHWA Bikeway Selection Guide)



The projects included the following types of facilities:

- Multiuse Pathways
- Protected / Separated Bike Lanes
- Buffered Bike Lanes
- Traditional Bike Lanes
- Bike Boulevards (a.k.a. Shared Bike Lanes)
- Sidewalks
- Crossings

Appendix L provides descriptions of each of these facility types listed above.

ROADWAY AND INTERSECTION CAPACITY

Projects that increase vehicular capacity of roadways and intersections were identified to address existing and anticipated future deficiencies in roadway and intersection capacity. Deficiencies are defined as any roadway or intersection that operates at level of service (LOS) E or worse. Potential projects that mitigate the roadway and intersection and allows it to operate at LOS D or better include roadway widening (additional turn lanes, center turn lane, or additional travel lanes), new roadways, roundabouts, traffic signals, access restrictions (i.e., not left-turns at an intersection), or alternative intersection forms (i.e., displaced left-turn). These mitigations are performed at a planning-level analysis and should be refined based on findings from future analysis or studies (i.e., corridor studies or traffic impact studies).

PUBLIC INVOLVEMENT #1 – PROJECT IDENTIFICATION

In April and May 2022, an online comment map was posted and available for the public to provide input on what and where deficiencies exist within the study area. During this period, 183 comments were received and posted on the comment map and 1 comment was received via email. Safety, congestion, and pedestrian were the top categories commented on. This public involvement effort was used to identify potential locations for future projects. Appendix B provides a summary of the results of this effort.

Project Costs

The total cost of each project was identified at the planning level. Table 18 through Table 20 show unit cost assumptions for different project types that were used as a baseline for project costs. The project unit costs were developed based on recent cost estimates for similar projects in the region and collaboration with the City of Caldwell and CHD4. Baseline project costs were determined using the unit costs provided in Table 18 through Table 20. Final project costs were adjusted from the baseline project costs to account for right-of-way (ROW) impacts, topography challenges, bridges or large culverts, and other potential constraints or design considerations (i.e., number of turn lanes required).

ROW costs were determined based on planning-level unit costs used in previous plans and ROW unit costs on recent projects in the region. A unit cost of $5.00 and $15.00 per square feet was used for ROW in rural and urban areas, respectively. It was assumed that a ROW width of 98 feet is required for two-three lane roadways and that a ROW width of 110 feet is required for four-five lane roadways.

Bridge and/or culvert costs were added for significant waterway crossings using $400 per square foot for design and construction costs of roadway projects. A contingency factor was applied to each project unit cost on a case-by-case basis to account for topographic features and other potential constraints (i.e., adjacent property impacts).

The timeline of when projects are recommended to be constructed was determined through the prioritization process and projected revenue streams; inflation rates were applied as appropriate. Based on Consumer Price Index (CPI) information for U.S. cities between 2018 and 2022 from the Bureau of Labor Statistics (BLS), an inflation rate of 3.9% was assumed[29]. Project unit costs were estimated using 2023 dollars; the 3.9% inflation rate over 5-years was applied to the final project costs under the assumption that 5 years is the earliest these projects would be constructed.

[29] https://lmi.idaho.gov/data-tools/consumer-price-index/

Table 18 Roadway and Intersection Project Cost Estimates - Unit Costs

Project Type	Project Unit Cost	Notes
Single-Lane Roundabout	$2,500,000 per intersection	Cost includes bicycle and pedestrian facilities and limited ROW impacts.
Multi-Lane Roundabout	$3,500,000 per intersection	
Traffic Signal (3x3)[1]	$300,000 per intersection	Cost does not include widening of roadway. Costs associated with turn-lanes added based on need to widen roadway approaches. Cost includes limited ROW impacts and bicycle and pedestrian facilities.
Traffic Signal (5x5)[2]	$400,000 per intersection	
Traffic Signal (7x7)[3]	$500,000 per intersection	
All-Way Stop-Control	$10,000 per intersection	
Restricted Access	$75,000 per intersection	
Roadway Widening	$2,100,000 to $2,500,000 per lane per mile	ROW not included and determined on a case-by-case basis. Assumes cross-section with 12’ travel lanes, 14’ center-turn lanes, sidewalks, bike lanes, and/or multi-use path. Low-end of cost range is for rural/suburban settings. High-end of cost range is for urban/constrained settings.
New Roadway	$1,300,000 per lane per mile	ROW not included and determined on a case-by-case basis. Assumes general cross-section with 11’ travel lanes, 12’ center-turn lanes, sidewalks, bike lanes, and/or multi-use path.
Turn-Lane Improvement	$300,000 per turn lane	Assumes cost of $75 per square foot. Project unit cost is for 250’ turn lane with 150’ taper.
Bridge or Major Culvert	$400 per square foot	From ITD planning level estimates.

1. 3x3 assumes one through lane, one left-turn lane, and one right-turn lane on each approach.
2. 5x5 assumes two through lanes, one left-turn lane, and one right-turn lane on each approach.
3. 7x7 assumes three through lanes, one left-turn lane, and one right-turn lane on each approach.

Table 19. Bicycle and Pedestrian Project Cost Estimates - Unit Costs

Project Type	Project Unit Cost			Notes
Sidewalk Projects				
Sidewalk (Buffer)	$610,000 per mile, per side of road			
Sidewalk (No Buffer)	$360,000 per mile, per side of road			
Pathway Projects				
Multimodal Pathway (Suburban)	$840,000 per mile, per side of road			Includes ramps, pavement markings, crossing equipment (i.e., pushbuttons), and landscaped buffer
Multimodal Pathway (Greenway)	$540,000 per mile			
Bike Projects				
	Reallocation	**Restriping**	**Widening[1]**	
Separated/Protected Bike Lane	$58,000	$65,000	$1,300,000	Per mile, per side of road. Includes bollards as physical barrier. Widening includes curb work
Buffered Bike Lane	$51,000	$58,000	$790,000	Per mile, per side of road. Widening includes curb work
Traditional Bike Lane	$33,000	$40,000	$513,000	Per mile, per side of road. Widening includes curb work
Bike Boulevard	$16,000 per mile			Includes sharrows and wayfinding signage
Crossing Projects				
Pedestrian Hybrid Beacon (PHB)	$150,000 each			
Rectangular Rapid Flashing Beacon (RRFB)	$100,000 each			
Raised Crossing	$50,000 each			
Other Crossing Improvements	$30,000 each			

[1] Widening costs were adjusted for bike projects bundled with roadway widening projects.

Table 20. Safety Project Cost Estimates - Unit Costs

Project Type	Project Unit Cost	Notes
Upgrading Signal Hardware	$2,500	per signal head
Updating Signal Timing	$8,000	per intersection
Installation of Protected Left-Turn Phase	$19,500	per lane
Hardening Centerline[1]	$16,000	per approach
Installation of Advance Intersection Warnings	$7,500	per approach
Installation of Oversized Stop Signs	$2,500	per approach
Restriping	$40,000	per intersection
Installation of Additional Signal Head/Pole	$60,000	per signal pole

[1] This includes adding a vertical barrier (e.g., raised median).

Project Prioritization

The projects identified through the process described above were prioritized to understand funding and implementation options more clearly for each project. Prioritization criteria were developed to determine how each project supports the goals and objectives of the CATS Plan. The participating agencies completed an exercise to rank each prioritization category against each other to develop category weights. Projects were then evaluated against the criteria, receiving a score of -1, 0, 1, 2, or 3 based on how well the project aligned with each category. The final prioritization score is the sum of all category scores. Once each project was “scored”, the available funding sources were applied to understand which projects would reasonably be funded given the current funding mechanisms.

More information regarding prioritization criteria and scoring can be found in the project list in Appendix M. Table 21 provides detail about each prioritization criteria.

Table 21. Project Prioritization Criteria

Prioritization Category	Weight	Scoring Detail
Safety	0.21	Projects that directly address an identified safety issue or include enhanced safety components receive positive scores. Projects that do not impact safety receive a score of zero (e.g., new roadways). Project that may have negative safety outcomes receive negative scores (e.g., roadway widening).
Vehicle Mobility	0.18	Projects that improve roadway or intersection level of service receive positive scores. Projects that do not impact vehicle mobility receive a score of zero (e.g., striping, sidewalk projects, etc.). Projects that degrade level of service receive negative scores.
Pedestrian	0.12	Projects that improve pedestrian mobility or accessibility receive positive scores (additional points rewarded for proximity to school or within priority[1] area). Projects that do not impact pedestrian mobility or accessibility receive a score of zero, and projects that negatively impact pedestrian mobility or accessibility receive negative scores.
Bicycle	0.11	Projects that improve bicycle mobility or accessibility receive positive scores (additional points rewarded for proximity to school or within priority area[1]). Projects that do not impact bicycle mobility or accessibility receive a score of zero, and projects that negatively impact bicycle mobility or accessibility receive negative scores.
Community Support	0.12	Projects that address issues identified through the public outreach effort receive positive scores. Projects with mixed support/opposition receive a score of zero. Projects that received oppositions through the public outreach effort receive negative scores.
Constructability/ Environmental	0.16	Projects that would result in minimal or no right-of-way impacts receive positive scores. Projects with moderate right-of-way impacts receive a score of zero. Projects with significant right-of-way impacts receive negative scores.
Consistency with Adopted Plans and Studies	0.10	Projects that have been identified in previous plans or are currently being designed or constructed receive positive scores. Projects not identified previously receive a score of zero.

[1] Priority areas defined as those with higher proportions of transportation-disadvantaged populations (TDP).

PUBLIC INVOLVEMENT

The second round of public involvement took place via an online comment map between September 15, 2023, through October 4, 2023. The online map received 22 comments total from at least seven participants. All comments are provided in Appendix C.

Project Implementation

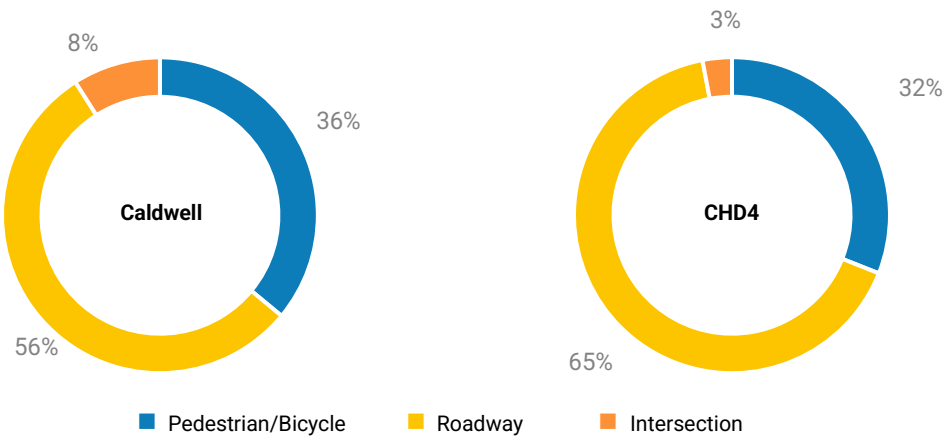
The tables and figures in the following section present a total of 392 identified projects, with a total estimated cost of $1,328,462,129. This total cost excludes several projects identified as part of this plan that have already been programmed and funded (some are currently under construction). As shown in Table 22, Caldwell's share of the total unfunded project cost is about 621.6 million dollars, and CHD4's share is about 199.6 million dollars. Figure 35 provides the percentage of project costs associated with each project type by agency.

Table 22. Project Costs by Prioritization/Horizon

Agency	Total Cost
Caldwell	$624,171,616
CHD4	$189,019,132
Caldwell/CHD4 (Shared)	$499,416,129
Total	**$1,312,606,876**

Note: The total project cost excludes projects that are already planned or programmed - these projects are in the project list with an associated project cost but excluded here.

Figure 35. Percent of Project Costs by Project Type



Note: The charts represent bundled projects. Roadway project costs include bicycle/pedestrian and intersection project costs that associated with a roadway project.

Based on available revenue sources, the City of Caldwell and CHD4 will have approximately $106,210,374 and $39,265,160 to spend on transportation improvements in the study area through 2045, respectively. As shown in Table 23, the total costs associated with the project identified in this plan far exceed anticipated revenue. However, new funding sources, including federal grants or a development impact fee program, may allow agencies to complete a larger portion of these projects. Each project's prioritization score will help guide staff to select projects that would result in the greatest benefit to the transportation network.

Table 23. Funding Shortfalls

Agency	Total Project Costs	Revenue Forecast (through 2045)	Difference
City of Caldwell	$873,879,680	$106,210,374	($767,669,306)
CHD4	$438,727,196	$39,265,160	($399,462,036)

Recommended Project List

Based on the project identification process described above, a list of projects was compiled for each project type. Preliminary project costs were assigned to each project using the assumed unit costs described above plus any project-specific adjustments such as right-of-way, bridge, or grading costs.

The projects are presented here by project type – intersection capacity projects, roadway capacity projects, safety projects, bicycle projects, and pedestrian projects. Some projects were grouped, or "bundled", where applicable based on projects' proximity to one another and where multiple projects would reasonably be implemented together. Bundled projects along some of the key corridors within the study area include the following:

- **R-3 (US 20/26 between Middleton Road and Can Ada Road)**
  - P-23 – Pathway
  - I-8 – 11th Avenue
  - I-20 – Can Ada Road
  - I-46 – Franklin Boulevard
  - I-83 – Midland Boulevard
  - I-98 – Northside Boulevard
  - I-73 – Middleton Road
- **R-4 (US 20/26 between I-84 and Middleton Road)**
  - P-9 – Pathway
  - I-12 – Aviation Way
  - I-57 – Kcid Road
  - I-73 – Middleton Road
  - I-107 – Ward Road
- **R-8 (Ustick Road between Lake Avenue and I-84)**
  - P-27 – Pathway
  - I-27 – Cleveland Boulevard
- **R-14 (Karcher Road between Farmway Road and Midway Road)**
  - P-60 – Pathway
  - I-1 – 10th Avenue
  - I-22 – Canyonview Way
  - I-23 – Celeste Avenue
  - I-32 – Farmway Road
  - I-41 – Florida Avenue
  - I-66 – Lake Avenue
  - I-84 – Midway Road
  - I-93 – Montana Avenue
  - SF-8 – Indiana Avenue

A full list of projects and their prioritization scores are included in Appendix M.

ROADWAY PROJECTS

Roadway projects include roadway widening, adding continuous turn lanes or turn lanes at intersections, and new roadways or alignments. Table 24 includes the full list of roadway project identified as part of the CATS Plan; roadway project locations are shown in Figure 36.

Table 24. Roadway Projects

ID	Location	Roadway Project Description	Total Project Cost Estimate	Agency
R-1	Middleton Road - US 20/26 to Lincoln Road	Widen from 2 to 5 lanes. Construct multimodal pathway on both sides (P-17). Construct a roundabout at Lincoln Road (I-77). Consider preserving ROW for future roundabout at Joplin Road (I-72); project to be completed with completion of new roadway connection on Joplin Road (R-30).	$16,419,000	CHD4 / Caldwell
R-2	Middleton Road - Ustick Road to US 20/26	Widen from 2 to 5 lanes. Construct multimodal pathway on both sides (P-17). Consider preserving ROW for future roundabout at Skyway Street (I-79) and Spruce Street (I-75); project to be completed with completion of new roadway connection on Skyway Street (R-32) and on Spruce Street (R-36).	$29,898,000	CHD4 / Caldwell
R-3	US 20/26 - Middleton Road to Can Ada Road (ITD Project extends to Star Road)	Widen from 2 to 7 lanes. Construct multimodal pathway on both sides (P-23). Install new traffic signals at every mile intersection: 11th Avenue (1-8), Can Ada Road (I-20), Franklin Road (I-46), Midland Boulevard (I-83), and Northside Boulevard (I-98). Modify existing traffic signal at Middleton Road (I-73). Restrict access (i.e., install RIRO access) at every half-mile and as half-mile roadway connections are constructed: Dean Lane (I-31), Knott Lane (I-59), Madison Road (I-70), Prescott Lane (I-100), and Santa Ana Avenue (I-103). (ITD Key No. 23337)	$136,832,000	ITD / CHD4 / Caldwell / Nampa
R-4	US 20/26 - I-84 to Middleton Road (ITD Project extends to Star Road)	Widen from 2 to 7 lanes. Construct multimodal pathway on both sides (P-9). Install new traffic signal at Kcid Road (I-57) and at Ward Road (I-107). Modify existing traffic signals at Aviation Way (I-12) and at Middleton Road (I-73). Intersection improvements are currently under construction at the I-84 WB Ramp (ITD Key No. 23337).	$47,594,000	ITD / Caldwell
R-5	Northside Boulevard - Ustick Road to US 20/26	Widen from 2 to 5 lanes. Construct a multimodal pathway on both sides (P-19). Construct roundabouts at Linden Road (I-97). Consider preserving ROW for future roundabout at Ustick Road (I-94); project to be completed with roadway project (R-11). Consider preserving ROW for future roundabout at Skyway Street (I-95) and at Spruce Street (I-96); future	$36,218,000	CHD4 / Caldwell / Nampa

ID	Location	Roadway Project Description	Total Project Cost Estimate	Agency
		roundabout projects to be completed with completion of new roadway connections on Skyway Street (R-32) and at Spruce Street (R-36).		
R-6	Franklin Boulevard - Ustick Road to US 20/26	Widen from 2 to 5 lanes. Construct a multimodal pathway on both sides (P-8). Preserve ROW for future roundabout at Linden Road (I-45) and at Ustick Road (I-44); project to be completed with roadway project (R-44, R-11, respectively). Consider preserving ROW for future roundabout at Skyway Street (I-43) and at Spruce Street (I-47); future roundabout projects to be completed with completion of new roadway connections on Skyway Street (R-32) and at Spruce Street (R-36), respectively.	$32,014,000	CHD4 / Nampa
R-7	Ustick Road - Montana Avenue to Lake Avenue	Widen from 2 to 5 lanes. Construct a multimodal pathway on both sides (P-24). Construct a roundabout at Lake Avenue (I-61).	$36,262,000	Caldwell
R-8	Ustick Road - Lake Avenue to I-84	Widen from 2 to 5 lanes. Construct a multimodal pathway on both sides (P-27). Widen existing roundabout at Lake Avenue (I-61). Modify traffic signal at Cleveland Boulevard (I-27) to accommodate additional through lanes along Ustick.	$4,323,000	Caldwell
R-9	Ustick Road - I-84 Overpass	Widen from 2 to 5 lanes. Construct a multimodal pathway on both sides (P-27). Overpass to be widened to accommodate 5-lanes in year 2023, but will not open up to five lanes until Ustick is widened on either side of the bridge.	$33,409,000	Caldwell
R-10	Ustick Road - I-84 to Midland Boulevard	Widen roadway gaps (between I-84 and Sonoran Avenue, and between Hazelbrooke Avenue and Midland Boulevard) from 2 to 5 lanes. Construct a multimodal pathway on both sides (P-27).	$31,755,000	Caldwell
R-11	Ustick Road - Midland Boulevard to Franklin Boulevard	Widen from 2 to 5 lanes. Construct a multimodal pathway on both sides (P-25). Construct a roundabout at Northside Boulevard (I-94), Madison Road (I-69), and Franklin Boulevard (I-44). Consider preserving ROW for future roundabout at Knott Lane (I-60); future roundabout project to be completed with completion of new roadway connection on Knott Lane (R-40).	$29,693,000	CHD4 / Nampa

ID	Location	Roadway Project Description	Total Project Cost Estimate	Agency
R-12	Ustick Road - Franklin Boulevard to Can Ada Road	Widen from 2 to 5 lanes. Construct a multimodal pathway on both sides (P-25). Construct a roundabout at 11th Avenue (I-7) and Can Ada Road (I-16).	$32,170,000	CHD4 / Nampa
R-13	Karcher Road/SH 55 - Pear Lane to Farmway Road	Widen from 2 to 5 lanes. Construct a multimodal pathway on both sides (P-59). Install new traffic signal at Chicken Dinner Road (I-26), Malt Road (I-71), and Riverside Road (I-102). Restrict access (i.e., install RIRO access) at Hoskins Road (I-48), Pride Lane (I-101), and Wagner Road (I-105). (ITD Key No. 23335)	$73,712,000	ITD / CHD4
R-14	Karcher Road/SH 55 - Farmway Road to Middleton Road	Widen from 2 to 5 lanes. Construct a multimodal pathway on both sides (P-60). Modify existing signals at Farmway Road (I-32) and 10th Avenue (I-1) to accommodate for additional through lanes on Karcher Road. Incorporate signal safety treatments at Indiana Avenue (SF-8). Construct a Median U-Turn (MUT) intersection at Midway Road (I-84). Restrict access (i.e., install RIRO access) at Montana Avenue (I-93), Florida Avenue (I-41), Canyonview Way (I-22), and Celeste Avenue (I-23). Restrict access on Bear Lane (I-15) with completion of new roadway connection (R-24). (ITD Key No. 22715)	$70,671,000	ITD / CHD4 / Caldwell
R-15	I-84 - SH 19 to 10th Avenue	Widen from 4 to 6 lanes (ITD Key No. 23437)	$19,832,000	ITD
R-16	I-84 - 10th Avenue to US 20/26	Widen from 4 to 8 lanes (ITD Key No. 23437)	$32,897,000	ITD
R-17	I-84 - US 20/26 to Karcher Road	Widen from 4 to 6 lanes (ITD Key No. 23081)	$73,868,000	ITD
R-18	Lonkey Lane / Laster Street - Farmway Road to 10th Avenue	New 2-Lane Collector. Construct bike lanes on both sides (B-57). Install stop control devices to minor street legs at new intersections. Construct a roundabout at 10th Avenue (I-5).	$8,438,000	Caldwell

ID	Location	Roadway Project Description	Total Project Cost Estimate	Agency
R-19	Lonkey Lane / Laster Street - Montana Avenue to Indiana Avenue	New 2-Lane Collector. Construct bike lanes on both sides (B-57). Install stop control devices to minor street legs at new intersections. Construct a roundabout at Indiana Avenue (I-54).	$2,244,000	Caldwell
R-20	Lonkey Lane / Laster Street - Florida Avenue to Lake Avenue	New 2-Lane Collector. Construct bike lanes on both sides (B-57). Install stop control devices to minor street legs at new intersections. Construct a roundabout at Lake Avenue (I-68).	$4,975,000	Caldwell
R-21	Lonkey Lane / Laster Street - Kane Avenue to Ann Marie Avenue	New 2-Lane Collector. Construct bike lanes on both sides (B-57). Install stop control devices to minor street legs at new intersections.	$5,587,000	Caldwell
R-22	Moss Lane - Bear Lane to Moreno Drive	New 2-Lane Collector. Construct bike lanes on both sides (B-68). Construct a roundabout at 10th Avenue (I-2). Install stop control devices to minor street legs at new intersections.	$10,801,000	CHD4 / Caldwell
R-23	Moss Lane - East of Indiana Avenue to Celeste Avenue	New 2-Lane Collector. Construct bike lanes on both sides (B-67). Construct a roundabout at Lake Avenue (I-62). Install stop control devices to minor street legs at new intersections.	$8,973,000	Caldwell
R-24	Bear Lane - Karcher Road/SH 55 to Homedale Road	New 2-Lane Collector. Construct bike lanes on both sides (B-14). Restrict access (e.g., install RIRO) at Karcher Road (I-15). Install stop control devices to minor street legs at all other new intersections.	$4,852,000	CHD4 / Caldwell
R-25	Cirrus Drive - 10th Avenue to Cloudy Heights Way	New 2-Lane Collector. Construct bike lanes on both sides(B-20). Install stop control devices to minor street legs at new intersections.	$2,875,000	Caldwell
R-26	Cirrus Drive - Conley Way to Lake Avenue	New 2-Lane Collector. Construct bike lanes on both sides(B-20). Construct a roundabout at Lake Avenue (I-67). Install stop control devices to minor street legs at new intersections.	$2,823,000	Caldwell

ID	Location	Roadway Project Description	Total Project Cost Estimate	Agency
R-27	Cirrus Drive - Patriot Avenue to Midway Road	New 2-Lane Collector. Construct bike lanes on both sides(B-20). Install stop control devices to minor street legs at new intersections.	$4,539,000	Caldwell / Nampa
R-28	Florida Avenue - Lone Star Road to Orchard Avenue	New 2-Lane Collector. Construct bike lanes on both sides (B-30). Install stop control devices to minor street legs at new intersections.	$5,434,000	CHD4 / Caldwell
R-29	Muller Lane - Aviation Way to Smeed Parkway	New 2-Lane Collector. Install AWSC devices at Aviation Way (I-11). Install stop control devices to minor street legs at all other new intersections.	$2,046,000	Caldwell
R-30	Joplin Road - Ward Lane to Midland Bouleard	New 2-Lane Collector. Construct a roundabout at Middleton Road (I-72). Install stop control devices to minor street legs at all other new intersections. The alignment of this roadway will be determined by the developer.	$5,900,000	CHD4 / Caldwell
R-31	Santa Ana Avenue - Linden Street to Lincoln Road	New 2-Lane Collector. Construct bike lanes on both sides (B-76). Restrict access (i.e., install RIRO access) at US 20/26 (I-103). Construct or preserve ROW for roundabout at Skyway Street (I-105); project pending completion of new roadway connection (R-32). Install stop control devices to minor street legs at all other new intersections.	$12,857,000	CHD4 / Caldwell
R-32	Skyway Street - Middleton Road to Midland Boulevard	New 2-Lane Collector. Construct bike lanes on both sides (B-79). Construct a roundabout at Middleton Road (I-79) and Midland Boulevard (I-81). Construct or preserve ROW for roundabout at Santa Ana Avenue (I-104); project pending completion of new roadway connection (R-31). Install stop control devices to minor street legs at all other new intersections.	$7,551,000	Caldwell
R-33	Skyway Street - Midland Boulevard to Franklin Boulevard	New 2-Lane Collector. Construct bike lanes on both sides (B-79). Construct a roundabout at Northside Boulevard (I-95) and Franklin Boulevard (I-43). Install stop control devices to minor street legs at all other new intersections.	$14,594,000	CHD4 / Caldwell / Nampa

ID	Location	Roadway Project Description	Total Project Cost Estimate	Agency
R-34	Skyway Street - Franklin Boulevard to Can Ada Road	New 2-Lane Collector. Construct bike lanes on both sides (B-78). Construct a roundabout at 11th Avenue (I-9) and at Can Ada Road (I-17). Install stop control devices to minor street legs at all other new intersections.	$7,915,000	CHD4 / Nampa
R-35	Ward Road - Spruce Street to Linden Street	New 2-Lane Collector. Construct bike lanes on both sides (B-94). Install stop control devices to minor street legs at all other new intersections.	$3,784,000	CHD4 / Caldwell
R-36	Spruce Street - Ward Road to Middleton Road	New 2-Lane Collector. Construct bike lanes on both sides (B-88). Construct a roundabout at Middleton Road (I-75). Install stop control devices to minor street legs at all other new intersections.	$4,582,000	CHD4 / Caldwell
R-37	Spruce Street - Santa Ana Avenue to Northside Boulevard	New 2-Lane Collector. Construct bike lanes on both sides (B-88). Construct a roundabout at Midland Boulevard (I-80) and at Northside Boulevard (I-96). Install stop control devices to minor street legs at all other new intersections.	$11,272,000	CHD4 / Caldwell / Nampa
R-38	Spruce Street - Northside Boulevard to Franklin Boulevard	New 2-Lane Collector. Construct bike lanes on both sides (B-88). Construct a roundabout at Franklin Boulevard (I-47). Install stop control devices to minor street legs at all other new intersections.	$5,910,000	CHD4 / Caldwell / Nampa
R-39	Spruce Street - Franklin Boulevard to Can Ada Road	New 2-Lane Collector. Construct bike lanes on both sides (B-88). Construct a roundabout at 11th Avenue (I-10) and Can Ada Road (I-21). Install stop control devices to minor street legs at all other new intersections.	$10,273,000	CHD4 / Nampa
R-40	Knott Lane - Ustick Road to Linden Street	New 2-Lane Collector. Construct bike lanes on both sides (B-45). Construct a roundabout at Ustick Road (I-60). Install stop control devices to minor street legs at all other new intersections.	$6,176,000	CHD4 / Caldwell / Nampa
R-41	Prescott Lane - US 20/26 to Joplin Road	New 2-Lane Collector. Construct bike lanes on both sides (B-72). Install stop control devices to minor street legs at all new intersections.	$2,657,000	CHD4 / Nampa

ID	Location	Roadway Project Description	Total Project Cost Estimate	Agency
R-42	Dean Lane - Ustick Road to Joplin Road	New 2-Lane Collector. Construct bike lanes on both sides (B-23). Restrict access (i.e., install RIOR access) at US 20/26 (I-31). Install stop control devices to minor street legs at all other new intersections.	$10,701,000	CHD4 / Nampa
R-43	Montana Avenue - Ustick Road to 18th Avenue	Add turn lanes at Spruce Street, Alder Street, Willow Street, Ash Street. Consider installing RRFBs at Ash Street (C-30), Alder Street (C-29), and Spruce Street (C-33).	$10,585,000	Caldwell
R-44	Elm Lane - Franklin Boulevard to Can Ada Road	Realign Elm Street with Linden Road and add continuous left turn lane between Franklin Boulevard and Can Ada Road. Construct roundabout at Franklin Boulevard / Linden Road (I-45) with realignment of roadway. Construct buffered bike lanes on both sides (B-25). Construct a roundabout at 11th Avenue (I-6) and Can Ada Road (I-19).	$5,896,000	CHD4 / Nampa
R-45	Indiana Avenue - Fairoaks Drive to Linden Lane	Add continuous left turn lane. Consider preserving ROW needed for traffic signal at Linden Street (I-51); project to be completed with completion of Linden roadway project (R-47). Consider installing a PHB at the Caldwell Low Line Canal (C-19).	$4,373,000	Caldwell
R-46	Lake Avenue - Karcher Road to Ustick Road	Add turn lanes at Fieldcrest Drive, Fairlight Street, Ashbury Way, Hickman Street	$15,498,000	Caldwell
R-47	Linden Street - Montana Avenue to Aviation Way	Continuous left turn lane between Montana Avenue and Indiana Avenue; Widen from 2 to 4 lanes from Cleveland Boulevard to Arthur Street; Add turn lanes at Chicago Street and Arrowhead Drive. Modify existing signal at Cleveland Boulevard (I-30) to accommodate widening of Linden St. Install new traffic signal at Montana Avenue (I-92) and at Indiana Avenue (I-51). Construct a roundabout at Aviation Way (I-13).	$11,570,000	Caldwell
R-48	Marble Front Road - Illinois Avenue to Indiana Avenue	Add continuous left turn lane. Install AWSC at (I-55).	$2,137,000	Caldwell

ID	Location	Roadway Project Description	Total Project Cost Estimate	Agency
R-49	Midway Road - Lake Lowell Avenue to Roosevelt Avenue	Add turn lanes at Lake Lowell Avenue and Rivendell Court	$3,528,000	CHD4 / Nampa
R-50	Midway Road - Flamingo Avenue to Cleveland Boulevard	Add turn lanes at Flamingo Avenue, Soapstone Drive, Honeysuckle Avenue, Heathrow Way, Bonnie Lane and Nez Perce Road	$13,335,000	Caldwell / Nampa
R-51	Wells Road - Marble Front Road to Lincoln Road	Add turn lanes at Marble Front Road, Lincoln Road	$2,217,000	CHD4 / Caldwell
R-52	Farmway Road - SH-19 (Simplot Boulevard) to Ustick Road	Add continuous left turn lane; preserve ROW for future widening from 3 to 5 lanes and preserve ROW for new roundabouts at Laurel Street (I-35), Logan Street (I-37), and Linden Street (I-36). Construct a multimodal pathway on both sides (P-6).	$13,345,000	CHD4 / Caldwell
R-53	Farmway Road - Ustick Road to SH-55 (Karcher Road)	Add continuous left turn lane; preserve ROW for future widening from 3 to 5 lanes and preserve ROW for new roundabouts at Ustick Road (I-38) and Homedale Road (I-33). Construct a multimodal pathway on both sides (P-6).	$5,963,000	CHD4 / Caldwell
R-54	10th Avenue - Fillmore Street to Ustick Road	Add continuous left turn lane. Construct buffered bike lanes on both sides (B-1).	$8,700,000	Caldwell
R-55	Ustick Road - Farmway Road to Montana Avenue	Widen from 2 to 5 lanes. Construct a multimodal pathway on both sides (P-24). This project was identified by the City based on general network connectivity, but it is not an existing need/deficiency.	$24,257,000	Caldwell

INTERSECTION PROJECTS

Intersection projects include construction of new traffic control, widening, signal retiming, and safety enhancements at identified locations. Table 25 includes the full list of intersection projects identified as part of the CATS Plan; intersection project locations are shown in Figure 36.

Table 25. Intersection Projects

ID	Location	Intersection Project Description	Total Project Cost Estimate	Agency
I-1	10th Avenue/Karcher Road	3x5 Traffic Signal. To be modified with roadway project (R-14).	$1,817,000	ITD / CHD4 / Caldwell
I-2	10th Avenue/Moss Street	Construct New Intersection as Roundabout. To be constructed with roadway project (R-22).	$3,028,000	Caldwell
I-3	10th Avenue/Homedale Road	Single-Lane Roundabout	$3,028,000	Caldwell
I-4	10th Avenue/Freeport Street	Restricted Access	$91,000	Caldwell
I-5	10th Avenue/Laster Street	Single-Lane Roundabout. To be constructed with roadway project (R-18).	$3,028,000	Caldwell
I-6	11th Avenue/Elm Lane	Construct New Intersection as Interim Single-Lane Roundabout (Ultimate design for multi-lane roundabout based on 11th Avenue widening). To be constructed with roadway project (R-44).	$3,028,000	CHD4 / Nampa
I-7	11th Avenue/Ustick Road	Multi-Lane Roundabout (Multi-Lane on Ustick Rd approaches only). To be constructed with roadway project (R-12).	$3,633,000	CHD4 / Nampa
I-8	11th Avenue/US 20/26	3x7 Signal. To be constructed with roadway project (R-3). (ITD Key No. 23337)	$3,391,000	ITD / CHD4 / Nampa
I-9	11th Avenue/Skyway Street	Construct New Intersection as Interim Single-Lane Roundabout (Ultimate design for multi-lane roundabout based on 11th Avenue widening). To be constructed with roadway project (R-34).	$3,754,000	CHD4 / Nampa

ID	Location	Intersection Project Description	Total Project Cost Estimate	Agency
I-10	11th Avenue/Spruce Street	Construct New Intersection as Interim Single-Lane Roundabout (Ultimate design for multi-lane roundabout based on 11th Avenue widening). To be constructed with roadway project (R-39).	$3,754,000	CHD4 / Nampa
I-11	Aviation Way/Muller Drive	AWSC. To be constructed with roadway project (R-29).	$13,000	Caldwell
I-12	Aviation Way/US 20/26	5x7 Traffic Signal. To be modified with roadway project (R-4).	$654,000	ITD / Caldwell
I-13	Aviation Way/Linden Street	Single-Lane Roundabout. To be constructed with roadway project (R-47).	$3,633,000	Caldwell
I-14	Aviation Way/Ustick Road	3x5 Traffic Signal.	$788,000	Caldwell
I-15	Bear Lane/Karcher Road	Construct New Intersection with Restricted Access. To be constructed with roadway project (R-24).	$91,000	ITD / CHD4 / Caldwell
I-16	Can Ada Road/Ustick Road	Multi-Lane Roundabout. To be constructed with roadway project (R-12).	$4,238,000	CHD4 / Nampa
I-17	Can Ada Road/Skyway Street	Construct New Intersection as Single-Lane Roundabout. To be constructed with roadway project (R-34).	$3,028,000	CHD4 / Nampa
I-18	Can Ada Road/McMillan Road	Single-Lane Roundabout	$3,028,000	CHD4 / Nampa
I-19	Can Ada Road/Elm Lane	Single-Lane Roundabout. To be constructed with roadway project (R-44).	$3,028,000	CHD4 / Nampa
I-20	Can Ada Road/US 20/26	3x7 Traffic Signal (Consistent with US 20/26 design). To be constructed with roadway project (R-3). (ITD Key No. 23337)	$3,391,000	ITD / CHD4 / Nampa

ID	Location	Intersection Project Description	Total Project Cost Estimate	Agency
I-21	Can Ada Road/Spruce Street	Construct New Intersection as Single-Lane Roundabout. To be constructed with roadway project (R-39).	$3,028,000	CHD4 / Nampa
I-22	Canyonview Way/Karcher Road	Restricted Access. To be installed with roadway project (R-14).	$91,000	ITD / CHD4 / Caldwell
I-23	Celeste Avenue/Karcher Road	Restricted Access. To be installed with roadway project (R-14).	$91,000	ITD / CHD4 / Caldwell
I-24	Centennial Way/Chicago Street	Restricted Access Treatment (RCUT)	$100,000	Caldwell
I-25	Centennial Way / Cleveland Boulevard/Simplot Boulevard	Multi-Lane Roundabout. Roundabout is currently in final design process. Construction year will be determined once final design is complete. (COMPASS TIP PN 13484)	$10,595,000	ITD / Caldwell
I-26	Chicken Dinner Road/Karcher Road	3x5 Traffic Signal. To be constructed with roadway project (R-13).	$1,877,000	ITD / CHD4
I-27	Cleveland Boulevard/Ustick Road	5x5 Traffic Signal. To be modified with roadway project (R-8).	$3,451,000	Caldwell
I-28	Cleveland Boulevard/Lake Avenue	3x5 Traffic Signal	$1,151,000	Caldwell
I-29	Cleveland Boulevard/18th Avenue	3x3 Traffic Signal	$364,000	Caldwell
I-30	Cleveland Boulevard/Linden Street	Modify Traffic Signal to enhance safety at this intersection. Widen approaches with roadway project (R-47). Project removed from roadway project due to existing safety deficiency.	$3,996,000	Caldwell
I-31	Dean Lane/US 20/26	Restricted Access. To be constructed with roadway project (R-42).	$91,000	ITD / CHD4 / Nampa

ID	Location	Intersection Project Description	Total Project Cost Estimate	Agency
I-32	Farmway Road/Karcher Road	Widen Karcher Road Approaches and Modify Traffic Signal. To be modified with roadway project (R-13/R-14).	$1,266,000	ITD / CHD4 / Caldwell
I-33	Farmway Road/Homedale Road	Single-Lane Roundabout. Consider constructing with roadway project (R-53).	$3,028,000	CHD4 / Caldwell
I-34	Farmway Road/Simplot Boulevard	3x5 Traffic Signal. Project removed from roadway project (R-52) due to existing operations deficiency.	$509,000	ITD / CHD4 / Caldwell
I-35	Farmway Road/Laurel Street	Single-Lane Roundabout. Consider constructing with roadway project (R-52).	$3,028,000	CHD4 / Caldwell
I-36	Farmway Road/Linden Street	Single-Lane Roundabout. Consider constructing with roadway project (R-52).	$3,330,000	CHD4 / Caldwell
I-37	Farmway Road/Logan Street	Single-Lane Roundabout. Consider constructing with roadway project (R-52).	$3,330,000	CHD4 / Caldwell
I-38	Farmway Road/Ustick Road	Single-Lane Roundabout. Project was removed from bundle with roadway project (R-52) due to existing safety deficiency.	$3,936,000	CHD4 / Caldwell
I-39	Florida Avenue/Homedale Road	Single-Lane Roundabout	$3,633,000	Caldwell
I-40	Florida Avenue/Cleveland Boulevard	3x5 Traffic Signal	$424,000	Caldwell
I-41	Florida Avenue/Karcher Road	Reduced Conflict U-Turn Intersection (RCUT, Left-Out's Restricted). To be constructed with roadway project (R-14).	$818,000	ITD / Caldwell
I-42	Florida Avenue/Ustick Road	Single-Lane Roundabout. Design of roundabout currently underway. To be constructed in 2023.	$3,330,000	Caldwell

ID	Location	Intersection Project Description	Total Project Cost Estimate	Agency
I-43	Franklin Boulevard/Skyway Street	Construct New Intersection as Multi-Lane Roundabout. (Multi-lane only on Franklin Blvd approaches). To be constructed with roadway project (R-33).	$3,633,000	CHD4 / Nampa
I-44	Franklin Boulevard/Ustick Road	Multi-Lane Roundabout. To be constructed with roadway project (R-11).	$4,238,000	CHD4 / Nampa
I-45	Franklin Boulevard/Linden Road	Multi-Lane Roundabout (Multi-lane only on Franklin Blvd approaches). To be constructed with roadway project (R-44).	$3,633,000	CHD4 / Nampa
I-46	Franklin Boulevard/US 20/26	5x7 Traffic Signal. To be constructed with roadway project (R-3). (ITD Key No. 23337)	$3,391,000	ITD / CHD4 / Nampa
I-47	Franklin Boulevard/Spruce Street	Construct New Intersection as Multi-Lane Roundabout (Multi-lane on Franklin Rd approaches only). To be constructed with roadway project (R-38).	$3,633,000	CHD4 / Nampa
I-48	Hoskins Road/Karcher Road / Sunnyslope Road	Restricted Access. To be installed with roadway project (R-13).	$91,000	ITD / CHD4
I-49	I-84 WB Ramps/Centennial Way	3x5 Traffic Signal	$636,000	ITD / Caldwell
I-50	Indiana Avenue/Ustick Road	Widen to Multi-Lanes Roundabout (Multi-Lane only on Ustick Road approaches). To be constructed in year 2023.	$3,633,000	Caldwell
I-51	Indiana Avenue/Linden Street	3x3 Traffic Signal. To be constructed with roadway project (R-47).	$364,000	Caldwell
I-52	Indiana Avenue/Orchard Avenue	Single-Lane Roundabout	$3,028,000	Caldwell
I-53	Indiana Avenue/Cirrus Drive	AWSC	$13,000	Caldwell

ID	Location	Intersection Project Description	Total Project Cost Estimate	Agency
I-54	Indiana Avenue/Laster Street	Single-Lane Roundabout. To be constructed with roadway project (R-19).	$3,028,000	Caldwell
I-55	Indiana Avenue/Marble Front Road	AWSC. To be installed with roadway project (R-48).	$13,000	Caldwell
I-56	Indiana Avenue/Moss Street	Single-Lane Roundabout	$3,330,000	Caldwell
I-57	Kcid Road/US 20/26	3x7 Traffic Signal. To be constructed with roadway project (R-4).	$5,594,000	ITD / Caldwell
I-58	Kit Avenue/Simplot Boulevard	3x5 Traffic Signal	$509,000	ITD / Caldwell
I-59	Knott Lane/US 20/26	Restricted Access (Consistent with US 20/26 Design). To be constructed with roadway project (R-3). (ITD Key No. 23337)	$91,000	ITD / Caldwell
I-60	Knott Lane/Ustick Road	Construct New Intersection as Multi-Lane Roundabout (Multi-Lane only on Ustick Road approaches). To be constructed with roadway project (R-40).	$3,633,000	CHD4 / Nampa
I-61	Lake Avenue/Ustick Road	Widen to Multi-Lanes Roundabout (Multi-Lane only on Ustick Road approaches). To be constructed with roadway projects (R-7, R-8).	$3,633,000	Caldwell
I-62	Lake Avenue/Moss Street	Construct New Intersection as Single-Lane Roundabout. To be constructed with roadway project (R-23).	$3,028,000	Caldwell
I-63	Lake Avenue/Homedale Road	Single-Lane Roundabout	$3,330,000	Caldwell
I-64	Lake Avenue/Lone Star Road	Single-Lane Roundabout	$3,028,000	CHD4 / Caldwell
I-65	Lake Avenue/Orchard Avenue	Single-Lane Roundabout	$3,028,000	CHD4 / Caldwell

ID	Location	Intersection Project Description	Total Project Cost Estimate	Agency
I-66	Lake Avenue/Karcher Road	Widening of Lake Ave and Traffic Signal Modification. To be modified with roadway project (R-14, R-46).	$1,266,000	ITD / CHD4 / Caldwell
I-67	Lake Avenue/Cirrus Drive	Single-Lane Roundabout. To be constructed with roadway project (R-26).	$3,028,000	Caldwell
I-68	Lake Avenue/Laster Street	Single-Lane Roundabout. To be constructed with roadway project (R-20).	$3,330,000	Caldwell
I-69	Madison Road/Ustick Road	Multi-Lane Roundabout (Multi-Lane only on Ustick Road approaches). To be constructed with roadway project (R-11).	$3,633,000	CHD4 / Nampa
I-70	Madison Road/US 20/26	Restricted Access (Consistent with US 20/26 Design). To be constructed with roadway project (R-3). (ITD Key No. 23337)	$91,000	ITD / CHD4 / Caldwell / Nampa
I-71	Malt Road/Karcher Road	3x5 Traffic Signal. To be constructed with roadway project (R-13).	$1,877,000	ITD / CHD4
I-72	Middleton Road/Joplin Road	Multi-Lane Roundabout (Re-Alignment of Lincoln Road, Consistent with Mid-Star CIP). Construction plans are in the preliminary design phase for a roundabout; construction year is yet TBD.	$6,357,000	Caldwell
I-73	Middleton Road/US 20/26	5x7 Traffic Signal. To be modified with roadway projects (R-3, R-4). (ITD Key No. 23337) Additional improvements that are not currently planned for may be needed to mitigate this intersection. Further study would be required.	$545,000	ITD / Caldwell
I-74	Middleton Road/Linden Road	Multi-Lane Roundabout (Multi-Lane only on Middleton Rd approaches). Project removed from bundled roadway project (R-2) due to existing operations deficiency.	$4,723,000	Caldwell

ID	Location	Intersection Project Description	Total Project Cost Estimate	Agency
I-75	Middleton Road/Spruce Street	Multi-Lane Roundabout (Multi-Lane only on Middleton Rd approaches, City of Caldwell Project). To be constructed with roadway project (R-36).	$3,633,000	Caldwell
I-76	Middleton Road/Laster Lane	Multi-Lane Roundabout (Multi-Lane only on Middleton Rd approaches)	$3,633,000	Caldwell / Nampa
I-77	Middleton Road/Lincoln Road	Multi-Lane Roundabout (Re-Alignment of Lincoln Road, Consistent with Mid-Star CIP, Multi-Lane on Middleton Road approaches only). To be constructed with roadway project (R-1).	$5,449,000	CHD4 / Caldwell
I-78	Middleton Road/Ustick Road	Multi-Lane Roundabout (City of Caldwell Project). To be constructed in year 2023. (COMPASS TIP PN 13487)	$4,662,000	Caldwell
I-79	Middleton Road/Skyway Street	Construct New Intersection as Multi-Lane Roundabout (Multi-Lane only on Middleton Road approaches). Construction plans are in the preliminary design phase for a roundabout; construction year is yet TBD.	$3,633,000	Caldwell
I-80	Midland Boulevard/Spruce Street	Construct New Intersection as Single-Lane Roundabout. To be constructed with roadway project (R-37).	$3,028,000	Caldwell / Nampa
I-81	Midland Boulevard/Skyway Street	Construct New Intersection as Single-Lane Roundabout. To be constructed with roadway project (R-32).	$3,028,000	Caldwell
I-82	Midland Boulevard/Linden Road	Single-Lane Roundabout	$3,936,000	Caldwell
I-83	Midland Boulevard/US 20/26	3x7 Traffic Signal. To be constructed with roadway project (R-3). (ITD Key No. 23337)	$3,028,000	ITD / Caldwell

ID	Location	Intersection Project Description	Total Project Cost Estimate	Agency
I-84	Midway Road/Karcher Road	Median U-Turn Intersection (Left-turn from Karcher Road restricted and re-routed to u-turn location). To be constructed with roadway project (R-14).	$1,877,000	ITD / CHD4 / Caldwell / Nampa
I-85	Midway Road/Moss Lane	AWSC	$3,028,000	Caldwell / Nampa
I-86	Midway Road/Smith Avenue	AWSC	$3,028,000	CHD4 / Nampa
I-87	Midway Road/Homedale Road	Single-Lane Roundabout	$3,028,000	Caldwell
I-88	Midway Road/Lone Star Road	AWSC with Turn Lanes	$3,754,000	CHD4 / Nampa
I-89	Midway Road/Orchard Avenue	Single-Lane Roundabout	$3,028,000	Nampa
I-90	Midway Road/Roosevelt Avenue	Single-Lane Roundabout	$3,028,000	CHD4 / Nampa
I-91	Montana Avenue / Homedale Road	Single-Lane Roundabout	$3,330,000	Caldwell
I-92	Montana Avenue/Linden Street	3x3 Traffic Signal. To be constructed with roadway project (R-47).	$364,000	Caldwell
I-93	Montana Avenue/Karcher Road	Reduced Conflict U-Turn Intersection (RCUT, Left-Out's Restricted). To be constructed with roadway project (R-14).	$818,000	ITD / CHD4 / Caldwell
I-94	Northside Boulevard/Ustick Road	Multi-Lane Roundabout. To be constructed with roadway project (R-11).	$4,238,000	CHD4 / Nampa
I-95	Northside Boulevard/Skyway Street	Construct New Intersection as Multi-Lane Roundabout (Multi-Lane only on Northside Blvd approaches). To be constructed with roadway project (R-33).	$3,633,000	Caldwell
I-96	Northside Boulevard/Spruce Street	Construct New Intersection as Multi-Lane Roundabout (Multi-Lane only on Northside Blvd	$3,633,000	Caldwell / Nampa

ID	Location	Intersection Project Description	Total Project Cost Estimate	Agency
		approaches). To be constructed with roadway project (R-37).		
I-97	Northside Boulevard/Linden Road	Construct New Intersection as Multi-Lane Roundabout (Multi-Lane only on Northside Blvd approaches). To be constructed with roadway project (R-5).	$3,633,000	Caldwell
I-98	Northside Boulevard/US 20/26	5x7 Traffic Signal. To be constructed with roadway project (R-3). (ITD Key No. 23337)	$3,028,000	ITD / Caldwell
I-99	Paynter Avenue/Simplot Boulevard	Multi-Lane Roundabout	$5,510,000	ITD / Caldwell
I-100	Prescott Lane/US 20/26	Restricted Access (Consistent with US 20/26 Design). To be installed with roadway project (R-3). (ITD Key No. 23337)	$91,000	ITD / CHD4 / Nampa
I-101	Pride Lane/Karcher Road	Restricted Access. To be installed with roadway project (R-13).	$91,000	ITD / CHD4
I-102	Riverside Road/Karcher Road	3x5 Traffic Signal. To be constructed with roadway project (R-13).	$1,151,000	ITD / CHD4
I-103	Santa Ana Avenue/US 20/26	Restricted Access. To be installed with roadway project (R-31).	$91,000	ITD / Caldwell
I-104	Santa Ana Avenue/Skyway Street	Single-Lane Roundabout; To be constructed by adjacent development and in coordination with roadway project (R-31, R-32).	$3,028,000	Caldwell
I-105	Wagner Road/Karcher Road	Restricted Access. To be installed with roadway project (R-13).	$91,000	ITD / CHD4
I-106	Ward Road/Linden Road	Single-Lane Roundabout. Construction of this roundabout is currently projected for 2024.	$3,330,000	Caldwell

ID	Location	Intersection Project Description	Total Project Cost Estimate	Agency
I-107	Ward Road/US 20/26	3x7 Traffic Signal. To be constructed with roadway project (R-4).	$1,575,000	ITD / Caldwell
I-108	Weitz Road/Simplot Boulevard	3x5 Traffic Signal	$509,000	ITD / CHD4

SAFETY PROJECTS

Safety projects are projects that specifically address safety concerns identified in the safety analysis and include upgrading signal hardware and timing, enhancing intersection visibility, and other improvements.

Table 26 includes the full list of safety projects identified as part of the CATS Plan; safety project locations are shown in Figure 36.

Table 26. Safety Projects

ID	Location	Safety Project Description	Total Project Cost Estimate	Agency
SF-1	21st Avenue & Blaine Street	*Upgrade Signal Hardware* Retroreflective backplates, oversized signal heads/lenses, LED lights *Assess and update signal timing* Consider prohibiting right turn on red Evaluate clearance intervals Consider split phase or lead/lag left turn phasing *Additional Improvements* Consider additional pedestrian-scale lighting	$79,000	Caldwell
SF-2	Chicago Street & 21st Avenue	*Upgrade Signal Hardware* Retroreflective backplates, oversized signal heads/lenses, LED lights *Assess and Update Signal Timing* Monitor recent left turn signal head upgrade (flashing yellow permissive arrow); consider upgrading to fully protected 8-phase signal Consider upgrading minor movements from permissive left turn to flashing yellow Consider prohibiting right turn on red *Additional Improvements* Install hard centerline/raised median on 21st Avenue (southbound approach) and Chicago Street (westbound approach)	$126,000	Caldwell
SF-3	Ustick Road & 10th Avenue	*Upgrade Signal Hardware* Retroreflective backplates, oversized signal heads/lenses, LED lights *Assess and Update Signal Timing* Upgrade signal heads to allow for flashing yellow left turns; consider	$132,000	Caldwell

ID	Location	Safety Project Description	Total Project Cost Estimate	Agency
		upgrading to fully protected 8-phase signal Consider prohibiting right turn on red *Additional Improvements* Install hard centerline/raised median on major approaches		
SF-4	Laster Street & Cleveland Boulevard	*Upgrade Signal Hardware* Retroreflective backplates, oversized signal heads/lenses, LED lights *Assess and Update Signal Timing* Consider upgrading to fully protected 8-phase signal *Additional Improvements* Install hard centerline/raised median on all approaches Monitor intersection after major reconstruction of Lonkey Lane	$168,000	Caldwell
SF-5	Linden Street & 10th Avenue	*Upgrade Signal Hardware* Retroreflective backplates, oversized signal heads/lenses, LED lights *Assess and Update Signal Timing* Upgrade signal heads to allow for flashing yellow left turns; consider upgrading to fully protected 8-phase signal *Additional Improvements* Install hard centerline/raised median on all approaches	$162,000	Caldwell
SF-6	Logan Street & 10th Avenue	*Upgrade Signal Hardware* Retroreflective backplates, oversized signal heads/lenses, LED lights *Assess and Update Signal Timing* Upgrade signal heads to allow for flashing yellow left turns	$88,000	Caldwell
SF-7	Karcher Road & Indiana Avenue	*Assess and Update Signal Timing* Consider upgrading to fully protected 8-phase signal *Additional Improvements* Install hard centerline/raised median on Karcher Road approaches	$134,000	ITD / CHD4 / Caldwell
SF-8	Karcher Road & Montana Avenue	*Enhance intersection visibility* - Oversized stop signs on Montana Avenue approach Retroreflective sheeting on signposts	$5,000	ITD / CHD4 / Caldwell

ID	Location	Safety Project Description	Total Project Cost Estimate	Agency
SF-9	Linden Street & Aviation Way	*Enhance intersection visibility* - Advance intersection warning signs on Linden Street approaches Advance "Stop Ahead" intersection warning signs and striping on Aviation Way approaches (both sides) Oversized stop signs on Aviation Way approaches (both sides) Retroreflective sheeting on signposts	$35,000	Caldwell
SF-10	Roosevelt Avenue & Midway Road	*Enhance intersection visibility* Oversized stop signs at all approaches (both sides) Retroreflective sheeting on signposts	$10,000	CHD4 / Nampa
SF-11	Karcher Road & Riverside Road	*Enhance intersection visibility* - Advance "Stop Ahead" intersection warning signs and striping on Riverside Road approach Oversized stop signs on Riverside Road approach Retroreflective sheeting on signposts	$20,000	ITD / CHD4
SF-12	Simplot Boulevard & Paynter Avenue	*Enhance intersection visibility* Oversized stop signs at Paynter Avenue approach (both sides) Advance "Stop Ahead" intersection warning striping on Paynter Avenue approach Retroreflective sheeting on signposts	$10,000	ITD / Caldwell
SF-13	Florida Avenue & Karcher Road	*Enhance intersection visibility* Install/restripe stop bar on south leg Oversized stop signs on Florida Ave approaches (both sides)	$5,000	ITD / Caldwell

Notes:
- Highlighted project ID labels indicate that the project is currently under construction or funded (as of August 2023).
- Asterisks ("*") on the project ID label indicate that a project is potentially impact fee eligible.

Background
- Study Area
- City Limits

Roadway Projects
- Add Turn Lanes at Intersections
- Add Continuous Left Turn Lane
- Widening
- New Roadway

Intersection Projects
- AWSC or TWSC
- Restricted Access
- Roundabout
- Traffic Signal
- Safety Project

0 1 Mile

Note: "Safety Projects" are projects that were identified through the safety analysis but NOT through the operations analysis; several other locations shown here as requiring a change in traffic control were also identified as having safety issues.

Figure 36

Intersection & Roadway Projects
Canyon County, ID

BICYCLE PROJECTS

Bicycle projects include bike boulevards (a.k.a., shared lane markings), bike lanes, buffered bike lanes, and separated/protected bike lanes (i.e., includes bicycle crossing improvements at intersections). Table 27 includes the full list of bicycle projects identified as part of the CATS Plan; bicycle project locations are shown in Figure 37.

Table 27. Bicycle Projects

ID	Location	Bicycle Project Description	Total Project Cost Estimate	Agency
B-1	10th Avenue - Homedale Road to Dearborn Street	Construct a Buffered Bike Lane on both sides. To be constructed with roadway project (R-54). Consider installing a PHB at Dearborn (C-3). Consider installing an RRFB at Ash Street (C-1) and at Chaparro Street (C-2). Consider incorporating crossing improvements at Larkspur Court (C-4). Note: crossing improvements were not considered in prioritization of this project.	$5,826,000	Caldwell
B-2	10th Avenue/Illinois Avenue - Uvalde Street to Cleveland Boulevard	Construct a Bike Lane on both sides. Consider incorporating crossing improvements at Taft Street (C-17). Note: crossing improvements were not considered in prioritization of this project.	$2,729,000	Caldwell
B-3	16th Avenue/Washington Street - Main Street to Linden Street	Install bike boulevard along roadway (i.e., add proper striping and signage). Consider incorporating crossing improvements at Linden Street (C-42). Note: crossing improvements were not considered in prioritization of this project.	$19,000	Caldwell
B-4	18th Avenue/Montana Avenue - Main Street to Linden Street	Construct a Bike Lane on both sides. Consider installing an RRFB at Montana Avenue (C-30). Note: crossing improvements were not considered in prioritization of this project.	$1,126,000	Caldwell
B-5	7th Avenue - Main Street to Grant Street	Install bike boulevard along roadway (i.e., add proper striping and signage)	$9,000	Caldwell
B-6	Airport Avenue / Bear Lane - Homedale Road to Ustick Road	Construct a Bike Lane on both sides.	$1,658,000	Caldwell

ID	Location	Bicycle Project Description	Total Project Cost Estimate	Agency
B-7	Airport Avenue / Bear Lane - Ustick Road to Linden Street	Construct a Bike Lane on both sides. Consider installing an RRFB at Linden Street (C-8). Note: crossing improvements were not considered in prioritization of this project.	$1,699,000	Caldwell
B-8	Arlington Avenue - Spruce Street to Beech Street	Install bike boulevard along roadway (i.e., add proper striping and signage)	$2,000	Caldwell
B-9	Arthur Street - 4th Avenue to 22nd Avenue	Install bike boulevard along roadway (i.e., add proper striping and signage)	$25,000	Caldwell
B-10	Ash Street - Farmway Road to Symms Field	Construct a Bike Lane on both sides. Consider installing an RRFB at Kimball Avenue (C-22), 10th Avenue (C-1), and Montana Avenue (C-30). Note: crossing improvements were not considered in prioritization of this project.	$2,180,000	Caldwell
B-11	Aviation Way - Skyway Street to Ustick Road	Construct a Bike Lane on both sides.	$3,498,000	Caldwell
B-12	Aviation Way - Marble Front Road to Skyway Street	Construct a Buffered Bike Lane on both sides.	$1,739,000	Caldwell
B-13	Aviation Way - Boise River to Marble Front Road	Construct a Bike Lane on both sides.	$694,000	CHD4 / Caldwell
B-14	Bear Lane - Homedale Road to Karcher Road	Construct a Bike Lane on both sides. To be constructed with roadway project (R-24).	$485,000	CHD4 / Caldwell
B-15	Beech Street - Brampton Drive to Arlington Avenue	Install bike boulevard along roadway (i.e., add proper striping and signage)	$8,000	Caldwell
B-16	Blaine Street - Simplot Boulevard to Georgia Avenue	Construct a Buffered Bike Lane on both sides.	$3,483,000	Caldwell
B-17	Cherry Street - Montana Avenue to Florida Avenue	Install bike boulevard along roadway (i.e., add proper striping and signage)	$19,000	Caldwell

ID	Location	Bicycle Project Description	Total Project Cost Estimate	Agency
B-18	Chicago Street - Franklin Road to Linden Street	Construct a Bike Lane on both sides.	$731,000	Caldwell
B-19	Chicago Street - Rotary Park Pond/Greenbelt to Franklin Road	Construct a Bike Lane on both sides. Consider installing an RRFB at 5th Avenue (C-6). Note: crossing improvements were not considered in prioritization of this project.	$1,745,000	Caldwell
B-20	Cirrus Drive - 10th Avenue to Midway Road	Construct a Bike Lane on both sides. Sections to be constructed with roadway projects (R-25, R-26, R-27)	$1,453,000	Caldwell / Nampa
B-21	Cleveland Boulevard - Simplot Boulevard to Georgia Avenue	Construct a Buffered Bike Lane on both sides.	$3,737,000	Caldwell
B-22	College Avenue - Arthur Street to Missoula Way	Install bike boulevard along roadway (i.e., add proper striping and signage)	$32,000	Caldwell
B-23	Dean Lane - Joplin Road to Ustick Road	Construct a Bike Lane on both sides. To be constructed with roadway project (R-42).	$1,198,000	CHD4 / Nampa
B-24	Dearborn Street - Paynter Avenue to College Avenue	Install bike boulevard along roadway (i.e., add proper striping and signage). Consider installing a PHB at 10th Avenue (C-3). Note: crossing improvements were not considered in prioritization of this project.	$27,000	Caldwell
B-25	Elm Lane - Franklin Boulevard to Can Ada Road	Construct a Buffered Bike Lane on both sides. To be constructed with realignment of Elm Lane roadway project (R-44).	$1,448,000	CHD4 / Nampa
B-26	Fairview Avenue - Galveston Street to Logan Street	Install bike boulevard along roadway (i.e., add proper striping and signage)	$27,000	Caldwell
B-27	Florida Avenue - Cleveland Boulevard to Ustick Road	Construct a Bike Lane on both sides. Consider installing an RRFB at Polaris Street (C-14). Note: crossing improvements were not considered in prioritization of this project.	$1,348,000	Caldwell
B-28	Florida Avenue - Ustick Road to Homedale Road	Construct a Bike Lane on both sides.	$1,064,000	Caldwell

ID	Location	Bicycle Project Description	Total Project Cost Estimate	Agency
B-29	Florida Avenue - Homedale Road to Orchard Avenue	Construct a Bike Lane on both sides.	$1,887,000	Caldwell
B-30	Florida Avenue - Orchard Avenue to Lone Star Road	Construct a Bike Lane on both sides. To be constructed with roadway project (R-28).	$483,000	CHD4 / Caldwell
B-31	Freeport Street - 9th Avenue to 10th Avenue	Install bike boulevard along roadway (i.e., add proper striping and signage)	$2,000	Caldwell
B-32	Georgia Avenue - Lincoln Street to Indiana Avenue	Install bike boulevard along roadway (i.e., add proper striping and signage)	$10,000	Caldwell
B-33	Georgia Avenue - Cleveland Boulevard to Spruce Street	Construct a Bike Lane on both sides.	$973,000	Caldwell
B-34	Grant Street - 7th Avenue to 9th Avenue	Install bike boulevard along roadway (i.e., add proper striping and signage)	$3,000	Caldwell
B-35	Indiana Avenue - Cleveland Boulevard to Ustick Road	Construct a Separated/Protected Bike Lane on both sides. Consider installing a PHB at the Caldwell Low Line Canal (C-19). Consider incorporating crossing improvements at Beech Street (C-18).	$1,197,000	Caldwell
B-36	Indiana Avenue - Ustick Road to Homedale Road	Construct a Separated/Protected Bike Lane on both sides.	$3,935,000	Caldwell
B-37	Indiana Avenue - Homedale Road to Roosevelt Avenue	Construct a Separated/Protected Bike Lane on both sides. Consider incorporating crossing improvements at Orchard Avenue (C-21). Note: crossing improvements were not considered in prioritization of this project.	$10,346,000	Caldwell
B-38	Indiana Avenue - Terrace Drive to Indiana Avenue	Install bike boulevard along roadway (i.e., add proper striping and signage)	$19,000	Caldwell
B-39	Indiana Avenue - Indiana Avenue to Georgia Avenue	Install bike boulevard along roadway (i.e., add proper striping and signage)	$5,000	Caldwell

ID	Location	Bicycle Project Description	Total Project Cost Estimate	Agency
B-40	Joplin Road - Lincoln Road to Can Ada Road	Construct a Bike Lane on both sides.	$4,571,000	CHD4 / Nampa
B-41	Kcid Road - Boise River to Marble Front Road	Construct a Bike Lane on both sides.	$1,760,000	CHD4 / Caldwell
B-42	Kimball Avenue - Ustick Road to Simplot Boulevard	Construct a Buffered Bike Lane on both sides. Consider installing an RRFB at Parkhurst Drive (C-36) and at Linden Street (C-24). Consider incorporating crossing improvements at Beech Street (C-23). Note: crossing improvements were not considered in prioritization of this project.	$6,848,000	Caldwell
B-43	Kimball Avenue - Frontage Road to Paynter Avenue	Construct a Bike Lane on both sides.	$2,732,000	Caldwell
B-44	Knot Lane - US 20/26 to Linden Road	Construct a Bike Lane on both sides.	$1,623,000	Caldwell
B-45	Knot Lane - Linden Road to Ustick Road	Construct a Bike Lane on both sides. To be constructed with roadway project (R-40).	$482,000	CHD4 / Caldwell
B-46	Lakeshore Drive - Riverside Road to Marsing Road	Construct a Bike Lane on both sides.	$5,957,000	CHD4
B-47	Laster Street/Graye Lane/Lonkey Lane - Nampa/Caldwell Boulevard to Indian Creek	Construct a Bike Lane on both sides.	$603,000	Caldwell
B-48	5th Avenue - Frontage Road to Paynter Avenue	Construct a Bike Lane on both sides. Consider installing an RRFB at Chicago Street (C-6).	$1,368,000	Caldwell
B-49	Laurel Street - Wagner Road to Paynter Avenue	Construct a Bike Lane on both sides.	$1,760,000	CHD4 / Caldwell

ID	Location	Bicycle Project Description	Total Project Cost Estimate	Agency
B-50	Lincoln Street - Michigan Avenue to Middleton Road	Construct a Bike Lane on both sides.	$4,730,000	CHD4 / Caldwell
B-51	Lincoln Street - Middleton Road to Midland Boulevard	Construct a Bike Lane on both sides.	$1,643,000	CHD4 / Nampa
B-52	Lincoln Street - Midland Boulevard to Joplin Road	Construct a Bike Lane on both sides.	$2,363,000	Caldwell
B-53	Linden Street - Farmway Road to Montana Avenue	Construct a Buffered Bike Lane on both sides. Consider installing an RRFB at Airport Avenue (C-8) and at Kimball Avenue (C-24). Consider enhancing existing crossings at Windsor Drive (C-43) and at Fairview Avenue (C-13) (i.e., raised crossings, pedestrian refuge medians). Note: crossing improvements were not considered in prioritization of this project.	$5,469,000	Caldwell
B-54	Linden Street - Montana Avenue to Aviation Way	Construct a Buffered Bike Lane on both sides. Consider incorporating crossing improvements at Washington Street (C-42), Wisconsin Avenue (C-45), and Ohio Avenue (C-35). Note: crossing improvements were not considered in prioritization of this project.	$6,423,000	Caldwell
B-55	Linden Street - Wagner Road to Farmway Road	Construct a Bike Lane on both sides.	$1,620,000	CHD4 / Caldwell
B-56	Logan Street - Farmway Road to 16th Avenue	Construct a Separated/Protected Bike Lane on both sides.	$6,395,000	Caldwell
B-57	Lonkey Lane - Farmway Road to Cleveland Boulevard	Construct a Bike Lane on both sides. Sections to be constructed with roadway projects (R-18, R-19, R-20, R-21). Consider constructing raised crossings at Ida Red (C-18) and at Winesap Avenue (C-49). Note: crossing improvements were not considered in prioritization of this project.	$1,853,000	Caldwell
B-58	Lower Pleasant Ridge Road/Birchwood Road/Logan	Construct a Bike Lane on both sides.	$6,760,000	CHD4 / Caldwell

ID	Location	Bicycle Project Description	Total Project Cost Estimate	Agency
	Street - Flaming Road to Farmway Road			
B-59	Madison Road - Linden Road to Joplin Road	Construct a Bike Lane on both sides.	$2,444,000	Caldwell / Nampa
B-60	Madison Road - Ustick Road to Linden Road	Construct a Bike Lane on both sides.	$1,174,000	CHD4 / Caldwell / Nampa
B-61	Main Street - 7th Avenue to 9th Avenue	Install bike boulevard along roadway (i.e., add proper striping and signage)	$3,000	Caldwell
B-62	Marble Front Road - Illinois Avenue to Middleton Road	Construct a Bike Lane on both sides. Consider installing an RRFB at Midvale Avenue (C-28) and incorporating crossing improvements at Bridgeport Avenue (C-9). Note: crossing improvements were not considered in prioritization of this project.	$3,343,000	Caldwell
B-63	Midland Boulevard - Lincoln Road to US 20/26	Construct a Bike Lane on both sides.	$1,359,000	Caldwell
B-64	Midway Road - Cleveland Boulevard to Karcher Road	Construct a Bike Lane on both sides.	$2,011,000	Caldwell / Nampa
B-65	Montana Avenue - Homedale Road to Orchard Avenue	Construct a Bike Lane on both sides.	$2,812,000	CHD4 / Caldwell
B-66	Montana Avenue - Homedale Road to Linden Street	Construct a Buffered Bike Lane on both sides. Consider installing an RRFB at Locust Street (C-32), Alder Street (C-29), Spruce Street (C-33), and Flint Drive (C-31). Consider incorporating crossing improvements at the Vallivue High School Access (C-34). Note: crossing improvements were not considered in prioritization of this project.	$2,307,000	Caldwell
B-67	Moss Street - Indiana Avenue to Midway Road	Construct a Bike Lane on both sides. Sections to be constructed with roadway project (R-23).	$962,000	Caldwell

ID	Location	Bicycle Project Description	Total Project Cost Estimate	Agency
B-68	Moss Street - Farmway Road to Indiana Avenue	Construct a Bike Lane on both sides. Sections to be constructed with roadway project (R-22).	$964,000	CHD4 / Caldwell
B-69	Northside Boulevard - Lincoln Road to US 20/26	Construct a Bike Lane on both sides.	$924,000	Caldwell
B-70	Parkhurst Drive - Arthur Street to Paynter Avenue	Install bike boulevard along roadway (i.e., add proper striping and signage)	$12,000	Caldwell
B-71	Plymouth Street - Red Train Bridge to Illinois Avenue	Construct a Bike Lane on both sides.	$1,851,000	Caldwell
B-72	Prescott Lane - Joplin Road to Ustick Road	Construct a Bike Lane on both sides. To be constructed with roadway project (R-41).	$1,198,000	CHD4 / Nampa
B-73	Riverside Road - Orchard Avenue to Sunny Slope Road	Construct a Bike Lane on both sides.	$2,663,000	CHD4
B-74	Roosevelt Avenue - Indiana Avenue to Midland Road	Construct a Separated/Protected Bike Lane on both sides.	$7,698,000	CHD4
B-75	Rose Garden Hill Lane - Lincoln Street to Marble Front Road	Construct a Bike Lane on both sides.	$585,000	Caldwell
B-76	Santa Ana Avenue - Lincoln Road to Linden Street	Construct a Bike Lane on both sides. To be constructed with roadway project (R-31).	$932,000	Caldwell
B-77	Santa Ana Avenue - Linden Street to Ustick Road	Construct a Bike Lane on both sides.	$1,178,000	Caldwell
B-78	Skyway Street - Franklin Boulevard to Can Ada Road	Construct a Bike Lane on both sides. To be constructed with roadway project (R-34).	$977,000	CHD4 / Nampa
B-79	Skyway Street - Middleton Road to Franklin Boulevard	Construct a Bike Lane on both sides. To be constructed with roadway project (R-32, R-33)	$1,445,000	CHD4 / Caldwell

ID	Location	Bicycle Project Description	Total Project Cost Estimate	Agency
B-80	Skyway Street - Aviation Way to Middleton Road	Construct a Bike Lane on both sides. Consider incorporating crossing improvements at Ward Lane (C-40) and at Saranac Court (C-38). Note: crossing improvements were not considered in prioritization of this project.	$988,000	Caldwell
B-81	Smeed Parkway - Boise River to Summitvue Middle School	Construct a Bike Lane on both sides.	$914,000	CHD4 / Caldwell
B-82	Smeed Parkway - Linden Street to Ustick Road	Construct a Bike Lane on both sides.	$626,000	Caldwell
B-83	Smeed Parkway - US 20/26 to Fresca Mexican Foods	Construct a Bike Lane on both sides.	$347,000	Caldwell
B-84	Smith Avenue - Indiana Avenue to Midway Road	Construct a Bike Lane on both sides.	$2,130,000	CHD4 / Caldwell
B-85	Spruce Street - Kimball Avenue to Arlington Avenue	Construct a Bike Lane on both sides.	$148,000	Caldwell
B-86	Spruce Street - Arlington Avenue to Wisconsin Avenue/Canal	Construct a Bike Lane on both sides.	$504,000	Caldwell
B-87	Spruce Street - Dixie Drain to Wisconsin Avenue	Construct a Bike Lane on both sides. Consider installing an RRFB at Montana Avenue (C-33). Note: crossing improvements were not considered in prioritization of this project.	$670,000	Caldwell
B-88	Spruce Street - Ward Road to Can Ada Road	Construct a Bike Lane on both sides. To be constructed with roadway projects (R-36, R-37, R-38, R-39).	$2,652,000	CHD4 / Caldwell / Nampa
B-89	Stock Trail Road/22nd Avenue - Arthur Street to Griffith's Parkway	Install bike boulevard along roadway (i.e., add proper striping and signage)	$10,000	Caldwell

ID	Location	Bicycle Project Description	Total Project Cost Estimate	Agency
B-90	Upper Embankment Road - Roosevelt Avenue to Deer Flat National Wildlife Refugee Admin	Construct a Bike Lane on both sides.	$1,721,000	CHD4
B-91	Wagner Road - Simplot Boulevard to Upper Pleasant Ridge Road	Construct a Bike Lane on both sides.	$604,000	CHD4 / Caldwell
B-92	Wagner Road - Upper Pleasant Ridge Road to Ustick Road	Construct a Bike Lane on both sides.	$2,018,000	CHD4 / Caldwell
B-93	Ward Road - Lincoln Road to US 20/26	Construct a Bike Lane on both sides.	$1,158,000	Caldwell
B-94	Ward Road - Linden Road to Spruce Street	Construct a Bike Lane on both sides. To be constructed with roadway project (R-35).	$246,000	Caldwell
B-95	Ward Road - Skyway Street to Linden Road	Construct a Bike Lane on both sides.	$511,000	Caldwell

Notes:
- Highlighted project ID labels indicate that the project is currently under construction or funded (as of August 2023).
- Impact fee eligibilty for bicycle and pedestrian projects will be evaluated as part of the development of the Impact Fee Program for the Caldwell Area.

Study Area
City Limits
School

Crossing Projects
Raised Crossing
PHB
RRFB
Other Crossing Improvements

Bicycle Facility Types
Multimodal Path (Greenway)
Multimodal Path (Suburban)
Separated/Protected Bike Lane
Buffered Bike Lane
Bike Lane
Bike Boulevard

0 1 2 Miles

1 Miles

Lake Lowell

H:\25\25316 - Caldwell CIP_TIF Study\gis\mxd\Future Conditions\Fig 37 - Bicycle Projects.mxd Date: 10/30/2023

Figure 37

CATS PLAN

Bicycle Projects
Canyon County, ID

SIDEWALK PROJECTS

Sidewalk projects include new sidewalks (buffered and non-buffered), filling of gaps in sidewalk connections, and intersection improvements. Table 28 includes the full list of sidewalk projects identified as part of the CATS Plan; sidewalk project locations are shown in Figure 38.

Table 28. Sidewalk Projects

ID	Location	Sidewalk Project Description	Total Project Cost Estimate	Agency
S-1	10th Avenue - I-84 Interchange to Logan Street	Construct Sidewalk (No Buffer) and fill gaps as needed.	$1,441,000	Caldwell
S-2	10th Avenue - Logan Street to Ustick Road	Construct Sidewalk (No Buffer) and fill gaps as needed.	$1,670,000	Caldwell
S-3	Chicago Street - Fountain Path to 10th Avenue	Construct Sidewalk (No Buffer) and fill gaps as needed.	$969,000	Caldwell
S-4	Illinois Avenue - Savannah Street to I-84 Interchange	Construct Sidewalk (No Buffer) and fill gaps as needed.	$1,257,000	Caldwell
S-5	Indiana Avenue - Terrace Drive to Indiana Avenue	Construct Sidewalk (No Buffer) and fill gaps as needed.	$1,076,000	Caldwell
S-6	Indiana Avenue - Cleveland Boulevard to Ustick Road	Construct Sidewalk (No Buffer) and fill gaps as needed.	$1,482,000	Caldwell
S-7	Kimball Road - Railroad to Paynter Avenue	Construct Sidewalk (No Buffer) and fill gaps as needed.	$945,000	Caldwell
S-8	Linden Street - Farmway Road to Aviation Way	Construct Sidewalk (No Buffer) and fill gaps as needed.	$3,814,000	Caldwell
S-9	Logan Street - Farmway Road to 10th Avenue	Construct Sidewalk (No Buffer) and fill gaps as needed.	$660,000	Caldwell
S-10	Madison Road - Linden Street to Ustick Road	Construct Buffered Sidewalk on both sides.	$2,114,000	CHD4 / Caldwell / Nampa

ID	Location	Sidewalk Project Description	Total Project Cost Estimate	Agency
S-11	Marble Front Road - Illinois Avenue to Middleton Road	Construct Buffered Sidewalk on both sides.	$6,880,000	Caldwell
S-12	Montana Avenue - Logan Street to Ustick Road	Construct Sidewalk (No Buffer) and fill gaps as needed.	$1,660,000	Caldwell
S-13	Paynter Avenue - Simplot Boulevard to Kimball Avenue	Construct Sidewalk (No Buffer) on both sides.	$1,824,000	Caldwell
S-14	Paynter Avenue - Kimball Avenue to Ustick Road	Construct Sidewalk (No Buffer) and fill gaps as needed.	$1,107,000	Caldwell
S-15	Santa Ana Avenue - Spruce Street to Dragonfly Drive	Construct Buffered Sidewalk.	$268,000	Caldwell
S-16	Spruce Street - Middleton Road to Santa Ana Avenue	Construct Buffered Sidewalk.	$529,000	Caldwell

PATHWAY PROJECTS

Pathway projects include suburban multi-modal trails (run parallel to the roadway network), greenway multi-modal trails (separated from roadway network), and enhanced safety at intersections. Table 29 includes the full list of pathway projects identified as part of the CATS Plan; pathway project locations are shown in Figure 37 and Figure 38.

Table 29. Pathway Projects

ID	Location	Pathway Project Description	Total Project Cost Estimate	Agency
P-1	10th Avenue - Homedale Road to Orchard Avenue	Construct Multimodal Path (Suburban) on both sides.	$5,747,000	CHD4 / Caldwell
P-2	11th Avenue - Joplin Road to Linden Road	Construct Multimodal Path (Suburban) on both sides.	$4,453,000	CHD4 / Nampa
P-3	11th Avenue - Linden Road to Ustick Road	Construct Multimodal Path (Suburban) on both sides.	$2,981,000	CHD4 / Nampa
P-4	21st Avenue - Chicago Street to Cleveland Boulevard	Construct Multimodal Path (Suburban) on both sides.	$2,059,000	Caldwell
P-5	Can Ada Road - US 20/26 to Ustick Road	Construct Multimodal Path (Suburban) on both sides.	$5,942,000	CHD4 / Nampa
P-6	Farmway Road - Simplot Boulevard to Karcher Boulevard	Construct Multimodal Path (Suburban) on both sides. To be constructed with roadway projects (R-52, R-53).	$14,175,000	CHD4 / Caldwell
P-7	Franklin Boulevard - Joplin Road to US 20/26	Construct Multimodal Path (Suburban) on both sides.	$1,476,000	CHD4 / Nampa
P-8	Franklin Boulevard - US 20/26 to Ustick Road	Construct Multimodal Path (Suburban) on both sides. To be constructed with roadway project (R-6).	$5,997,000	CHD4 / Nampa
P-9	Franklin Road - Chicago Street to Middleton Road	Construct Multimodal Path (Suburban) on both sides. To be constructed with roadway project (R-4).	$15,197,000	ITD / Caldwell
P-10	Homedale Road - Farmway Road to Midway Road	Construct Multimodal Path (Suburban) on both sides.	$11,916,000	Caldwell

ID	Location	Pathway Project Description	Total Project Cost Estimate	Agency
P-11	Kcid Road - Linden Road to Marble Front Road	Construct Multimodal Path (Suburban) on both sides.	$5,236,000	Caldwell
P-12	Lake Avenue - Homedale Road to Lone Star Road	Construct Multimodal Path (Suburban) on both sides.	$10,341,000	CHD4 / Caldwell
P-13	Lake Avenue - Cleveland Boulevard to Homedale Road	Construct Multimodal Path (Suburban) on both sides.	$4,171,000	Caldwell
P-14	Linden Road - Franklin Road to Can Ada Road	Construct Multimodal Path (Suburban) on both sides.	$5,973,000	CHD4 / Nampa
P-15	Linden Street - Middleton Road to Franklin Road	Construct Multimodal Path (Suburban) on both sides.	$8,673,000	CHD4 / Caldwell
P-16	Linden Street - Aviation Way to Middleton Road	Construct Multimodal Path (Suburban) on both sides.	$5,159,000	Caldwell
P-17	Middleton Road - Lincoln Road to Laster Street	Construct Multimodal Path (Suburban) on both sides. To be constructed with roadway project (R-1, R-2).	$10,423,000	Caldwell
P-18	Midland Boulevard - US 20/26 to Ustick Road	Construct Multimodal Path (Suburban) on both sides.	$5,941,000	Caldwell
P-19	Northside Boulevard - US 20/26 to Ustick Road	Construct Multimodal Path (Suburban) on both sides. To be constructed with roadway project (R-5).	$5,984,000	CHD4 / Caldwell
P-20	Orchard Avenue - Riverside Road to 10th Avenue	Construct Multimodal Path (Suburban) on both sides.	$4,664,000	CHD4
P-21	Orchard Avenue - 10th Avenue to Midway Road	Construct Multimodal Path (Suburban) on both sides.	$7,612,000	CHD4 / Caldwell
P-22	Riverside Road - Orchard Avenue to Lake Lowell Path	Construct Multimodal Path (Suburban) on both sides.	$5,254,000	CHD4

ID	Location	Pathway Project Description	Total Project Cost Estimate	Agency
P-23	US 20/26 - Middleton Road to Can Ada Road	Construct Multimodal Path (Suburban) on both sides. To be constructed with roadway project (R-3).	$24,598,000	ITD / CHD4 / Caldwell / Nampa
P-24	Ustick Road - Farmway Road to Lake Avenue	Construct Multimodal Path (Suburban) on both sides. To be constructed with roadway projects (R-7, R-55).	$8,980,000	Caldwell
P-25	Ustick Road - Midland Boulevard to Can Ada Road	Construct Multimodal Path (Suburban) on both sides. To be constructed with roadway projects (R-11, R-12).	$11,990,000	CHD4 / Nampa
P-26	Ustick Road - Wagner Road to Farmway Road	Construct Multimodal Path (Suburban) on both sides.	$2,991,000	Caldwell
P-27	Ustick Road - Lake Avenue to Midland Boulevard	Construct Multimodal Path (Suburban) on both sides. To be constructed with roadway projects (R-8, R-9, R-10).	$8,910,000	Caldwell
P-28	Boise River Greenbelt Corridor - Beet Road to Chicago Street	Construct Multimodal Path (Greenway).	$7,422,000	CHD4 / Caldwell
P-29	Boise River Greenbelt Corridor - Plymouth Street to Kcid Road	Construct Multimodal Path (Greenway).	$3,671,000	CHD4 / Caldwell
P-30	Boise River Greenbelt Corridor - Boise River to Boise River Greenbelt	Construct Multimodal Path (Greenway).	$160,000	Caldwell
P-31	Boise River Greenbelt Corridor - Midland Boulevard to Madison Road	Construct Multimodal Path (Greenway).	$2,266,000	Caldwell
P-32	Boise River Greenbelt Corridor - Madison Road to Can Ada Road	Construct Multimodal Path (Greenway).	$3,673,000	CHD4 / Nampa
P-33	Caldwell Low Line Canal - Wisconsin Avenue to Georgia Avenue	Construct Multimodal Path (Greenway).	$955,000	Caldwell

ID	Location	Pathway Project Description	Total Project Cost Estimate	Agency
P-34	Cougar Pathway Corridor - County Fair Avenue to Orchard Avenue	Construct Multimodal Path (Greenway).	$4,074,000	Caldwell
P-35	Indian Creek Corridor - Ustick Road to AOI	Construct Multimodal Path (Greenway).	$1,932,000	Caldwell
P-36	Indian Creek Corridor - Chicago Street (North) to Chicago Street (South)	Construct Multimodal Path (Greenway).	$2,337,000	Caldwell
P-37	Indian Creek Corridor - Chicago Street (North) to Chicago Street (South)	Construct Multimodal Path (Greenway).	$643,000	Caldwell
P-38	Lake Lowell Corridor - Homedale Road to Orchard Avenue	Construct Multimodal Path (Greenway).	$3,746,000	CHD4 / Caldwell
P-39	Lake Lowell Corridor - Ustick Road to Homedale Road	Construct Multimodal Path (Greenway).	$1,152,000	Caldwell
P-40	Lake Lowell Corridor Connector - Lake Lowell Corridor to Indiana Avenue	Construct Multimodal Path (Greenway).	$487,000	CHD4 / Caldwell
P-41	Lake Lowell Path - Riverside Road to Marsing Road (Study Area Boundary)	Construct Multimodal Path (Greenway).	$4,458,000	CHD4
P-42	Mason Creek Corridor - Mason Creek Pathway (P-43) to Midland Boulevard	Construct Multimodal Path (Greenway).	$5,060,000	CHD4 / Caldwell
P-43	Mason Creek Corridor - Boise River Greenbelt (P-29) to Smeed Parkway	Construct Multimodal Path (Greenway).	$3,440,000	CHD4 / Caldwell

ID	Location	Pathway Project Description	Total Project Cost Estimate	Agency
P-44	Tenmile Creek - Boise River Greenbelt (P-31) to Ustick Road	Construct Multimodal Path (Greenway).	$6,111,000	CHD4 / Caldwell / Nampa
P-45	Pathway Connection (North of Ustick) - Noble Drain to Mason Creek	Construct Multimodal Path (Greenway).	$811,000	CHD4 / Nampa
P-46	Edwards Drain Shared-Use Path - Lake Lowell Park to Middleton Road	Construct Multimodal Path (Greenway).	$1,345,000	CHD4
P-47	Upper Embankment Drain Shared-Use Path - Lake Lowell Park to Flagstone Street	Construct Multimodal Path (Greenway).	$3,654,000	CHD4 / Nampa
P-48	Lake Lowell Park Path - Lake Lowell Park to Midway Road	Construct Multimodal Path (Greenway).	$1,008,000	CHD4
P-49	Noble Drain - Midland Bouelvard to Ustick Road	Construct Multimodal Path (Greenway).	$410,000	CHD4 / Nampa
P-50	Mason Creek - Railroad to Ustick Road	Construct Multimodal Path (Greenway).	$875,000	CHD4 / Nampa
P-51	Purdam Drain - Ustick Road (West) to Ustick Road (East)	Construct Multimodal Path (Greenway).	$579,000	CHD4 / Nampa
P-52	Wilson Drain - Upper Embankment Drain to Midway Road	Construct Multimodal Path (Greenway).	$952,000	Nampa
P-53	North Nampa Corridor - Ustick Road to Middleton Road	Construct Multimodal Path (Greenway).	$1,186,000	Caldwell
P-54	Panther Pathway Corridor - Spruce Street to 10th Avenue	Construct Multimodal Path (Greenway).	$636,000	Caldwell

ID	Location	Pathway Project Description	Total Project Cost Estimate	Agency
P-55	Tri-City Corridor - Lincoln Street to Spruce Street	Construct Multimodal Path (Greenway).	$5,410,000	Caldwell
P-56	Upper Dam Path - Lake Lowell Park to Visitor Center	Construct Multimodal Path (Greenway).	$712,000	CHD4
P-57	Lake Lowell Park Path - Lake Lowell Park to Iowa Avenue	Construct Multimodal Path (Greenway).	$131,000	CHD4
P-58	Ustick Park Pathway - Ustick Road to Ustick Park	Construct Multimodal Path (Greenway).	$340,000	Caldwell
P-59	Karcher Road (SH-55) - Pear Lane to Farmway Road	Construct Multimodal Path (Suburban) on both sides. To be constructed with roadway project (R-13).	$12,214,000	ITD / CHD4
P-60	Karcher Road (SH-55) - Farmway Road to Midway Road	Construct Multimodal Path (Suburban) on both sides. To be constructed with roadway project (R-14).	$12,023,000	ITD / CHD4 / Caldwell

CROSSING PROJECTS

Crossing projects include enhanced crossing improvements such as Pedestrian Hybrid Beacons (PHBs), Rectangular Rapid-Flashing Beacons (RRFBs), raised crossings, and other enhancements (e.g., crosswalk markings and signage). Table 30 includes the full list of crossing projects identified as part of the CATS Plan; crossing project locations are shown in Figure 37 and Figure 38.

Table 30. Crossing Projects

ID	Location	Description	Total Project Cost Estimate	Agency
C-1	10th Avenue/Ash Street	Rectangular Rapid Flashing Beacon	$122,000	Caldwell
C-2	10th Avenue/Chaparro Street	Rectangular Rapid Flashing Beacon	$122,000	Caldwell
C-3	10th Avenue/Dearborn Street	Pedestrian Hybrid Beacon	$182,000	Caldwell
C-4	10th Avenue/Larkspur Ct	Crossing Improvements	$37,000	Caldwell
C-5	12th Avenue/Chicago Street	Crossing Improvements	$37,000	Caldwell
C-6	5th Avenue/Chicago Street	Rectangular Rapid Flashing Beacon	$122,000	Caldwell
C-7	Airport Avenue/Beech Street	Crossing Improvements	$37,000	Caldwell
C-8	Airport Avenue/Linden Street	Rectangular Rapid Flashing Beacon	$122,000	Caldwell
C-9	Bridgeport Avenue/Marble Front Road	Crossing Improvements	$37,000	Caldwell
C-10	Centennial Avenue/Chicago Street	Pedestrian Hybrid Beacon	$182,000	Caldwell
C-11	Cougar Pathway Corridor/Karcher Road	Crossing Improvements	$37,000	ITD / Caldwell
C-12	Denver Street/12th Avenue	Crossing Improvements	$37,000	Caldwell
C-13	Fairview Avenue/Linden Street	Raised Crossing	$61,000	Caldwell
C-14	Florida Avenue/Polaris Street	Rectangular Rapid Flashing Beacon	$122,000	Caldwell
C-15	Grant Street/Fairway Drive	Crossing Improvements	$37,000	Caldwell

ID	Location	Description	Total Project Cost Estimate	Agency
C-16	Ida Red/Lonkey Lane	Raised Crossing	$61,000	Caldwell
C-17	Illinois Avenue/Taft Street	Crossing Improvements	$37,000	Caldwell
C-18	Indiana Avenue/Beech Street	Crossing Improvements	$37,000	Caldwell
C-19	Indiana Avenue/Caldwell Low Line Canal	Pedestrian Hybrid Beacon	$182,000	Caldwell
C-20	Indiana Avenue/Oak Street	Crossing Improvements	$37,000	Caldwell
C-21	Indiana Avenue/Orchard Avenue	Crossing Improvements	$37,000	Caldwell
C-22	Kimball Avenue/Ash Street	Rectangular Rapid Flashing Beacon	$122,000	Caldwell
C-23	Kimball Avenue/Beech Street	Crossing Improvements	$37,000	Caldwell
C-24	Kimball Avenue/Linden Street	Rectangular Rapid Flashing Beacon	$122,000	Caldwell
C-25	Lake Lowell Corridor/Karcher Road	Crossing Improvements	$37,000	ITD / Caldwell
C-26	Lake Lowell Corridor/Orchard Avenue	Crossing Improvements	$37,000	CHD4 / Caldwell
C-27	Lake Lowell Corridor/Ustick Road	Crossing Improvements	$37,000	Caldwell
C-28	Midvale Avenue/Marble Front Road	Rectangular Rapid Flashing Beacon	$122,000	Caldwell
C-29	Montana Avenue/Alder Street	Rectangular Rapid Flashing Beacon	$122,000	Caldwell
C-30	Montana Avenue/Ash Street	Rectangular Rapid Flashing Beacon	$122,000	Caldwell
C-31	Montana Avenue/Flint Drive	Rectangular Rapid Flashing Beacon	$122,000	Caldwell
C-32	Montana Avenue/Locust Street	Rectangular Rapid Flashing Beacon	$122,000	Caldwell
C-33	Montana Avenue/Spruce Street	Rectangular Rapid Flashing Beacon	$122,000	Caldwell

ID	Location	Description	Total Project Cost Estimate	Agency
C-34	Montana Avenue/Vallivue High School Access	Crossing Improvements	$37,000	Caldwell
C-35	Ohio Avenue/Linden Street	Crossing Improvements	$37,000	Caldwell
C-36	Paynter Avenue/Parkhurst Drive	Rectangular Rapid Flashing Beacon	$122,000	Caldwell
C-37	Riverside Road/Orchard Avenue	Crossing Improvements	$37,000	CHD4
C-38	Saranac Ct/Skyway Street	Crossing Improvements	$37,000	Caldwell
C-39	Vallivue High School Access/Homedale Road	Crossing Improvements	$37,000	Caldwell
C-40	Ward Lane/Skyway Street	Crossing Improvements	$37,000	Caldwell
C-41	Ward Road/Jump Creek Drive	Crossing Improvements	$37,000	Caldwell
C-42	Washington Avenue/Linden Street	Crossing Improvements	$37,000	Caldwell
C-43	Windsor Drive/Linden Street	Raised Crossing	$61,000	Caldwell
C-44	Winesap Avenue/Lonkey Lane	Raised Crossing	$61,000	Caldwell
C-45	Wisconsin Avenue/Linden Street	Crossing Improvements	$37,000	Caldwell

Notes:
- Highlighted project ID labels indicate that the project is currently under construction or funded (as of August 2023).
- Impact fee eligibilty for bicycle and pedestrian projects will be evaluated as part of the development of the Impact Fee Program for the Caldwell Area.

Study Area
City Limits
School

Crossing Projects
Raised Crossing
PHB
RRFB
Other

Pedestrian Projects
Buffered Sidewalk
Sidewalk (No Buffer)
Multimodal Path (Suburban)
Multimodal Path (Greenway)

0 1 2 Miles

0 ¼ ½ ¾ 1 Miles

H:\25\25316 - Caldwell CIP_TIF Study\gis\mxd\Future Conditions\Fig 38 - Pedestrian Projects.mxd Date: 10/30/2023 Beth.Reed

Figure 38

CATS PLAN

Pedestrian Projects
Canyon County, ID



CATS PLAN

CALDWELL IDAHO

KITTELSON & ASSOCIATES

CANYON HIGHWAY DISTRICT 4