

Roadway Function

- Region should consider long-range travel alternatives to I-84
- Right of way should be preserved to allow for Kuna-Mora Road to be eventually constructed as an expressway with grade-separated interchanges
- Kuna-Mora Road is needed to serve development in the area, and accommodate higher speeds and volumes of existing, new and cross-country traffic
- Kuna-Mora Road's direct route through the south part of the County lends itself to a potential I-84 bypass route
- Kuna-Mora Road would connect Bowmont Road in Canyon County east to I-84, with a connection to McDermott Road (also recommended as an expressway)
- Additionally the roadway will be the only main east-west access for future development in the area

Corridor Preservation

- A 200-foot-wide corridor should be preserved
- At intersections, right of way in excess of 200 feet may be required for turn lanes

Access

- Long-term access should be restricted to 1-mile spacing
- Half-mile spacing would be allowed in the interim with restrictions:
 - right-in, right-out, left-in only
 - no traffic signals at half-mile locations
 - left-turn, acceleration, and deceleration lanes would be required
- Quarter-mile spacing would be allowed in the interim with restrictions:
 - right-in, right-out only
 - acceleration and deceleration lanes would be required
- Parallel collector systems (frontage/backage roads) should be considered for all areas
- Access control should remain consistent throughout the corridor, with special attention to the east end near I-84

