

CITY OF NAMPA

NAMPA BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

Minutes of the Regular Monthly Committee Meeting March 14, 2019

The regular monthly meeting of the Nampa Bicycle and Pedestrian Advisory Committee (NBPAC) was held at Nampa City Hall, City Council Chambers, on Thursday, March 14, 2019, beginning at 4:00 P.M., pursuant to notice duly posted by the City Clerk and provided to the individual committee members by e-mail. Present at the meeting were the following:

Committee Members: LaRita Schandorff, Chair
Present Bruce Wiley
Philip Peterson
Jeremy Robbins
Kasey Ketterling
Bruce Purcell
Tim Rigsby

City of Nampa Staff: Kristi Watkins, Planning & Zoning
Present Clemente Salinas, Engineering
Jeff Barnes, Engineering
Cody Swander, Parks & Recreation

Others Present: Kyle Christenson, NPD
Sandy Levi, Nampa City Council
Braden Cervetti, COMPASS

Approval of Minutes from February 14, 2019 – Motioned, Seconded, Passed

Chairwoman Schandorff welcomed Bruce Purcell and Tim Rigsby; They are new members appointed on March 4 by Nampa City Council to replace outgoing members, Micki Kawakami and Adam Haynes.

Additions or changes to the proposed agenda: **Chairwoman Schandorff** added item C. to New Business as Karcher Overpass Discussion.

HOUSEKEEPING ITEMS:

Watkins, City Staff, passed out the committee contact list and Title 2, Chapter 18, Nampa Bicycle and Pedestrian Advisory Committee.

Chairwoman Schandorff reviewed contact list and pointed out the phone numbers and expiration dates. She then quickly reviewed the code section and reminded everyone that each term shall be 3 years.

Watkins stated that Bruce Wiley will be reappointed by City Council at the March 18th meeting.

Watkins was directed to send the link for the City Bike Ped Master Plan to the committee members.

OLD BUSINESS

Update on Bike/Ped/Pathway Plan – Jeff Barnes

Barnes, City staff stated that the ALTA Scope of Work was approved by City Council on March 4, 2019 and ALTA is finalizing the contract for signature right now. The old plan was adopted in 2011. The cost of the new plan is being split between the City of Nampa Streets Dept and the City of Nampa Parks Dept since there is a large trail component to our city network.

The next step in the process will be the kickoff meeting. ALTA's role will be to set a project schedule, help set up the steering committee, help create goals and a vision for the updated plan, facilitate meetings, provide outlined deliverables, create an online webmap for public input, etc.

Barnes showed an example of the public input webmap application and described how this tool will be disseminated to the public to request public input. This was added as an extra item to the scope because it is an important tool and proven to be very effective in other communities. But that the members of this committee and other volunteers will be relied upon to gather data and input as well.

Chairwoman Schandorff asked what, exactly, will be needed from the volunteers.

Barnes replied that ALTA would help direct their efforts, but that they might be providing an update to the existing conditions, manning on site public input opportunities, prioritizing new projects to be detailed by ALTA in the plan (to replace the ones that are in the current plan, but are completed), etc.

Rodney Ashby, City Staff asked if the city tracks completed projects.

Barnes stated that yes we do have an inventory. He went on to say that ALTA will be tasked with preparing a detailed outline for 5 constructable projects and minimal detail for the construction of 5 additional projects that can be budgeted for down the road.

Remember to make sure the Lake Lowell Area Bicycle and Pedestrian Access Plan is used as a reference document in the update.

Committee members discussed who should be on the Steering Committee for the update process, the following is a list of suggestions:

Assigned:

Cody Swander, Parks Department

Jeff Barnes, Engineering Department

Kristi Watkins, Bike Ped Planner

LaRita Schandorff, Chair, Nampa Bike Ped Advisory Committee (seat on previous committee 2010)

Phil Peterson, Member, Nampa Bike Ped Advisory Committee (seat on previous committee 2010)

Braden Cervetti, COMPASS

Alex Hackett, Safe Routes to School

Others to be approached:

Greg Russell, Nampa School Superintendent

Patricia Nillson, Canyon County Development Services

Healthcare representative

Irrigation District representative

CWI or NNU representative

Update on Bicycle Friendly Community Application

Chairwoman Schandorff described the League of American Bicyclists, Bicycle Friendly Community Application and what the application is for, who administers it and how it is helpful to our community. (It can be helpful in grant applications).

Watkins, City staff quickly read through some of the questions in the Engineering portion the application and requested some assistance from Jeff Barnes to answer some budgeting questions and the committee to answer some multiple choice questions.

The committee directed Watkins to send out the specific questions in an email to give everyone time to understand the questions fully and give their feedback. Barnes and Watkins will meet separately to discuss other engineering questions.

NEW BUSINESS

Chapter 22- Off-Street Parking Code – Bike Parking Section:

Watkins, City Staff presented the committee with the NCC § 10-22-5-K, Bicycle Parking. The committee directed Watkins to research neighboring city codes to see how they address bike parking currently and possibly write up a draft that mirrors those other codes or even further separates Commercial from Multi-family uses. Bring back to next meeting for committee to discuss.

Karcher Overpass Discussion:

Chairwoman Schandorff asked for explanation of the design of the Karcher Overpass.

Barnes, City Staff replied there would be wrought iron fencing, 5' raised sidewalk on the north side only, a bike lanes, 12' lanes and a widened shoulder on the south. There is enough width for future possible improvements but the budget for Karcher Overpass and Northside underpass together only allowed for finished sidewalk on one side of the Karcher Overpass. The main focus for improvements and dollars was on the Northside underpass area. Northside received more funding and the treatments requested there have been designed into the project. Since Northside was designed out completely we had to make some concessions on Karcher.

Preliminary Plat Review Process – Kinghorn & Summit Ridge – Update by Kristi

Kinghorn

Watkins, City Staff presented a preliminary plat project located across Northside Blvd from the East Canyon Elementary School. A new sub that wraps around the school called Hartland sub and the Kinghorn sub make an intersection with their new access roads at Marigold Street just south of the school. Because this is a high speed corridor leading up to the school's reduced speed zone, Watkins felt it was important to provide a manually activated crossing treatment at Marigold. She took her concerns to the Engineering Dept and requested they make a crossing treatment a requirement for both subdivisions to install. Watkins has contacted both developers and they have agreed to install the base and conduit for the electrical services for the proposed treatment. Engineering placed a requirement on the projects for a treatment to be installed. This will be enforced at the time of phased construction drawing submittal.

Summit Ridge

Watkins, City Staff presented a preliminary plat project located on the southwest corner of Midland and Greenhurst Road and a snippet of the Bicycle and Pedestrian Master Plan map of the area for reference. For

this project, there is a recommendation of a connection to Lake Lowell, but no recommendation in the plan for a specific treatment. As frontage improvements are completed on this project, there will be sidewalks installed that will begin to provide some connectivity through the area.

Watkins says it is her intent to show this committee various development projects as they are available so the committee can give input or at the very least be aware of projects that may or may not be impacted by the Bicycle and Pedestrian Master Plan recommendations and/or other necessary improvements before a project is built. If requirements can be made of the developers up front, it will save the city money, time and effort because they won't have to dig up existing infrastructure later to install the treatments.

Adjournment

Time: 5:19PM

Kristi Watkins
Senior Planner, P & Z Dept.