

**CITY OF NAMPA**

**NAMPA BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE**

**Minutes of the Regular Monthly Committee Meeting  
April 11, 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, April 11, 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:

<b>Committee Members:</b>	LaRita Schandorff, Chair
<b>Present</b>	Bruce Wiley Philip Peterson Kasey Ketterling Tim Rigsby
<b>City of Nampa Staff:</b>	Kristi Watkins, Planning & Zoning
<b>Present</b>	Clemente Salinas, Engineering Jeff Barnes, Engineering Cody Swander, Parks & Recreation
<b>Others Present:</b>	Joe Barton, Paragon Consulting, Inc. Braden Cervetti, COMPASS

**Approval of Minutes from March 14, 2019 – Motioned, Seconded, Approved.**

**Chairwoman Schandorff welcomed Joe Barton, Paragon Consulting.**

**Additions or changes to the proposed agenda:** Do Elections of officer's first and Clemente's presentations next so he can leave a bit early.

**Election of Officers**

Vice Chairman – Phil Peterson, Elected

Secretary – Bruce Wiley, Elected, with dictation support by Kristi Watkins

**North Nampa & Blaine Ave Bike Signage Plan – Joe at Paragon & Clemente Salina**

**Joe Barton, Paragon** passed out the bike route signage plan for the committee to review and discuss. He stated that it mimics the signage at the University District. No one provided input about specific destinations, so they set it up by identifying streets, parks, etc. Needed to identify them based on where transit stops are located.

**Bruce Wiley**, stated that there are bike lanes on Garrity, but would like to see them guided through the park to the HAWK signal across Garrity to Snake River Elementary and the Boys & Girls Club.

Note for Cody Swander, Parks Department...pathway through the park to line up with the HAWK signal since we can't create the pathway with this project.

Joe also stated that the funding will also include, but is not shown on the map, improved ped ramps at 4<sup>th</sup> and 14<sup>th</sup> and 5<sup>th</sup> and 14<sup>th</sup> and at the entrance into the park at the pool at 7<sup>th</sup>. The Bike Route also ties into the sharrows on 1<sup>st</sup> St N.

**Kasey Ketterling** asked about the pathways that are existing within the park and maybe the signs should direct them into the park rather than around it on the street. Can it be a left or right indicator on the sign?

Joe says yes, we can have arrows to go both ways. But if they go right, there is not other signage.

But there is a large sign that says Lakeview Park, so it will be obvious. There shouldn't be any concern by VRT, because the transit stop is on 16<sup>th</sup> and not on Garrity anymore.

**Phil Peterson** says that the one on Garrity could have two directions as well.

Joe explains that on the second sheet, it shows the route to the Indian Creek pathway. This will coincide with the installation of the RRFB at the Indian Creek Crossing on Sugar Street. These signs bring you from 14<sup>th</sup> up to Sugar Street and the pathway. The pathway only goes a ¼ mile or so to the north and crosses into the Whispering Willow development, then is intended at some point to go under the railroad overpass and into North Nampa. The reason for this is for the connection to the transit corridor on 16<sup>th</sup>.

The signs are more cost effective for maintenance than sharrows and give more information in regards to the designated bike route.

**Larita Schandorff** asked about the design of the signs and would prefer one bike at the top of the sign and the destinations listed beneath it. This would match the MUTCD signs and would be clearer to drivers and bikers.

Joe explained that it matches the downtown and university signs and might create a larger sign and would cost more to make it to add the top piece and is consistent. It is also more bike focused, not intended to be read by the drivers.

**Clemente Salinas** stated that the streets department added a piece over the existing signs that says "designated bike route", so the drivers don't think they are being directed that way as well. (there were complaints/concerns from drivers).

**Tim Rigsby** stated that the symbols also help with those folks that don't speak English.

The committee decided to keep the signs the same and add the "designated bike route" to them.

Joe also explained the last page for signs on Blaine and on Boundary.

Thank you Joe!

#### **Midland Blvd Improvement project – Clemente Salinas**

**Clemente** explained that there was an Open House held Thursday, April 4 to explain the restriping plan for Midland Blvd from Orchard to south to Greenhurst to increase safety. There were about 80 people in attendance and 50 people signed in on the sign in sheet. The intent is to add a two-way left turn lane and one additional travel lane in each direction by removing parking and restriping the street.

Joe explained that the existing section between Orchard and Caldwell Blvd is the same width (52') that has five lanes. This plan calls for 10.5 to 11 foot travel lanes, which should slow traffic.

**Kristi** relayed questions from concerned citizens:

**Question:** How does adding lanes make it safer?

**Answer:** Because the lanes are narrower it will help speeds during congestion but not necessarily when there is no traffic and at the intersections where there are already five lanes...it will decrease the "drag racing" effect as those lanes merge.

**Question:** What about the residents that have to back out of their drive ways across three lanes of traffic?

**Answer:** This is a legitimate concern. It is legal to back into the turn lane...the only time it will be a big problem is during rush hour.

**Question:** What about eliminating parking? For those with only on driveway.

**Answer:** City Council has to approve the removal of parking, go to the hearing.

**Bruce** asked about the need for 5 lines...only during rush hour? Joe replied that actually this corridor is regularly at 18,000 trips a day so it will help with all day traffic, but there is definitely an increase during peak hours.

**Larita** asked about pedestrian assistance to cross 5 lanes of traffic.

**Joe** stated that, "no, there will not be signalized crossings except where the traffic signals already exist, but the intersections are already five lanes, they are just restriping to match that layout". There will be a HAWK installed at Blaine for West Middle School from other funding.

**Bruce** asked about bike lanes on Midland. Isn't that corridor slated for bike lanes?

**Joe** replied that yes there are bike lanes indicated from Smith north on Midland, and there is just isn't enough room for them on Midland. Adding bike lanes could be around 2.5 million because of ROW acquisition. At the Greenhurst end, there is a sidepath.

**Kristi** stated that on the land use map, it is designated as residential and will continue to be that way because it is all built out. By adding lanes, just because they are already at the intersections, turns it into a higher capacity arterial in a residential area. Rather than encouraging more traffic to come to that area by adding lanes, why aren't we taking the lanes away and adding bike lanes instead.

**Joe** says that adding 10' lanes, won't had traffic cause it's already there and more developments are coming in.

**Bruce** says that adding lanes will bring more traffic.

**Joes** says those people are going to use Midland regardless because Midland is the only connection without going out the way to get to the freeway. There is no other direct route. It is delicate balance between affecting the 60 residences along Midland and the traffic is and will be there. **That is why it is going through the public hearing process with City Council.**

**Larita** asked what kinds of comments they got at the Open House.

**Joe** stated that some people truly didn't care, but others with limited access, trash collection, mailboxes and one driveway definitely didn't like it. Overall, the people that have businesses or live on Midland don't want to see the changes, but people from further south that commute through do want it. Those with trucks and trailers don't like the narrow lanes of travel.

**Bruce** suggested, “give them one wider travel lane with bike lanes instead”.

**Joe** stated that there are a couple things City Council will have to act on:

- 1) Removing parking.
- 2) May want to consider dropping the speed limit to 30 mph. (it’s 35 now), with 10’ lanes especially.

**Bruce** asked about the center turn lane. Could you eliminate the center turn lane and make wider lanes with a bike lane.

**Larita** asked how “used” is the center turn lane.

**Joe** responded that you couldn’t necessarily widen lanes and add a bike lane cause the center turn lane is only 10’ wide, so that would give you an additional 5’ on each side if it was eliminated or a bike lane on one side with wider lanes.

Turn lanes are needed for the subdivisions, residences and businesses in and out.

**Cody Swander**, asked about adding wider sidewalks if this a designated bike route.

That may be something to discuss at the time of the Bike Ped plan update. A future LID would then allow a requirement for a 10’ sidewalk to be installed or a side path.

**Jeff Barnes** indicated that this is a restriping project and they will not be adjusting curb alignment. So a discussion with ALTA needs to be about coming up with creative ways to deal with constrained corridors.

**Phil** asked about putting sharrows in the outside lanes.

**Larita** replied that, “if you have 10’ lanes and lower the speed limit to 30mph, why not?”

**Jeff** replied that they went through this on 16<sup>th</sup>.

The City Council meeting is on Monday, June 3<sup>rd</sup>.

**How does the impact fee increase affect pathways? – Cody Swander**

**Cody** stated, “The dollars that come in from impact fees is that they don’t go to increase the level of service they only go to keep up with same level of service. It’s pretty general is how these dollars to be spent. In this last process it was measured in acres per capita. We do measure our pathways in acres. Impact fees are eligible to be used for pathways, although no fees were designated for pathways in the latest updated. The impact fees to be used in the next period (five years), is for Midway Park, Ora Brandt Park and a new dog park. Other items identified are a future swimming pool, a 40-acre soccer facility, and field lighting. There are no pathway projects lined up. The last few that we tried to get, have been taken care of grants we were able to get. Any others going forward will be a process of easement acquisition and funding applications, so nothing coming up quickly.”

**Wilson Creek Park Pathway Grant – Cody Swander**

**Cody** states, “I want to thank this Group for the letter of support that was written for the grant application. Kari with Parks and Rec is putting together the grant application for the Wilson Creek Park Pathway. It’s Nampa’s one and only nature park (if you want to call it that). 2/3 of the park is Russian Olive tree and native ground. There is a 1 ½ mile pathway that meanders through and we put down bark to keep the weeds down, but it’s been undesirable material and its hard to keep the weeds at bay. The grand is through the Idaho State Parks and Recreation Dept. We have applied before and were denied, so this is the second time. The project is roughly \$48,000. There is some match, some from Parks budget and in-kind work. Forestry will prune the

Russian Olives so equipment can get in, the Streets department will donate recycled asphalt (230 yds) and some directional signage. We are asking for \$23,000 from NRPA. We should know results of grant in June and completion of project in the Fall. So fairly quickly. The job itself for excavation of about 7 inches of the bark and spreading it on site to keep the cost down for complete removal, bringing in 4 inches of ¾ road mix to be compacted for the base of the asphalt pathway and 3 inches of the recycled asphalt to go on top and be rolled. It will make a pathway similar to the construction methodology for the dog park pathways.”

**Larita** asked about how much of the forest will be taken out.

**Cody** responded that we will need to be able to get the equipment in and we like the environment of the Russian Olives, so the pruning will be minimal.

**Larita** also asked about the safety of the creek crossing.

**Cody** responded that nothing is planned for that, but that the asphalt will connect into the Wilson pathway, but no fences are planned.

**Larita** asked who is responsible for Wilson Creek.

**Cody** stated that it depends on which part of town you are in, but that area is likely Nampa Meridian Irrigation District.

**Larita** offered volunteer services for bark spreading/removal or other areas of necessity.

**Cody** again thank everyone for the letter of support, the bike/ped counts and the notes about the uses along the pathway.

**Larita** said that they will add this park back into the line up for the bike/ped counts for the next round.

#### **COMPASS – Numina Bike Ped Counters and Data Bike**

**Larita and Braden Cervetti** also spoke about new counting technology that is being reviewed (an possibly piloted by) COMPASS, called Numina and the new Data Bike that measures surface roughness and take photos to expand a database for pathways that will be provided by COMPASS very soon.

#### **Bike Parking Code Review**

**Kristi Watkins** stated that it would be best to wait until after the bike/ped plan is updated so CC has buy in on the parking code changes and its fresh in their mind.

#### **Bike Lane – No Parking Signs – Birch Lane – Questions for Jeff**

**Bruce** is wondering if we need a code for that.

**Jeff** says we just need to put up signs. Send a request to Jeff for signs.

**Larita** says they also need some at Nampa High School as well.

The lanes have on street pavement markings at the beginning and the end, but not generally “mid-block”, so we can request no parking signs.

#### **Update on Bike/Ped/Pathway Plan – Jeff Barnes**

**Kristi, Larita and Jeff** met with Alta on April 3 for a staff kick off meeting. The steering committee meeting is on the schedule for the week of April 22.

We will need to book a room for over 20 people, try the library, city council chambers or NPD Baker room, so we don't have to pay for a room.

Mayor Kling also made a request to be invited to the steering committee meetings so she (or Bobby) has been added to the invite list. She is concerned with the timing of the update and the adoption of the updated Comprehensive Plan.

The next steps are:

Steering Committee meeting  
Data Gathering for the Existing Conditions and Opportunities & Constraints – Help from Bike/Ped Committee members.

Deliverables (memos) should be available at the end of each “data gathering” effort.

**Airport Pathway Project – Pathway planning – Jeff Barnes**

Jeff asked if this committee could take a quick look at the area around the airport for a pathway opportunity. Stay out of the airport immediate area for FAA regs, but look at the city ROW, MAF property and area near the park and Tower Grill. We need a layout to talk about with the airport plan. There may be funding opportunities that can be tied into other requests.

Kristi will need to make a map with an initial layout, new roundabout and property owner names.

Riders please ride the area and let us know what you would like to see. Kristi would like to work with the museum to provide interpretive signage. What areas are open to the public? What are the improvement opportunities on Kings Rd, Port, 39<sup>th</sup>, Cessna Way, E Heliport Rd, Municipal Dr. and Pilatus Ln?

There are lots of long range connections that can be made.

**Next Meeting** = Thursday, May 9, 4:00 p.m., Nampa City Hall Council Chambers.

**Adjournment**

Time: 5:18PM

Bruce Wiley  
Secretary

Kristi Watkins  
Senior Planner, P & Z Dept.