Mayor Kling called the meeting to order at 4:30 p.m.

Clerk made note that all Councilmembers present.

Introduction

Why This Plan Update – And Why Now?

The City of Nampa’s (City) last Transportation Master Plan (TMP) was adopted in April of 2012. Since that time, much has changed across the Treasure Valley in general, and within the City specifically. This change – increases in residential development and population, employment, industry, health care, and retail – has resulted in major growth and changing travel patterns within the City, and in our connections to our neighbors. Current trends indicate that this growth will continue over the coming years. Infrastructure planning should reflect these projections to ensure that systems are in place to support the changes that growth will bring, and to continue to provide a safe, functioning, connected transportation network that allows people to get to the places they live, work, shop, and enjoy recreation.

Plan Purpose and Intent

The purpose of this Transportation Master Plan (referred to hereafter as the Plan) is to provide a long-range blueprint for a citywide transportation network that is in alignment with the City’s land use plan, is consistent with other planning efforts within the City, and is compatible with planned regional transportation improvements (see Chapter 1). The “horizon year” for the Plan is 2040.

The Plan was developed with input from many residents and stakeholders. Workshops were held during key planning milestones and public involvement ranged from helping to craft goals and objectives of the Plan, to identifying current system deficiencies, to developing priorities for implementation (see Chapter 2).

The intent of the Plan is to review the existing network, assess the impacts of anticipated growth, identify system deficiencies in capacity and safety, develop a list of projects that could address those deficiencies, review possible funding strategies, identify priority projects, and consider timing and phasing of those improvements.

The document is organized with chapters to address each of these elements. Additional detail, such as traffic count volumes, crash data, and cost assumptions, is included in the Plan Appendices. The full Transportation Capital Improvement Plan (CIP), which summarizes projects, design and construction timing/phasing, and project costs, is also provided as an appendix.

What Comprises the Network?
The Plan will focus primarily on connectivity, capacity, and safety of on-street and along-street transportation facilities within the Nampa city limits. This includes roadways, intersections, bike lanes and freight mobility. The City also recognizes the importance of a complete multi-modal network, including pedestrian and bicycle off-street trails and paths, and remains committed to the Nampa Bicycle and Pedestrian Master Plan (2012) and ValleyRide’s ValleyConnect 2.0 (2018). In combination, these three documents provide the foundation for planning a transportation network that is safe, efficient, and connected for cars, freight mobility, pedestrians, bicycles, and public transportation.
Existing Conditions

To understand how to best plan for the future, it is important to first look at existing conditions – the trends, traffic patterns, and network characteristics that exist today. This helps to provide context and to identify needs and deficiencies (see Chapter 3).

Trends and Patterns

The City’s population in 2017 was nearly 107,000 people (with a median age of 30 years) – a nearly 19 percent increase from 2010. Data show that of the roughly 30,000 jobs in the City, about one-third of these are held by residents, with the remaining jobs filled by people commuting into the City for employment. Additionally, nearly 25,000 residents commute to places of employment outside of the City. This would indicate that internal work trips (those starting and stopping within the city limits) – and the road network that supports them – account for a relatively small number of total commuters. A large percentage of residents leave the City for employment, and a similar number of non-residents commute into the City. This would indicate that the facilities that accommodate regional connections are critical to commuters, both those who start their day in Nampa, and those who leave for employment elsewhere.

Most (90 percent) of the commute trips occur in cars, trucks, or vans – of those, nearly 78 percent drive alone, and 12 percent carpool. Other modes (transit, motorcycle, bicycle, pedestrian) are significantly less utilized for work trips; approximately 5 percent work from home. This data helps to illustrate why the City’s Plan is primarily focused on those on-street facilities (roads and intersection) which improve capacity, safety, and mobility while protecting non-motorized uses.

Of all the jobs located within the City, most are in three sectors – retail (14 percent), health care (14 percent), and manufacturing (10 percent). The existence of manufacturing jobs is typically an indicator of truck traffic and freight movement, and this is carefully considered and addressed in this Plan.

In terms of land use, infill development has largely already occurred, and much of the new residential growth has occurred (as indicated by permits and approvals) along the City’s outer edges. Connections to and through the City core – and the edges – are both important considerations as a future network is envisioned and constructed.

Network Characteristics

Several components help to characterize the City’s existing network. These include Functional Classification, asset management, intersection control, and pavement conditions. Functional Classification is a means for identifying how a roadway is primarily utilized and the type, speed, and volume of traffic that it is intended to move. The system ranges from interstate (I-84) to principal arterials (Caldwell Boulevard), to minor arterials (Victory Road), to collectors (S. Powerline Road). Other than the interstate classification, there are numerous roads in each classification throughout the City, each serving specific local or regional functions, and each designed with the “cross section” (number of lanes, sidewalks, bike lanes) most appropriate to its use.
Most roads within the City limits are owned by the City – but ITD, Nampa Highway District, and Canyon Highway District also have jurisdiction of roads, bridges, and culverts. Coordination and cooperation with these entities is a crucial part of the transportation planning process.

Where and how roads intersect is another key element of a transportation network. Intersections are very important areas where cars, trucks, pedestrians, and bicycles must interact in a way that promotes safety while still efficiently moving traffic. In the City, there are many different intersection controls used – stop signs, signals, and roundabouts. Selecting the most appropriate intersection control for a specific location includes assessing the volume of different modes, the amount of right and left turns, the total number of lanes, and many other factors. Many options are now available to help provide information about pedestrian crossings and to enhance safety, and the City has employed signals, flashers, High-Intensity Activated crossWalk (HAWK) beacon and closed-circuit television (CCTV) devices. In addition to stop and signals controls, today, there are now four roundabout controlled intersections in the city limits and impact area, with several more planned.

**Safety**

Existing safety conditions are reflected through crash data, which indicate that most recorded crashes were in the downtown area, due to higher population densities and number of intersections. Outside the downtown, crashes appear to be clustered around intersections, with a higher concentration of crashes along higher volume facilities. While it is to be expected that more crashes would occur along facilities with higher traffic, the City recognizes that such risk must be minimized wherever possible.

**Non-Motorized Travel**

In addition to city sidewalks in public rights‐of‐way, there are approximately 26 miles of existing pathways. These include the Grimes, Indian Creek, Stoddard, and Wilson Pathways, as well as the Nampa Recreation Center Fitness trail. The on-road cycling infrastructure includes conventional bike lanes, designated shoulder bikeways, and shared lanes.

**Future Conditions and Trends**

Once existing conditions and constraints are understood, it is important to look at future trends and assess how those will impact the City, the transportation network, and the patterns created by land use.

The gap between existing conditions and future impacts begins to define a list of needs and focus areas – which in turn fosters a list of projects and priorities (see Chapter 4).

**Anticipated Growth of City**

The City saw major growth between 2010 and the present, and growth is not expected to slow in coming years. In fact, estimates are for the population to grow by over 50 percent, from 107,000 in 2017, to 161,000 people by 2040. Household size is expected to decrease – meaning that population will grow, but there will be even greater growth in the number of households in the future. The highest increase in population is anticipated at the urban edges and along major transportation routes.

Job estimates and projections are also expected to continue growing, with an increase of 67 percent by 2040; that equates to over 70,000 total jobs inside the city limits. Following the population trend, most job growth is anticipated to occur along the urban edge.

Manufacturing jobs will continue to put freight mobility pressure on the transportation network. Several approaches can be taken to ensure safe and efficient movement of trucks, including truck
routes, freight-intensive land use zones (freight activity centers), and coordination with regional and state planning efforts. Both ITD and COMPASS have identified Critical Urban Freight Corridors (CUFC) – public roadways that connect the highway system with ports, public transportation, and intermodal transportation centers. There are several CUFCs comprising 16.45 miles in total within the Nampa city limits, including Karcher Road, Caldwell Boulevard, Garrity Boulevard, Franklin Road, and Franklin Boulevard. There may be cause to identify additional freight corridors as the City continues to add manufacturing employment.

Impacts to Network

As growth puts pressures on the routes that connect people to places – between homes and jobs, between gathering places and recreating spaces – the network will be impacted, and improvements will be needed. This Plan addresses impacts to the on-street transportation facilities – the roadways and intersections that support the greatest movement of people and goods.

To evaluate impacts, future traffic volume is compared to a facility’s total capacity – in other words, comparing the number of cars trying to get to/through a place (volume) to a road or intersection’s ability to move those vehicles at a reasonable level (capacity).

The Community Planning Association of Southwest Idaho (COMPASS) is the agency responsible for taking growth projections and turning that data into vehicle trips. COMPASS’ traffic model takes into consideration regional land use, population factors, and current and planned future roadway network to produce future-year volumes. These volumes are then applied to the City’s network, which show up as vehicle trips on the City’s arterials and collectors. The total volumes are assessed against the City’s adopted level of service (LOS) standard of “D.” Any facility with a level lower than “D” (i.e., a facility showing more traffic volume than the City considers “acceptable”) would therefore not meet the City’s accepted standard.

In addition to impacting the total acceptable “carrying capacity” of the road network in relation to projected growth, it is also important to understand how increased traffic volumes impact safety, non-motorized travel, and freight mobility. This Plan looks at each of these components of the City’s total transportation network and assesses growth impacts to each.

Corridors and Connectivity

Growth impacts not only the City’s network, but also the major highways, roadways, and corridors that support regional travel. Because these facilities are owned, maintained, and funded by many different jurisdictions as they cross City, County, and eventually even state lines, the City of Nampa’s Transportation Master Plan considers these corridors, but does not propose specific improvements nor does it include funding for these regional projects. However, it is important to understand where the impacts are, and how future growth could further impact them.

For purposes of this Plan, the following corridors are considered to warrant additional study, in partnership with other agencies:

- A “Southern Corridor Connectivity Enhancement” that would provide connection to a future extended SH 16, from the vicinity of Robinson Boulevard (ITD).
- A “SH 45 Realignment” that would re-route and alleviate (truck) traffic at the downtown library block, and addresses the impacts of that realignment to I 84 B/Caldwell Boulevard (ITD).
A “I 84 B/Caldwell Boulevard, from Northside Boulevard – Homedale Boulevard Exchange” that would allow ITD to vacate that ROW and have City assume responsibility. Should be considered in tangent with, or packaged with, the “SH 45 Realignment” above.

Needed Improvements – Current Year Through 2040

Based on the traffic analysis, a total of 141 network improvement projects, costing over $532M, will be needed to address capacity, safety, bicycle and pedestrian, and freight mobility issues between now and 2040.

Detailed project needs – and associated timeframes and costs – are addressed in Chapter 5 of this Plan, as well as in Appendix F (Transportation CIP).

Network improvements are organized into several categories:

Capacity (Roadway and Intersection)

Capacity projects are intended to move higher volumes of traffic along a roadway or through an intersection. Typical capacity improvement projects include widening, adding lanes, managing access, and controlling intersections by adding stop signs, signals, or roundabouts.

Safety (Roadway and Intersection)

Safety projects focus on providing enhancements to roadways and intersections in order to reduce the number of crashes or minimize impacts from them. Safety projects are typically focused on areas with highest number of incidents, or places where there may be interactions between transportation modes. Such improvements may include speed reduction, protected pedestrian crossings, adding left-turn lanes, access control (adding medians or eliminating the number of driveways), etc.

Bicycle and Pedestrian

Needed bicycle and pedestrian improvements can be on-road, off-road, or at crossings. On-road improvements include adding bike lanes or multi-purpose non-motorized lanes adjacent to traffic. Crossing improvements include signalized intersections, HAWK, and other protections for safe crossings of arterials and collectors. This Plan does not include off-road facilities such as trails and separated pathways. Those improvements are included in the City’s 2012 Bicycle and Pedestrian Master Plan.

Freight Mobility

Freight mobility improvements include designating truck routes and ensuring safe, efficient access to industrial properties, and providing for appropriate circulation to separate truck and vehicle movements where possible.
Cost Assumptions

A key element of creating the Transportation Capital Improvement Plan is developing project costs. In a Plan of this nature, with over 100 projects to consider, the costs are generated using a set of assumptions. These assumptions are based on engineering judgement, bids and costs of components of recent projects, average per-mile costs, and data from other recent studies, analyses, or regional construction projects. Project costs include several elements – design, right-of-way, bridges/culverts, and construction. Right-of-Way (ROW) costs are based on recent costs per square foot as paid by the City on recent transportation projects, or a percentage of construction cost. See Chapter 6 for additional information related to cost assumptions used in generating the Transportation CIP.

Table ES-1 through Table ES-3, and the accompanying figures, illustrate the total transportation network needs between now and 2040. The tables are presented for all projects, by improvement type, and by mode, respectively.
Table ES-1. Transportation CIP Summary, Current Year – 2040

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Estimated Cost</th>
<th>Number of Projects</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roadway Capacity</td>
<td>$346,823,000</td>
<td>35</td>
</tr>
<tr>
<td>Intersection Capacity</td>
<td>$33,397,000</td>
<td>29</td>
</tr>
<tr>
<td>Roadway Safety</td>
<td>$5,904,000</td>
<td>13</td>
</tr>
<tr>
<td>Intersection Safety</td>
<td>$22,488,000</td>
<td>16</td>
</tr>
<tr>
<td>Bike/Ped. On-Street</td>
<td>$36,541,000</td>
<td>16</td>
</tr>
<tr>
<td>Bike/Ped. Intersection Crossing</td>
<td>$2,743,000</td>
<td>6</td>
</tr>
<tr>
<td>Freight Mobility</td>
<td>$84,539,000</td>
<td>26</td>
</tr>
<tr>
<td><strong>Total Cost, All Projects:</strong></td>
<td><strong>$532,435,000</strong></td>
<td><strong>141</strong></td>
</tr>
</tbody>
</table>
### Table ES-2. CIP Summary by Improvement Type, Current Year – 2040

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Estimated Cost</th>
<th>Number of Projects</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capacity</td>
<td>$380,220,000</td>
<td>64</td>
</tr>
<tr>
<td>Safety</td>
<td>$28,392,000</td>
<td>29</td>
</tr>
<tr>
<td>Bike/Ped.</td>
<td>$39,284,000</td>
<td>22</td>
</tr>
<tr>
<td>Freight</td>
<td>$84,539,000</td>
<td>26</td>
</tr>
<tr>
<td><strong>Total Cost, All Projects:</strong></td>
<td><strong>$532,435,000</strong></td>
<td><strong>141</strong></td>
</tr>
</tbody>
</table>
Table ES-3. CIP Summary by Mode, Current Year – 2040

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Estimated Cost</th>
<th>Number of Projects</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roadway &amp; Intersection</td>
<td>$408,612,000</td>
<td>93</td>
</tr>
<tr>
<td>Freight</td>
<td>$84,539,000</td>
<td>26</td>
</tr>
<tr>
<td>Bike/Pedestrian</td>
<td>$39,284,000</td>
<td>22</td>
</tr>
<tr>
<td><strong>All CIP Projects:</strong></td>
<td><strong>$532,435,000</strong></td>
<td><strong>141</strong></td>
</tr>
</tbody>
</table>

![Pie chart showing project type distribution]
Implementation – Projects Needed in the First Planning Cycle

The analysis indicates a need for 141 network improvement projects to the City’s existing transportation system between now and 2040. Many of these projects are projected to be needed late in the 2040 planning horizon, and conditions leading to their need may also change over the next 20+ years. Therefore, the implementation component of this Plan focuses only on the first group of needed projects, between now and 2022. Chapter 6 includes more information on how the Plan is implemented.

Between now and 2022, the CIP indicates a need for 47 projects. Of those, 74 percent are related to roads and intersections, 17 percent address freight mobility, and 9 percent are on bicycle and pedestrian facilities (Figure ES-5). The total funding need for these projects is just over $79 million. See Table ES-4 for the list of projects.

Figure ES-5. Network Needs, All Projects, Current Year – 2022, Summary by Mode

Summary as a Percentage of Total Cost

Funding Outlook

Funding transportation system expansion is one of the most difficult processes in which any public agency engages. These improvements are generally very expensive, far more so in an urbanized area like Nampa than in less intensely developed areas. State and federal governments apply user fees (typically in the form of fuel taxes) and distribute these funds, often competitively. Collectively, however, these funds fall far short of providing adequate dollars to maintain and expand the City’s transportation system as Nampa grows. Most other funding alternatives involve the City of Nampa providing locally-generated funds or working cooperatively with other jurisdictions to increase funding collectively for all.

This Plan addresses three topics:

• What funding sources are used currently to implement safety improvements and capacity expansion of Nampa’s transportation system?

• What additional sources might be available?

• Is there a path forward that can conceivably fund many or most of the CIP projects?

Despite all the previous caveats, the Plan proposes several alternatives that have the potential to increase annual dollars for safety, congestion, and economic development to a level that funds the Plan’s anticipated annual need. Figure ES-6 illustrates how that goal can be accomplished by 2034, utilizing a mix of incremental property tax increases, re-allocation of some existing funds, and substantial increases in impact fees paid by new development. Chapter 7 of this Plan addresses specific funding strategies in more detail.
Mayor’s Citizen Survey

Highest Needs
- Streets
- Public Safety
- Parks

Q1 Would you generally support additional funding to help improve Nampa’s streets and roads?

<table>
<thead>
<tr>
<th>ANSWER CHOICES</th>
<th>RESPONSES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>81.75%</td>
</tr>
<tr>
<td>No</td>
<td>18.25%</td>
</tr>
</tbody>
</table>

Total Respondents: 542

Citizen Survey
Transportation Master Plan

Purpose

1. Update the existing, outdated Plan
   - Dramatic growth
   - New traffic patterns
   - Revised funding expectations

2. Develop a prioritized long-range plan
   - Supports all users, all modes, and prioritizes safety
   - Identify funding needs and options

Process

March 2018
- Data Collection

April - May
- Existing Conditions

June - October
- Future Conditions
- Develop Draft Transportation Network

November - March
- Develop CIP
- Draft Plan

Workshop #1

Workshop #2

Workshop #3

April - July 2019
- Finalize Plan
What is working well?

- Roundabouts
- Bicycle / Pedestrian Infrastructure
- Improved Road Maintenance on Arterials

PUBLIC WORKSHOP

RESULTS

What is not working well?

- Congestion & delays
- Public transportation
- Trucks through downtown
- Access to I-84

PUBLIC WORKSHOP

RESULTS
CAPITAL IMPROVEMENT PLAN ESTABLISHED

141 IMPROVEMENTS NEEDED BETWEEN NOW & 2040 COSTING $532 M

### All Projects, Current Year – 2040

<table>
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<th>Project Type</th>
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</tr>
</tbody>
</table>

**Funding Needs**

To maintain LOS D, $17.3 million of City funds are needed per year.
Funding Plan

Phase I
- Impact Fees
- 1% Tax Increase

Phase II
- Registration Fee Increase
- GO Bond Reallocation

Phase III
- Stormwater Utility
Phase I
2019 - 2020

2019
Development Impact Fee Increase
- Approximately $40 million over ten years.
- Council vote February 4, 2019

1% Property Tax Increase/Adjustment
- 1% (1/3rd) of the available 3% for up to 10 years.
- $356,000 increased revenue per year or $10.50 per household, building on the prior year's increase.
2019–2029

Phase II
2021 - 2024

2020
Vehicle Registration Fee Increase
- $25 per vehicle would yield $2.5 million annually.
- County-wide majority vote & Hey Dot Agreement

GO Bond Reallocation
- General Obligation (GO) Bond paid off in 2024.
- Plan requests $500,000 per year of the available $2.5 million starting in 2025.
2024
Launching the Plan

14 Intersection Improvement Projects Underway

1. Kings/Victory
2. Midland/Lake Lowell
3. Midland/Iowa
4. Franklin Rd/Birch
5. Idaho Center/Cherry
6. Midland/Marketplace
7. Garrity/39th St N
8. Franklin Rd/Karcher
9. Franklin Rd/Industrial
10. Middleton/Smith
11. Sunnybrook Dr/Greenhurst
12. Holly/Colorado
13. Middleton/Lone Star
14. Midland/Ustick

Phase III (2025)

Stormwater Funding
- Revisit stormwater funding options such as the stormwater utility presented in 2012.

State Gas Tax
- Support state-wide transportation funding increase
Plan Purpose
Update the existing, outdated 2011 plan

- $15 million in projects completed from original 2011 plan—more projects need to be identified
- Expand the citywide pathway system
- Determine pathway connectivity to regional Bicycle and Pedestrian Plans
- Revise design standards
- Determine funding options

Bike Walk to Downtown Pathway along Front Street
Process

April - May 2019
- Existing Conditions
- Public Input - Online webmap & survey

July
- Develop Draft Recommended Network, project sheets, maps & design guidelines

Aug - September
- Compile Input
- Draft Plan
- Staff & Committee Review

Oct - Dec
- Finalize & Adopt Plan

Steering Committee Meeting #1
Steering Committee Meeting #2
Open House

Bicycle & Pedestrian Plan Strategies

Determine top 10 priority projects
Compete for grant opportunities
Coordinate with development to incorporate bike and ped improvements
Implement bike and ped improvements with City capital projects
Coordinate with other public entities such as ITD and Irrigation Districts
18th Ave Bike Boulevard

14 Miles of Pathway Constructed

Wilson Pathway (Lighthouse) – 2012
16 Pedestrian Crossing Lights

- Wilson Pathway and Lake Lowell Rd.
- Wilson Pathway and Midland Blvd.
- Stoddard Pathway and Greenhurst Rd.
- Stoddard Pathway and Amity Ave.
- Indian Creek Pathway and Sugar Ave.
- Wilson Pathway and W. Roosevelt Ave.

Development Driven Pathways

- Indian Creek Pathway west of Northside Blvd.
- Joseph Pathway south of Smith Avenue
- Elijah Pathway west of S. Powerline Rd.
- Elijah Pathway west of Happy Valley Rd. to Osborne Park
- Wilson Pathway east of Sunny Ridge Road to Wilson Springs
- Grimes Pathway east of Franklin Blvd. to Birch Lane
Future Stoddard Pathway Extension

Questions?

The City of Nampa and project staff would like to thank the residents, elected officials and professional staff who supported this effort. In particular, we are indebted to the Steering Committee for their time and commitment to improving walking and biking in Nampa and providing valuable input throughout the project.
Jeff Barnes summarized the workshop and answered questions that councilmembers had.

MOVED by Haverfield and SECONDED by Rodrigquez to adjourn the meeting at 5:21 p.m. The Mayor declared the

MOTION CARRIED

Clerk made note Councilmember Bruner left the meeting at 4:45 p.m.

Passed this 21st day of October 2019.

____________________________________
MAYOR

ATTEST:

____________________________________
NAMPA CITY CLERK