Welcome

The City of Nampa is identifying and analyzing options to address safety, congestion, mobility, and travel time reliability in downtown Nampa.

Your input will help the city:

- Evaluate options for improving downtown traffic – including possible new routes for State Highway 45 (SH-45).
- Confirm what priorities are most important to the community when evaluating options.
- Address your questions and ideas.
State Highway 45

SH-45 connects Owyhee County and southern Canyon County to Interstate 84 (I-84). It is a critical route for agribusiness and freight, usages that complicate accessibility for many other modes of travel.
Project description

Today, SH-45 runs through the heart of downtown Nampa to connect with the I-84 Business Loop (I-84B). As downtown Nampa continues to develop, the City is exploring other options or locations for the highway route.

The Planning and Environmental Linkages (PEL) study is an early step for transportation decision making. It includes:

- Evaluating traffic conditions
- Determining purpose and need for improvements
- Identifying and evaluating alternatives
- Analyzing environmental resources
- Screening alternatives for a future National Environmental Policy Act (NEPA) study
The goal of a PEL study is to create forward-compatible planning products to adopt in the Environmental Phase. It identifies environmental, community, and economic goals early in the transportation decision-making process and provides efficiencies like reduced costs, project duration, and efforts.

A PEL study provides public notice that planning product(s) may be adopted in a future environmental phase and documents key decisions.
The City has been working with community groups and the Nampa Development Corporation since 2010 to identify and address transportation needs in Nampa. The need to explore other options for SH-45 has remained consistent as population increases.

2010
The Downtown Traffic Alternatives Analysis analyzed several alternatives to improve traffic in downtown Nampa.

2012 AND 2020
Two Nampa citywide transportation plans concluded independently that improvements are needed in downtown Nampa.

2021
The Federal Highway Administration (FHWA) began working with the City of Nampa on a Planning and Environmental Linkages (PEL) study. This study will identify transportation issues, priorities, and environmental concerns and reduce the cost of a future environmental study.
Purpose and need

**The purpose** of the PEL study is to identify and analyze improvements to address safety, congestion, mobility, and travel time reliability in downtown Nampa.

**The need** for this project includes:

- Addressing existing deficiencies such as travel time, congestion, delays, and safety
- Preparing for future growth and economic development in downtown Nampa
- Increasing freight mobility for existing state-owned roadways in downtown Nampa
- Implementing infrastructure that provides a range of options for users
Existing Morning Traffic Conditions* in Downtown Nampa

Morning (AM) Inbound

Morning (AM) Outbound

*Morning traffic conditions are measured during AM peak periods from 7:30 - 8:30 AM

Legend:
- Traffic Analysis Zone
- <5% of traffic*
- 5-14% of traffic
- 15-24% of traffic
- ≥25% of traffic

*These roads and surrounding roads contribute to less than 5% of traffic.
Existing Afternoon Traffic Conditions* in Downtown Nampa

Afternoon (PM) Inbound

Afternoon (PM) Outbound

*Afternoon traffic conditions are measured during PM peak periods from 4:30 - 5:30 PM

*These roads and surrounding roads contribute to less than 5% of traffic.
Existing Morning Traffic Conditions* in Downtown Nampa

*Morning traffic conditions are measured during AM peak periods from 7:30 - 8:30 AM.
Existing Afternoon Traffic Conditions* in Downtown Nampa

Truck Traffic for Afternoon (PM) Inbound

Truck Traffic for Afternoon (PM) Outbound

*Afternoon traffic conditions are measured during PM peak periods from 4:30 - 5:30 PM

*These roads and surrounding roads contribute to less than 5% of traffic.

*These roads and surrounding roads contribute to less than 5% of traffic.
Daily Traffic Volumes
Existing and 2050 COMPASS Forecasts

Daily volumes represent the average 24-hour traffic counts at select locations. While the congestion levels shown are valid only for those specific count locations, similar congestion levels will be present on adjoining roadway segments.

Peak Hour Congestion
- Normal Congestion
- Moderate Congestion
- Heavy Congestion

(0,000) Existing Traffic
(00,000) 2050 Forecast Traffic
The City of Nampa introduced the SH-45 study at an open house in August 2021.

We heard several themes from the community:

- Community members described frustration with the level of traffic and congestion in downtown Nampa.
- Several attendees suggested rerouting traffic away from downtown Nampa.
- Many noted that safety is an issue in the downtown area.
- Some community members said traffic patterns were confusing and ineffective.

The project team used your comments to identify transportation needs and begin developing options for SH-45.

Thank you!
### Alternatives Considered

#### Category 1: Improve existing roadway(s) to designate as SH-45

- Alt. 1: Northside - 7th - 12th
- Alt. 2: Northside - 12th Direct
- Alt. 3: Garrity - 16th - Roosevelt - 12th
- Alt. 4: New 7th Ave. R.R. Crossing
- Alt. 5: 11th - 12th
- Alt. 6: 11th - 12th South of 7th St.*
- Alt. 7: One-way Couplet 11th and 16th
- Alt. 8: New S. Connection 11th

#### Category 2: Construct new roadway to designate as SH-45

- Alt. 9: 11th - 12th One-way North of 7th St.
- Alt. 10: New R.R. Crossing at 22nd Ave.
- Alt. 11: Garrity - 16th - 7th - 12th
- Alt. 12: Midland - Greenhurst - Happy Valley
- Alt. 13: Existing System
- Alt. 14: Deer Flat Alternate Route
- Alt. 15: Greenhurst Alternate Route
- Alt. 16: Amity Alternate Route

#### Category 3: Improve alternate route that directs commuter traffic away from downtown Nampa, prior to northbound SH-45 and Roosevelt Avenue

- Alt. 17: Garrity - 16th - 7th - 12th

#### Category 4: Leave existing SH-45 as it is today (No-Build Alternative)

*Alternative 6 includes a new connection from 12th Avenue to 11th Avenue somewhere between 14th Street and 3rd Street, not limited between 8th Street and 7th Street as previously indicated in the Downtown Traffic Alternatives Analysis (2010).
## Alternatives Level One Screening for Feasibility

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Category 1: Improve existing roadway(s) to designate as SH-45</th>
<th>Category 2: Construct new roadway to designate as SH-45</th>
<th>Category 3: Improve alternate route that directs commuter traffic away from downtown Nampa</th>
<th>Category 4: Leave existing SH-45 as it is today (No-Build Alternative)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improve mobility by reducing congestion and intersection delays and improving travel time on SH-45 and through downtown Nampa in 2050.</td>
<td>Congestion, intersection delays, and travel time are effectively reduced along SH-45 and through downtown Nampa in 2050.</td>
<td>Congestion, intersection delays, and travel time are likely reduced along SH-45 and through downtown Nampa in 2050.</td>
<td>Congestion, intersection delays, and travel time are not effectively reduced along SH-45 and through downtown Nampa in 2050.</td>
<td>Congestion, intersection delays, and travel time are not reduced along SH-45 and through downtown Nampa in 2050.</td>
</tr>
<tr>
<td>Minimize environmental impacts to both the natural and built environments.</td>
<td>Potential environmental impacts can likely be reasonably mitigated.</td>
<td>Potential environmental impacts cannot be reasonably mitigated.</td>
<td>Potential environmental impacts might be reasonably mitigated.</td>
<td>Mitigation is not required for potential environmental impacts in the No-Build Alternative.</td>
</tr>
<tr>
<td>Receive public support.</td>
<td>The alternative is supported by the public.</td>
<td>The alternative is less supported by the public.</td>
<td>The alternative is supported by the public.</td>
<td>The alternative is not supported by the public.</td>
</tr>
<tr>
<td>Provide consistency with recommendations outlined in previously completed planning documents and reasonably foreseeable future transportation improvement actions.</td>
<td>The alternative is consistent with recommendations in previous planning documents and reasonably foreseeable future transportation improvements.</td>
<td>The alternative is not consistent with recommendations in previous planning documents and reasonably foreseeable future transportation improvements.</td>
<td>The alternative is not consistent with recommendations in previous planning documents but is consistent with reasonably foreseeable future transportation improvements.</td>
<td>The alternative is not consistent with recommendations in previous planning documents and reasonably foreseeable future transportation improvements.</td>
</tr>
</tbody>
</table>

### Decision
- **Carried Forward**
- **Dropped from Consideration**

### Reasons (for comparison purposes)
- **Carried Forward**
  - Carried forward because it improves mobility, minimizes environmental impacts, has public support, and is consistent with transportation planning recommendations.

- **Dropped from Consideration**
  - Not carried forward because it would result in major environmental impacts, receives less public support, and does not meet transportation planning recommendations.

- **Carried Forward**
  - Carried forward because it does not solve the mobility issues in downtown Nampa and would likely result in environmental impacts.
  - Not carried forward because it does not meet the transportation planning recommendations.

- **Dropped from Consideration**
  - Not carried forward in the PEL but will be in future NEPA phases. The PEL objective is to compare benefits and impacts of Build Alternatives.
Level One Screening eliminated alternatives classified as Category 2, Category 3, and Category 4. Eight alternatives under Category 1 will advance to Level Two Screening.
Legend

Alternative 5: 11th - 12th

Alternative 6: 11th - 12th South of 7th St.

Alternative 6 to include a new connection from 12th Ave. to 11th Ave. somewhere between 14th St. and 3rd St.
TYPICAL SECTION

8' Sidewalk
6' Curb and Gutter
2' Lane
12' Lane
12' Turn Lane
12' Lane
12' Lane
2' Curb and Gutter
6' Lane
8' Sidewalk

92'
## Process and schedule

<table>
<thead>
<tr>
<th>Date</th>
<th>Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>May 2021</td>
<td>Begin study</td>
</tr>
<tr>
<td>Aug. 2021</td>
<td>Evaluate traffic volumes</td>
</tr>
<tr>
<td>Aug. 2021</td>
<td>Gather input at public meeting</td>
</tr>
<tr>
<td>Ongoing</td>
<td>Identify alternatives and evaluation criteria</td>
</tr>
<tr>
<td>Ongoing</td>
<td>Evaluate environmental resources (some of these include historic resources, community characteristics, and right-of-way impacts)</td>
</tr>
<tr>
<td>April 2022</td>
<td>Gather input on community's preferred solutions at public meeting</td>
</tr>
<tr>
<td>Summer 2022</td>
<td>Gather input on final option(s) at public meeting</td>
</tr>
<tr>
<td>Late 2022</td>
<td>Complete study</td>
</tr>
<tr>
<td>TBD once funded</td>
<td>Future environmental study</td>
</tr>
<tr>
<td>TBD once funded</td>
<td>Design and construction</td>
</tr>
</tbody>
</table>
Next steps

Thank you for participating today. Please complete a comment sheet before you leave.

Your input today will help the City of Nampa select the option(s) for further evaluation. The next step will be to complete a full environmental study once funds are available.

You are welcome to contact the project team at any time with questions or suggestions.

CONTACT US:

(208) 565-5262
projects@cityofnampa.us

CITYOFNAMPA.US/ IDAHO45STUDY