



City of Nampa Public Works Staff Communications

TO: Mayor and Council
FROM: Tom Points
NUMBER: {{section.number}}-1
DATE: November 4, 2024
SUBJECT: Public Works Staff Communications

Water & Irrigation FY24 Highlights

Our Water & Irrigation Division team worked hard to complete four major project initiatives in FY24. John Spencer, P.E., Water & Irrigation Manager will provide an update on the following accomplishments:

1. Completion of the automated meter system installation
2. Belmont & Lexington Cross Connection Control project completion
3. Lead and Copper Safety Program launched
4. Successful completion of the FY24 irrigation season

Pre-Concept Report for Garrity Boulevard Rail Overpass, Realignment, and Pedestrian Improvements

City of Nampa staff worked with the Community Planning Association of Southwest Idaho (COMPASS) and their consultant team to develop high level concepts for the intersection of Garrity Boulevard and Sugar Avenue. This pre-concept report was funded via a grant from COMPASS. The intersection has had 117 crashes over the past five-year period making it a high crash location within Nampa. The primary reason for the crashes is a lack of sight distance due to the railroad bridge over Garrity just west of the intersection.

Since the intersection of Garrity Boulevard and 16th Avenue North also affects the sight distance at Garrity/Sugar, that intersection was also included in proposed alternatives. The northbound free- running right at 16th cannot be seen by vehicles traveling north on Sugar Avenue. The project developed three primary alternatives (Exhibit B):

- Alternative A - Road and bridge improvements

- Widens bridge
- Removes free-running right at 16th Avenue North
- Improves pedestrian facilities under railroad bridge
- Alternative B - Bridge improvements
 - Widens bridge
 - Improves pedestrian facilities under railroad bridge
- Alternative C - Road improvements
 - Restripes/narrows lanes on Garrity to improve sight distance from Sugar
 - Removes free-running right at 16th Avenue North
 - Improves pedestrian facilities under railroad bridge

These three alternatives are shown in Figures 1-3 below. Each of the alternatives provides sufficient sight distance from Sugar Avenue to improve safety and reduce the number of crashes.

The project also completed outreach to get feedback from the public. Of the respondents to the online survey, Alternative A was the most popular option with 42% support. Alternative C was the second most popular option with 28% support. Cost of each alternative varied widely with Alternative A being the most expensive and Alternative C being the least expensive. Table 1 shows the cost breakdown.

Public works staff recommends moving forward with Alternative A since that was the preferred alternative according to public outreach. Since the costs and time to construct vary dramatically, Alternative C should be pursued if funding is difficult to secure for Alternative A. As a temporary safety measure, Sugar Avenue could be converted to right-in-right-out operations to eliminate the most dangerous movements at the intersection. The cost to convert to right-in-right-out operations would be low and include installation of raised curbs to restrict left turns at the intersection of Garrity Boulevard and Sugar Avenue.

Attachments:

- Exhibit A: Water & Irrigation FY24 Highlights Presentation
- Exhibit B: Pre Concept Report Garrity Boulevard Overpass