



OFFICE OF PUBLIC WORKS

MEETING DATE: July 26, 2021

PROJECT: Lake Lowell Ave. Rebuild – 12th Ave. to Wilson Path

SUBJECT: Residents Neighborhood Meeting

LOCATION: 701 Lake Lowell Ave., Nampa ID (Sheryl and Travis Frederickson House)

TIME: 7:00 pm to 8:20 pm

PURPOSE OF MEETING:

Travis Frederickson (701 Lake Lowell Ave.) organized the meeting to help ensure all concerned parties adjacent to the Lake Lowell Ave. Rebuild Project, the City of Nampa and their consultants have a consistent understanding of the project elements.

Joe Barton's (Paragon Consulting) intent of attending this meeting was to collect all the questions, concerns, and comments from Lake Lowell Ave. residents present; summarize all the questions, concerns, and comments in a list; and answer all said questions, concerns, and comments in a write up to be sent out to the residents approximately one (1) month from the time of the meeting. If another meeting is needed, after the "answers" have been received by land owners, then a meeting can be organized by the City of Nampa at a date to be determined.

Italic Text: Summary of concerns that property owners stated

Bold Italic Text: Summary of questions that property owners asked

Blue Text: Response to property owner comments/questions

DISCUSSION SUMMARY/QUESTIONS/CONCERNS:

1. *Many of the discussions throughout the meeting revolved around and circled back to the justification for the project and some of the project elements as well as recognizing how those project elements impact the adjacent properties.*

How was the Lake Lowell Rebuild Project identified as a need and how was the design layout and project features (travel lanes, bike lanes, sidewalks) determined?

Various features of the Lake Lowell Rebuild Project have been identified in multiple City of Nampa Master Plans over the past ten years or more. When being developed, the City of Nampa Master Plans review a wide range of data to

determine the City's priority list for projects. This data evaluation may include public input, accident history, traffic volumes, existing land use and zoning, future traffic projections, existing pavement and road condition, freight corridor needs, pedestrian and bicycle connectivity and many more. Some of the details of this information can be found in the City of Nampa Transportation Master Plan (July 2019) and the City of Nampa Bicycle & Pedestrian Master Plan (January 2020). These documents can be found on the City of Nampa website.

Some of the specific planning information related to the Lake Lowell Rebuild Project is included below:

- City of Nampa Bicycle & Pedestrian Master Plan (August, 2011)
 - Identifies this section of Lake Lowell (Midland Boulevard to 12th Avenue) as a medium-high priority sidewalk gap fill in location
 - Identifies Lake Lowell (Middleton Road to 12th Avenue) for bicycle shared lane markings and future bike lanes under medium priority
- Nampa Citywide Transportation Plan (April, 2012)
 - Identified bicycle lanes and signing on Lake Lowell Avenue from 12th Avenue to Midway Road as a need in the 2010 to 2019 timeframe. Ranked 8th out of 12 short-term bicycle and pedestrian projects. Included as a "community identified need", along with improving safety for pedestrians
- City of Nampa Transportation Master Plan (July, 2019)
 - Identifies pedestrian amenities and connectivity as a current road safety need
 - Identifies this section of Lake Lowell with pavement conditions ranging from satisfactory to failing, based on 2016 pavement condition data
 - Identifies Lake Lowell, from Midland to Canyon, as one of 11 roadway segments in the City of Nampa with crashes having both above average severity and above average frequency, based on evaluation of crashes from 2011 through 2015
 - 12.5% of the reviewed crashes involved bicycles or pedestrians
 - Identified the addition of bicycle lanes from Middleton to 12th Avenue in the 2030 to 2036 timeframe (note the addition of pedestrian facilities identified as a current need necessitates the inclusion of roadway widening now, to accommodate the bike lanes)
 - Includes pedestrian amenities and connectivity in the Capital Improvement Plan (CIP) based on safety evaluation and identifies a need by 2017
 - Includes bicycle lanes in the Capital Improvement Plan based on the Bicycle & Pedestrian Committee's priority list and identifies a need by 2036
 - Identifies a traffic volume threshold for an arterial with a speed limit of 35 MPH or lower at 21,600 vehicles per day (VPD) for a three-lane roadway (one travel lane in each direction and a center two-way-left-turn-lane)

- Lake Lowell Avenue fits within this traffic volume threshold as designed with one travel lane in each direction and a center two-way-left-turn-lane. This three-lane roadway provides additional capacity for future traffic growth (current traffic count of $\pm 10,750$ VPD and an estimated 20-year traffic projection of $\pm 15,000$ VPD)
- City of Nampa Bicycle & Pedestrian Master Plan (January, 2020)
 - Identifies a side path and bike lanes on Lake Lowell, from Midland to 12th Avenue, as the sixth highest priority in the City
 - Identifies separated bike lanes for this section of Lake Lowell on the citywide recommendations map. This would require significantly more widening than is proposed under the current design

When projects are initially placed in the City's plan, is there consideration for the impacts to the local properties?

Projects are initially identified at the master plan level (Nampa Transportation Master Plan, Nampa Bicycle & Pedestrian Master Plan) based on safety, capacity, connectivity, public outreach or other criteria. At this level of project identification, it is not typical to include the details of property impacts.

At what stage in the planning and design process does it reach a level of detail that includes recognizing the specific impacts to adjacent property owners?

Typically, the earliest stage in project development that property impacts are recognized is when the project is placed on the City's Capital Improvement Plan. At this phase of development, the details of property impacts are not recognized, but rather the potential costs of impacts are estimated so funding and budgets can be appropriately established.

Next, a slightly higher level of detail related to property impacts is realized when preparing project funding applications or identifying specific project costs for annual agency budgets. At this level, the number of parcels and the approximate area of land needed may be estimated, but without detail as to the proximity of adjacent landscaping, structures, personal property improvements, etc.

Once the design phase of a project begins, the concept layout design begins to identify the specific right-of-way areas needed for the project and what the impacts are to the adjacent properties.

Finally, as the project approaches the final design phase of development, the property impact details can be identified, allowing for appropriate appraisals and property negotiations to begin with the property owners. *This is the phase of development that the Lake Lowell Rebuild Project is currently in.*

2. *There is a concern the vehicle traffic counts conducted to develop the design of the Lake Lowell Ave. Rebuild Project were completed during construction on adjacent east/west roads, resulting in an increase of traffic numbers on Lake Lowell Ave. that are not representative of the actual/normal Lake Lowell Ave. traffic.*

Did the City of Nampa account for construction traffic impacts to the traffic counts when planning the design of this project? If not, then how is the traffic study accurate/representative of the actual conditions?

Multiple traffic counts, from 2007 through 2019, were referenced for the Lake Lowell Avenue Rebuild design and, therefore, the traffic counts are representative of the actual traffic conditions. As a result of the historic traffic count review, the following traffic data was used as the base point for the Lake Lowell Rebuild Project:

Table 1 - Lake Lowell Avenue Design Traffic Volumes

| Location | Traffic Volume (VPD) |
|--|-----------------------------|
| Lake Lowell Avenue (Midland Blvd. to Arrowhead Dr.) | 10,030 |
| Lake Lowell Avenue (Arrowhead Dr. to S Canyon St.) | 10,750 |
| Lake Lowell Avenue (S Canyon St. to 12 th Ave.) | 12,500 |

For reference, the below table provides a summary of the historic traffic counts that were referenced during development of the above design traffic volume base point table:

Table 2 - Lake Lowell Avenue Historic Traffic Counts

| Lake Lowell Count Location | Traffic Count Date | Type of Count | Daily Traffic Count (VPD) | AM Peak Hour Count | PM Peak Hour Count |
|-----------------------------------|----------------------------|-------------------------------------|----------------------------------|---------------------------|---------------------------|
| West of 12 th Avenue | May, 2007 | COMPASS Historic Data | 12,496 | | |
| East of Midland Blvd. | 10/23/2007 thru 10/30/2007 | Road Tube Count | 8,527 | | |
| East of Midland Blvd. | 11/1/2007 | Intersection Turning Movement Count | | 1,301 | 1,708 |

| | | | | | |
|-----------------------|---------------------------|-------------------------------------|--------|-------|-------|
| East of Midland Blvd. | 12/19/2008 | Intersection Turning Movement Count | | 1,158 | 1,737 |
| East of Midland Blvd. | September, 2012 | COMPASS Historic Data | 8,348 | | |
| East of Midland Blvd. | May, 2015 | COMPASS Historic Data | 8,115 | | |
| East of Midland Blvd. | 8/20/2019 | Video Turning Movement Count | 10,024 | 1,545 | 1,808 |
| West of S Canyon St. | 10/28/2019 thru 11/4/2019 | Road Tube Count | 10,752 | | |

3. *It is unclear what information was available and reviewed when Nampa's City Council approved the Lake Lowell Ave. Rebuild Project, particularly with respect to the impacts that the project has on the local residents and properties.*

When did the City Council review and take actions on the Lake Lowell Rebuild Project and what information was available to the Council for those meetings?

- October 7, 2019
 - *Information for Council:* Nampa Transportation Master Plan presentation and Consultant scope of work and project description
 - *Council Action:* Authorize Task Order for design services
- February 1, 2021
 - *Information for Council:* Summary of right-of-way acquisition requirements, number of parcels, land area needed for right-of-way acquisition, etc.
 - *Council Action:* Authorize staff to proceed with right-of-way acquisition process under Council Executive Session
- May 3, 2021
 - *Information for Council:* Consultant scope of work and project description for right-of-way acquisition
 - *Council Action:* Authorize Task Order for right-of-way appraisal and acquisition services

Will the Nampa City Council be taking future actions with respect to the Lake Lowell Rebuild Project and how will they be informed of the project impacts on the residents located on the south side of Lake Lowell Ave., from Mason Lane to Wilson Path?

The following are anticipated future project development milestones where the Nampa City Council will have the Lake Lowell Rebuild project on the Council agenda:

- October 4, 2021
 - *Information for Council:* July 26, 2021 neighborhood meeting summary and response memo (this memo) & exhibits showing current and potential redesign based on property owner concerns and impacts
 - *Council Action:* Authorize redesign task order to reduce property impacts while maintaining bicycle and pedestrian facilities in the design
- Date to be determined – Right-of-Way Acquisition
 - *Information for Council:* Right-of-Way acquisition agreements, conditions and costs
 - *Council Action:* Authorize signing of right-of-way acquisition agreements and approval to purchase right-of-way under the terms of the agreements
- Date to be determined – Grant Application if applicable
 - *Information for Council:* Grant application requirements, conditions and costs associated with funding match.
 - *Council Action:* Authorize staff to submit Lake Lowell Rebuild project for funding including City match dollars.
- Date to be determined – Project Bid Authorization for Construction
 - *Information for Council:* Project construction estimate and information related to the pending bid process
 - *Council Action:* Authorize City staff to publicly advertise the project for bidding by construction contractors
- Date to be determined – Project Award to Construction Contractor
 - *Information for Council:* Project bid summary and recommendation from City staff for bid award to the low bid contractor
 - *Council Action:* Award construction contract to low bid contractor

Will the residents along the project have an opportunity to address City Council about their concerns and if so, when?

In the first few minutes of each regular City Council meeting, the Council provides time for Nampa residents wishing to speak on an agenda (five persons limit) or non-agenda item (five

persons limit) (three-minute limit). This is an opportunity for the speaking citizen to address the Council but will not include any discussion amongst the Council or any response from Council concerning the subject.

Additionally, at the request of local property owners or area residents, the City staff may request an item be placed on a future City Council agenda for specific project discussion by the Council and where the Council may address specific citizen questions or concerns.

4. There is inconsistency in the decision and design to make the sidewalk 8-ft wide, on the south side of Lake Lowell Ave. from Mason Lane to the Wilson Path. The existing sidewalk from Canyon St. to Mason Lane, on the south side of Lake Lowell Ave., is 5-ft wide and is not proposed to be improved to an 8-ft wide sidewalk. Additionally, the new sidewalk on the south side is reduced to 5-ft wide for a short section near the Bray Lateral, to avoid replacing/widening the culvert structure. The sidewalk in front of the high school was constructed at 8-ft or 10-ft and then goes back to a 5-ft sidewalk for a short section near 12th Ave. Existing 5-ft sidewalks on either side of Lake Lowell Ave. are to remain at 5-ft and only be reconstructed, to a width of 5-ft, where necessary for ADA improvements.

Also, the residents do not see the need for an 8-ft sidewalk given that they do not see a lot of pedestrian traffic on this portion of Lake Lowell Ave.

Is there data to support the need for an 8-ft sidewalk?

Data related to the number of pedestrians using or anticipated to use the sidewalks on Lake Lowell Avenue was not a determining factor in designing the 8-ft sidewalk on the south side of Lake Lowell Avenue.

Sidewalk design guidance is provided in the AASHTO A Policy on Geometric Design of Highways and Streets (often referred to as the "Green Book"). Within the Green Book, it indicates sidewalk widths may vary from 4-ft to 8-ft. However, if a sidewalk is less than 5-ft in width, a wider section of sidewalk must be provided every 200-ft to accommodate passing. Therefore, the City typically uses a minimum width of 5-ft for all sidewalks, regardless of the adjacent roadway classification or function, with the exception of very low vehicular traffic volume local roadways where a planter strip is included between the sidewalk and the curb.

Additionally, the Green Book recommends sidewalks adjacent to the curb be widened an additional 2-ft to accommodate roadside features such as mailboxes, similar to the design scenario along the south side of Lake Lowell Avenue.

What policy is dictating the 8-ft sidewalk be incorporated into the design and when was the policy put into place? What information was used to prepare and implement the 8-ft sidewalk policy?

The 2017 City of Nampa Engineering Development Process and Policy Manual indicates the following:

"For arterial, collectors, and school frontage streets located within one-quarter (1/4) mile of a school (elementary, middle and high school, university and college) the sidewalk shall be minimum 8-ft-wide, for both attached and detached scenarios."

If an 8-ft sidewalk is necessary, why is it not being replaced along the entire length of the project and on both sides of the road?

The Lake Lowell Rebuild project is designed with 8-ft sidewalks for the sidewalk gap fill in along the south side of Lake Lowell (from the Wilson Path pedestrian crossing to Mason Lane) with the exception of two short sections. The two sections of new sidewalk on the south side of Lake Lowell Avenue with a design width of 5-ft include a short section across the Wilson Drain culvert and a short section across the Bray Lateral (west of Arrowhead Drive). The sidewalk design was reduced to 5-ft at these locations due to the excessive cost of widening the Wilson Drain and Bray Lateral structures.

The Lake Lowell Rebuild project design also incorporates a new 8-ft sidewalk on the north side of the roadway from Mason Lane to just west of Canyon Street, including the Centennial Elementary School frontage. This sidewalk will replace the existing deteriorated asphalt sidewalk.

These sections of 8-ft sidewalk will bring Lake Lowell into closer compliance with the 8-ft sidewalk requirement near schools. However, much of the existing 5-ft sidewalk will remain in place, with the exception of upgrades to accommodate ADA (Americans with Disabilities Act) design guidelines. Replacing existing 5-ft sidewalks would add significant cost to the project.

What sidewalk construction/replacement are included with the Midland & Lake Lowell Intersection Project and are the sidewalks on Lake Lowell Ave. being replaced with 8-ft sidewalks?

The Midland & Lake Lowell intersection project includes roadway, curb and gutter, and sidewalk reconstruction on Lake Lowell Avenue, from the intersection to the Wilson Path pedestrian crossing, tying into the Lake Lowell Rebuild Project at the Wilson Path Crossing.

Sidewalk construction on the south side of Lake Lowell Avenue will include an 8-ft sidewalk at the back of the curb, consistent with the south side of the Lake Lowell Rebuild Project. The sidewalk on the south side will be reduced to a 5-ft width just west of the Wilson Path pedestrian crossing, to tie into the existing 5-ft sidewalk width at the pedestrian crossing. The Lake Lowell Rebuild Project will continue the 5-ft sidewalk across the Wilson Drain culvert and then expand to the proposed 8-ft sidewalk.

The Midland & Lake Lowell intersection project also includes constructing a short section of 5-ft sidewalk on the north side of Lake Lowell to connect the existing 5-ft sidewalk adjacent to the storage units to the existing 5-ft sidewalk at the Wilson Path pedestrian crossing.

5. *Some residents do not see the need for two (2) 5-ft wide bike lanes on Lake Lowell Ave. given that they do not see a lot of bicycle traffic on this portion of Lake Lowell Ave. However, it was mentioned by one of the residents that a girl was hit on her bike last week, but was ok.*

Adding two (2) bike lanes is increasing the impact to the properties on the south side of the road by moving the sidewalk closer, due to the northern limits of Lake Lowell Ave. (north curb and gutter) not being changed with this project.

What plan or policy sets the requirement for the bike lanes on Lake Lowell Ave.? What data and process were used to develop the plan or policy; did they conduct a bicycle traffic study to warrant the addition of the bike lanes?

The primary plans that include the requirement and the design criteria for the bike lanes on Lake Lowell Avenue are identified under section 1, above. Additionally, section 1 includes a general description of the process and criteria considered when the City's master plans were developed.

The Lake Lowell bike lanes are proposed as part of an overall bike connectivity plan to provide cyclists access to Lake Lowell, area parks, area schools and Northwest Nazarene University.

The bicycle traffic study completed during the City of Nampa Bicycle & Pedestrian Master Plan development was in the format of public involvement, input from the City's Bicycle and Pedestrian Advisory Committee and master planning the bicycle connectivity around the City from a citywide perspective.

How much additional property is needed from the properties on the south side because of the additional bike lane on the north side and why is it not being widened to the north also?

The proposed property acquisition width along the south side of Lake Lowell Avenue is 40-ft from the section line (centerline of Lake Lowell Avenue), which matches the existing right-of-way width of 40-ft on the north side of the road. Therefore, the inclusion of bike lanes on both sides of Lake Lowell Avenue will not require additional property acquisition on the south side of Lake Lowell as compared to the north side.

However, the construction of the curb/gutter/sidewalk along this section of Lake Lowell Avenue is not centered along the section line (centerline) and, therefore, not centered in the 80-ft right-of-way (40-ft existing north of the section line and 40-ft proposed south of the section line). Because the north side of Lake Lowell is already developed with curb/gutter/sidewalk, the new curb/gutter/sidewalk location on the south side of Lake Lowell Avenue (from the Wilson Drain to Mason Lane) is based off the existing north curb line.

The existing north curb line transitions near Arrowhead Drive. The existing north curb line west of Arrowhead Drive is ± 2.5 -ft further north than the existing curb line east of Arrowhead Drive. Therefore, the proposed south curb line (and associated sidewalk) is also adjusted near Arrowhead Drive, resulting in the following:

- **Segment 1** (Wilson Drain to Arrowhead Drive) – The center of the vehicle travel lanes, bike lanes and curbs is ± 1 -ft north of the section line (centerline). Therefore, in this section of Lake Lowell Avenue, the addition of the north side bike lane is not requiring any additional construction width on the south side.

Another way to visualize this scenario is that the current westbound vehicle lane (north side of the roadway) is ± 17 -ft from the curb to the north edge of the center two-way-left-turn-lane. This existing ± 17 -ft can be broken into a 5-ft bike lane and a 12-ft vehicle travel lane, requiring no additional widening to the south to accommodate the north side bike lane.

- **Segment 2** (Arrowhead Drive to Mason Lane) – The center of the vehicle travel lanes, bike lanes and curbs is ± 2 -ft south of the section line (centerline). Therefore, in this section of Lake Lowell Avenue, the addition of the north side bike lane is requiring ± 2 -ft of additional construction width on the south side.

Another way to visualize this scenario is that the current westbound vehicle lane (north side of the roadway) is ± 15 -ft from the curb to the north edge of the center two-way-left-turn-lane. This existing ± 15 -ft can be broken into a 3-ft available for the bike lane and a 12-ft vehicle travel lane, requiring ± 2 -ft of additional widening to the south to accommodate the 5-ft north side bike lane.

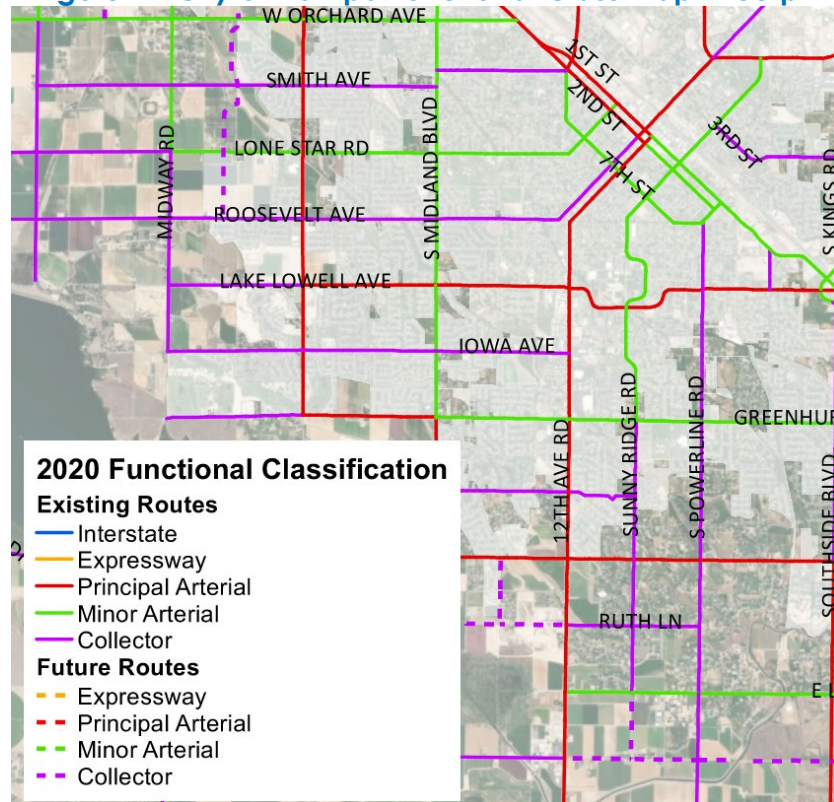
6. *Some residents believe the project, in general, is not necessary because the high school and elementary school populations are not going to change; the properties fronting the roadway are all developed and will not change; there is practically no additional land to be developed adjacent to the project; there are no bikes using Lake Lowell and no or very few pedestrians use the south side of Lake Lowell.*

Additionally, it is inconsistent to have Lake Lowell Ave. be both a pedestrian/bike friendly road while at the same time being a truck route.

How did the City of Nampa determine this portion of Lake Lowell needs to be classified as an arterial?

Lake Lowell Avenue has been identified as an arterial roadway through several iterations of the City's transportation master plan, the City's historic roadway and street functional class map and the Community Planning Association of Southwest Idaho (COMPASS) long range planning for the Ada and Canyon County Metropolitan Area. Lake Lowell Avenue is an important piece of the City's grid system of collector and arterial roadways. As an arterial roadway, Lake Lowell Avenue is recognized for regional connectivity to the Lake Lowell Reservoir area, Idaho Highway 45 and connectivity into eastern Ada County via Amity Avenue. Below is a snapshot of the local area roadway functional classification for reference:

Figure 1 - City of Nampa Functional Class Map Excerpt



Why is the City classifying Lake Lowell Ave. as an arterial if they want to use it for pedestrian and bike traffic?

Classification as an arterial does not preclude Lake Lowell Avenue from pedestrian and bicycle facilities. However, as traffic volumes and the posted speed limit increase on collector or arterial roadways, the type of bicycle facilities changes. Typically, with higher traffic volumes and posted speed limits, the bicycle facilities increase in width and separation from the vehicular traffic. The City of Nampa Bicycle and Pedestrian Master Plan acknowledges these criteria.

The bike lane design layout on the Lake Lowell Rebuild project fits within the thresholds for traffic volume (up to 20,000 vehicles per day) and posted speed limit (up to 40 miles per hour).

Is the reasoning for this project due to the new subdivisions being built to the west on Lake Lowell Ave.?

Lake Lowell Avenue will serve as one of the collector or arterial roadways that provide regional access to the new subdivision developments to the west. Traffic volumes on Lake Lowell Avenue will likely increase as unimproved ground to the west is developed. However, the new developments to the west are not the only consideration or the direct cause for the Lake Lowell Rebuild project.

- Many residents located on the south side of Lake Lowell Ave. are frustrated that the City of Nampa is not following the past City/Landowner Agreement, where the property owners were to donate 2-ft of their property, south of the 25-ft wide

Prescriptive Right-of-Way so the City could construct continuous sidewalk on the south side of Lake Lowell Ave. An eight-year-old child was killed on Lake Lowell many years ago, playing a part in the residents agreeing to the referenced agreement.

The residents estimate the agreement was made closely after the two-way-left-turn-lane was added to Lake Lowell Ave. (approximately 2002).

Why is the City not recognizing and designing the project per this original agreement?

The City has reviewed archives, on a couple of occasions, in search of this agreement and have not found any record of it. *If any of the property owners have a copy of the agreement (even if draft form) the City would be interested in reviewing it.*

However, the current project is designed based on current City Master Plans and identified needs as opposed to what may have been identified 20 years ago. Therefore, the City would like to continue the right-of-way negotiation process based on the current design, with a 40-ft right-of-way south of the section line.

8. *There is a general opinion that if the Lake Lowell Ave. is widened, as proposed, there will not be enough room for residents to park their cars on their property. Additionally, the inclusion of bike lanes and 8-ft sidewalk prevents them from having street parking.*

How does the project take into consideration where the effected residents are going to park their vehicles and trailers?

Where possible, the design has been or can be adjusted to help alleviate driveway and parking issues. In some cases, the design has already been adjusted to modify driveway locations or widths based on discussions with individual property owners and their need to access their property differently after the project. Additionally, the project may complete some construction features within the property owner's private property to help with parking and access concerns provided the property owner provides a temporary construction easement to accommodate the work on private property.

Beyond the features that may be constructed with the project, the appraiser will take into account the impacts to parking and property access when estimating the compensation due to the property owner.

9. *Residents are concerned about property/structural damage that may occur from the vibration of construction equipment that will be close to their homes due to the widening of Lake Lowell Ave. Additionally, they are concerned about the damage which may occur to the home from traffic being closer to their property. Most people are particularly concerned with traffic vibration due to large trucks.*

Many residents on the south side of Lake Lowell Ave. live in older homes and do not think that these older structures will be able to take the additional traffic and construction loading without causing property damage. Property owners

discussed documenting their homes existing condition before construction so they would have a record before any construction occurred.

Does the City plan on paying for potential structural damage from construction vibrations, and if so, how do they plan on tracking/documenting/evaluating potential damages?

The City does not pay for construction damages to properties within or adjacent to contractor construction areas. However, the contractor's standard contract includes language requiring the contractor to assume full responsibility for any damage to any land or area, or to the owner or occupant thereof, or of any adjacent land or areas resulting from the performance of the contractor's work. The contractor is required to settle with the affected property owner by negotiations or other legal means. If property owners are concerned about damages, we recommend documenting existing conditions with video or photos prior to construction commencing.

10. *Many residents stated that multiple traffic/vehicle accidents have occurred on their properties (i.e., cars hitting mail boxes, trash cans, trees, fences, power poles, and even homes). Some of the residents have constructed berms or other obstacles to help protect their properties from future traffic related accidents. Many feel that widening the road and moving traffic closer to their homes will only amplify this issue.*

If the project proceeds as designed, how does the City plan on addressing/preventing cars from crashing onto their property?

The proposed Lake Lowell Avenue design will not change the posted speed limit. Additionally, the proposed south edge of the eastbound travel lane is located as follows:

- **Segment 1** (Wilson Drain to Arrowhead Drive) – For the most part the proposed south lane edge stripe (fog line) approximately follows the existing edge stripe (fog line) location, with the largest shift being ± 1 -ft to the south, closer to the adjacent properties.
- **Segment 2** (Arrowhead Drive to Mason Lane) – the proposed south lane edge stripe (fog line) approximately parallels the existing edge stripe (fog line) location, with a shift to the south ranging from ± 3.5 -ft to ± 4 -ft, closer to the adjacent properties.

Currently, there is between 2-ft and 3-ft of pavement from the edge of the existing travel lane (fog line) and the edge of existing pavement on the south side of Lake Lowell Avenue. The proposed design includes ± 5 -ft of pavement (bike lane), vertical curb and gutter and an 8-ft sidewalk. Although the additional pavement width, vertical curb and sidewalk do not provide a vehicle roadside barrier, they do provide additional width of skid resistant surfaces.

According to the AASHTO Roadside Design Guide Manual, the typical roadside clear zone width for under 40 miles per hour and over 6,000 vehicles per day is 14-ft to 16-ft for roadsides with flat shoulder areas (6:1 or flatter roadside shoulder).

The bike lane, vertical curb and 8-ft sidewalk provides this clear zone width and additional design features to protect adjacent properties are not included in the current design.

It is impractical to design roadway facilities to prevent accidents caused by drivers exceeding the design/posted speed limit or driving too fast for conditions.

If a property owner provides a temporary construction easement and there is physically room to construct a small landscape berm on the private property, adjacent to the roadway, the project may incorporate it into the design, at the property owner's request. This request must be incorporated into the right-of-way acquisition agreement and should be discussed with the right-of-way negotiator.

11. *Residents are concerned that widening the road, adding 8-ft sidewalks, and moving overhead power and communication poles/lines closer to their house will cause utility conflicts with their existing trees. Many residents want the City to be aware that losing their trees is a big concern.*

How is the City and Idaho Power going to deal with conflicting trees?

Existing trees within the proposed right-of-way (40-ft from the section line) will be removed by the project construction. It may be necessary to trim trees (or remove trees rather than trimming if requested by the property owner) that remain on private property if the trees overhang the future sidewalk/roadway too low or if they interfere with power line clearances.

If the trees are removed how will the property owners be compensated?

The appraiser will take into account the impacts of tree removal and tree trimming when estimating the compensation due to the property owner.

Will the utility pole arms be within the new right-of-way or is there an easement for them to overhang the right-of-way?

The utility poles will be relocated to behind the new sidewalk and will be within the new City right-of-way. Currently, Idaho Power does not seek easements for pole arm overhang.

12. *The temporary construction easements that were staked are for the purpose of removing or constructing features on the private side of the new right-of-way line and to tie the project construction back into the private property (at driveways for example).*

Will all private property features within the temporary construction easement be removed?

No, not all private property features within the area of the temporary construction easement will be removed or reconstructed. The temporary construction easement provides the City and their contractor access to remove, reconstruct or construct the features that are identified within the right-of-way agreement, associated exhibits and construction plans.

What are the specific construction items that will happen within the temporary construction easement?

Specific construction that will occur within the temporary construction easement varies for each property. Each property owner should review the pending right-of-way offer and associated information and exhibits related to the construction items on their property.

13. Some property owners are concerned with adequate sight distance for both drivers on Lake Lowell Ave. and residents entering/exiting their driveways next to the hill located at Arrowhead Drive and the Bray Lateral. They are concerned this project does not address the current safety issue of this hill.

How does the proposed design address the safety issues related to this hill as stated above?

The vertical curve (hill) at the Bray Lateral has been reviewed for roadway design criteria, based on the AASHTO A Policy on Geometric Design of Highways and Streets. The proposed roadway design at this location includes minimal elevation change as compared to the existing roadway. The hill at this location meets acceptable design criteria for stopping sight distance (with the height of the driver's eye at 3.5-ft above the roadway and an object height of 2-ft above the roadway).

A review of available crash data (2015 through 2019) identified one crash in the vicinity of the hill. The crash occurred in March of 2017, approximately 100-ft west of Arrowhead Drive. This crash was a rear-end collision with a citation for following too close. It appears the hill was not a contributing factor to the crash.

Based on the crash history and the design criteria, the hill at the Bray Lateral requires no design modifications.

14. It was discussed and suggested that instead of using City budget to purchase right-of-way they use that budget to add/construct sidewalk to the existing road configuration.

Why is the City not taking this approach to this project?

As discussed in prior sections, the current project layout was developed based on the element of several City master plans and policies. It is not prudent to construct curb/gutter/sidewalk onto an existing roadway without consideration of the identified pedestrian and bicycle needs, particularly when knowing that the curb/gutter/sidewalk would have to be removed and reconstructed in the future in order to meet the identified needs.

15. There was some discussion about the new sidewalk location as related to the new right-of-way line and construction easement.

Where is the back of the proposed 8-ft sidewalk as related to the property stakes that were placed along the project?

As discussed in section 5 above, there is some variation to the construction location of the vertical curb and sidewalk due to the shift in the existing north curb line at Arrowhead Drive. Therefore, the relationship between the proposed back of sidewalk and the proposed right-of-way line (as staked for the property

owner and appraiser's visual reference) for these two sections of Lake Lowell Avenue are as follows:

- **Segment 1** (Wilson Drain to Arrowhead Drive) – The back of the proposed 8-ft sidewalk is 32.5-ft from the section line (roadway centerline) and the proposed right-of way line is 40-ft from the section line (roadway centerline). Therefore, the back of the proposed sidewalk is 7.5-ft from the right-of-way line stake (towards the roadway).
- **Segment 2** (Arrowhead Drive to Mason Lane) – The back of the proposed 8-ft sidewalk is 36-ft from the section line (roadway centerline) and the proposed right-of way line is 40-ft from the section line (roadway centerline). Therefore, the back of the proposed sidewalk is 4-ft from the right-of-way line stake (towards the roadway).

There are transition areas at each end of the above-described segments where the distance from the back of sidewalk to the proposed right-of-way line varies.

16. *Idaho Power recently (within the last year) approached some of the property owners about moving poles back because some of the existing poles were bending and need replaced. These pole relocations are not associated with the Lake Lowell Rebuild Project, which may result in the poles being relocated a second time with the project. Michelle (tenant at 723 Lake Lowell Ave.) works at Idaho Power and offered to look into this.*

How will relocating the Idaho Power poles be coordinated with the City's construction project?

The Lake Lowell Rebuild design team is in contact with Idaho Power concerning the Lake Lowell Rebuild Project. At this point, Idaho Power has not identified any utility pole relocations that are planned before the Lake Lowell Rebuild Project. Typically, once the necessary right-of-way has been acquired, Idaho Power, and possibly other utilities, will come in before the City's construction project and relocate the power and utility facilities ahead of the City's contractor.

17. *The City currently has funds designated for design and right-of-way but no funds designated for construction of the project. The City is looking into various funding sources to construct the project.*

Are the funds designated for the right-of-way acquisition specific only to that purpose or can the funds be reallocated to another project or other use on this project?

The funds allocated for design and right-of-way acquisition for the Lake Lowell Rebuild project are City budget funds. Through proper budget amendment procedures, the remaining funds allocated for these purposes could be re-allocated to other City projects.

18. *Lake Lowell is not the only roadway feeding the new developments west of town and other east/west streets, besides Lake Lowell Ave., should be looked at for road improvements.*

Why has the City not looked at expanding other east/west roads rather than Lake Lowell Ave.?

The City's Transportation Master Plan currently identifies portions of Iowa Avenue for bike lanes and Lone Star Road from Middleton Road to 1st Street South for bike lanes.

Additionally, the City recently reconstructed Greenhurst Road, from 12th Avenue to just west of Midland Boulevard. There are also multiple intersection improvement projects planned for this area of Nampa.

Furthermore, large sections of Iowa Avenue, Roosevelt Avenue and Lone Star Road have already been constructed to accommodate multiple travel lanes with curb, gutter and sidewalk. As funding and future City budgets become available, these roadways will be evaluated for prioritization to complete infill projects for roadway widening to accommodate travel lanes and sidewalks.

19. *Lake Lowell is designated as an artery (arterial) and there is concern this project is only the first step in expanding the roadway and changing the land use along Lake Lowell. Without knowing what the long range or extended long range plan is for Lake Lowell, there is concern that Lake Lowell will overtime turn into a road like 12th Avenue, where the primary purpose of the road is to serve commercial use, with some old residential uses stuck in the middle of it.*

What is the City's ultimate goal, perhaps even beyond the master plan timeframe, for Lake Lowell Ave. with respect to travel lanes and land use?

There are currently no long-range plans to expand the roadway width of Lake Lowell Avenue beyond what is currently designed for the Lake Lowell Rebuild project.

Current traffic volumes along this section of Lake Lowell Avenue could double and still be within the threshold traffic volumes identified in the Transportation Master Plan (described in section 1).

Could the City remove the bike lanes in the future and put in five travel lanes or some other roadway configuration?

Based on the design roadway width (curb to curb width), removal of the bike lanes would not accommodate expansion to five vehicle travel lanes.

It would be possible to remove the bike lanes and stripe the roadway for four vehicle travel lanes. However, this lane configuration is unlikely considering the number of local roadway and driveway approaches that use the center turn lane for two-stage turning movements.

Is there potential to re-zone the area along Lake Lowell Avenue to commercial and what could the future zoning look like?

The City of Nampa Comprehensive Plan 2040 Future Land Use Map identifies all the properties adjacent to Lake Lowell Avenue, from Midland Boulevard to 12th Avenue as medium density residential, with the exception of the storage unit parcel at Midland and Lake Lowell, the existing school parcels and the Maverik Gas Station parcel at 12th Avenue. Therefore, it is not in the City's current plan to convert zoning along the Lake Lowell corridor to any commercial type zone.

COMMENTS:

1. *Residents at the meeting wanted to clarify that they are not opposed to continuous sidewalk being installed on the south side of Lake Lowell Ave. They feel the current design is excessive, poorly justified, unwarranted, and is not placing enough value on the impacts that the landowners will have to deal with.*