

# Nampa Transportation Master Plan

## Community Workshop #1 | Summary

The City of Nampa has invited community members to participate in updating its long-term Transportation Master Plan. The plan is the city's blueprint for managing a safe roadway network in Nampa, including roads, highways, rail, sidewalks and bicycle lanes.

The City hosted the first of three community workshops on Thursday, June 8 from 4 to 6 p.m. at the Nampa Civic Center. The purpose of the workshop was to:

- Introduce the vision for Nampa's transportation plan and why the city is updating it.
- Review data and existing planning documents for Nampa's transportation system.
- Gather input (what is working well and what is not working well) about Nampa's current transportation system.
- Gather input about the long-term vision for Nampa's transportation system and the "critical success" factors that should influence transportation investments.

More than 60 people attended. Participants represented a wide spectrum of the Nampa community, from transportation agencies to major employers to interested citizens. The workshop was open to any member of the Nampa community.

### Community Input

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After a detailed presentation by city staff and the engineering firm (Parametrix), workshop participants were invited to give detailed input on comment sheets. Several overall themes were consistent throughout the comments:

- The desire for an integrated transportation system with safe access to all modes of transportation for all users (i.e., vehicles, bicycles, pedestrians and public transportation).
- The need for easy access to and from I-84 (or between work and home) from all parts of Nampa by providing arterial routes or improving existing corridors.
- Enthusiastic support for existing and future roundabouts.
- The need to provide direct, safe routes for freight movement.
- The need to expand frequency and routes of public transportation, both within Nampa and between Nampa and other cities.

A detailed summary begins on page 2. Presentation slides are posted on the project website at <http://id-nampa.civicplus.com/522/Nampa-Transportation-Master-Plan>.

## Question-by-question summary

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Workshop participants were invited to give input on five items:

1. What is working well with Nampa's transportation system?
2. What is not working well with Nampa's transportation system?
3. Other comments
4. Please provide a brief description of what you think Nampa's transportation system should look like in 2040.
5. On a scale of 1 (highest priority) to 3 (lowest priority), please rank a series of 22 "critical success factors" for Nampa's transportation system.

### Question 1: What is working well?

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Twenty-one people responded to this question. Frequent themes included:

- **Roundabouts**  
*Examples included the Amity/Happy Valley roundabout, roundabouts in east Nampa and near the cheese factory, and roundabouts in general.*
- **Bicycle/pedestrian infrastructure**  
*Examples included flashing lights, pathways and general infrastructure.*

Participants also mentioned:

- Recent improvements, including new stoplights and signals
- Access to and from I-84
- Proactive planning

Participants also had the option to mark their responses to this question on large maps at their tables. A summary of map comments begins on page 6.

### Question 2: What is not working well?

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Twenty-two people responded to this question. Frequent themes included:

- **Congestion and delays**  
*Examples included at four-way stops, routes to/from I-84, and specific locations such as Idaho Center Boulevard, East Franklin and Garrity Boulevard.*
- **Public transportation**  
*Participants referred to the lack of frequency and locations of bus stops.*

Participants also mentioned:

- One-way couplets downtown
- Condition of smaller or collector roads
- Signal timing
- Improvements should not be made one development at a time; do not do what Meridian did with Eagle Road
- School bus stops on arterials
- Karcher Mall U-turn lane doesn't give enough space
- Speed limits are too slow
- Drivers need a fast route to south Nampa and suburbs
- Truck traffic in downtown Nampa
- Snow removal
- Area around new library

Participants also had the option to mark their responses to Question 2 on large maps at their tables. A summary of map comments begins on page 6.

### **Question 3: Other comments**

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Nine people gave additional comments, including:

- Improve downtown signals and a smoother system without one-way streets.
- Provide an alternate route for trucks (instead of through downtown Nampa).
- Businesses need good freight infrastructure.
- Provide one-way garbage pickup and move mailboxes together to reduce truck traffic in residential areas.
- Pursue state funding for public transportation.
- Build a network of roundabouts in rural Nampa.
- Bicycles should contribute financially.
- Consider building a bypass and/or I-84 access at McDermott.
- Thank you for involving the public.

### **Question 4: Please provide a brief description of what you think Nampa's transportation system should look like in 2040.**

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Thirty-six people responded to this question. Responses were detailed and thoughtful. Repeated themes (in order of frequency) included:

#### **Improve arterials and I-84 access**

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Improve traffic flow to and from I-84 and Idaho 55; improve access to freeway from north, west and south Nampa; provide arterials or a bypass for quick travel between destinations.

**Expand public transportation within Nampa**

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Expand public transportation use, routes and frequency; provide transportation choices, especially for low-income and aging populations; ensure access to public transportation.

**Continue to expand bicycle/pedestrian options**

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Provide bike lanes; provide a connected bike/ped system within Nampa and between Nampa and neighboring cities; consider separated bike lanes.

**Plan for the future**

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Consider long-term trade-offs; consider community livability; look at more than just Level of Service for vehicles; plan should evolve and be updated every five years; ensure thoughtful, continual growth.

**Provide transit between cities**

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Construct rail or other mass transit between communities; partner with other cities.

**Improve freight routes**

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Provide a designated freight route; reduce freight traffic in downtown and residential issues; ensure direct routes to and from businesses; allow freight to move freely without compromising safety.

**Build more roundabouts**

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**In addition to the frequent themes, individual suggestions about Nampa’s transportation system in 2040 included:**

- Communicate the cost of adding lane miles and/or how transportation investments reflect values
- Downtown should be walkable and vibrant.
- Reduce one-way streets downtown.
- Add overcrossings north and south of I-84
- Build “complete streets”
- Use innovative technology
- Add signals/coordinate signals
- Road users should be responsible for safety
- Widen Idaho 55 all the way to Marsing
- Add I-84 access at McDermott
- Widen Midland/Middleton, Nampa/Caldwell Blvd and Midway/Lake
- Re-route SH-45 from downtown
- SH-16 interchange may relieve traffic at Garrity
- Increase safety for motorcycles
- Raise impact fees
- Increase code enforcement
- Transfer control of I-84B from ITD to the cities of Nampa and Caldwell
- Widen Happy Valley Road and add intersection at Stam/Flamingo
- Consider economic projections
- Add more grid-like systems
- The current system is sufficient

## Question 5: Critical success factors

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Participants were asked to rank a series of “critical success factors” on a scale of 1 (highest priority) to 3 (lowest priority). Forty-one people responded to this question.

### Factors with the highest number of "1" rankings (in order of frequency) included:

- Fewer crashes
- Safer routes to schools
- Improved pedestrian safety
- Fewer trucks through downtown
- Improved access to I-84
- Preserved right-of-way for future roadways
- Identified truck routes

### Factors with the highest number of "3" (low) rankings, in order of frequency, included:

- More on-street parking
- More traffic through downtown
- More directional and informational signage
- Improved look of streetscapes

### Other suggested factors

Several participants wrote in additional critical success factors, including:

- Lowering the household cost of transportation
- More roundabouts
- Light rail
- Belt routes/major arterial to south Nampa
- Improve rail crossings
- Airport plan
- “Person scale” built environment

## Map comments

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Participants provided comments on large citywide vicinity maps using green and red pens, and green and red stickers. Red markings and/or stickers represented areas that participants felt need improvement, and those in green represented areas that participants felt function well. Each of the green and red stickers had either bus, pedestrian, bike or vehicle icons to specify which mode of transportation the participant was commenting on.

While there were several comments regarding transit and pedestrian/bicycle facilities, the majority consisted of vehicular traffic. The feedback from the eight maps is summarized in the following themes:

- Roundabouts at single lane intersections are well received by the community due to their ability to move traffic.
- All Nampa I-84 interchanges (Karcher, Northside, Franklin, Garrity) and adjacent intersections need improved traffic flow and pedestrian/bicycle facilities.
- Intersections and road segments along Middleton Road and Midland Boulevard need to be improved to provide better north-south movement in west Nampa.
- Garrity Boulevard, south of the Interstate needs vehicular traffic improvements.
- Downtown Nampa needs better pedestrian and bicycle facilities.
- Expand the transit system to better accommodate east-west movement in Nampa.
- Greenbelt segments in Nampa are well received by the community as an alternate mode of transportation.