



June 2020

Construction time is swiftly approaching on Phase 2 of the Downtown Improvement Project! The second public outreach for Phase 2 of the Downtown Revitalization Project was on Wednesday, June 3rd via Zoom. The presentation was recorded and can be watched below. The link will also be posted on the City of Mountain Home website and social media.

On Monday, June 8th City Council approved Guho Corp.'s Guaranteed Max Price (GMP) and signed the final contracts to proceed with construction. In the next couple of weeks, you will start to see the construction staging. Equipment will start to move into Railroad Park again and traffic control will start to appear on Jackson St. and N. 2nd E.

Construction will start on Jackson St. to put in the storm water system and then loop around to N. 2nd E. The storm water work is expected to start the end of June. (See the estimated timeline below to get a high-level view of the construction timeline.)

There will be some impacts to water as they install the storm water

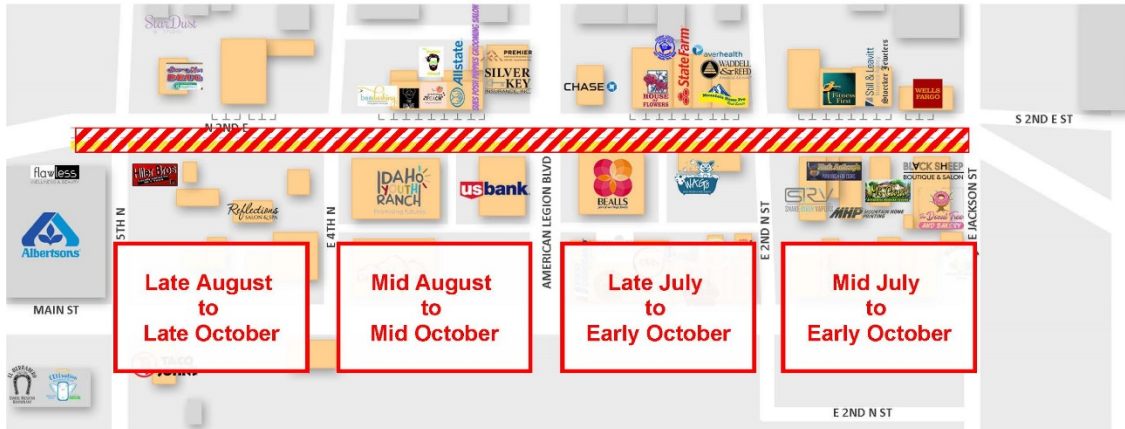
system. The water lines will have to be moved and water service will temporarily be turned off. Businesses that are impacted will be notified ahead of the work. The majority of the water outages are scheduled to be accomplished at night between 10 pm and 6 am. There may be smaller outages that happen during the day. Again, these are scheduled outages. If your water service is interrupted outside of these scheduled outages, please notify the City and Guho immediately. Unintended outages may occur, but we will work to minimize the impact as much as possible.

We've added in a Frequently Asked Questions section with questions we've received from the public. If you have a specific question you'd like answered, don't hesitate to reach out to Mike Freeman, City of Mountain Home Communications Director mfreeman@mountain-home.us or call 208-587-2173.

Tune into this newsletter, the City of Mountain Home website, and City of Mountain Home Facebook account for updates. As construction starts the updates will become more frequent and will let you know traffic patterns and the progress of the construction project!



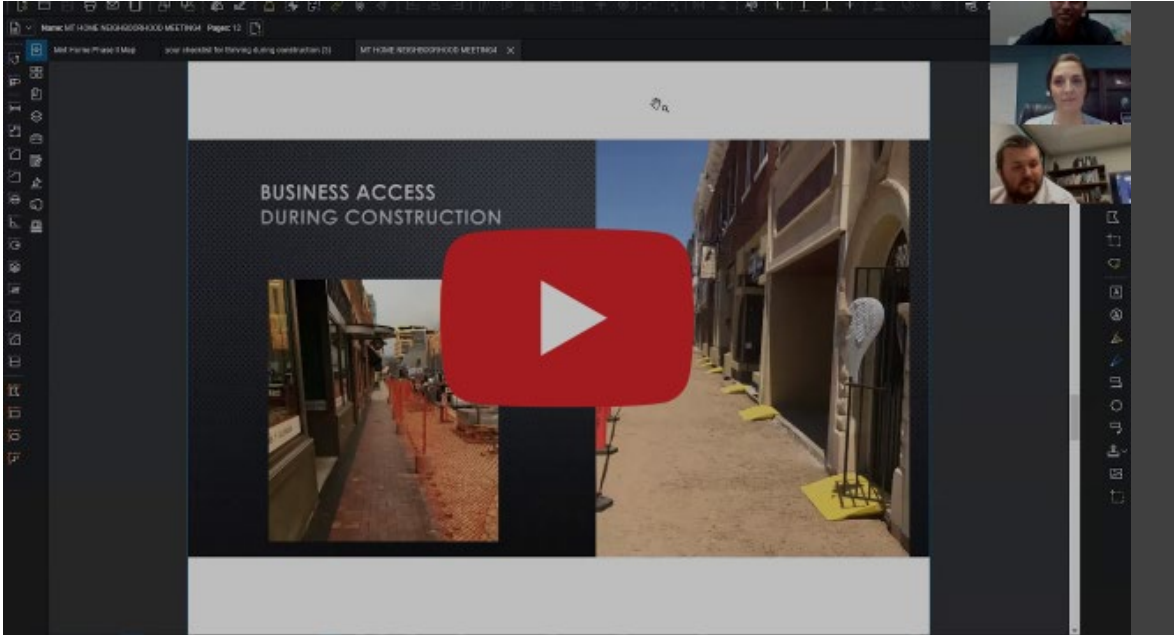
MOUNTAIN HOME PHASE II PHASE D Aug 1 to Nov 1



Storm water repair will start on Jackson street the end of June before 2nd Street construction starts mid July. The entire project is expected to be completed by late October.



[Click here to view the Phase 2 Public Outreach Meeting video.](#)



View the full recording from the second Phase 2 Public Meeting here. Topics include the construction timeline, the construction process as well as impacts to businesses and downtown traffic patterns.



Frequently Asked Questions

Phase 2 Questions:

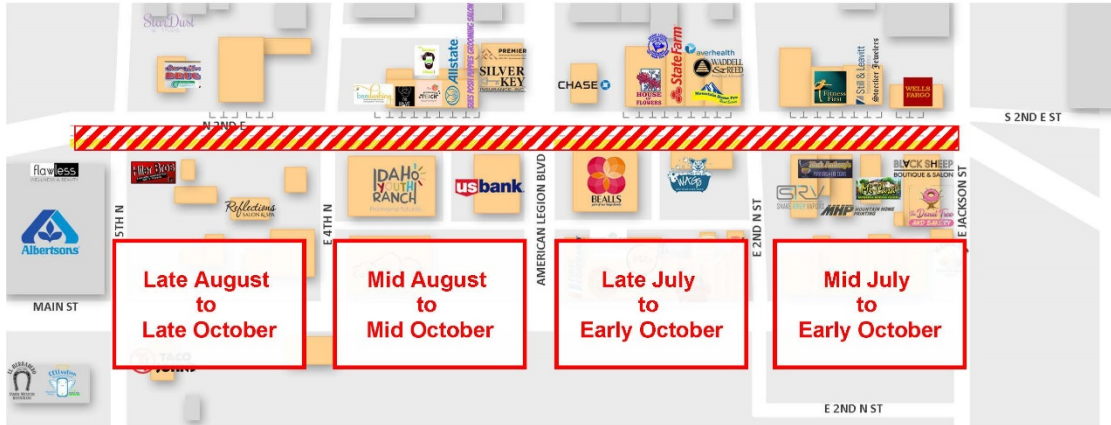
- **How long will front door access be taken away from business on North 2nd East during construction?**
 - Temporary gravel sidewalks will be placed in front of Businesses during construction. There will be minimal impacts when the old sidewalk is being removed and when the temporary access is put in. There will be a one-day (approximately) interruption when concrete is poured to allow it adequate time to set. Impacts/closures to entrances will be coordinated in advance with business owners.



- **What is the schedule for construction in Phase 2?**
 - Construction will begin on East Jackson Street the end of June to replace storm water drains and will wrap around to North 2nd East in July. The project should be complete by late October.



MOUNTAIN HOME PHASE II PHASE D Aug 1 to Nov 1



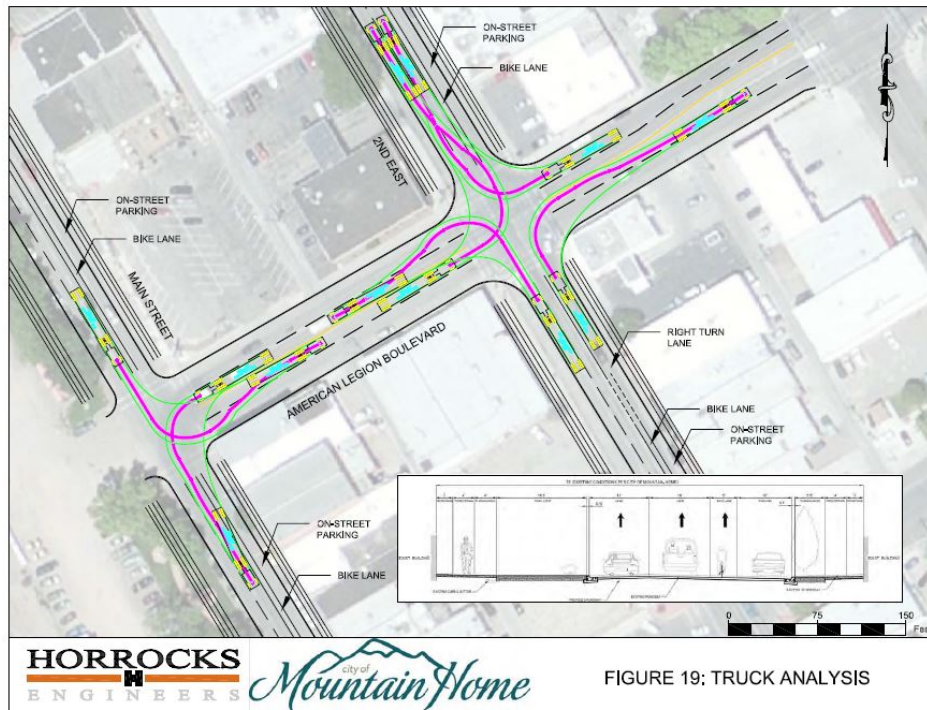
- **Will 2nd Street be taken down to 1 lane after construction?**
 - North 2nd East street will be permanently reduced from 3 lanes down to two outbound lanes once construction is concluded.
 - During construction N. 2nd. E. will be a single lane to allow construction teams to complete their work and ensure construction worker safety. This is only temporary and the street will be opened to the full two lanes as soon as it is safe to do so.

General Questions:

- **What are the safety considerations for semis in downtown, how were they calculated?**
 - Horrocks Engineers used two different traffic modeling programs (Synchro and Autoturn) to calculate the truck turning radii against

the new street configurations. They used the largest truck configuration to test the turning movements throughout the downtown core.

- The turning movements came back safe through their tests. Idaho Transportation Department verified the findings and approved them all as well.
- The corner of American Legion Blvd at N. 2nd E. was of particular concern, and to further facilitate truck turning movements the radius of the curb on the corner by Chase Bank was reduced. This allows for additional pedestrian safety as well.
- See Autoturn model below.



- Will there be any parking on the left side of N. 2nd E.?

- The majority of parallel street parking will be removed along the left side of N. 2nd E.
- Three parallel parking spots will remain: one in near Mountain Home Printing, one in front of the old Beall's building, and one in front of Mountain Home Youth Ranch
- **Will the cross streets (E. 2nd N., E. 4th N.) be made into one way streets?**
 - No, they will remain the same as they are now.
- **Is it true all of our traffic/parking/economic studies were "reverse engineered" to give us a pre-determined conclusion?**
 - There have been several studies conducted in conjunction with the Downtown Revitalization Plan. Once we went from the visioning and planning to Planning/Engineering with Idaho Transportation Department (ITD) and Horrocks to accomplish the downtown plan many additional studies were needed.
 - ITD required that the City of Mountain Home conduct a Traffic Impact Study to determine if it was feasible to reduce from 3 lanes of traffic to two lanes of traffic prior to any approvals of the plan by their department. The study was conducted by Horrocks Engineers and then validated by ITD engineers prior to moving forward with engineering. This step was necessary in order to move forward with construction of the downtown plan. It was not done to prove a pre-determined conclusion but to test the lane diet and ensure that our plan was feasible with traffic volumes (and anticipated future traffic volumes with estimated future growth).
 - View [Traffic Impact Study](#)

- Parking Study: Many citizens were concerned with the loss of parking and in response to their concerns, Boise State University was commissioned, as an impartial 3rd party, to conduct a Parking Study. Their contracted mission was to assess the current, and project impact of reduction of parking to the downtown core. BSU determined the best approach to the project and research parameters. The City of Mountain Home was provided with their final report. No pre-determined assumptions/results were part of the contract.
 - View [Downtown Mountain Home, ID Parking Assessment Study](#)
- Economic Impact Study: Another concern of residents and businesses owners with the Downtown Revitalization Plan was loss of business and retraction of economic impact due to construction. Again, Boise State University was commissioned to conduct a study as an impartial 3rd party. The team at Boise State conducted research to determine economic impact from downtown revitalization projects nationwide in similar communities. They gathered the data and provided the final report once complete to the City. As research and analytical experts, we relied on Boise State University to determine the best methodologies to determine the Economic Impact of the Downtown Revitalization Project. No pre-determined assumptions/results were part of the contract.
 - View [Mountain Home Economic Impact Assessment of the Downtown Revitalization Project 2018](#)
- **What local experts were used in the City urban planting purchases? What experts determined which plants/trees were going in. Will they cause growth problems in 20-30 years?**

- Extensive time was spent on finding the appropriate trees and plants for the landscaping in the downtown plan.
- ITD requires specific tree types and varieties along ITD owned roads. They provide those specific varieties and from there the City contracted with a landscape architect, Jensen-Belts, who works with municipalities in Southeast Idaho. She took the ITD list and then selected trees that would work best in our area.
- After the landscape architect narrowed down the field of trees and plants for our plan, the City looped in our local University of Idaho Horticulturist for final vetting of our choices for local pest, climate and water impacts.
- The trees and plants selected were chosen specifically for size and hardiness in urban environments. The trees will grow taller but not very tall to ensure they are adequate for streetscapes.
- The trees chosen for the streetscape downtown are: Street keeper Honey Locust and Chanticleer Pear.
- Trees in urban areas do have a lifespan and we will need to replace them years down the road. With proper care we may get twenty to thirty years (average lifespan) of City streetscape trees. Usually this lifespan correlates with the lifespan of streetscape trees. Usually by 20-30 years street and sidewalk work in urban areas will need to be updated or replaced.
- A recent USDA study analyzing tree life expectancy in urban areas finds the typical street tree living between 19-28 years (<https://extension.illinois.edu/blogs/flowers-fruits-and-frass/2020-01-24-extending-life-your-urban-tree-part-1>)
- The new design utilizes large planter areas for the trees, providing them with additional soil and room to grow versus the smaller tree wells currently in the downtown.

- **Can alleys behind stores/businesses be made one-way?**
 - The current downtown revitalization plan has no intention to make the alleyways one-way. They will remain as is. If a need arises, this can be evaluated in the future.
- **Will there be any bike lanes in the downtown renovation?**
 - Yes, there is a bike lane on N. Main street. However, there is no bike lane along N. 2nd E. The public asked if we would remove the bike lane from N. 2nd E. and instead connect it through side streets.
- **Are the majority of citizens in Mountain Home over the age of 60?**
 - No, currently the majority of Mountain Home residents (52%) are between the ages of 20-59. Less than 20% of our residents are 60 years or older. Click to view: [Demographics by Age](#)
- **Can we ban semis from going on Main Street as well as 2nd Street?**
 - N. Main St. and N. 2nd East are Idaho Transportation Department (ITD) owned streets. ITD determines who utilizes those streets. The City of Mountain Home does not plan to request ITD to limit these streets to semis.
- **Can individual businesses place signage that assigns public street parking spaces as designated for their business only?**
 - No. All street parking spaces (on public right of way) in downtown are for public parking only and may not be designated for a specific business.
- **Is it possible to place speed limit signs on downtown cross streets?**
 - Speed limit signs are normally not posted on cross streets in the downtown. The more signage that is posted, the less impact they have. People tend to stop paying attention to them. It also becomes a budget issue with the cost for additional signage. City code 6-3-2,

Speed Limit, states that the maximum speed for the maximum speed for the city alleys shall be ten (10) miles per hour.

- However, if a citizen feels that a need exists they may approach the Traffic Safety Board, which meets the 2nd Wednesday of the month at 6 pm in City Council Chambers (160 S. 3rd E., Mountain Home).



Thanks for Subscribing!

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