

FOUNDATION FOR ADA/CANYON TRAIL SYSTEMS, INC. (F.A.C.T.S.)

Meridian City Hall, Conference Room B, 33 E. Broadway Avenue

Called for 3:00 P.M.

May 23, 2018

In Attendance:

Mark Eubank	Citizen and Boise Resident
Wm. F. "Bill" Gigray	Citizen and President
Brooke Green	Ada County Highway District
Sharon Hubler	Citizen and Secretary
Ken Kanownik	ITD, Planner
Phil Peterson	Citizen and Treasurer
Robert Minch	Citizen and Eagle Resident
Don Stockton	Citizen and Eagle Resident
Steve Noyes	City of Eagle
Kim Warren	Meridian Parks, Pathways

1. Call to order and introductions – President Gigray called the meeting to order at 3:03 P.M.
2. Approve Agenda (call for additions) - Agenda as distributed was approved except for moving Agenda Item 4.b. forward due to time constraint.
It was moved by Steve Noyes to allow Brooke Green's presentation to be given after Treasurer's report in order to accommodate her needing to leave by 4:00 P.M., seconded by Don Stockton. Motion carried unanimously.
3. Administrative Action Items and Officer Report
 - a. Secretary's Report - Sharon Hubler, Secretary
 - i. Minutes of April 25, 2018
It was moved by Steve Noyes, seconded by Robert Minch to approve the minutes of April 25, 2018. Motion carried unanimously.
 - b. Treasurer's Report – Phil Peterson, Treasurer
 - i. Report on Bank Account – Same as last month's with a balance of \$ 12,265.85
It was moved by Phil Peterson, seconded by Steve Noyes to accept the Treasurer's Report. Motion carried unanimously.
 - c. President's Report – William F. Gigray, President
 - i. Letter Re: Glenwood /State Intersection Study – In a letter dated 5/14/18 President Gigray reviewed the options being considered for improvement on a multi-use bike/pedestrian path on Glenwood Street up to Riverside Drive, north of the Glenwood Bridge, as not including an improved bike/pedestrian lane across the bridge. Access to the north side of the Boise River in Garden City is a walking path only, and bicyclists are forced to ride alongside heavy traffic for more than a mile to reach the greenbelt. The consensus expressed by Don Stockton and Bill Gigray is to have Gary Segers be the F.A.C.T.S. contact as a follow-up to the letter.
 - ii. Discussion of letter to Northwest Editor Rob Love 5/14/18 – do it again
 - iii. Discussion of ACHD signup sheet – peruse for interest to be on F.A.C.T.S. board and to represent different areas
 - iv. Discussion progress Scott Koberg's project – greenbelt all the way to Diversion Dam; Bill brought pictures

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- v. Discussion of need to advocate for pathway maintenance – funding of continued maintenance; *i.e.*, too busy for roads and streets departments to maintain. Joint Powers Agreement lends the connective tissue to maintenance, reported on annually and could be accessed on F.A.C.T.S. web page. Robert Minch just checked Trip Advisor and the Boise River Greenbelt is #1 of 132 things to do in Boise. Steve Noyes indicated that talking up concrete pathways as a standard for impact fees and further suggesting adding to a future Agenda having a “meeting with focus on maintenance.”
F.A.C.T.S. could provide a place to house a grants repository for Ada/Canyon area projects.
Agenda Item 3. (continued)
- d. Special Ad Hoc Committee Reports
 - i. Rails with Trails - no report
 - ii. 2009 Boise River Trail Plan Update – Gary Segers is pursuing with COMPASS
 - iii. Eagle Island Pathway – Don Stockton and Robert Minch – onsite meeting May 7 with Don Newman. Walked area couple hours along with Steve Noyes, Karl Gebhardt, Lisa Bachman, Steve Sweet (Flood District #10) and (Bill or Phil) Pettigrew. Robert suggested that F.A.C.T.S. have a computer with Google Earth at future meetings in order to explain/ascertain path locations along with a .kmz file extension that stores map locations viewable in Google Earth; it contains placemarks that may include a custom name and the latitudinal and longitudinal coordinates of the location. The onsite has helped identify a feasible candidate path; further consultation with FEMA, IDL, IDWR, ACOE and irrigation district will need to occur along with getting some design specifications.
 - iv. ACHD Roadways to Bikeways Plan – get involved online with the Linder Road Survey between Highway 44 and Highway 20 making the point that pedestrian access across that road, both north and south of the Boise River, must be included. Additionally, it is equally important that pedestrian access be included on both the west and east sides of Linder Road to enable access along the Linder Road to Highway 20 to the south and to Highway 44 to the north. These interlinks are priorities for Meridian, Eagle, Star, Caldwell, Middleton and the rest of Canyon County to the existing Greenbelt system.
- 4. Special information items
 - a. ITD Long-Range Transportation IDAGO 2040 – Ken Kanownik – The Statewide Bike/Ped position is currently being advertized. ITD has finished all of its professional stakeholder meetings. The last Long-Range Transportation plan was adopted in 2010. Ken referenced Vision and Policy based documents as being the basis, not a list of projects as before. Until June 5, 2018 there is a public comment period emphasizing:
Safety, Visibility and Economic Opportunity

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A question of un-earmarked funding being allocated and trade-offs that ensue. There will be a demographic wrap-up session and other agencies, such as the Forest Service, will be invited along with local officials. The over-arching theme is 1) **Leadership & Partnerships and 2) Quality of Life in Idaho**. A draft plan will be submitted to the ITD Board in September. Concerns are crossings of State Highways with Pathways system and also interference with secondary Highway Districts. As a reminder ITD only plans for State Highway Systems.

- b. ACHD Roadways to Bikeways Plan – Brooke Green – She asked for who is familiar with Roadways to Bikeways now being added to the 2009 plan forming the marching orders for A.C.H.D. Enhancements for bicyclists and pedestrians are ways to accommodate cyclists now being expressed in 100 pages of comprehensive foundational documents, which look at all arterials and collectors. A change from 2009 to now is that Bike lanes do not necessarily provide that level of comfort as much as a detached, separated bikeway. What can A.C.H.D. influence? Brooke manages the community program of \$6 - \$9 million that includes Safe Routes to Schools. Enhancements must be calculated as costing an additional \$ 3, \$4 or \$5 per extra foot. Low Stress Routes, Level 1, are more appealing; *i.e.*, bikeways added to arterials and collectors. However, tracking on Levels 2 and 3, on all streets in Ada County, is helping and these levels include Shoulder Bike Lane to Buffered Bike Lane to Multi-use Pathway. Robert Minch considers access idea really good but what are the tools to help measure? For instance, link into census data and upcoming increases in population grids within one-quarter mile of a certain percentage of population. If F.A.C.T.S. would like sample from a specific area such as junior high school link go through Brooke. Mark Eubank said the need for seamless signage would be great when trails continue through private roadways. Bill Gigray noted that a trail Network Build-out is most appropriate and do-able budget wise when there is interconnectivity between communities. Levels 1, 2 and 3 may help with that according to Brooke and give the engineering analysis for whether bike facilities are appropriate. Brooke said that they had learned a lot from Portland and stopped using green paint and gained other useful knowledge and resources. The first bike map was a couple years ago; it's still hard to define and put universal language in use. Though Boise is more impacted by build-out, it's good to look at Kuna and Meridian. A.C.H.D.'s charge is to make connection to greenbelt, not construct *per se*. Much of the 2009 update involves planning with a scoping team of 14 or 15 persons. Already determined are what level is appropriate; for example Lake Hazel Level 3 will mean acquiring that much more r-o-w. The team has identified 100+ low stress routes. She mentioned that they have just completed the Southwest Boise Bike/Ped plan, which will supersede previous and currently they are out in Star doing its Bike/Ped plan. The average user travels 3 to 5 miles and is comfortable on A.C.H.D. streets.
5. Continuing Business – a Review of 2017 Goals & Projects and Establishing Goals and Projects of 2018 will be led by Gary Segers at the June meeting.

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6. New Business – no report

7. Reports as Time Permits

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|-------------------------------------|---|
| a. Ada County Highway District | John Wasson (no report) |
| b. Ada County Parks & Waterways | Scott Koberg (no report) |
| c. Boise River Enhancement Network | Liz Paul (no report) |
| d. Caldwell trails and Pathways | Paul Mann/Bill Gigray (nothing stated) |
| e. Canyon County | Patricia Nilsson (no report) |
| f. City of Boise | Trevor Kesner (no report) |
| g. City of Garden City | Jeanne Barker/Colin Schmidt (no report) |
| h. Canyon Highway Dist. No. 4 | Tim Richard, P.E. (no report) |
| i. City of Eagle Parks & Recreation | Steve Noyes |

No significant changes in trails, working on master plan & FEMA. Like to get on board with signage, common branding and maintenance.

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| j. City of Eagle Parks & Pathways Dev. | Don Stockton (reported 3.d.iii.) |
| k. City of Kuna | Wendy Howell (no report) |
| l. City of Meridian Parks & Pathways | Kim Warren |

A lot more pathways in Meridian than people realize. A trail alongside the north side of tracks and a couple pathway sections filling in the gaps. Widening sidewalks on Linder on Ustick on the west side.

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| m. City of Nampa | Phil Peterson reported on Mayor's Bicycle Ride last night traversing the new Stoddard acquisition from way out south Nampa to downtown; it will not be fully opened for a couple years but benefits from a good sized r-o-w. |
| n. COMPASS | Duane Wakan (no report) |
| o. Idaho Transportation Department | Mark Wasdahl and Ken Kanownik |
| p. Idaho Dept. of Parks & Recreation | Leo Hennessy (no report) |
| q. Idaho Oregon Snake R. Water Trail | (no report) |
| r. Other | |

8. Adjournment

The meeting stood adjourned at 5:13 P.M.

NEXT MEETING IS SCHEDULED FOR JUNE 27TH, 3:00 P.M. UPSTAIRS COMPASS CONFERENCE ROOM

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