



The **F**oundation for **A**da / **C**anyon **T**rail **S**ystems

factsidaho.org

MAY 24, 2023 3:00 P.M.
MINUTES

Call to Order

Wm. F. "Bill" Gigray, President

Approve Agenda

Guest Speaker: Don Kostelec: [Vitruvian Planning](#)

Two Questions from FACTS

1. What are the safety issues associated with bike/ped and vehicular use on the Glenwood Bridge?
2. What are the most egregious bike/ped/vehicular safety issues throughout Ada/Canyon county? Please prioritize them. What do you see as solutions?

Don's Presentation: Glenwood Corridor and Pressing Issues in the Treasure Valley

Idaho Statistic Include:

Crashes involving pedestrian has increased 17% is the last year.

Deaths have increased 57% year over year

86 deaths over the last 5 years

Deaths happening primarily on suburban streets

Mirrors what is happening nationally

Idaho Economic Toll: 2021 \$315,00,000 pedestrian and \$68,000,000

Pedestrians and bicyclists in Ada County account for 22% of the total economic cost of traffic deaths.

The "Safe System" approach is focused on preventing death and serious injuries rather than preventing all crashes.

Accident prevention focus needs to switch from property damage prevention to death and and serious injury prevention.

Unaddressed ITD Sidewalk Gaps/Possible FACTS projects

1. Eagle Road between Ustick and McMillan City of Boise
2. State HWY 69 between Victory and Overland City of Meridian

3. HWY 44 between Glenwood and Old Horseshoe Bend Rd.
4. HWY 20/Chinden Blvd mile post 44 in Garden City

No Sidewalks

Glenwood Bridge Solution

1. Current Easement includes plenty of land to widen the road on the northwest side.
2. Also adequate room on the roadway itself over the Glenwood Bridge. Remove middle turning lane for the length of the bridge and use it only before turning left on Marigold and Riverside. Restripe the road without the center lane and create a bike/ped path on the west side of the Glenwood Bridge protected by jersey barriers. Example: ACHD used this solution on the Fairview Bridge near the Riverside hotel.
Caution: Jersey barriers may be too heavy for the Glenwood Bridge.
Suggestion: Temporary Hybrid Pedestrian Beacons during the fair.
Meg McCarthy also mentioned there is a gutter at Riverside as you are traveling north is also dangerous which also needs improvement. Kim Warren also mentioned how very unpleasant walking on the Glenwood Bridge was a deterrent in commuting by foot.

43rd and Chinden: Pedestrian Signal Needed

Be certain there are crosswalks strategically placed for more direct crossing.
Would we ever propose motorists to drive 20 minutes out of their way?

Guide for the Planning, Design, and Operation of Pedestrian Facilities Recommended Reading

Don's Suggestions for FACTS

1. Organize to testify at ITD and COMPASS Board Meetings
2. Comment, constantly, on lack of safety on our region's roads.
3. Support ACHD's ongoing efforts and testify against state laws that make streets less safe
4. Work with Canyon County cities to recognize needs
5. Attend FHWA webinars on Safe Systems

Upgrade sidewalks and bike lanes to become pathways especially as streets are widened.

President Gigray suggested we create a committee to meet with Don Kostelec to produce 8-12 key pathway design needs.

Don Kostelec Suggested References

1. Federal Highway Administration Memo issued on May 19, 2023. This memo spells out the FHWA position on their priority to address the epidemic of traffic deaths of people who walk and bike. It showcases not only their commitment but how federal funding is very flexible to address

these basic safety needs, if agency's like ITD choose to do so. I think it also serves as a good resource to counter the claims made by some local highway and traffic engineers as it relates to federal requirements. Oftentimes, the words "federal standards" are used to fend off any criticism of highway projects that don't address safety needs for pedestrians and bicyclists. In reality, there are very few federal "standards" or federal "requirements" for such things.

- [Bicycle and Pedestrian Planning, Program, and Project Development \(dot.gov\)](#)

2. ITD Context Sensitive Solutions Guide: This is the guide that shows ITD is committed to a balanced, multimodal transportation system, notably:

- **Integrate the transportation system:** A balanced transportation system where modal choices exist beyond private vehicles embodies the notion of meeting all the varied needs of a community.
- **Support quality of life through endorsement and acceptance:** This priority recognizes the importance of transportation to the economic, social, and environmental health of the state.
- **Flexibility & Responsiveness:** Many new needs, ideas, opportunities, and realities will arise in the next 30 years. This means that the vision and the corridor plans must be open to options, opportunities, and community input as time passes.
 - Link: https://apps.itd.idaho.gov/apps/manuals/CSS/CSS_Guide.pdf
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3. FHWA Safe Systems: This is the modern approach from FHWA that acknowledges things like how our streets are engineered to be unsafe for all modes, including drivers. It showcases some of the content in the slides I included about how using things like Property Damage Only crashes (PDOs) is an antiquated approach when it comes to evaluating safety of transportation routes. Rather, the emphasis needs to be on fatal and severe/disabling injuries. When we engineer streets to reduce PDO crashes, the result is an increase in fatal and severe/disabling crashes. That's why roundabouts are such a great safety tool: They may increase PDO crashes but they drastically reduce or eliminate fatal and severe/disabling crashes.

- <https://highways.dot.gov/safety/zero-deaths#:~:text=There%20are%20six%20principles%20that,proactive%2C%20and%20redundancy%20is%20crucial.>

Officer Reports

Secretary's Report

Karen Silbernagel Danley, Secretary

Minutes April and May

[Motion to approve Minutes](#)

1st Paul Mann

2nd Gary Payne

All Approved

Treasurer's Report

Phil Peterson, Treasurer

The current account balance at D.L. Evans Bank is \$7546.98

[Motion to approve Treasurer's Report](#)

1st Bob Hays

2nd Paul Mann

All Approved

The Ada County Board of Commissioners voted to approve a full 100% tax exemption for the year 2023 for the FACTS real estate parcel along the Boise River.

President's Report

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| 1. Budget Report Discussion | Wm. F. "Bill" Gigray |
| 2. Agency Pathway Standards | July agenda |
| 3. New Boise River Bridge in Caldwell | August agenda |
| 4. State Parks Eagle Island State Park: Discuss the prospects of the increased fundings for State Parks and how that may impact improvements. | June agenda |
| | June agenda |

Committee Report

Brochure: Jennifer Salmonsens will send out a draft of the brochure for suggestions and approval,

Jennifer will work with Steve Noyes for a Star/Eagle insert.

Star Report: Jennifer Salmonsens

Safe Routes to School: President Gigray and Jennifer Salmonsens discussed involving school districts and school board to advocate for safe routes to school, possibly applying for federal funding.

Eagle: Steve Noyes

Boise Hunter Homes has revoked a 2019 agreement on a portion of the greenbelt. Boise Hunter Homes tried to install a fence on both sides of the property. Steve Noyes stopped the fence installation based on the fact they need a permit because it is in the flood plain and must pass through design review. Steve would appreciate any suggestions or support.

Adjournment

Next Meeting: June 28, 2023

FACTS BOARD

Boise

Karen Silbernagel Danley	Secretary, FACTS Equestrian Director
Bob Hay	Trails Advocate
Gary Payne	Trails Advocate

Caldwell

Paul Mann	Caldwell Pathways and Bike Routes Commission
John Ottenhoff	Chair of the Boise Bicycle Project Board of Directors
	Caldwell Pathways and Bike Routes Commission

Eagle

Robert Minch	Trails Advocate
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Garden City

Bill Mullane	Vice President
	Garden City Parks & Waterways Committee

Nampa

Wm. "Bill" Gigray	President
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2023 Agency and Non Profit Ex Officio Members

ACHD/BAC	Meg McCarthy
City of Eagle Trails & Pathways	Steve Noyes
City of Garden City	Colin Schmidt
City of Meridian Parks & Pathways	Kim Warren
City of Middleton	Tim O'Meara
City of Star	Jennifer Salmonsén
COMPASS	Austin Miller
ITD Senior Planner, District 3	Mark Wasdahl joined at 3:50

Guests:

Alexa Roitman	COMPASS
Don Kostelec	Vitruvian Planning

2023 FACTS MEETING DATES

June 28

July 26

August 23

September 27

October 25

November 29 Note: This is the fifth Wednesday of the month rather than the fourth. The FACTS November and December meetings are combined into one meeting. This is the last 2023 meeting.

2023 FACTS GOALS

1. Eagle Island State Park (Robert Minch, Karen Danley, & Steve Noyes)
 1. Equestrian Skills Trail and Equestrian Use
 2. Connectivity
2. 52nd Street Bridge Project (Bill Mullane)
3. COMPASS Chinden Blvd. Study (Garden City) Rails with Trails (Austin Miller)
4. FLAP Grant and Hwy. 55 Underpass
5. New Bridge in Caldwell over Boise River old Hwy. 30
6. Public Relations Committee (Mark Eubank, Robert Minch, and Paul Mann)
7. Downtown Boise (Gary Segers)
8. Nampa Connection to Greenbelt
9. Kuna Projects and Connection to Meridian
10. Linder Road (Meg McCarthy)
11. Budget Advocacy on Pathways (March)
12. Star Road Underpass (Kim Warren)
13. Federal infrastructure funding estimated at \$2.5 billion for Idaho
14. Middleton Pathways (Tim O'Meara)
15. Canal Pathway Agreements for cities using Eagle model
16. ITD/Glenwood Corridor (Gary Segers)