

Foundation for Ada/Canyon Trail Systems (F.A.C.T.S.)

Minutes of March 27, 2024

Meeting called for 3:00 PM

In attendance:

Officers: Bill Gigray, President; Bill Mullane, Vice President, Sharon Hubler, Secretary

Directors: Paul Mann, Bob Hay, Robert Minch, Gary Segers, Mark Eubank and John McAllister

Agency "ex officio": Meg McCarthy, ACHD; Alexa Roitman, COMPASS; Steve Noyes, city of Eagle Pathways (ret'd); Toni Tisdale, Principal Planner Transportation COMPASS; Matt Sipple J-U-B Engineers; Amanda LaMott LHTAC; Dane Hoskins, city of Boise Pathways Program Manager; Mark Wasdahl, ITD District 3 Project Manager; Scott Koberg, Ada County Parks & Waterways; Addison Coffelt, Planner J-U-B Engineers; Jenah Thornborrow, Director Development Services, Garden City; and, Colin Schmidt, Director Public Works, Garden City

Call to Order

President Bill Gigray

The Meeting was called to order at 3:04 PM with an emphasis on 52nd Street – Bike/Ped Project.

Approve Agenda – Move to Approve, Additions/Reorder

It was moved to approve the Agenda by Paul Mann, seconded by Steve Noyes.

MOTION CARRIED

Officers' Reports

1. Secretary's Report – Minutes of February 28, 2024

It was moved to approve the Minutes of February 28, 2024 by Steve Noyes, seconded by Paul Mann.

MOTION CARRIED

2. Treasurer's Report as of February 29, 2024

The reported balance as of 3/27 is \$ 9,248.25. *It was moved by Sharon Hubler, seconded by Mark Eubank to waive the Treasurer's report.*

MOTION CARRIED

3. President's Report – Bill Gigray deferred his report to Vice President Bill Mullane and the discussion of the 52nd Street Bridge, Bike/Ped Project.

4. Vice President's Report – Bill Mullane gave an introduction as a member of Garden City's Parks & Waterways Committee to discuss other potential solutions for the detour off the G.C. bike/ped pathway considering what LHTAC has to say about the accuracy of the bridge project not being \$1.9 million with \$140,000 match but considerably more. Let's put it on the table. Bill Gigray commented that FACTS had looked at four alternate routes as part of the Community Planning Bridge Report by J-U-B prepared in June 2022. LHTAC (Local Highway Technical Assistance Council) was established by the Idaho legislature to assist highway districts with actual costs.

ROUNDTABLE of INVITED PRESENTERS

- a. Amanda LaMott indicated that LHTAC assists all cities, counties, highway districts throughout the state to administer Federal grants as they pertain to bridges, roads, pathways/sidewalks. Eagle Road bridge bears similarities to the 52nd Street Bridge with the Ø inch rise in floodplain. The Community Planning grant was awarded to the city of Garden City under the auspices of Jenah Thornborrow, floodplain administrator. No hydraulic calculations pertaining to the grant were performed; therefore, it would require an amendment to the FEMA floodway (FW) map given the abutments are inside the FW requiring fill both

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upstream and downstream. The Eagle Pedestrian Bridge is 385 feet. At 52nd Street the FW is much greater than downstream requiring a much larger cost estimate given what type of bridge, over-all length, perhaps pier in the river. Amanda estimates it would be in the range of more than \$5 million to possibly \$8 million. The Eagle Pedestrian bridge constructed in 2021 obtained a good price because of COVID issues. Bill G. asked what are accepted mitigations; *i.e.*, dig out a portion combined with an irrigation district? Response was LOMR/CLOMR (Conditional Letter of Map Revision) takes one to two years' time and it is difficult to get approval. It would mean a longer bridge in all probability. Jenah T. commented as Floodplain administrator for Garden City using the Esther Simplot Park as a reference point that LOMR/CLOMR is difficult to get, costly; and, within the five-year audit cycle last year's audit was even more strict on the no net rise. An engineer would have to sign off and Garden City does not have a lot of experience. Robert Minch wondered about the use of different bridge technologies such as no pier with a longer span. Jenah saw the implication of landing onto Plantation Island, which is also in the FW as a touchdown point. Modeling could indicate some places to get out of the FW. What are the alternatives asked Mark Eubank? In Amanda's view they would have to be on land alternatives since the FW no build essentially ends the project.

Scott Koberg expressed that the EXPO Idaho project has an active CLOMR application submitted about a month ago, which is currently under pre-review with FEMA. This example is downriver from 52nd Street. The design development is complete now on the EXPO Idaho project with its park being finished by the end of 2026. Updated Regional Transportation Improvement Program (TIP) has \$2 million listed on this project for 2028 with uncertainty.

- b. Matt Sipple represents J-U-B Engineers, Inc. The 2022 Community Planning Grant listed four alternatives, all of which are inside the FW:
 - i. Existing Department of Lands Easement
 - ii. Different Angle
 - iii. No bridge because bike/ped path goes in front of private property owners
 - iv. South to shortest part of channel off Lake Harbor

Discussion: Scott Koberg indicated that what is labeled as existing greenbelt near EXPO is being re-programmed with no greenbelt integrated, nor managed, nor maintained. Parking on 340 acres owned by Ada County adjacent to Remington with a pathway / greenbelt spur leading close to the Plantation west end bridge. Will this greenbelt spur be a decent pathway? Consider a boardwalk to avoid adding to rise in FW. Consider a 10 foot segment on Remington with separated use for bike/ped. Is there anything to be done on 52nd Street?

Amanda suggested having a bike/ped pathway with extruded curbs, not located along the Boise R. Remington and 52nd Street are part of ACHD domain, which has to accommodate accesses including driveways so this is not the best option. The need remains for prescriptive, deeded or platted r-o-w. Jenah is aware of the industrial property, south of the aforementioned Ada County property, being under private ownership and not at all interested in accommodating bike/ped

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access across the four properties. If there were publicly owned property downstream that could be a reality-based connection.

Toni Tisdale gave a good web site for looking at what is happening EXPO/Idaho.

<https://www.porturbanism.com/work/the-park-at-expo-idaho/>

Bob Hall looked up the private property owner at 52nd Street & Remington, specifically 606 E. 52nd Street. It's assessed at \$815,000 residential, on the river.

Agency Reports

- Ada County Parks & Waterways is busy working on the Judy Peavey-Derr segment (Phase I) replacing the 1.13 mile section to the Wastewater Treatment facility with 11-foot concrete pathway. The pedestrian bridge is being replaced to correct the turning radius. With the increase in pathway tread to 11-feet Robert Minch noted that the barbed wire is a little close for comfort in sections. Scott replied that it's an unusual configuration with smooth wire on the bottom, perhaps for beaver and ground nesting birds with barbed wire on the top. The width of r-o-w on 52nd Street & Remington is determined by ACHD. The Adams Street extension has seven accesses with a deeded 50-foot r-o-w narrowing enough to reduce speed.
- City of Eagle/EISP nothing new with Mayor's follow-up on naming an appointee to the Eagle's PPRC committee.
- City of Boise Pathways Dane Hoskins said not a lot to share since last meeting. He is familiar with 52nd Street where Garden City crosses to Greenbelt.
- ACHD Meg McCarthy surveying out Federal Way.
- ITD, Region 3, Glenwood consultant gets back with a deliverable to review including traffic increase with EXPO/Idaho development. Tier I, city of Star next, open house at new Fire Station coming up Thursday on Hwy. 44 including Middleton Middle School crossing from 4:30 to 7:00 PM. Virtual open house April 3-17.
- COMPASS Alexa Roitman noted the Data Bike Report due out in the Regional Safety Action Plan. Arthur Street Pathway in Caldwell is part of the plan. Spread the survey around the valley. Listen to the <https://compassidaho.org/compasspodcast/> Time to prioritize 2055 Communities in Motion projects. Bill G. wondered if the Metropolitan Statistical Area would be redrawn at some point? The MPO Planning Area now includes Ada and Canyon Counties along with Elmore and Boise Counties. Urban areas that qualify are changing definitions as determined by the U.S. Census. Toni reported that RTAC opened today.

A reminder that city Impact areas are subject to land use decisions by the county.

- City of Caldwell Paul Mann noted that a concrete 10-foot path for Arthur Street from 11th to 21st is in the works. Parks & Recreation Comprehensive Plan due for April meetings.

The meeting stood adjourned at 5:20 PM. The next FACTS business meeting will be held April 24th.

Respectfully submitted,

Wm. F. Gigray III, President

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Sharon Hubler, Secretary