

MINUTES OF A REGULAR MEETING OF THE CITY
COUNCIL OF THE CITY OF COEUR D'ALENE, IDAHO,
HELD AT THE LIBRARY COMMUNITY ROOM

October 18, 2016

The Mayor and Council of the City of Coeur d'Alene met in a regular session of said Council at the Coeur d'Alene City Library Community Room October 18, 2016 at 6:00 p.m., there being present upon roll call the following members:

Steve Widmyer, Mayor

Dan Gookin) Members of Council Present
Amy Evans)
Dan English)
Woody McEvers)
Kiki Miller)
Loren Ron Edinger)

CALL TO ORDER: Mayor Widmyer called the meeting to order.

INVOCATION: Pastor Mike Slothower with the River of Life Friends Church provided the invocation.

PLEDGE OF ALLEGIANCE: Councilmember McEvers led the pledge of allegiance.

CONSENT CALENDAR: Motion by McEvers, second by Evans to approve the consent calendar.

1. Approval of Council Minutes for the October 4, 2016 Council Meeting.
2. Approval of Bills as Submitted.
3. Approval of Minutes for the General Services and Public Works Committee Meetings held October 10, 2016.
4. Setting of General Services and Public Works Committees meetings for October 24, 2016 at 12:00 noon and 4:00 p.m. respectively.
5. Approval of SS-4-16, Final Plat for Gina's Place; 321 W. Davidson Avenue
6. Approval of a Beer and Wine License to Cosmic Cowboy, Steven Eller, LLC.; 412 W. Haycraft Avenue (New).
7. **Resolution No. 16-056 -** A RESOLUTION OF THE CITY OF COEUR D'ALENE, KOOTENAI COUNTY, IDAHO, AUTHORIZING THE BELOW MENTIONED CONTRACTS AND OTHER ACTIONS OF THE CITY OF COEUR D'ALENE, INCLUDING APPROVING THE WAIVER OF COVERED LOAD REGULATIONS FROM NOVEMBER 1ST THROUGH DECEMBER 2ND FOR THE ANNUAL CITY LEAF PICK UP PROGRAM; APPROVING A PROFESSIONAL SERVICE AGREEMENT WITH BDPA, INC. FOR A CLASSIFICATION AND COMPENSATION STUDY; APPROVING AMENDMENTS TO THE CITY'S

RECORDS RETENTION MANUAL; APPROVING A THIRD SUPPLEMENTAL TO OPTION AND LEASE AGREEMENT WITH T-MOBILE TO ALLOW INSTALLATION OF ADDITIONAL ANTENNAS AND AN ADJUSTMENT IN LEASE RATES FOR THE INDUSTRIAL STANDPIPE; APPROVING A PROFESSIONAL SERVICES AGREEMENT WITH J-U-B ENGINEERS, INC., FOR THE 2017 WASTEWATER COLLECTION SYSTEM CAPITAL IMPROVEMENT PROJECT; APPROVING A PROFESSIONAL SERVICES AGREEMENT WITH HDR ENGINEERING, INC., FOR A COMPREHENSIVE WASTEWATER RATE STUDY UPDATE.

ROLL CALL: Miller Aye; McEvers Aye; Gookin Aye; Evans Aye; English Aye; Edinger Aye.
Motion Carried.

PUBLIC COMMENTS: Mayor Widmyer noted that public comments related to the Seltice Way Design would be taken after the Staff Report presentation.

Council Interaction: Shane Greenfield, Coeur d'Alene, felt that Councilmember Gookin's September 28, 2016 Facebook posting regarding Ignite CDA was inaccurate. He suggested the City have a social media policy for public officials to ensure accurate information is being provided to the public.

St. Vincent de Paul Lease: Susan Snedaker, Coeur d'Alene, noted that the City entered into a Lease Agreement with St. Vincent de Paul on May 2, 2011 for 106 Homestead Avenue. The Agreement required annual payments that were not made until 2016, with St. Vincent de Paul collecting \$3,500 a month in rent. In 2016, the City settled for \$67,564.41, with a balance owed was over \$82,000. St. Vincent continues to lease land at 102 Homestead. Mayor Widmyer noted that he would be willing to meet with her to discuss the numbers, as those numbers were incorrect.

COUNCIL ANNOUNCEMENTS:

Mayor Widmyer requested the appointments of various student representatives.

MOTION: Motion by Gookin, seconded by McEvers to approve the appointment of Sydney Morrison and Alternate Hannah Daniels to the Arts Commission; Madison/Mackenzie Jansen Joint Representatives to the Ped/Bike Commission; Maya Burgess and Alternate Lily Foster to the Parks & Rec Commission; Cassidee Smidt and Alternate Isabel Bartosh to the Library Board; Natalie Goetz to the Childcare Commission; Caden Benzinger to CDA TV Committee; and Marie Michaelson to the Urban Forestry Committee. **Motion carried.**

The Mayor recognized Cub Scout Pac #228, who were in attendance at the meeting. He also recognized the Council for wearing pink in support of "Breast Cancer Awareness Month."

SELTICE WAY REVITALIZATION AND BIKE LANE PROJECT.

STAFF REPORT: Engineering and Street Department Superintendent Tim Martin noted that last Monday staff presented this item to the Public Works Committee, specifically options for the bike lane and are looking for a decision regarding buffered path or protected path. Matt Gillis, Senior Project Manager with Welch Comer, noted that there are several partners including Ignite CDA, Post Falls Highway District, Hayden Area Regional Sewer Board, that have been working with the City on the Seltice Way Revitalization Project. He noted that the road project goes through the east edge of Huetter/Seltice intersection to the where Seltice Way crosses over the Centennial Trail. The City was awarded a small federal aid grant for a shared use path project connects from the on the South side of Seltice at Centennial Trail to Northwest Boulevard. He reviewed the public outreach efforts, noting that he has had approximately 12 meetings in the past 8 weeks. He provided an overview of the roadway project area including the intersections at Grand Mill and Atlas. He noted that the original design was to remove the median and bring the traffic together. A few weeks ago, they looked at a better performance option of a roundabout for both intersections. The majority of the people at the public meeting were supportive of the roundabout. He reviewed the criteria for selecting a one and their advantages over a signalized intersection such as noise, accidents, cost, performance, pedestrians and bicycles. Mr. Gillis presented the roadway width demonstrating on-street bike lanes versus separated bike lanes. They would continue to propose the same number of vehicle lanes. For on-street lanes, they are proposed to have a two-foot buffer, five-foot bike lane, then a 12' shared use path. The separated bike lane is similar, with a curb and a four-foot buffer before the dedicated one-way bike land and a 12' shared use lane. Public input indicated the preference of an off-street bike facility, which both designs offer. Additionally, he presented the statistics of car versus bicycle conflicts over the past six years, with an understanding that the nature of the accident is an important element. The majority of accidents do not occur when bikes and vehicles are traveling in the same direction. Sixty percent of the accidents occur because of wrong way bicycling. He noted that the City Department Heads met and provided input regarding the elements that should be considered in the design plan in addition to the public input. Specifically, emergency services appreciated the additional lane width available for use during an emergency, the Street Department was concerned with snow storage, the Park Department felt the current trail standards could be met, and Planning and Engineering felt the on-street bike lane design was the best option. The Department Heads unanimously voted for the on-street bike lane. He noted that the Coeur d'Alene Pedestrian Bicycle Committee Infrastructure sub-committee like the 35 MPH, roundabouts at Grand Mill and Atlas, however; split about the on-street versus a separated bike facility. The recommendation is the on-street buffered bike lane rather than a separated bike lane. He noted that the Community Mobility Institute Group meet in Boise and consisted of elected officials, bike user advocates, staff people regarding Seltice Way and also made the recommendation of the on-street buffered bike lane.

DISCUSSION: Councilmember McEvers asked if there would be cost savings by using a roundabout versus the traffic signals. Mr. Gillis noted that any savings from the roundabout would not outweigh the cost of adding eight-feet of roadway for three miles. Councilmember Miller asked if on shared use path would be smaller with the buffered design. Mr. Gillis clarified that both design will have a 12' shared use lane.

PUBLIC COMMENTS CONTINUED:

Teresa Moran, Coeur d'Alene, noted that she is an avid cyclist; and is happy the Council is talking about bike lanes. She would prefer to be off road but not within a shared use path, as training for Ironman does not mesh with dog walkers and pedestrians. The ideal solution for her would be a bike lane separate off road. She also noted that she would appreciate the speed limit reduction to 35 mph.

Katelyn Kelly and John Kelly, Coeur d'Alene, (shared their public comment time). Mr. Kelly noted that he is the President of Bike CDA and pedestrian bicycle representative for the Kootenai county area transportation team. He noted his past experience working in law enforcement during which he received training in crash scene investigations. He noted that the proposal that staff is recommending has no vertical element to provide a physical protection to the bicyclist from vehicles. He reviewed data regarding the 2014 traffic count on Seltice Way and found that there are up to 11,000 vehicles per day traveling the road. He referenced a recommendation chart that utilizes vehicle volume and speed to determine the type of bike facility that is best for that area. Based on the chart the recommended facility is not the correct one for this roadway, because 70% accidents are sidewalk related, not wrong way riding in the street. When he asked people why they ride on the sidewalk, they tell him it is fear and they are seeking a physical separation from the vehicular traffic. Without vertical separation, they are subject to be hit from behind. Mr. Kelly noted that he anticipates seeing more bicyclists using the shared use path, which will conflict with those walking and jogging. Greatest fear is a different type of crash, wherein riders that are more confident will choose to ride in the street. There are other types of separated bike lanes. He referred to Rick Feldman, a local triathlete, who was hit from behind on a frontage road and was lucky to survive. This accident is an example of the type of crash that they predict from this type of roadway design.

Mike Fuller, Coeur d'Alene, noted that he serves on the Pedestrian Bicycle Committee. He noted that the engineer and staff have done a great job gathering public input. However, he felt that the Pedestrian Bicycle Committee has not had input for a long time. The Committee is planning to bring forward an Ordinance for the Council to adopt a complete street proposal that would ensure their input. He noted that as a commuter bicyclist he would prefer to be as far away as possible from traffic and be protected. He mentioned that large amount of apartments along Seltice Way that will benefit from the safety of a separate path. He would like a buffered zone or an element to alert people to cyclists. Painting of the bike path area is successful for other communities and the city should look to raise the bar above minimum standards for the future.

Mac Cavasar, Coeur d'Alene, said he is the current chair of the Bicycle Pedestrian Infrastructure sub-committee and served on the Community Mobility Institute Group. The Bicycle Pedestrian Infrastructure sub-committee did look at the design for Seltice Way and was in full support of that roadway design. The intersection of where the trail system meets at Northwest Boulevard will have some traffic flow issues, which have always been a problem. The sub-committee also looked at the Michigan left web system in front of Coeur d'Alene Honda and supports that design. There was a split of opinion between the two bike facilities proposed; however, within the committee they agreed that some type of indicator within the design is needed, such as lines

painted green. The largest concern was speed and they expressed support of the roundabouts. The redesign of the area was intended to be traffic calming and provide safety zones for bikes and transportation. He was pleased that the efforts have come this far.

STAFF REPORT CONTINUED: Mr. Martin noted that the Centennial Trail sidewalk to Northwest Boulevard is being coordinated with ITD as well as Ironwood signalization. Mr. Gillis said that there are other methods of determining what bike facility to use; however, the buffered bike lane is better than any other bike facility the City currently has, and it meets AASHTO (American Association of State and Highway Transportation Officials) and NACTO – (National Association of City Transportation Officials) standards. He reviewed the Coeur d’Alene Honda “Michigan left,” explaining that it moves traffic west bound, immediately into turn lane, then it curls around through the median then another left to end up east bound. They are recommending a 35 MPH speed limit, which requires more than just signage changes, such as narrowing of lanes. The roundabout will provide some of that traffic calming and they will include some meandering of the lane alignments as vehicles move in and out of the roundabout.

DISCUSSION: Councilmember McEvers asked for clarification regarding vertical elements and how they would work with snowplows and sweepers. Mr. Martin noted that there are no examples within the City of Coeur d’Alene, but other cities have used these devices. Deciding to use these would come down to how much road to give to it and he clarified that he needs 11’ to plow. Councilmember McEvers asked if paint and rumble stripes could be paid for out of any project savings. Mr. Martin clarified that there would be a cost to the paint and maintenance. He noted that there are technological items that measure the bike traffic and change the light, but feedback from the bicycle community is that it might make the ground slick. Councilmember Gookin said that he rides his bike within McEuen where there is a bike lane and a shared use path and find that users do not differentiate the paths. Therefore, he does not see how two lanes on Seltice Way will keep bikes in the lane, especially with it being one-way traffic. His recommendation is to have a wider shared use path with a nice bike lane in the street where they can ride faster than 15 miles per hour. Councilmember Miller asked if the same design would carry forward to Northwest Boulevard. Mr. Gillis explained the scope is to just build the shared use on the south side of Seltice and restripe the areas from the roadway project to Northwest Boulevard. Councilmember English acknowledged that the design could not meet everyone’s visions, and wondered how many people that will be using the facility will be the fast pace hard-core training. Mr. Gillis clarified that this is not a black and white process, as they are differing opinions and separated bike lane is not bad everywhere, and may work great in a high urbanized areas that are different than what is needed on Seltice Way. Councilmember McEvers asked if the vertical buffer could be added later or seasonally. Mr. Martin clarified that there are possible items that can be added later. He would recommend placement in spring and remove in the fall for plow season, rather than purchasing specialized equipment, and confirmed there would be costs associated. Councilmember English clarified that he believes the facility needs to work with emergency vehicles. Councilmember Edinger asked if there was any property acquisition needed for roundabout. Mr. Martin clarified that additional property is needed. Councilmember English asked if the Council get to weigh in on the roundabouts. Mayor Widmyer clarified that the final plan will come back to Council. Councilmember Evans noted that she served on the Community Mobility Group and she spent several days in Boise studying Seltice Way and to see the plans coming together is very exciting. She clarified that the

backbone of all the discussions was safety. As an avid cyclist, her preference is to be on the road, but that is not the same for all cyclists. She agrees it is a grey area but looks forward to a bike lane on Seltice Way. Councilmember Miller would like staff to look for additives that would make the bike lane more visually safe and shorten the buffer between shared use and bike lane.

MOTION: Motion by Gookin, seconded by Evans to recommend staff proceed with a bike path on-street, with a shared path off-street within the Seltice Way project. **Motion Carried**

RECESS: Motion by McEvers, seconded by Miller to recess to a Joint Workshop with Ignite CDA on Friday, October 28, 2016 at 12:00 (noon) in the Library Community Room, 702 Front Avenue. **Motion carried.**

The meeting adjourned at 7:17 p.m.

ATTEST:

Steve Widmyer, Mayor

Renata McLeod, CMC, City Clerk