



City of Coeur d' Alene
City of Post Falls
City of Hayden
City of Rathdrum
Coeur d' Alene Tribe
East Side Highway District
Idaho Transportation Department
Kootenai County, Idaho
Lakes Highway District
Post Falls Highway District
Worley Highway District

Cooperatively Developing a Transportation System for all of Kootenai County, Idaho

KCATT MEETING AGENDA

February 23, 2016 - 8:00 AM

Idaho Transportation Department District One Headquarters
600 W. Prairie Avenue, Coeur d'Alene, Idaho 83815

1. Call to Order
2. Welcome/Introductions
3. Approval of January 26, 2016 Meeting Minutes
4. Public Comments
5. Project, Transit & Utility Updates
6. KMPO Planning Updates
 - a. SH 41 Corridor Master Plan Update
7. Idaho Transportation Board Update
8. Current Business
 - a. STP Applications – Call for Projects (Due February 26, 2016)
9. Upcoming KMPO Board Items
10. Other Business
 - a. KCATT Member Items
11. Next Meeting – March 22, 2016
12. Adjournment

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KCATT MEETING MINUTES

for

February 23, 2016

Idaho Transportation Department District One Headquarters
600 W. Prairie Avenue, Hayden, Idaho 83815

Call to Order:

Chair Sean Hoisington called the meeting to order and welcomed everyone at 8:00 a.m. He noted Jason Minzghor, ITD District 1 Operations Manager; Mr. Minzghor had been promoted to the District 6 Engineer position; refreshments will be served today.

Welcome / Introductions

Sean Hoisington, Chair	City of Hayden
Kevin Howard, Vice Chair.....	Worley Highway District
Marvin Fenn	Idaho Transportation Department, District 1
Kevin Jump	City of Rathdrum
Robert Palus	City of Post Falls
Kelly Brownsberger	Post Falls Highway District
Gordon Dobler.....	City of Coeur d'Alene
John Pankratz	East Side Highway District
John Kelly	Community Member
John Parmann.....	Community Member

Staff

Glenn Miles	Executive Director
Bonnie Gow.....	Senior Transportation Planner
Kelly Lund	Executive Secretary

Alternates and Guests

Monty Montgomery.....	Lakes Highway District
Donna Montgomery.....	KMPO Volunteer
Heather Carroll.....	HDR
Mac Cavasar:.....	City of CdA Bike/Ped Committee
Thomas Gwin	Time Warner Cable
Rusty Leahy	DEA
Marshall Law	AVISTA

3. Approval of January 26, 2016 Meeting Minutes

Mr. Robert Palus made a motion to approve the January 26, 2016 KCATT meeting minutes as submitted. Mr. Gordon Dobler seconded the motion, which was unanimously approved.

4. Public Comments

There were no public comments.

5. Project, Transit & Utility Updates

Marshall Law, AVISTA, reported they had completed the electric relocation work on Government Way, Hanley to Prairie Avenue; joint use companies are moving their cables/fibers over to the new poles. Projects north and south of Prairie Avenue on Atlas Road have been completed. A re-conductor project in the Rathdrum area on Greensferry Road between Lancaster and Highway 53 is currently under construction.

Thomas Gwin, Time Warner Cable, reported they would be working on the Government Way relocations this week. They are wrapping up a project on Ramsey Road and have upcoming projects in Post Falls and Hayden.

Marvin Fenn, ITD, reported they will have a project on Highway 41 and a safety project that extends 30 miles. Bid openings have moved to March 1st; they will send out an addendum. The bid opening for the State Highway 97/I-90 overpass will be March 1st. He believed crews would be working on the Pennsylvania Ave/I-90 overpass next week; work is expected to take two weeks. Mr. Fenn commented on the restructuring of ITD, explained the reasoning, and provided the old and new organizational charts; ITD will be losing 50% of their workforce over the next few years.

Kevin Jump, City of Rathdrum, reported they were wrapping up in-house design projects and have initiated some utility coordination. Due to the mild weather, the City has been approached about issuing right-of-way/provisional permits; due to the conditions, they are holding off issuing permits.

Rob Palus, City of Post Falls, reported a preconstruction meeting on the State Highway 41 bicycle and pedestrian trail will be held this Thursday; the contractor is expected to begin work soon. Work on the Transportation Master Plan is ongoing; they are going through the mitigation measures and will meet with Post Falls Highway District and ITD to address common concerns. The 7th Avenue safety project will go out for bid late March/early April. The Mullan/Idaho signal is expected to go out for rebidding in the next couple of months.

Kelly Brownsberger, Post Falls Highway District, reported they were finishing up the design for the Huetter overlay project from I-90 to Mullan Avenue and hope to go to bid next month. The traffic signal at Huetter Road and Seltice Way is expected to be ready bid for soon. Property acquisition for a roundabout at Prairie Avenue and Chase Road has begun. The District is transitioning to spring maintenance. Mr. Brownsberger will be contacting Gordon Dobler regarding the project at Huetter Road and Seltice Way; at this time, he was not aware of the utility relocations involved.

Gordon Dobler, City of Coeur d'Alene, reported they were starting the planning and design phase of the Seltice Way project which is scheduled for construction next year; utility relocations are expected to be minimal. The Seltice Way project will be funded with urban renewal funds; the City withdrew their request for STP urban funds. They are finishing up right-of-way on the Government Way project and closing the last two properties; signage is being moved and utility co-locations are starting. The City is in design on the Ironwood/95 interchange; it is scheduled for construction in 2017. The Mullan project near Memorial Field will be pedestrian and park friendly; it is expected to be done late spring/early summer. The City of Coeur d'Alene is partnering with the cities of Dalton Gardens, Hayden and Hayden Lake on a chip seal program which is expected to go out to bid in March. Their overlay project is out to bid and will cover most of the Northshire neighborhood; utilities are not expected to be impacted. Mr. Dobler noted the City will be retrofitting a floodwall for levee certification; work will be done downtown near the museum.

John Pankratz, East Side Highway District, reported the Burma Road slide repair is scheduled for June/July; the road will be closed with alternate routes provided. The District will be going to bid on the Fernan Lake Road safety improvement project, a chip seal; Mr. Pankratz noted there was not enough room to add bike lanes to the roadway. A safety improvement project is scheduled for Canyon Road this summer; sections of guardrail will be replaced. The District is transitioning from winter to spring maintenance and doing ongoing storm cleanup which is expected to continue throughout the season as time allows.

Mr. Kelly noted Strava Global Heat Map identified Fernan Lake Road as a popular route for bicyclists. He suggested being mindful of the proper chip seal size and bike lanes.

Mr. Pankratz noted the delicate balance between the safety improvement skid resistance and the size of the chip seals. Fernan Lake Road is signed "Share the Road." Mr. Pankratz continued updates for East Side Highway District noting there were EPA fines associated with the Burma Road project; fines started at \$4 million, but through the negotiation process, were settled at \$86,000. There were no costs to East Side Highway District.

John Kelly, community member (bike/ped), had no updates to report.

John Parmann, community member (aviation), had no updates to report, but said he would be happy to be a resource for anyone anticipating aviation related issues.

Kevin Howard, Worley Highway District, reported on the Kidd Island Road project noting they were still working on right-of-way acquisition and wetland mitigation on the realignment of Kidd Creek. The project was originally slated for obligation in 2017, but was moved to 2018. He received an email yesterday asking if it could be ready for obligation this year; although possible, he noted the issues related to the right-of-way acquisition and felt it might be difficult to bring the utilities up-to-date that quickly. Mr. Howard reported a slide on Loffs Bay Road two years ago took out a portion of the shoulder; since that time, jersey barriers have been used to protect the travelling public. Repairs to Loffs Bay Road will be made this August. The District will have a safety audit in April. They are transitioning into spring maintenance.

Chair Hoisington, City of Hayden, reported the City will hold an open house on the Hayden Avenue corridor plan Thursday; the corridor is from Huetter Road to Kirkpatrick Street/Highway 95. The Hayden Avenue corridor plan is a 30% design that will be adopted as a corridor plan to assist with development and help utilities plan for relocations. The City's chip seal contract and authorization to bid is on the Council agenda tonight. The Ramsey Road extension project is currently in the concept approval stage; Chair Hoisington noted it will be necessary to break the project into two phases, the urbanized area and the rural area north of Lancaster Road; the concept report and environmental document cover the entire corridor. The City will pursue construction with STP urban dollars from Wyoming Road to Lancaster Road with the idea that it will extend and tie in north of Lancaster Road. The funding issue is created by the boundary between the urbanized and rural area; they will be working with Lakes Highway District in hopes of finishing the rural portion of the project. Chair Hoisington said they were acknowledging the project as a regional project; he believed the State had plans for a signal at the intersection of Highway 53 and Ramsey Road. The Ramsey Road and Honeysuckle Avenue roundabout is progressing; Chair Hoisington is meeting with property owners and will have an appraiser contract in order to get right-of-way started. The City has partnered with the City of Coeur d'Alene and Dalton Gardens on an STP application for a project that runs from Dalton Avenue down 4th Street to Prairie Avenue; there are roundabouts at each end of the corridor.

Mr. Miles suggested Chair Hoisington present the Hayden Avenue corridor plan to KCATT to show how they went about developing the plan. He noted the urbanized boundary on the Ramsey Road extension project ended on the north side of Lancaster Road. Federal Highways watches to ensure money is spent where it was apportioned. As the Ramsey Road extension project broke the boundary into the rural area, the remainder of the project will be a rural project and need to be funded as such.

Mr. Miles noted Corey Clarke, Kootenai County Transit, was expected to give a presentation today, but was in Boise attending the CTAI conference.

6. KMPO Planning Updates

a. SH 41 Corridor Master Plan Update

Ms. Gow stated the update was been an extensive project and had taken nearly two years. There are 67 intersections within the corridor; she has obtained traffic counts for each intersection. The information has been input into a spreadsheet and the intersections balanced. Ms. Gow will be putting the data into Synchro for analysis and will be checking the signal timing against the analysis. The final draft text document is expected to be complete and before the committee at their next meeting. A minimum two week review period is expected. The first open house will be scheduled after corrections have been made to the draft.

7. Idaho Transportation Board Update

Mr. Fenn noted the last ITD Board meeting was brief. The Board made some changes to the program; Seltice Way, Huetter Road to Northwest Boulevard was removed. The Board accepted their request to abandon some roads on the Silverwood/Athol project and turn them back to the local jurisdiction, Lakes Highway District. Mr. Fenn noted there was a proposal for 129K on State Highway 13. A presentation on the requirements of 129K was given to the Board. The State Legislature adopted the FAST Act authority to move 129K on the Interstate.

Mr. Miles noted the FAST Act provided a waiver for Idaho to include 129K on the Interstate system.

8. Current Business

a. STP Applications – Call for Projects (Due February 26, 2016)

Ms. Gow noted the deadline for receiving all applications was February 26. Those submitting applications were asked to provide 14 copies. There will be a meeting scheduled in March; presentations will be limited to five minutes. All committee members are welcome to score and rank the applications.

Mr. Miles said the scoring would be done during the presentation as questions can be answered at that time. They will be looking at the average score for each project; if a score is one standard deviation away from the arithmetic mean, low or high, it will be disregarded.

9. Upcoming KMPO Board Items

Mr. Miles noted the Board would be given an update on the STP application process. He will give the Board a short presentation on a meeting he attended in Miami regarding the implementation of the FAST Act. Mr. Miles noted the issues surrounding the competitive grant program and said they were under a tight timeframe for FY16 projects; projects will need to be identified by July 4th and under grant offer by Labor Day. Mr. Miles will put together a short list of projects that would be a good fit for consideration.

10. Other Business

a. KCATT Member Items

Mr. Kelly had questions regarding the STP application form that was sent out and felt it was vague in pedestrian and bicycle facilities. He asked how it could be updated to address the issue. Mr. Kelly noted the Ramsey Road extension project was scheduled five years out and was concerned that the pedestrian and bicycle infrastructures being submitted today could be outdated by the time the project is constructed.

Mr. Miles explained the project scoring was the first step in a long process. They are identifying projects KCATT and ultimately, the KMPO Board want to move forward. Mr. Miles said, if the concept report is approved, the Ramsey Road extension project will drop into the 2021 program for construction. During that time, the City of Hayden will continue to work on design and engineering of the project; as conditions change, elements of the project can be included up until they have the PS&E plans approved and the project goes out to bid. Mr. Miles said this process should put the pedestrian, bicycle, aviation, trucking communities on notice. Once the project is dropped into the program as part of the Transportation Improvement Program (TIP), the project will go into a preliminary engineering phase and a year will be slotted well in advance of the construction year for design to begin. Mr. Miles said often times, people do not get involved until right-of-way is being purchased; in reality, these discussion should occur during the design phase.

Projects that will be reviewed and scored in March are not contractual. The presentations will show what the project is expected to look like until it is in the design, concept, and scope. Mr. Miles said the project sponsor and advocates should ensure the dialogue takes place during the development phase not during right-of-way acquisition or when construction is underway.

Mr. Fenn suggested Mr. Kelly look at city, county, and state guidelines for facilities. They often follow a number of guidelines and policies which enables them to stay transparent to the community on how money is spent. Mr. Fenn recommended the AASHTO handbook for what types of facilities are recommended and suggested he also look into funding types and eligibility.

Chair Hoisington noted the NEPA process was tied to federal projects; multiple stakeholders receive the opportunity to be involved in the project development phase. When all processes are considered, it takes a significant amount of time. When local funds are used, projects take significantly less time.

Mr. Dobler commented that there was some leeway; if it is in budget and within the boundaries, changes can be made right up to final design.

Mr. Kelly believed the City of Coeur d'Alene was the only city that had a complete street policy. Since his focus is pedestrian/bicycles, he would like to see more of those details in the application.

Mr. Miles said at this point, they present the project name, what is expected to be incorporated into the project, and what issues they hope to address. The onus is on the advocacy to ensure their issues or concerns with the project are addressed during the design phase. Mr. Miles explained local jurisdictions have jurisdictional control over their streets and said they have elected officials in their community that are making those decisions. KMPO is a body that works on a collaborative and comprehensive basis and will not dictate a complete streets policy to local jurisdictions. Mr. Miles said this is why they wanted advocacy groups on the KCATT committee – to provide input and make the process better as they move forward; they do not want to make the process non-responsive. Unfortunately, there are not more details at this stage in the process.

Mr. Fenn noted Mr. Kelly was brought in for the exact question he is asking and said often times these groups feel they have missed the opportunity to comment on projects. Although there may not be the detail at this point, Mr. Kelly has the opportunity to follow the projects and be there at the right time to provide input during the design phase.

Mr. Kelly noted their positions (community member) were new.

Mr. Miles explained those holding community member positions were able to participate in scoring the projects just as other KCATT members. They have the opportunity to express their views, provide input, and be a part in everything the committee does; the only difference is the positions are non-voting positions.

Mr. Kelly said he was grateful to be a part of the committee, but trying to figure out how to be involved in the process as there were no clear guidelines.

In response to Mr. Kelly's comments regarding the application, Mr. Palus noted the application did provide and ask for elaboration; it also addresses safety/capacity improvements.

Mr. Dobler noted ADA was considered pedestrian.

Chair Hoisington said the community member involvement has brought awareness to multi-modal transportation. These members can now track projects from conception and provide input throughout the process. Chair Hoisington felt they were already making improvements by having the community members involved.

Mr. Palus explained the City of Post Falls uses their Transportation Master Plan to determine the improved and accepted standards when looking at projects. It was difficult to get the City Council to go along with something different than what was laid out in that plan unless he can convince them it should be the standard for both the City and developers. The City is currently updating their Transportation Master Plan; once adopted, governing bodies are more agreeable when it comes to spending dollars. Mr. Palus noted the importance of public input in that process.

11. Next Meeting – March 22, 2016

12. Adjournment

Mr. John Pankratz made a motion to adjourn the February 23, 2016 meeting. Mr. Rob Palus seconded the motion which passed unanimously.

The meeting adjourned at 9:11 a.m.

Recording Secretary