



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

August 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 June 28, 2016 Meeting Minutes
4. Public Comments
5. Project, Transit & Utility Updates
6. KMPO Planning Updates
 - a. SH 41 Corridor Master Plan Update Public Comment Period
 - b. FY 2017 Draft Unified Planning Work Program
 - c. FY 2017-FY 2021 Draft Transportation Improvement Program
7. Idaho Transportation Board Update
8. Current Business
 - a. 2010 Urban Area Boundary Revision – FHWA Request
9. Upcoming KMPO Board Items
10. Other Business
 - a. KCATT Member Items
11. Next Meeting – September 27, 2016
12. Adjournment

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KOOTENAI METROPOLITAN PLANNING ORGANIZATION
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KCATT MEETING MINUTES

for

August 23, 2016

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

Call to Order:

Chair Kevin Howard called the meeting to order and welcomed everyone at 8:00 a.m.

Welcome / Introductions

Kevin Howard, Chair	Worley Highway District
Kevin Jump, Vice Chair	City of Rathdrum
Bill Roberson, Alternate.....	Idaho Transportation Department, District 1
Eric Shanley	Lakes Highway District
Robert Palus	City of Post Falls
David Callahan.....	Kootenai County
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

Donna Montgomery.....	KMPO Volunteer
Monty Montgomery.....	Lakes Highway District
Kimberly Hobson.....	Kootenai County
Heather Carroll.....	HDR
Thomas Gwin	Charter (Time Warner Cable)
Kirk Hobson.....	Charter (Time Warner Cable)
Matt Gillis	Welch Comer
Eric Olson	HMH
Marshall Law	Avista
Mac Cavasar	CDA Bike

3. Approval of June 28, 2016 Meeting Minutes

Mr. Rob Palus made a motion to approve the June 28, 2016 KCATT meeting minutes as submitted. Mr. David Callahan seconded the motion which was unanimously approved.

4. Public Comments

There were no public comments.

5. Project, Transit & Utility Updates

Eric Shanley, Lakes Highway District, reported the District was in the process of completing their 2016 construction projects and approximately 25 miles of chip sealing. Crews are doing maintenance throughout the District.

Rob Palus, City of Post Falls, reported they were wrapping up chip seals. Travel lanes along a 5 lane section of Spokane Street from Seltice Way north to 16th Avenue were narrowed to accommodate bike lanes. Following a meeting with ITD last week regarding the Seltice Congestion Mitigation project, the City will ask their consultant to remove one of the four signals in the project and prepare the project to go out to bid. The 7th Avenue project had gone out to bid; the contractor began yesterday and expects work west of Spokane Street to be done within the next three weeks and the remainder of the project within the next month and a half. Mr. Palus noted a lot of the work was preparatory for the Seltice Congestion Mitigation project. LHTAC is in the process of getting a consultant for the project management on the Mullan/Idaho project. The City continues work on their Transportation Master Plan and hopes to complete it December 2016.

Bill Roberson, ITD, reported the Highway 41 project was going well. The safety portion of the project includes new signage and an increase in the width of the roadway shoulder by reducing lane width to 11 feet. District 1's striping truck was moved to District 2; District 2 will now be doing striping for District 1. Work on the Wolf Lodge Bridge is on schedule. An update on the US 95 Worley to Benewah County line project was given.

David Callahan, Kootenai County, reported the County Commissioners had passed an ordinance prohibiting the use of compression brakes in areas designated by jurisdictions. He will forward the ordinance to the committee members.

John Pankratz, East Side Highway District, expected their 2016 chip seal program to be finished tomorrow and patching completed next week. The Burma Road project is expected to remain on schedule and reopen October 1. Crews are doing general maintenance.

John Parmann, Community Member, stated he withhold comment until KCATT Member Items.

John Kelly, Community Member, stated he withhold comment until KCATT Member Items.

Vice Chair Kevin Jump, City of Rathdrum, reported their street rehabilitation work was scheduled to begin next week and continue until mid-October. The City had a bid opening for Barrett Road which is in the Post Falls Highway District. The road has connection to property owned by the City of Rathdrum on Rathdrum Mountain. They are moving forward and will make a recommendation to the City Council. Four sets of Rectangular Rapid Flashing Beacon (RRFB) signs were installed for school zone crosswalks; one set at the BNSF pedestrian underpass on Highway 53 and the others along Highway 41.

Kevin Howard, Worley Highway District, reported their current projects included wrapping up Carnie Road improvements, the Bloomsburg Road project which is a joint effort with the Kootenai-Shoshone Soil & Water conservation, and a small slide shoulder repair on Loffs Bay Road. The right-of-way on the Kidd Island Road project is nearing completion. The District has some seal coats remaining and is doing maintenance.

Kimberly Hobson, Kootenai County, reported they have been doing bus testing for possible route changes; more bus testing will be done this week.

Marshall Law, AVISTA, reported they had completed overhead relocations associated with the 7th Avenue project in the City of Post Falls. He noted a number of projects currently in the design phase including Lucas/19th Street, Prairie Avenue/Chase Road Roundabout, and the Seltice-Huetter to Northwest Boulevard project.

Thomas Gwin, Charter (Time Warner Cable), reported they have approximately 21 new "plats" going into the County. He requested an update on the Highway 41 project as they have fiber in the

area. They are expanding and rebuilding service to a number of areas including a project at the airport where they are building cable into the area.

Mr. Roberson explained ITD had a Key Number for the first section of the Highway 41 project from Mullan to Prairie Avenue; it is in the early stages and will have an RFP going out. A representative from ITD will be at the Highway 41 public open house tonight. Mr. Roberson said questions should be directed to John Perfect, Resident Engineer (RE) on the project and noted there were a couple of permits for fiber in that area. The permit coordinator has been asked to advise utilities that everything will move to utility corridors once the four lane cross-section goes in. ITD does not want to hold up progress, but does not want to see utilities waste time and money.

6. KMPO Planning Updates

a. SH 41 Corridor Master Plan Update Public Comment Period

Bonnie Gow reported the Highway 41 Corridor Master Plan Update comment period was open until September 9th; two comments have been received. The first open house was held at Prairie View Elementary; 18 people attended, 7 from the general public. The second open house is scheduled tonight at the Post Fall Public Library. It was advertised in the Coeur d'Alene Press, on KMPO's website, blog, and Facebook page. Twenty-one flyers were passed out to businesses along the corridor. Mr. Jump noted an open house would be held at Lakeland High School in September; he will request information on the open house be posted to the City's website.

Mr. Miles noted public open houses were not typically well attended; it is difficult to get people involved in projects that are scheduled years in advance. In addition to a request for a copy of the update by mail, individuals from the public have stopped by the office to discuss the project.

Mr. Kelly attended the open house and felt it was informative; attendance seemed to be the issue.

b. FY 2017 Draft Unified Planning Work Program

The committee packet included a copy of the Unified Planning Program (UPWP). In addition to routine activities, KMPO will be doing update work to the Huetter Corridor, the Regional Non-Motorized Transportation Plan, and participating in the Coeur d'Alene Airport FY17 Master Plan update. Kootenai County will update the Coordinated Public Transit Human Services Transportation Plan late this year. KMPO will also be looking at ways to update the origin to destination data this year; this is particularly important with the upcoming Census. Mr. Miles said the 2005 travel survey had a high degree of reliability, but was labor intensive and costly. He noted the changes in technology since 2005 and methods/restrictions of technology used by the Federal Highway Administration (FHWA) and US Department of Transportation (US DOT). Mr. Kelly commented on recent US DOT pedestrian and bicycle funding opportunities which may have monies available for bike plan updates. Mr. Miles will look into the opportunity, but noted it was often a matter of eligibility, not availability.

Mr. John Pankratz made a motion to recommend to the KMPO Board the approval of the draft Unified Planning Work Program. Eric Shanley seconded the motion which passed unanimously.

c. FY 2017-FY2021 Draft Transportation Improvement Program

The KMPO Board had received a copy of the draft Transportation Improvement Program (TIP). It is out for review and public comment. Any comments received will be brought back to the committee next month and presented to the KMPO Board in October. Each of the projects in the TIP have been obligated; there are nearly \$224 million worth of federal aid projects in the 2017-

2021 program. Mr. Miles commented on the document and noted pages 30-34 reflect year/phase of the projects; the time to get involved and provide the most meaningful input is during the development phase. The TIP must be included in the Statewide Transportation Improvement Program (STIP) which will go to FHWA and Federal Transit Administration (FTA) for approval.

Mr. Kelly questioned how the committee/Board saw his contribution being presented on a particular project. After looking at methods used by another MPO, he suggested a project prioritization selection form include two boxes – questioning if the project had been vetted through a ped/bike committee and if the project had gone through the committee’s bike/ped representative. This was offered as an alternative to the bike/ped representative investigating each project.

Mr. Miles said if any committee member sees a project that is of interest to them, they should contact the agency directly and find out when they can start providing input. The TIP provides jurisdictions an opportunity to become aware of upcoming projects and the funding available in a given program year. Mr. Miles was aware of processes used in larger MPO areas, but noted KMPO was not large. The selection processes used by jurisdictions is accepted by KMPO; KMPO’s process begins at the time jurisdictions start looking for funding through KCATT/KMPO. If jurisdictions want to compete locally, their projects will have to stand on their own merit based on the scrutiny of KCATT and the KMPO Board. KMPO will be updating the Regional Non-Motorized Transportation Plan and will look at ways to make improvements to the Plan.

Mr. Roberson said ITD was drastically underfunded and no longer in the expansion era, but trying to keep up with the maintenance of existing roadways. They do address ped/bike on every project as required for federal aid. The STIP and the Idaho Transportation Investment Program (ITIP) show how projects are broken down by the agency.

Mr. Palus noted the project prioritization scoring sheets did include a section addressing pedestrian and bicycle; as previously discussed with Mr. Kelly, that section could be strengthened.

Mr. Kelly noted there had been a spike in bicycle crashes and would like to see what could be done to reduce the trend of car versus bicycle crashes.

Chair Howard suggested the increase in crashes may be due to the increase in bicyclists.

7. Idaho Transportation Board Update

Mr. Roberson, ITD, reported they were still in the waiting period on the FAST Lanes project on Highway 95; the project will address mobility, commerce, commercial vehicles, and bike/ped. The project on Grange Avenue was approved; he believed the project was nearing completion. The 129,000 pound truck route program has a policy number and is moving forward.

Mr. Miles had gone on the ITD Board tour of District 1. District Engineer Damon Allen planned a tour around Highway 95, Highway 53, Highway 41, I-90 and Huetter Road; the Board also toured the Chilco Mill and Empire Airways. The ITD Board understands the Coeur d’Alene area is expanding and sees the advantage of money programmed for Highway 41 and the FAST Lanes grant on Highway 95. In addition to the tour, the ITD Board meeting was held. Mr. Miles noted there had not been a delegation from the Coeur d’Alene/Kootenai County area for a number of years. He suggested they plan for that next year in order to give the ITD Board a well-rounded view of what is going on in Kootenai County.

8. Current Business

a. 2010 Urban Area Boundary Revision – FHWA Request

Mr. Miles explained the FHWA had recently requested a modification to the 2010 Urban Area Boundary. In 2003/2004, at the time the Urban Area Boundary was smoothed, a portion of the Census Urban Boundary in the Hauser Lake area was removed. KMPO has been asked to include the area back into the smoothed boundary. Mr. Miles met with Mr. Brownsberger to discuss extending and smoothing out the boundary; the extended boundary is expected to include Prairie Road to Pleasant View Road, north on Pleasant View Road to Highway 53, northeast on Highway 53 toward Hollister Hills Road. Roads on the boundary will be inside the urbanized area; those outside the boundary will remain in the unincorporated area. The Post Falls Highway District has been working with ITD and HDR in finalizing the design and right-of-way for the Pleasant View Road grade separation. Projects inside the urban area have a better chance of competing at a national level than projects in rural areas. Mr. Miles said Mr. Brownsberger supported the modification.

Mr. Pankratz made a motion, providing all jurisdictions involved are in agreement with the proposed urban boundary change, the committee make a recommendation to the KMPO Board to approve the boundary change. Eric Shanley seconded the motion.

Mr. Miles explained the discretionary points of the boundary; the change impacts eligibility for urban/rural federal aid funding.

The motion passed unanimously.

9. Upcoming KMPO Board Items

Chair Howard noted the Unified Planning Work Program (UPWP) and urban boundary revision would be presented to the KMPO Board.

10. Other Business

a. KCATT Member Items

Mr. Parmann noted the activity at the Coeur d'Alene Airport. In addition to the Master Plan update, there is a Sustainability Plan. There is a proposal to bring the Aircraft Owners and Pilots Association (AOPA) convention and Fly-In to the Coeur d'Alene Airport; the large organization has 2,500 members and could bring in an estimated 500 aircraft. The decision on the location of the convention/Fly-In should be announced next month; the event would occur in the spring/summer 2017. Mr. Parmann commented on the importance of the bus route including the airport/education corridor and noted the growing infrastructure of the airport as more industry moves in.

Mr. Kelly noted there had been a significant increase in the number of bike crashes in the City of Coeur d'Alene; the majority of crashes are associated with sidewalk riding and high volume/speed road types. Mr. Kelly suggested committee members shift their focus to designing "low stress, comfortable streets" and felt that may be the only thing that would cause bicyclists to gravitate back to the street system and ride in a predictable manner; adopting a Vision Zero Policy or similar, may be helpful. He noted the current number of bike crashes compared to 2014/2015. Typically, there is a spike in bike crashes in September; it is not known if the increase is due to students returning to school. Rural crashes are typically more serious due to the speed involved. The Office of Highway Safety has crash data available. However, the 2015 data analysis is still not available; the lack of real-time data raises concerns.

Chair Howard noted Mr. Kelly had commented early in the discussion about bicyclists traveling in a predictable manner. Time and again, he has observed bicyclists change from motorist to pedestrian so they can hit the sidewalk; the behavior is not predictable; predictability is key.

Mr. Kelly agreed that predictability was essential; he believed they are repeating/continuing to create the stressful streets that could be creating the crashes.

Mr. Miles suggested it may be the other way around as there is a lack of uniform bicycle training and enforcement of the training. Predictability is two ways. The roadway is a predictable factor. Driving behavior of vehicles and bicycles is what changes on an ongoing basis. Mr. Miles noted the behavior of bicyclists in the downtown Coeur d'Alene area often running stop signs and cutting through parking lots to avoid stop light; there is no accountability for that behavior. Mr. Miles questioned what type of training opportunities can be established through the non-motorized bike plan. Although there may need to be better roadway designs, there is a need for better training programs for bicyclists. Mr. Miles suggested both the driver and bicyclist involved in crashes be required to attend driver training school. It is easy to place the problem on infrastructure; bicyclists should understand the risks of riding on the roadway and should have enough training/skill to know the environment. Mr. Miles would like to see these discussions moving into FY17 and a full balance of what can be done rather than just looking at the hard asset.

Mr. Palus noted he worked with the Post Falls Police Department to identify the top ten places where collisions occur within the City. The discussion is helpful and raises the question where the top ten non-motorized related collisions occur. The information may be helpful when prioritizing the spending of safety money. Although the 2015 accident data may not be available, the data over the past three years may help in identifying problem areas that could possibly be corrected through construction, engineering, or education.

Mr. Kelly commented on the bicycle educational programs which can be provided by school personnel, law enforcement in a classroom setting or on the streets.

Mr. Miles said, rather than only looking at infrastructure, this may be an opportunity to create a competitive grant application; working with other organizations/groups in hopes of making a positive impact on the relationship between pedestrians, bicyclists, and motorists.

Mr. Kelly said if there was an agreement in an urban application, the layout of the street design could be changed at the time chip seal and resurfacing projects were done; an opportunity to add 10 foot travel lanes and evaluate how the street was performing.

Mr. Pankratz noted there were different types of bike riders, students going to and from school, recreational, and event riders; they cannot be placed into one category.

Mr. Kelly thought it would serve jurisdictions to look at street designs; especially in light of the crash problems involving bicyclists.

11. Next Meeting – September 27, 2016

12. Adjournment

Mr. Eric Shanley moved to adjourn the August 23, 2016 meeting. Mr. John Pankratz seconded the motion which passed unanimously.

The meeting adjourned at 9:27 a.m.

Recording Secretary