



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

October 25, 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 September 27, 2016 Meeting Minutes
4. Public Comments
5. Project, Transit & Utility Updates
6. KMPO Planning Updates
 - a. Draft SH 41 Corridor Master Plan Update – Acceptance and Recommendation
7. Idaho Transportation Board Update
8. Current Business
9. Upcoming KMPO Board Items
 - a. SH 41 Corridor Master Plan Update – KCATT Recommendation
10. Other Business
 - a. KCATT Member Items
11. Next Meeting – November 22, 2016
12. Adjournment

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KCATT MEETING MINUTES

for

October 25, 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
James Mulcahy	City of Post Falls
Eric Shanley	Lakes Highway District
Kelly Brownsberger	Post Falls Highway District
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

Angela Comstock	JUB
Heather Carroll	HDR
Eric Olson	HMH
Donna Montgomery	KMPO Volunteer
Kimberly Hobson	Kootenai County
Jody Bieze	Kootenai County
Sara Sumner	Kootenai County
Laura Winter	RYA
Kirk Appleby	ITD
Thomas Gwin	Charter
Vance Henry	Lochner
Lewis Venard	Lochner
Mac Cavasar	Coeur d'Alene Ped/Bike Committee

Chair Howard noted the Agenda needed to be modified to include an additional item under Other Business, 10.b. I-90 Asset Management presentation by ITD's consultant, Lochner.

3. Approval of September 27, 2016 Meeting Minutes

Mr. Kelly Brownsberger made a motion to approve the September 27, 2016 KCATT meeting minutes. Mr. Eric Shanley seconded the motion which was unanimously approved.

4. Public Comments

Mac Cavasar, Coeur d'Alene Ped/Bike Committee, noted he had attended several KCATT meetings and heard discussion on getting public comment/input on projects. He recommended the City of Coeur d'Alene be contacted as they recently had a public meeting and had in excess of 100 people attend; there was a high importance placed on development of community and non-

motorized transportation. He suggested the highway districts around the Coeur d'Alene area look into getting citizens' input on their communities.

5. Project, Transit & Utility Updates

James Mulcahy, City of Post Falls, reported the 7th Avenue construction project was moving forward and expected to be complete mid-to-late November. The Seltice Way Congestion Mitigation project is moving forward.

Eric Shanley, Lakes Highway District, reported the District was in fall maintenance, ditching, brushing, patching, and getting ready for winter. They are preparing 2017 rehabilitation projects for bidding and doing right-of-way survey for the 2017/2018 Bunco Road project. Lakes Highway District recently received a 129K load permit request.

Kelly Brownsberger, Post Falls Highway District, reported construction of the traffic signal at Huetter Road and Seltice Way had begun; it is expected to be complete late November. They are working on the design for a structural overlay and left turn lanes along Huetter Road from Mullan Road to Poleline Avenue; some property acquisition has begun. The District met with Mr. Miles regarding the Highway 53 and Pleasant View Road grade separation project; Mr. Miles was asked to look into the possibility of a FASTLANE or TIGER grant for construction of the project. Crews have been doing drainage work and getting ready for winter.

John Pankratz, East Side Highway District, reported on the Burma Road project which is complete. The guardrail safety project on Canyon Road is expected to begin this week. Mr. Pankratz reported on the Fernan Lake Road safety improvement project; the chip seal done in August has failed, but has a one year guarantee. They are moving forward with a one-time funding application for safety funds for durable pavement markings on several roadways. Crews are getting ready for winter.

John Parmann, Community Member (aviation), had no updates to report.

John Kelly, Community Member (ped/bike), had no updates to report.

Chair Kevin Howard, Worley Highway District, reported the District was preparing for winter, ditching, and grading. He provided an update on an ongoing project on Loffs Bay Road.

Kimberly Hobson, Kootenai County, introduced Sarah Sumner, the County's new transit program specialist. The Kootenai County Board of County Commissioners is scheduled to sign the contract for the Intelligent Transit System (ITS) today. They have received all of their new Paratransit buses. The County is making an effort to implement a Dial-A-Ride system to help seniors and those who are disabled and outside the ADA boundaries. They are working with the cities and jurisdictions in regards to accessibility, in particular, areas around the bus stops; Ms. Hobson stated her personal position on roundabouts noting she handled a number of ADA matters.

Mr. Kelly noted Ms. Hobson's Kootenai County Transit report referenced Priorities and Positions which stated roundabouts create difficulties for children, elderly, and those with disabilities and bike lanes protected by curbs were not recommend by the Federal Highway Administration (FHWA). He questioned Ms. Hobson regarding the source of her information and recommended she review the FHWA Separated Bike Lane Planning and Design Guide if she had not done so as her report seemed contrary to what FHWA was recommending.

Ms. Hobson stated she would be happy to share the regulation with Mr. Kelly after the meeting. She was aware of one rider who did not want to use the Paratransit service, but had difficulty with accessibility of the roundabout near her home. For that reason, she was placed on the Paratransit

service which costs approximately \$50.00 of tax payer money roundtrip. According to Ms. Hobson, a number of cities are removing roundabouts noting accessibility and other issues.

Mr. Kelly believed Ms. Hobson may be concerned about access points, but said he believed roundabouts were a legitimate countermeasure to fatal and serious injury crashes. He understood her to say she was expressing her personal opinion and said he was concerned it may create doubt as to the legitimacy of roundabouts. He further expressed his concern over Ms. Hobson sharing her personal opinion on matters that may be presented to the KMPO Board.

Chair Howard noted the discussion was getting into design. If the committee would like, the matter could be placed on the agenda for discussion.

Mr. Kelly said he would leave it up to Mr. Miles, but said, if the matter was presented to the KMPO Board, the comments may create confusion as to the importance of a roundabout. If Ms. Hobson (the County) is going to be measuring accessibility, he suggested they look at European designed roundabouts for non-motorized communities, not local roundabouts.

Thomas Gwin, Charter (previously Time Warner Cable), noted Charter was moving forward with the merger. In this area, the replacement of nearly 100 “nodes” will increase internet speeds and “lineup for channels.” Charter is still adding fiber and trying to design, push, and activate approximately 5.7 miles of fiber before winter.

6. KMPO Planning Updates

a. Draft SH 41 Corridor Master Plan Update – Acceptance and Recommendation

Ms. Gow noted the committee’s packet included the SH 41 Corridor Master Plan Update and Executive Summary; public comments and responses were added to the appendices. Ms. Gow noted the public comment period ended September 9th, following three public open houses. More comments from the City of Post Falls were received last night just before 5:00 p.m. She had not had an opportunity to go through and address them, but will.

Mr. Miles noted a number of comments had been addressed within the update; comments received within the comment period will be reconciled between the main document and the Executive Summary. He commented on the non-motorized projects planned within the corridor and said, as they have seen with trails and pathways throughout the area, it often takes more than just one-time funding as preservation of these investments is necessary. Mr. Miles noted the trail along US 95 and said the challenge is how it will be maintained. In order to keep trails and pathways operational, there needs to be some type of a sustainable funding program. Although the issue has been addressed in the comments, it is an important element of the design and ongoing funding to support the investment is critical. With Federal Highway Administration projects, there is a commitment to a 20 year design life and Maintenance-of-Effort requirement to keep facilities in good condition and state of good repair. It is important to ensure they have the financial capacity to demonstrate long term maintenance preservation. Mr. Miles did not see anything in the City of Post Falls’ comments that would prohibit the committee from moving forward in accepting the update if they so choose. He noted the KMPO Board would not be meeting in November.

Mr. Kelly searched the document to identify the location and frequency of fatal/serious injury crashes. He did not find that information, but did find the section discussing rear-end accidents.

Mr. Miles explained the purpose of a corridor plan and noted a closer look at each of the segments is done during the design phase; long term issues are addressed at that time. He noted rear-end crashes were the most significant.

Mr. John Pankratz made a motion that KCATT recommend the KMPO Board approve the Plan as presented with the City of Post Falls' comments addressed. Mr. Kelly Brownsberger seconded the motion which unanimously passed.

7. Idaho Transportation Board Update

No ITD representatives was in attendance; the agenda item was passed over.

8. Current Business

Mr. Miles noted two 2016-2020 Transportation Improvement Program (TIP) administrative amendments had been done; the projects were adopted in the 2017-2021 TIP. ITD wanted to accelerate approximately eight projects. Two projects of the most notable are related to the repaving of US 95 from Cougar Gulch into Coeur d'Alene. The agency expects to do the project in 2017 and will be spending approximately \$4.8 million on improvements. ITD is also working on a variety of other projects that are in the design phase. The administrative amendments have been posted on the KMPO website.

9. Upcoming KMPO Board Items

- a. Draft SH 41 Corridor Master Plan Update – KCATT Recommendation

Chair Howard noted the Highway 41 Corridor Master Plan Update will be before the KMPO Board.

10. Other Business

- a. KCATT Member Items

Mr. Brownsberger noted LRHIP grant applications were due before the next KCATT meeting. In the past, they had received a letter of support from KMPO. The Post Falls Highway District is putting in for a one-time Local Highway Safety Improvement Program (LHSIP) grant application for a signal at Idaho and Prairie; on the standard safety program, a roundabout at Pleasant View and Prairie Avenue to reduce crashes in that area.

Mr. Pankratz recognized Ms. Gow for her hard work on the Highway 41 Corridor Master Plan Update.

Mr. Kelly noted they had discussed the Government Way project last month and questioned if it was possible for him and the ped/bike committee to provide input on the project. ITD announced the Office of Highway Safety was coming to District 1 to provide WebCARS training; they will provide information on how to apply for free equipment for traffic safety purposes. The training will be November 2nd from 1-4 at the ITD District 1 office.

- b. ITD I-90 Asset Management Presentation – H.W. Lochner

Mr. Miles noted Chair Howard had added the agenda item at the beginning of the meeting. ITD has been working on the I-90 asset management plan and wanted to share it with the committee.

Vance Henry, consultant with H.W. Lochner, noted ITD had contracted with them last spring to look at the assets in the I-90 corridor from the Washington/Idaho state line to Sherman Avenue in Coeur d'Alene. They were asked to look at existing conditions, deficits, near term – the next 10 years, far term – the next 10-20 years, assess impacts on growth and what is going to happen in the corridor; they are currently in the draft stage. Mr. Henry expects to be working with ITD's Transportation Economic Development Impact System (TREDIS) to look at commerce in the corridor. ITD's contract administrator for the project, Kirk Appleby, was present.

Lewis Venard, H.W. Lochner, provided the ITD draft Asset Management Study. The objectives of the presentation included the traffic analysis, the geometric deficiencies, and potential solutions. ITD projections and data from KMPO were used. Mr. Venard covered level of service, deficiencies, potential solutions, solution schedule, build/no build levels of service, and funding.

Mr. Henry said, over the next 20 years, \$100 – \$150 million would be needed to upgrade the assets. Safety elements and freight have a big impact on the analysis of projects. As far as new, existing, and modifications of access and level of service, they looked at the level of service at the ramp terminals for the existing interchanges and with and without the Huetter corridor.

The consultants answered questions from the committee.

Mr. Miles explained Transportation Economic Development Impact System (TREDIS) was a transportation related economic model which looks at traffic volumes, accidents, cost of maintenance, and travel time. Some of the key variables are reduction of accidents, improved travel time of vehicles, with the mix of vehicles being very important. The cost of an automobile is approximately \$11.00 an hour, a business vehicle approximately \$23.00 an hour, depending on what a semi-truck may be carrying, approximately \$63.00 - \$105.00 an hour. If the project corrects the problems, the value of savings is over a 20 year design life. Mr. Miles noted the cost benefit analysis done on the US 95 FASTLANE grant. TREDIS is very sensitive to those variables as they are attempting to reduce cost, improve safety, and throughput.

In response to a question regarding the inclusion of new, existing, and modifications to access, Mr. Venard said they received direction not to include Greensferry for this study; it had been looked at in the past and not approved. In Mr. Venard's opinion, Greensferry would not affect the mainline as much as it would the surrounding street network.

Mr. Miles believed the previous I-90 corridor access study was done by CH2MHill. Approximately \$1.6 million was spent evaluating Greensferry and all options. Federal Highways said they would need to do a collector/distributor and completely rebuild the Highway 41 onramp; the cost was expected to be approximately \$110 million; ITD decided not to move forward.

Though the exact location was not discussed, Mr. Venard confirmed the relocation of the Port of Entry was incorporated in the modeling; the volumes were moved further west and included in the analysis. He discussed options for the Highway 41 interchange and the complexity of the interchange for vehicle and ped/bike traffic. Widening the mainline would not impact the Class 1 path along the interstate or address the missing pathway section. He noted this may be an opportunity to address the missing pathway section, but said he would probably not include it in a mainline widening project; the focus was the mainline which is not considered a ped/bike facility.

Mr. Henry noted the only area outside the existing interstate right-of-way was at Highway 41 and US 95; the rest of the capacity increase was within the existing right-of-way. Things, like ped/bike, may already be in the area and need to be addressed by each standalone project. He suggested ITD partner with other agencies for opportunities in the future.

Mr. Kelly questioned if the Coeur d'Alene ped/bike committee would have an opportunity to review the project and make a recommendation.

Mr. Miles noted the importance of having the presentation was to see how things fit together and to consider both problems and solutions in working together.

Mr. Mulcahy noted the City of Post Falls had just completed a ped/bike facility project going north on the east side of Highway 41 and said they may need to consider that project.

Mr. Venard explained improvement that could be expected if solutions were built.

11. Next Meeting – November 22, 2016

12. Adjournment

Chair Howard noted Ms. Gow's last day with KMPO was Thursday, October 27th. He thanked her for all her help. Refreshments will be served following the meeting. Ms. Gow thanked everyone for their participation and support over the years.

Mr. John Pankratz moved to adjourn the October 25, 2016 meeting. Mr. Kelly Brownsberger seconded the motion which passed unanimously.

The meeting adjourned at 9:16 a.m.

Recording Secretary