



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

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

**KCATT MEETING AGENDA**

December 20, 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 November 22, 2016 Meeting Minutes
4. Public Comments
5. Project, Transit & Utility Updates
6. KMPO Planning Updates
  - a. SH-41 Corridor Plan Update – Next Steps
  - b. FASTLANES Grant – Huetter Port of Entry Relocation
  - c. FHWA Everyday Counts Summit
  - d. FHWA Context Sensitive Solutions Seminar
7. Idaho Transportation Board Update
8. Current Business
  - a. Election of Officers
9. Upcoming KMPO Board Items
10. Other Business
  - a. KCATT Member Items
11. Next Meeting – January 24, 2017
12. Adjournment

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**KCATT MEETING MINUTES**

**for**

**December 20, 2016**

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

**Call to Order:**

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

**Welcome / Introductions**

Kevin Jump, Vice Chair .....	City of Rathdrum
John Pankratz .....	East Side Highway District
David Callahan .....	Kootenai County
Robert Palus .....	City of Post Falls
Eric Shanley .....	Lakes Highway District
Bill Roberson, Alternate.....	Idaho Transportation Department, District 1
John Kelly .....	Community Member
John Parmann.....	Community Member

**Staff**

Glenn Miles .....	Executive Director
Ali Marienau .....	Transportation Planner
Kelly Lund .....	Executive Secretary

**Alternates and Guests**

Diane Fountain.....	Lakes Highway District
Donna Montgomery.....	KMPO Volunteer
Monty Montgomery.....	Lakes Highway District
Christopher DeLorto .....	HDR
Bryan Stresser .....	HDR
Marshall Law .....	AVISTA

**3. Approval of November 22, 2016 Meeting Minutes**

**Mr. David Callahan made a motion to approve the November 22, 2016 KCATT meeting minutes. Mr. John Pankratz seconded the motion which was unanimously approved.**

**4. Public Comments**

There were no public comments.

**5. Project, Transit & Utility Updates**

Bill Roberson, ITD, reported an adaptive lighting system had been installed and programmed at the I-90 Wolf Lodge interchange. Based on the results, they are considering additional locations. Mr. Roberson noted the installation of LED lighting along ITD roadways had provided a significant cost savings; an ongoing federal funded incentive is available through AVISTA. He commented on the FASTLANE grant on Highway 95; they are in the process of putting the project out for an RFI. The District is in winter maintenance mode and closing out projects that need to be closed.

Robert Palus, City of Post Falls, reported the City was in winter maintenance mode. They have reviewed and provided comments back to the consultant on their draft Transportation Master Plan; a workshop with City Council and the Planning and Zoning Commission is expected in February.

The Seltice Congestion Mitigation project is expected to be ready to go out to bid the beginning of fiscal year 2018.

Eric Shanley, Lakes Highway District, reported the District was in winter maintenance mode. Design of their rehabilitation projects for Perimeter and Ohio Match Roads continues. The District is working with LHTAC on State and Local Agreements for the Ramsey Road BNSF Grade Separation project; design of the project is expected this year.

David Callahan, Kootenai County, reported a Memorandum of Understanding (MOU) with each of the highway districts had been signed as they had worked cooperatively on the Land Use Code. A signed copy of the document will be forwarded to the each of the jurisdictions.

John Pankratz, East Side Highway District, reported they were in winter maintenance mode. The Canyon Road guardrail project is complete; Frontier Communication responded quickly to an issue related to the location of one of their lines. A portion of a lane on Yellowstone Trail Road had eroded and is in conflict with the I-90 Exit 22 on-ramp; the District and ITD have placed barriers and are considering options to resolve the issue. Mr. Pankratz said they are moving forward with a bridge application for the Coeur d'Alene River Bridge on Canyon Road in Catalado. According to the feasibility study, the replacement is expected to cost \$6.6 million. The District is expected to seek support from ITD, KMPO, and KCATT; the application has been filed.

Vice Chair Kevin Jump, City of Rathdrum, reported the City was in winter maintenance mode.

Marshall Law, AVISTA, reported they were focusing on the design of projects scheduled for early 2017. He noted projects at the following locations: Hayden Avenue – Government Way to Highway 95, Ironwood Drive and Medina Street, Highway 95 and Emma Avenue, Prairie Avenue and Chase Road, and Seltice Way – Huetter Road to Northwest Boulevard. Mr. Law stated he would be working out of the Spokane office for six months; Larry Hager and/or Jason Stippich will be attending the KCATT meetings in his absence.

No other utilities were present.

## **6. KMPO Planning Updates**

### **a. SH-41 Corridor Plan Update – Next Steps**

The KMPO Board unanimously approved the SH 41 Corridor Master Plan Update with the recommendations approved by KCATT. Mr. Miles noted the last minute comments from the City of Post Falls regarding the recommendation for a provision for a future joint-use trail on the west side of Highway 41 had been included in the document; the facility would be built and maintained by others – not ITD as the agency would be putting a path on the east side of the corridor. As development occurs, the path on the west side would be the responsibility of local jurisdictions, highway districts and/or developers. Mr. Miles, Mr. Roberson, and several others met with Union Pacific to ensure the Highway 41 Corridor Master Plan update considered the eventual use of the old Union Pacific (UP) right-of-way. UP made it clear they were intending to keep the right-of-way west of Highway 41 for storage and a switch track. The next step will be to get the update before local jurisdictions. Mr. Allen, ITD District One, had said they intend to present the plan to the ITD Board. Mr. Miles said he would like to see the ITD Board and local jurisdictions recognize the plan as it would help solidify some of the main points of the plan in moving forward; they will be speaking with local jurisdictions, planning and zoning, and city councils as the plan affects land use and city policies.

#### b. FASTLANE Grant – Huetter Port of Entry Relocation

Mr. Miles noted ITD District One had submitted a few projects to ITD headquarters for consideration of FASTLANE and TIGER grants. The Highway 53/Pleasant View Grade separation project was selected for consideration of the next round of TIGER grant applications. Both headquarters and the ITD Board approved the relocation of the Huetter Port of Entry project for FASTLANE grant application. The project would move the Port of Entry from its current location to property owned by ITD just east of the McGuire Road overpass. In preparation of the grant application, they spoke with employees at the Port of Entry, several truckers, and the Idaho Trucking Association; all were in favor of the proposed location. Mr. Miles explained the challenges of the current location and noted further challenges with the current location of the weigh-in-motion scale. As a basis for layout and cost, information from the WSDOT's Port of Entry just across the state line was used. The project is expected to cost just over \$17 million; \$10.2 would come from the FASTLANE grant, \$3.2 million from dedicated freight funds through the FAST Act, and \$3.2 from state funds through ITD. As the grant requires a legitimate cost benefit analysis, ITD will be running the project through their Transportation Economic Development Impact System (TREDIS) which is acknowledged and accepted by the USDOT. Announcement of the awarded FASTLANE grants are expected in January; Congress has a sixty-day window to accept/reject the selected grants. There is approximately \$500 million in the FASTLANE program.

Mr. Roberson thanked Mr. Miles as he had substantially contributed to the grant application. He believed the project would be a great benefit especially with the volumes seen on I-90.

Mr. Shanley also thanked Mr. Miles noting the proposed project would have a great impact on the future of the Huetter Corridor project.

Mr. Miles noted the Huetter Corridor Study Right-of-Way Needs Report had been approved. In looking at the map, the interchange is in the area of the Huetter Port of Entry; the relocation would accommodate the interchange. As a condition of annexation/development, local jurisdictions have been setting back property requirements along Huetter Road. The corridor would provide an alternative route to US 95. Mr. Miles commented on the amenities of the WSDOT Port of Entry just across the state line. Unlike the current Huetter Port of Entry location, the footprint of the WSDOT facility on the proposed location would not come close to the Centennial Trail. As the Port of Entry area is considered operational interstate right-of-way, it is doubtful FHWA would allow a break in access to accommodate Centennial Trail users. Mr. Miles said rest areas were designed for rural areas; most states are phasing out rest areas in urbanized area. FHWA's Interstate Oasis Program is assisting states in providing essential services in urban areas.

#### c. FHWA Everyday Counts Summit

Mr. Miles provided an overview of Federal Highway Administration's (FHWA) Everyday Counts program. The initiative was created to look at developing initiatives to improve the timing and delivery of services, but also improve the communities in which they are intended to serve. FHWA has held four summits and invited a wide range of agencies. This year, the two-day summit was held in Portland. Approximately eighteen initiatives from around the US were presented; agencies discussed the initiatives that were of particular interest to them. Mr. Miles said it was a good conversation. One of the initiatives of interest to this area was the use of information from traffic controllers for pedestrians. He explained pedestrian actuations from traffic controllers can be analyzed in order to make informed decisions so the system will work better for everyone. Pedestrian actuations on US 95 and Prairie Avenue were considerations. Mr. Miles said ITD and FHWA Idaho Division Office have been considering applying for a State Transportation Innovation Council (STIC) grant which provides funding to obtain the software for the analysis. Mr. Miles noted bridges were also an issue around the nation.

Mr. Shanley noted he and Mr. Miles had recently discussed KCATT working on some pedestrian infrastructures improvements. He questioned if KMPO staff might help in facilitating the conversation or in creating a subcommittee.

Mr. Miles explained the KMPO 2017 Unified Planning Work Program included updating the Regional Non-Motorized Transportation Plan. He noted they were working with the FHWA Idaho Division Office to bring the individual who spoke about the pedestrian actuation software system at the Portland summit to the area; the gentleman is from College Station, Texas. Also, a representative from the FHWA assistance center will be coming to discuss bike/ped safety. Mr. Miles would like to hold a workshop and come up with a template providing appropriate parameters including what tools should be considered in different circumstances. He said the general public has an expectation and felt it was important to come up with a standardized approach.

Mr. Palus felt this was a good approach and commented on the challenges of presenting issues from the public to the elected body.

Mr. Miles noted the importance of having one document reflect what has been agreed upon by all jurisdictions. The document could be updated as new approaches and technology become available. FHWA and USDOT are working with more resource agencies to find out what their issues are early on so they can address more than one issue at a time as one solution may adversely affect another resource agency.

#### d. FHWA Context Sensitive Solutions Seminar

Mr. Miles commented on the Context Sensitive Solutions seminar he attended. ITD had facilitators assist in a discussion to ultimately update their design manuals and in coming up with a checklist of solutions that could be agreed upon and provided to local jurisdictions when making a request. Mr. Miles noted the importance of a checklist for agreed upon treatments; currently, there is no standardized practice for addressing agencies' requests based on known factors.

Mr. Roberson noted ITD uses the software Public Outreach Planner. Once the data for a particular project is input into the program, it reveals what and how much public involvement is needed. The program is getting more stakeholders/utilities involved upfront, reveals what the project involves and possible alternatives. Mr. Roberson said this allows them to explain vision for the project. Although incoming administrations must deal with outgoing administrations decisions, projects carry forward much easier when the public and stakeholders are involved.

Mr. Miles commented on designed projects that are not practical or feasible. He is hoping area jurisdictions who want to go through a community design scenario will engage ITD District One so they can take advantage of the available tools.

### **7. Idaho Transportation Board Update**

Mr. Roberson noted ITD had a call for projects. Kootenai County included projects from the City of Coeur d'Alene, Lakes Highway District, and ITD; the Hollister Hills safety project may be considered for a TIGER grant.

### **8. Current Business**

#### a. Election of Officers

Mr. Miles noted the past rotation, Vice Chair Jump was in line for chair and Mr. Shanley, Lakes Highway District, was in line for vice chair.

**Mr. David Callahan nominated Vice Chair Kevin Jump as chair and Mr. Eric Shanley, Lakes Highway District, as vice chair. Mr. Rob Palus seconded the motion which passed unanimously.**

## **9. Upcoming KMPO Board Items**

Mr. Miles noted there would be a few administrative amendments to put in the safety projects. He was notified by ITD headquarters that the City of Coeur d'Alene, Lakes Highway District, and ITD safety projects were awarded by the ITD Board last week; there will not be any KCATT recommendations to present to the KMPO Board.

## **10. Other Business**

### **a. KCATT Member Items**

Mr. Kelly shared webinars/trainings available for ped/bike related issues. During one of the bike community's recent monthly meetings, the president of a local climate action group provided a presentation. Mr. Kelly continues to monitor Coeur d'Alene bicycle and pedestrian crashes; there have been six new car versus bike crashes (two type A) and 5 new car versus pedestrian crashes (he believed two type A). Mr. Kelly said bike crashes typically occur in high volume corridors. He said he had asked to be a part of the Government Way project several times or at least be provided the crash data; however, the opportunity had passed. He would like to provide input and work with the local ped/bike committee(s) any time there is a project.

Mr. Miles commented on the Government Way project and noted sponsors included the cities of Coeur d'Alene, Hayden, Dalton Gardens, and Lakes Highway District. The Government Way project had been on the books since 2012 and the design completed approximately 2 years ago which was necessary to secure right-of-way.

Mr. Kelly said since the Seltice Way project was not a "KCATT project," he had stayed on the "outskirts." He commented that the City of Coeur d'Alene ped/bike committee, up to the latest committee meeting, had been asking to view the Government Way plans and get traffic data. From Mr. Kelly's standpoint, they are still having problems getting transportation plans vetted by committees and ped/bike positions. He was not certain how they could improve that.

Mr. Miles encouraged Mr. Kelly to become involved much sooner in the Seltice Way project as there had not been any design work done. He noted he had been on the same email string as Mr. Kelly and Chris Bosley who had been the chair of the City of Coeur d'Alene's ped/bike committee. Mr. Bosley stated the matter had been before the ped/bike committee several times and the committee was aware of what was going to be done, had seen and approved the plans; the engineering firm finished the plans with City's consent. In light of that, Mr. Miles said he did not know how to answer Mr. Kelly's question, but said it appeared to be an institutional problem that KCATT cannot resolve as it involves the inter-workings of a jurisdiction; KCATT is interjurisdictional and communicates as such.

Mr. Kelly noted this year's update to KMPO's non-motorized plan and felt that would be the time to address these issues. He agreed with Mr. Miles that it was an issue with the City of Coeur d'Alene and their decision on whether or not to share transportation plans with their ped/bike committee.

Mr. Miles explained the process for updating the non-motorized plan. The plan will be created for the region. As a regional plan, it is eligible for specific funding. Each of the KCATT committee members will be expected to relay the information to their individual jurisdiction including boards, councils, committees, planning and zoning, etc. The committee works on the basis of collaboration through KCATT with the local jurisdictions.

11. **Next Meeting** – January 24, 2017

12. **Adjournment**

Vice Chair Jump adjourned the December 20, 2016 meeting without object.

The meeting adjourned at 9:08 a.m.

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Recording Secretary