

APPENDIX L
AGENCY COMMENTS

Page	Comments	Model Revision
General	4th & Hanley Roundabout constructed in 2009 (Dalton Gardens)	Roundabout will be added in next 2010 future model update.

Page	Comments	Text Revision
General	It would be helpful (unless we just missed it) to have a map depicting the links/intersections considered within the model. It would also be helpful to acknowledge those not considered by depicting them on the same map but faded. This would assist those looking at the plan to understand why components of the system may not have data/results reported.	All roadways that are FFC classified (along with corresponding intersections) are included in the roadway network as active links and nodes.
3-18	The speed limit map seems to need updated to reflect our knowledge of the City and State system within the Hayden City limits. Donna Phillips from our Community Development department can assist with that information.	GIS maps are changed, the model will be changed to reflect the speed limit changes and will be included in the future model update.
3-47	The LOS maps seem to be incomplete. However, the answer to item #1 above might resolve our perception of incompleteness.	The 2007 base model is showing few issues in the City of Hayden, the 2030 No-Build has increased congestion issues and the 2030 Build still shows a few issues remaining.
6-20	Item #12, Description, should be changed to read, "Reconstruct to 3 lane."	Change made.
General	We were wondering if there are any modeling issues that flow bundling might reveal regarding the continuity of through-traffic from the I-90 corridor north through the City of Hayden.	We have not used flow bundling specifically in the City of Hayden. This could be performed in the future if requested.

Page	Comments	KMPO Response
3-12	Figure 3.2c Number of Existing Lanes. Revise as follows:	
	Pointe Parkway (from Cabela's to Baugh) 4-5 lanes	Not included in 2007 Base Model, it will be included the next base model update.
	Poleline Ave (from Greensferry to Cecil) 4-5 lanes	Correct in model, changed in GIS Map
	Pleasantview (s. of Riverbend Ave.) 2-3 lanes	Made correction to base model
	Mcguire (Poleline Ave. to Fisher Ave.) 2-3 lanes	Made correction to base model
3-17	Figure 3.3c Existing Speed Limits. The color scheme is hard to differentiate speeds on the map (30-40mph range)	
	Idaho St. (Seltice – Prairie) 35mph	Correct in model, hard to differentiate in maps
	Spokane St (15 th – Poleline) 35 mph	Correct in model, hard to differentiate in maps
	Seltice Way (Chase – SH41)35mph	Correct in 2030 Build, Changed in Base and No-Build from 40 to 35mph
	Cecil Rd. (Mullan – Poleline) 30 mph	Changed in Base and No-Build & Build from 35 to 30 mph
3-20 thru 3-24	Figures 3.4a thru 3.4e Signal Location. For the existing signal locations could we include roundabouts as their capabilities as a traffic control device are very similar to traffic signals.	
	Add traffic signal at Seltice Way / Cedar.	Not included in base 2007 model, did not exist at that time.
	Post Falls Roundabouts	
	Poleline / Syringa	Included in models, added symbol to GIS maps.
	Poleline / Spokane	Not included in base 2007 model, did not exist at that time.
	Bogie / Syringa	Included in models, added symbol to GIS maps.
3-58	Table 3.12 Grad Crossing Summary.	
	Could spur crossings be marked with an astrix (*) within the table?	We will investigate this and change at at future update.
	The Greensferry / BNSF crossing was converted to a grade separated crossing within the summary period and should be noted.	Noted in the table.
3-59	Figure 3.13 Existing at Grad Rail Crossings.	
	Should the map indicate crossings on the spur lines as well as the mainline, or should the map indicate it is for mainline crossings only?	We will investigate this and change at at future update.
3-82	Figure 3.19c Non-Motorized Pathways	
	Spokane Street does not have bike lanes between the Spokane River Bridge and 15 th Ave.	Changed on GIS maps.
	Bike lanes exist on Spokane St. from 15 th Ave. to Poleline Ave.	Changed on GIS maps.
	Bike lanes exist on Bogie Drive from Dandelion Dr. to Greensferry Rd.	Changed on GIS maps.
	A shared use path exists on Greensferry Rd. from Poleline Ave. to Bogie Dr.	Changed on GIS maps.
	Bike lanes are not proposed along Center Point Parkway from Cabela's to Beck Rd.	Changed on GIS maps.
	A trailhead has been constructed on the Centennial Trail at 4 th Ave. (north of the roadway and west of the railroad tracks)	Changed on GIS maps.
4-6	Figure 4.3a During the am peak hour, the City of Post Falls would anticipate levels of service (LOS) at links and/or nodes at or below LOS C along the following corridors:	
	Spokane St. from 4 th Ave. thru Mullan Ave.	Comment noted, model does not show this condition
	SH41 from Ross Point Rd. thru Mullan Ave.	Comment noted, model does not show this condition
	Poleline Ave. / Idaho St.	Comment noted, model does not show this condition
	Poleline Ave. / Greensferry	Comment noted, model does not show this condition
	Seltice Way / Idaho St.	Comment noted, model does not show this condition
4-7	Figure 4.3b During the pm peak hour, the City of Post Falls would anticipate levels of service (LOS) at links and/or nodes at or below LOS C along the following corridors:	
	Spokane St. from 4 th Ave. thru Mullan Ave.	Comment noted, model does not show this condition
	SH41 from Ross Point Rd. thru Mullan Ave.	Comment noted, model does not show this condition
	Poleline Ave. / Idaho St.	Comment noted, model does not show this condition
	Poleline Ave. / Greensferry	Comment noted, model does not show this condition
	Seltice Way / Idaho St.	Comment noted, model does not show this condition
	Mullan / Idaho	Comment noted, model does not show this condition

Page	Comments	KMPO Response
	Seltice Way from Idaho St thru I90 eastbound ramp	Comment noted, model does not show this condition
	Riverbend Ave. / Pleasentview Rd.	Comment noted, model does not show this condition
4-12,13	Table 4.1	
	Pleasant View Rd. at i90 WE on/off ramps – strike PFHD	Change made.
	12 th Ave and Idaho St – strike PFHD	Change made.
4-14	Table 4.2	
	SH53 and Pleasant View Rd – Strike PF	Change made.
	Huetter Rd and Hayden Ave – Strike PF	Change made.
	I90 WB on/off ramps at Pleasant View – Strike PFHD	Change made.
	H41 at I90 WB on ramp – Strike PFHD	Change made.
4-16	Table 4.2	
	12th Ave. and Cecil – Add PFHD	Change made.
4-19 to 4-21	Table 4.4	
	Prairie Ave. from SH53 to Beck Rd. – Strike PF add PFHD	Change made.
	Prairie Ave. from Beck Rd to SH53 – Strike PF add PFHD	Change made.
	? are these repeats or is one s. bound and the other n. bound	These are not repeats; links are evaluated for LOS in each direction.
4-20	I90 eb off ramp at Pleasant view – Strike PFHD add PF	Change made.
4-21	Idaho St from 10 th to 12 th – Strike Coeur d’Alene	Change made.
	Prairie Ave from SH41 to Post Falls – Add PFHD	Change made.
4-23	Beck Rd from halfway between Prairie and Seltice – Strike PF Add PFHD	Change made.
4-38	Table 4.7	
	Poleline Ave for US95 Huetter Bypass – Strike PF Add PFHD	Change made.
6-1	City of Post Falls, Seltice/ Cedar Signal did not receive ARRA stimulus funding.	Change made; this also altered the total for "180 Day" Projects.
6-5 thru 6-9	Figure(s) 6.1a thru 6.1e please identify in legend the sympols used at intersections: blue oval, red X, green cross, green astrix, green shield.	Changed in GIS Maps.
6-11	Table 6.3,	
	project 54 – is complete from Greensferry to SH41	Removed from Table.
	project 55 – strike from list	Removed from Table.

Page	Location	Comments	Text Revision
Overall	General	This document is a great body of work, well done and thorough and a good improvement over the previous edition. Most of the comments below are typographical error related, some are substantive, some are philosophical and perhaps bordering on posturing ourselves for future events.	Thank you.
vii	1 st paragraph, 3 rd sentence	"improvements to the transportation system" implies expansion, needs to say, "effective measures will need to be taken to accommodate traffic and move people and goods"	Change made.
vii	6 th paragraph, 4 th sentence	Revise wording to say, "...increase in trips to and from areas that have..."	Change made.
viii	2 nd paragraph, 1 st sentence	State and Federal programs are not all "grants", mostly we get "formula distribution funds"; eliminate on period at the end of the sentence	Changes made.
viii	4 th paragraph, Last sentence	"effect" not "affect" (noun, not verb)	Change made.
viii	7 th paragraph, 1 st sentence	Were the 2015 and 2030 project cost estimates inflated to year of expenditure? What inflation rates were used and where in the text?	Yes an estimate of 3% was used compounded annually. Added to the text.
ix	Top paragraph, 1 st sentence	"...investments will need to be strategic..." will/can the model be used to do scenario planning or risk management to, at a minimum, advise the Board of the "best-fit" of the dollars to the projects that will help the system operate better?	Yes, project scenerios/alternatives can be ran. Project scenerios would need to be requested and designated by the KMPO Board.
1-1	4 th paragraph and last bullet	The Coeur d'Alene Tribe is not an "agency" in the sense that the other are, no one actively sits on Board due to Board meeting scheduling conflict with Tribal council meetings. Perhaps a separate paragraph about the sovereign nation having a place on the Board? Can they designate a Board member other than an elected official?	Removed the word "Agencies" from text. Comments noted. There has been some discussion regarding changing the Board meeting dates to avoid conflict with the Tribal Council meetings, this could be discussed at a future Board meeting. No one other than an elected official can sit on the KMPO Board as per KMPO Policy, unless approved by the KMPO Board.
1-2	2 nd bullet	"...Unified Planning Work Program (UPWP)" doesn't need "or"	Change made.
1-5	Top bullet list	US-95 is shown on Figure 1.2 from Wyoming Ave north as a priority corridor. Why only from there north? Why not all of 95? Even if Huetter is built and "replaces" 95 (from I-90 to Huetter/53) 95 from I-90 south is still priority. What about the Huetter to US-95 south link? Is this the place to bring it up in light of a look at 2030?	Discussion by KCATT and KMPO Board recommended.
1-7	Huetter Corridor	Need to list which agencies have adopted the Right of Way Needs Map (or Future Acquisition Map to set it up for state code compliant action?) (need to mention it here too) and which agencies the corridor affects.	KMPO Board recommended to comment on status.
1-9	1 st paragraph, 1 st sentence	Make it "...crossing locations.."	Change made.
1-9	1 st paragraph, 2 nd sentence	Make it "...commercial land use increases on the ..."	Change made.
1-9	2 nd paragraph, Last sentence	Make it "...significantly improving rail and highway safety..."	Change made.
1-9	BTV	Shouldn't there be some discussion here about status? This is an important topic although not as hot as we'd like to see it. Maybe some more description in the MTP will help it along?	Comments noted. We will add this in the final MTP.
1-9	Citylink	This section on transit/mobility should include a presentation and discussion of regional mobility and the interface with I-way and CTAI.	Comment noted. This will be updated as information becomes available.
1-11	1 st paragraph, 3 rd sentence	Rather than seeking "ideas" to prolong the service life, maybe make it stronger by saying, "seek means of prolonging service life"	Change made.
1-11	7 th paragraph, 2 nd sentence	Make it "These techniques provide the mechanism to reduce overall delay..." change "affects" to "effects"	Change made.
1-12	2 nd paragraph, 2 nd sentence	Change "KMPO" to "System" monitoring. KMPO gets the reports but doesn't do the actual monitoring	Change made.

1-12	2 nd paragraph, 5th sentence	Make it "...continuing the growth trend..."	Change made.
1-12	3 rd paragraph, Last sentence	Make it "...a condition of development approval in that area."	Change made.
1-12	5 th paragraph	Rather than "mitigating" congestion, how about "reducing" congestion?	Change made.
1-13	2 nd paragraph, 2nd sentence	Change "has violated" to "does not meet". "violated" makes it sound so nefarious like we did it on purpose.	Change made.
1-13	5 th paragraph, 1st sentence	Make it "Office of Highway Operations and Safety at ITD"	Change made.
1-17	Map	Are there no mitigation sites in the Post Falls area? Maybe label it that way?	Comment noted. Identification of sites will be updated as information becomes available from jurisdictions.
1-17	Map	Are there no mitigation sites in the Rathdrum area? Maybe label it that way?	Comment noted. Identification of sites will be updated as information becomes available from jurisdictions.
2-1	3 rd paragraph, 2nd sentence	Change "can be" to "are"	Change made.
2-1	4 th paragraph,	Change "is" to "are" (data = plural, datum=singular)	Change made.
2-1	4 th bullet	Change "is" to "are", change to "These data are..."	Change made.
2-1	Last bullet	"conjecture" means to infer from nonconclusive evidence, to guess. Why not use "estimate"?	Change made.
2-2	1 st paragraph, 5th sentence	Rather than "impact" maybe use "influence" or "modulate"?	Change made.
2-2	1 st paragraph, last sentence	I realize we use "impacts" throughout this document (and many more as time goes by) for all discussions about the results of an action, but most people still think of "impacts" as negative or harmful. In this sentence (and perhaps other areas) "effects" seems more neutral.	Change made; comment noted.
2-3	2nd paragraph, 3rd sentence	Insert a paragraph break (but not a new bullet). The sentence describes the process using the four steps.	Change made.
2-3	General	Even though we don't have any input or variation in the "mode choice" step, are we still including it for the time when we do actually have a statistically significant mode choice? I've seen many models that are defined as 3 step model because they have no significant mode choice. It looks like the Model Policy (Appendix E) is quiet on the issue. Should the policy discuss it?	The model is currently a three step model because of only one mode choice available (four step model designation is a generally accepted and recognized term), it is hoped to include bus transportation mode at the next model update. This could be discussed at a future KCATT/KMPO board meeting.
3-9	3 rd paragraph, 2nd sentence	Change "...designed capacity..." to "...design capacity...". Capacity is estimated for any given situation. In design of roadways, the designers chooses a "design capacity" for the various components of the roadway layout.	Change made.
3-10	Map	Show existing four lane section on US-95 between mileposts 441.5 and 443.3, just north of Ohio Match Road to the end of the four lane section.	Change made.
3-20	Map	On SH-41, right where the 41 shield is there is a signal at Hayden Ave, it's shown on the Urban Post Falls map but is actually in the rural area.	Change made.
3-30	Map	Label the maps on 3-31 through 3-34 as 2009 Average Travel Times	Change made. (Included "average" in text as well)
3-37, 38	Tables 3.5, 3.6	Tables 3.5 and 3.6 appear to be reporting directional deficiencies but 3.5 seems backwards, i.e. AM Peak hour traffic volume is heaviest southbound on US-95 so shouldn't it read "US 95 from Ohio Match Road to Garwood Road" and "US 95 from Wishful Road to Ohio Match Road" etc.?	The roadway section "Northbound", in the AM Peak on US-96 from Garwood Rd to Ohio Match rd has heaviest volumes.
3-38	Table 3.6	If these are directional it's hard to imagine that 95 Bunco to Corbin has a higher v/c than 95 Corbin to Bunco in the PM Peak hour.	The roadway section "Southbound", in the PM Peak is heaviest on US-95 from Bunco/Brunner south to Corbin. On US-95 Northbound from Corbin to Brunner/Bunco has a lower PM Peak Hour volume. The model is indicating on this section of US-95 roadway that people are heading northbound in the morning and returning southbound in the PM pk hr.

3-39	1 st full paragraph, 2 nd sentence	If the intersection capacity is “based on the approach volumes and capacities of the individual streets”, how is it done? Collectively? How is it balanced? Average? Please show the methodology or an example.	The intersection capacity is based on the following formula: $Cap = K1 + K4 * (Entering\ Cap)$ of the links. Capacity = Intersection Capacity, K1 = Capacity Constant, K4 = Capacity Factor multiplied by sum of entering link capacities, Entr. Cap. = Sum of entering capacities from all link of the node. The K4 factor is used to simulate the effect of a green time to cycle length (G/C) ratio has at an intersection. For modeling purposes, it is assumed that when like link types meet the G/C ratio is fairly even, and as the roadway link types meet lower link types, the green time or G/C ratio increases on the major facility. The K4 value of the node is applied to each link of the entering capacity. The K4 is based on the link types identified by the FFC designation entering the node intersection. We would be happy to meet with you and go over this in more detail and provide examples.
3-39	2 nd paragraph, 2 nd sentence	“design” not “designed”	Change made.
3-39	Table 3.7	The 3 US 95 locations have turn lanes left and right, so is it the delays on the cross road that brings down the v/c?	KMPO Board recommended to comment on status.
3-52	Map	“Frequency” doesn’t express it quite right. Frequency usually means “every xx period of time, a crash occurs” such as “every month there are 12 crashes at the intersection”. This map shows the number of crashes occurring at locations over 11 year period. Is it just Number of Accidents? By the way, most of the transportation community has switched the term to “crashes” rather than “accidents”.	NA; changed text in this section to "collisions" and "number of collisions"
3-57	Table 3.11	Same comment about “frequency”	Change made.
3-58	Table 3.12	MRL should be BNSF. MRL leases track only from Ponderay east to Missoula.	Removed from Table, Bonner County.
3-58	Table 3.12	Should “Homestead” be “Estates Drive”? Homestead Road is in Bonner County	Removed from table, Bonner County.
3-59	Map	Can we add BNSF and UP labels to the respective tracks?	Change made.
3-67,69	Map	Add the north end of Pleasant View Road from Prairie to SH-53 as a truck route	Change made.
3-73	4 th paragraph	Should this emphasize a major shift of airport access to the west side?	The roadway network shows the roadway access shifted in the 2030 Build model and is in the City of Hayden's strategic and transportation planning.
3-88	Overall section	There should be a paragraph or two about the District 1 wide transit and non-motorized coordination under I-way and CTAI. Some of the same wording Ryan used at the KCATT meeting.	Will provide a future revision as soon as information becomes available.
4-1	4 th paragraph	“designed” to “design”	Change made.
6-1	General topic	As the note to KCATT advises, the 2015/2030 project lists need to be financially constrained. In order to arrive at a constrained project list, the model needs to be used in an iterative process of scenario modeling. What projects can be or should be constructed to result in the best (benefit/cost analysis or risk analysis) system improvement for the dollars spent or that are reasonably estimated to be available – regardless of jurisdiction, if it comes to that. At least go through the exercise of scenario modeling to be able to advise the jurisdictions and ultimately the Policy Board on which improvements show the best return on investment. (this modeling effort also needs to be in the UPWP for 2011)	This can be discussed at the next KCATT and KMPO Board meetings. Modeling scenarios of projects could be done. Discussion and direction would be determined through the KMPO Board. The TIP needs to be financially constrained, the MTP just needs to be reasonable.
6-4	All areas of the page	Make it “Statewide” and “Program” at all STIP references	Change made.
6-6	Map	Legend needs a symbol for the added signal? (#95)	Change made.
6-7	Map	Legend needs a symbol for the added railroad crossings (#112 and #120)	Change made.
6-8	Map	Legend needs a symbol for the added signal? (#95)	Change made.
6-10	Table 6.3	So, all these short term project should be in the 2011 to 2014 draft STIP?	Only the financially constrained projects should be added to the STIP.
6-10	Table 6.3	All but one of the projects shows cost estimate in full dollar amounts; strike “in thousands” and change #23 to “\$51,504,000”	Change made.

6-10	Table 6.3	#28, should it be Lancaster to Bentz for \$1,300,000? The project just opened bids and that was the apparent low bid. \$1.5 million was the high.	Change made.
6-16	Map	Legend needs a symbol for #'s 131, 158, 159, 175 and signals	Change made.
6-17	Map	Symbols needed in legend	Change made.
6-18,19	Maps	Symbols needed in legend	Change made.
6-36	2 nd paragraph, 1st sentence	Make it "Current traffic operations within the regional transportation system have a high overall performance."	Change made.
6-36	4 th paragraph	Make it "In the 2030 No-Build model, the following roads are shown to be operating over their capacity:..."	Change made.
6-36	5 th paragraph	Make it "...decrease in congestion compared with the 2030 No-Build model with some congestion problems existing along..."	Change made.
6-36	6 th paragraph, 1st sentence	Remove apostrophe from "its"	Change made.
6-36	6 th paragraph	If the "key to success of the MTP is to strategically invest in project.." then the aforementioned "scenario modeling" of projects to determine the best expenditure of public funds should be again stated here as the tool to get there.	Comment Noted. This will be added in the final MTP documentation.
Appendix A		BTV The document is from 2005. Wasn't there an update in 2008 or 2008? The estimated start construction date is shown as 2007.	The 2006 document is still the prevailing document. The cost estimate was updated in 2009. The construction start date was 2007, the actual start date was in 2009. Funding is available with local match funds.

Page	Comments	Model Revision
6-12	Line 66 - Move Ness Road - move to long term, add from Rew Rd 1.5 miles	Change made.
6-12	Line 67 - Watson Road, move to long term	Change made.
6-12	Line 70, Cave Bay Road, remove (this project is on Stimulus List)	Change made.
6-12	Line 71, Watson Road, move to long term, add from Woodland Shores Drive	Change made.
6-12	Line 73, Burton Road, move to long term, add location at Bozard Creek	Change made.
6-12	Line 74, Senkler Road, move to long term, add from Chatcolet road to Benewah County Line	Change made.
6-12	Line 75, Ator Hill Road, stays in short term, add from Rolling Hills Road North 0.25 miles	Change made.
6-13	Line 125, Hull Road Remove	Change made.
6-13	Line 126, Loffs Bay Road, change description to "Acquire Right-of-way"	Change made.
6-13	Line 127, Tall Pines Road, move to long term	Change made.
6-22	Line 85, Conkling Road remove (this is on Stimulus List)	Change made.