



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

January 23, 2018 - 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 December 19, 2017 Meeting Minutes
4. Public Comments
5. Project, Transit & Utility Updates
6. Planning Updates
7. Idaho Transportation Board Update
8. Current Business
 - a. Consideration of Non-Voting KCATT Members
 - b. Traffic Counting Cameras
 - c. Transportation Performance Measures Options
9. Upcoming KMPO Board Items
 - a. KCATT Non-Voting Member Recommendation
 - b. Transportation Performance Measures Options
10. Other Business
 - a. KCATT Member Items
11. Next Meeting – February 27, 2018
12. Adjournment

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KCATT MEETING MINUTES

for

January 23, 2018

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

Call to Order:

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

Welcome / Introductions

Eric Shanley, Chair.....	Lakes Highway District
Rob Palus, Vice Chair	City of Post Falls
Kevin Howard.....	Worley Highway District
John Pankratz	East Side Highway District
Chris Bosley	City of Coeur d'Alene
David Callahan.....	Kootenai County
Kelly Brownsberger	Post Falls Highway District

KMPO Staff

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

Alternates and Guests

Ryan Hawkins	Idaho Department of Transportation
Megan Sausser	Idaho Department of Transportation
Jody Bieze.....	Kootenai County
Heather Carroll.....	HDR
John Parmann.....	Citizen
Terry Leigh.....	City of Coeur d'Alene
Monty Montgomery.....	Lakes Highway District
Donna Montgomery.....	KMPO Volunteer
Jeremy Clark	DEA
Thomas Gwin	Charter/Spectrum
Mac Cavasar	Coeur d'Alene Bike/Ped Committee
G.E. Siegford.....	HMH Engineering
Stuart Malley	ALLWEST

3. Approval of December 19, 2017 Meeting Minutes

Rob Palus moved to approve the December 19, 2017 minutes as submitted. John Pankratz seconded the motion which passed unanimously.

4. Public Comments

There were no public comments.

5. Project, Transit & Utility Updates

Kelly Brownsberger, Post Falls Highway District, noted their last Transportation Master Plan Open house was held on January 9th; they had a good turnout and received a number of good comments. They have finished the consultant selection process for the Pleasant View/Prairie Avenue roundabout. The District is clearing brush and doing winter maintenance.

Alan Soderling, City of Hayden, reported they were working on the right-of-way for the Ramsey Road/Honeysuckle Road roundabout; construction is expected summer of 2018. Crews are dealing with the snow and ice.

David Callahan, Kootenai County, reported the County Commissioners approved the second round of development code amendments on January 11th; those amendments do not affect transportation planning. However, the third round of amendments will affect transportation as it includes a proposal to change subdivision regulations and referral process. A hearing is scheduled for March 19th at the Kroc Center. Mr. Callahan would like the committee to attend and provide input. He will send out an email once the meeting date has been published in the newspaper.

Chris Bosley, City of Coeur d'Alene, reported Seltice Way was now open to four lanes. With the exception of the signal installation at Garden Avenue and Northwest Boulevard, projects are in winter shutdown.

John Pankratz, East Side Highway District, reported LHTAC would like to advance their 2019 LHSIP district-wide striping project to 2018. On Monday, the East Side Highway District commissioners signed the Coeur d'Alene Lake Drive agreement with ITD; the agreement will now go to ITD's Board for their approval.

Kevin Howard, Worley Highway District, reported the Kidd Island Road project will go out to a 2019 build as research needs to be done on Kidd Creek. The District is in winter maintenance.

Rob Palus, City of Post Falls, provided an update on the Seltice Way bicycle and pedestrian facility from Idaho Street to Bay Street; they are finalizing the scope with the consultant. The Union Pacific Railroad is still working on the installation of the gates and lights at the Grange Avenue and Spokane Street crossings; the remaining work will be done in the spring. The City's Transportation Master Plan will go before their City Council for final public hearing on Tuesday, February 20th; if approved, staff can move forward with their capital improvement plan updates. The Seltice Congestion Mitigation project has been delayed due to funding issues at the federal level.

Chair Eric Shanley, Lakes Highway District, reported the advertising for their summer projects would begin Thursday.

Thomas Gwinn, Charter, reported they were doing a lot of overhead work and continuing to build out to new sub-developments in the Post Falls and outlying areas. He noted the Hayden North project and said they had obtained a permit from ITD to cross the highway.

Chair Shanley noted Ralph Paul, Idaho Department of Environmental Quality (IDEQ) was unable to attend the meeting, but wanted the committee to be aware of approximately \$17 million available through the Volkswagen Environmental Mitigation Trust. Mr. Paul's email will be forwarded to the committee.

Ryan Hawkins, ITD District 1 engineer, provided an overview of the Highway 41 expansion project from Prairie Avenue to Boekel Road using an ArcGIS Online map application. A public meeting is scheduled for Thursday, January 25th; there is an option to provide public comment online. Mr. Hawkins covered the project schedule and took questions from the committee. A link to the online map application can be found on ITD's website. Construction is expected in 2020.

6. Planning Updates

Ali Marienau noted the second Regional Non-Motorized Transportation Plan stakeholder workshop will be held January 24th at the Post Falls City Hall; the public is invited to attend.

7. Idaho Transportation Board Update

Mr. Miles reported the Joint Finance-Appropriations Committee (JFAC) had approved to reinstitute the surplus eliminator money.

8. Current Business

a. Consideration of Non-Voting KCATT Members

The Non-Voting Member applications had been included in the committee packet. Mr. Miles said five applications were received; positions of interest included bike/ped, trucking, rail, and aviation. He explained the challenge of finding a local resident to serve in the rail position who was qualified to participate at the level the committee was seeking. The applicant for the rail position provided a Seattle address; the KMPO Board will need to address the residency qualification. He noted each applicant and their area of interest; there were two applications for the ped/bike position.

Kelly Brownsberger made the motion to recommend Mac Cavasar to ped/bike, John Parmann to aviation, John Glinski to trucking, and Steven Semenick to rail. John Pankratz seconded the motion.

Thomas Gwinn, one of the applicants for the bike/ped position, offered an explanation for his desire to serve on the committee saying he not only wanted to provide input on the ped/bike topic, but also offer his experience and input on future impact fees on rural roadways with heavy development e.g., Poleline Avenue, Hayden Avenue, Lancaster Road, and Boekel Road.

Chair Shanley stated there was a motion to appoint John Parmann to Aviation, Mac Cavasar to bike/ped, John Glinski to trucking, and Steven Semenick to rail and a second from John Pankratz. **The motion passed unanimously.**

Chair Shanley noted transit updates had been overlooked.

Jody Bieze, Kootenai County, noted the Riverstone Transit Center was moving forward. She would like to give a presentation next month on their fiscal 2017 accomplishments and areas of focus in fiscal 2018.

b. Traffic Counting Cameras

The KCATT packet included a memo covering the portable traffic counting camera options. Mr. Miles reviewed the advantages and disadvantages of some of the available cameras. Cameras by Counting Cars are portable and have open source software which does not restrict the number of computers the software can be placed on. Given the intended purpose of the cameras and desired count accuracy, Counting Cars recommends bringing the system in-house and processing the video using a counting board. This method will provide 95-97% accuracy. The cost is approximately \$1,500 per camera. In addition to the 5 – COUNTcam 2 video recorders with installation equipment, Mr. Miles is recommending 2 – Reconyx high resolution trail cameras. The cost of the traffic counting cameras was included in the FY18 budget.

John Pankratz made a motion that KCATT recommend to the KMPO Board Mr. Miles' recommendations on the traffic counting cameras. David Callahan seconded the motion which passed unanimously.

c. Transportation Performance Measures Options

Mr. Miles noted MAP-21 and the recent FAST Act requirements for Transportation Performance Measures. The first to take effect will be the Safety Performance Measure which encompasses vehicle and non-motorized safety by addressing the number of crashes and fatalities. Mr. Miles explained the two options in addressing the requirement. KMPO can establish their own rates and targets or adopt ITD's rates and targets. Mr. Miles explained the challenges KMPO would face by setting their own and felt it would be more advantageous to support ITD's Performance Measures.

Kevin Howard made a motion to recommend to the KMPO Board the support of ITD's Transportation Performance Measures. Rob Palus seconded the motion which passed unanimously.

Mr. Miles explained Pavement and Bridge Condition Performance Measures would be the second Performance Measure to be addressed. Pavement conditions are based on the National Highway System (NHS) which, in this area, includes I-90, Highways 95, 41, and 53 from Highway 95 to the Washington state line, Seltice Way, and Prairie Avenue from Highway 95 to Highway 41. Of particular interest is Highway 53. Although provisions in the regulation allow for an NHS route on a local system to be removed, all routes were kept during the last Federal Functional Classification (FFC) update. Mr. Miles noted KMPO was also able to get Highway 53 on the National Highway Freight Network (NHFN) in hopes of getting the Pleasant View grade separation at Highway 53. As these Performance Measure are tied to pavement conditions, there was some talk at ITD about removing Highway 53 from the NHS. Mr. Miles noted ITD could not seek to remove a roadway from the NHS without KMPO's agreement. KMPO has sought to keep the roadway higher on the system in order to effectively compete for TIGER and INFRA grants to make the needed improvements.

9. Upcoming KMPO Board Items

- a. KCATT Non-Voting Member Recommendation
- b. Transportation Performance Measures Options

10. Other Business

- a. KCATT Member Items

John Pankratz noted East Side Highway District, the City of Coeur d'Alene, and the Idaho Department of Park and Recreation would be working together in the transition of Coeur d'Alene Lake Drive from ITD. Mr. Pankratz anticipates no noticeable difference in operations.

Chris Bosley commented that the City of Coeur d'Alene currently had two locations where Rectangular Rapid Flashing Beacons (RRFB) have been installed. An additional 15 RRFBs will be installed; he noted an issue related to FHWA and the RRFB patented flash rate. Mr. Bosley is looking at RRFBs from TrafficCalm Systems and noted the advantages.

Rob Palus said he was also leaning toward the same TrafficCalm system. He noted other flashing beacon signs in the region and suggested, in the future, the jurisdictions agree on a similar flash tag for pedestrian crossing signs in order to keep consistency throughout the communities.

11. Next Meeting – February 27, 2018

Thomas Gwin asked if there was an impact study on roads and highways in the Kootenai County metropolitan area and if so, who would be responsible for the study. He said a number of people have expressed their concerns to him about the impact developments are having on rural roads.

Mr. Miles explained local jurisdictions had individual comprehensive land use plans related to transportation. KMPO has a Metropolitan Transportation Plan that addresses growth and development throughout the entire county. He explained jurisdictions and agencies within Kootenai County face a shortfall of hundreds of millions of dollars in infrastructure investment needs and commented on the cost of the Government Way project, the Highway 41 project, and needed grade separations along Highway 53. The problem is strictly an investment issue.

12. Adjournment

John Pankratz moved to adjourn the January 23, 2018 meeting. Kelly Brownsberger seconded the motion which passed unanimously.

The meeting adjourned at 9:08 a.m.

Recording Secretary