



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

April 26, 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 March 22, 2016 Meeting Minutes
4. Public Comments
5. Project, Transit & Utility Updates
6. KMPO Planning Updates
 - a. SH 41 Corridor Master Plan Update
7. Idaho Transportation Board Update
8. Current Business
9. Upcoming KMPO Board Items
10. Other Business
 - a. Highway 95 Project, Garwood to Sagle – Class I Trail
 - b. KCATT Member Items
11. Next Meeting – May 24, 2016
12. Adjournment

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KCATT MEETING MINUTES

for

April 26, 2016

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

Call to Order:

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

Welcome / Introductions

Sean Hoisington, Chair	City of Hayden
Kevin Howard, Vice Chair.....	Worley Highway District
Damon Allen.....	Idaho Transportation Department, District 1
Kevin Jump	City of Rathdrum
Verlin Van Zee	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
Gary Dagastine	CdA Bike and NW Recumbent Cycles
Mac Cavasar	CdA Bike Ped Committee
Heather Carroll.....	HDR
Darla Kuhman	CdA Glass Recycling
Marshall Law	AVISTA
Brian Walker.....	Coeur d'Alene Press
Ralph Paul.....	IDEQ
Rod Twete.....	Lakes Highway District
Kelly Glenn.....	Coeur d'Alene Tri Team
Diane Fountain.....	Lakes Highway District
Bill Irving	Climate Action CdA
Isaac Mann.....	NISC
Jody Bieze.....	Kootenai County
Mike Fuller.....	Bike CdA
Charlie Miller	Citizen
Thomas Gwin	Time Warner Cable
Greta Gissel	NICTF
Laura Winter.....	RYA
Jon Rugby	Friend of CdA
(Illegible) Eggleston	BS & S
John Stolpp	Bike CdA

3. Approval of March 22, 2016 Meeting Minutes

Mr. John Pankratz made a motion to approve the March 22, 2016 KCATT meeting minutes. Mr. Robert Palus seconded the motion, which was unanimously approved.

4. Public Comments

Bill Irving of Climate Action CDA remarked transportation was the greatest source of greenhouse gas emissions in Idaho. He supported completion of the trail between Garwood and Sagle – it would be good for tourism, reduce greenhouse gas emissions, and be an alternative to driving.

Kelly Glenn, Coeur d'Alene Tri Team, supported the trail and would like to see it completed.

Darla Kuhman, former mayor of Athol, supported and encouraged completion of the trail. She noted the amount of support and believed the path was important for tourism, commerce, transportation, and health.

John Stolpp, stated he supported the completion of the trail and wanted to know how they can move forward and achieve success.

Gary Dagastine of NW Recumbent Cycles, commented people were coming to this area to ride. In June, there is a ride in Kellogg; people from all over the world attend. More trails are needed.

Mike Fuller, bicycle commuter, rides to work daily and sees the benefits of trail and long distance riding. He rides the Trail of the Coeur d'Alenes and meets people from all over who speak highly of the trail and are impressed by the area. He encouraged them to enhance the connectivity of Coeur d'Alene to Sandpoint saying it was a great for people to see Kootenai and Bonner Counties.

Charlie Miller noted he previously represented the North Idaho Centennial Trail Foundation and had been involved in this conversation for some time; he felt it should continue. Although the recreational aspect is important, it would be a useful trail and a safe route for transportation.

Gretta Gissel, North Idaho Centennial Trail Foundation, stated she would like to see the connectivity of the trail. She felt it was needed and stated the economic impact for communities along the trail could be substantial. Ms. Gissel remarked the biking industry was a billion dollar industry; bringing more cycle tourism to the corridor would be beneficial.

Issac Mann, North Idaho Sports Commission, said the role of the Commission was to bring events into North Idaho or help with the collaboration of events. They are always looking for other opportunities/infrastructure opportunities that will make them stand out from other states. Having more trails will provide greater opportunities; the trail between Coeur d'Alene and Sandpoint would provide safe travel. Mr. Mann remarked on the investment and economic impact.

Mac Cavasar, stated he and others sat with KCATT years ago, presented the issue and a proposal for a number of funding mechanisms for additional bike paths in the community. It was presented as a transportation mode rather than recreational. He suggested keeping in mind the long term vision which is transportation from his standpoint.

5. Project, Transit & Utility Updates

Damon Allen, ITD, reported they were working on the Ironwood signal project; it is a joint project between ITD, the hospital, and developers. If approved by the ITD Board, they will provide additional funds to include in the project a signal at Emma Avenue. The project is expected to improve congestion in the area. Mr. Allen noted they would be working with Mr. Miles/KMPO as the project moves forward. Work on the Pennsylvania Street bridge project has been completed;

bridge replacement is scheduled in two years. Mr. Allen noted Mr. Miles had assisted them in filling out the FAST grant application for the Highway 95 Access Mobility project. The study was originally done in approximately 2008 and maximizes the throughput along Highway 95 from I-90 to Highway 53. Mr. Miles included the City of Coeur d'Alene's Wilbur Road extension project and reconstruction of the bike path along Highway 95 in the grant application. If the grant is awarded, the bike path will be refreshed/repaved and then, the locals will be willing to take it over. Mr. Allen said the project would benefit ITD and the community. The total project cost is \$8.5 million; \$5.1 million would come from grant funds and the remaining would be match from ITD, the MPO, and locals. Mr. Allen credited Mr. Miles for 90% of the grant application process.

Mr. Miles noted the FAST grant was primarily focused on the movement of goods and services through the community; a benefit cost analysis on the project was required. ITD used their economic model, TREDIS, which considers all variables including throughput and the number of accidents as a result of improved turning movements. With a 7% discount, the project had an 8.8 rating; larger competing projects ranked as low as 1.2 and 1.6. Since this is a new program, no competitive grants have been awarded; the possibility of the grant award is dependent on how the projects are scored. The FAST grant was part of the latest transportation bill and is unique. The grant includes a provision for a sixty-day review by Congress; grants must be awarded by Labor Day. Federal gas tax is the source of funding.

Mr. Kelly thanked Mr. Miles for his work on the grant. He commented on the Ironwood project noting pedestrians and bicyclists are required to cross six lanes with no pedestrian island. He asked if there was input from the City of Coeur d'Alene's Ped/Bike Advisory Committee and noted Highway 95/Ironwood Drive was one of the two most dangerous intersections in the City.

Mr. Allen commented that input was typically dependent on the context of the project, but said he knew of ped/bike input on the Ironwood project. He provided history on the project which is part of the hospital expansion and said it was evident Ironwood would not be able to handle the additional traffic volume over time. ITD is paying for a bulk of the signal. Other than signal timing, he was not aware of any specific plans for pedestrian infrastructure. ITD will take comments on any of their projects in the Statewide Transportation Improvement Program (STIP); the Ironwood project is in the STIP. Comments are welcome.

Kevin Jump, City of Rathdrum, reported the Community Choices grant received by the City was used to purchase crosswalk signs for school zones; the signs arrived last week. The City's street rehabilitation project which includes pavement overlays, curb and sidewalk replacement is expected to go out to bid by next weekend.

Verlin Van Zee, Lakes Highway District, reported they had paved the Huetter Road project yesterday and will finish up approaches today. Crews will be working on the Good Hope Road BST project, the Belmont shop, doing pavement markings and working on culvert replacements and drainage on their East Hayden Lake Road and Rimrock Road projects.

Rob Palus, City of Post Falls, noted paving of the State Highway 41 bicycle/pedestrian facility had been delayed to address issues related to the retaining wall; the City is working with ITD and the design engineer. The contractor will be installing signs and the pedestrian push button at the on ramp and on Seltice Way. Traffic is utilizing the signal at Spencer Street and Seltice Way; the railroad crossing is open. The 7th Avenue Capacity and Safety project will be before the City Council for approval of advertisement in May. Work on the City's Transportation Master Plan is ongoing; there were no updates to report. Bid opening on the safety grant at the Mullan/Idaho traffic signal is expected next week; the project includes updating ADA accommodations and installing flashing yellow turn arrows.

David Callahan, Kootenai County, reported the County's new development code was recommended for approval by the Planning Commission on March 17 and will be in front of the County Commissioners Thursday. He hoped some of the KCATT members would attend the meeting Thursday as he could use their support; the new code requires new private roads linking to subdivisions meet Highway District Standards.

John Pankratz, East Side Highway District, reported the District was in spring maintenance, hauling gravel, grading, cutting brush, and addressing a sinkhole on Blue Lake Road. A public meeting regarding Coeur d'Alene Lake Drive is scheduled for May 5th at Coeur d'Alene City Hall.

Mr. Kelly, community member (bike/pedestrian), will speak under "Other Business."

John Parmann, community member (aviation), had no updates to report.

Kevin Howard, Worley Highway District, reported on the Kidd Island Road project; they will meet with property owners the first week of May regarding the right-of-way purchase. The District received \$26,000 through the Kootenai-Shoshone Soil Conservation District for the Bloomsburg Road project; the project includes culvert and ditch work – erosion control measures to protect Lake Coeur d'Alene. Crews began magnesium chloride application this week. The District is in spring maintenance, grading, graveling, and cutting brush.

Mr. Pankratz emphasized the important work provided by the Kootenai-Shoshone Soil and Water Conservation District. They are advocates of stream bank stabilization which includes a number of environmental protective measures. East Side Highway District has seen the benefit of their involvement in projects throughout their District.

Chair Hoisington, City of Hayden, thanked Mr. Miles for presenting the committee's prioritized list of projects to the Urban Balancing Committee during their last meeting. From the City's perspective, Mr. Miles has helped make the Ramsey Road extension project happen. They will now have enough money to build Phase One of the project from Wyoming to Lancaster Road. Funding will be available in 2021 with right-of-way acquisition dollars available in 2020. The City is pursuing the design contract; the Environmental Analysis (EA) is underway. Phase Two of the project will need to have rural funding as it is outside the urban area. Acquisition, appraisals, and the negotiation process has begun on the Honeysuckle/Ramsey Road roundabout. The City of Hayden is in partnership with the Hayden Urban Renewal Agency to fund an improvement on Hayden Avenue from US 95 to Government Way; currently, there are no pedestrian facilities or delineated bike pathways. The agencies are working on acquiring property and will be hiring an appraiser and negotiator and working on final construction plans. The City has partnered with the Cities of Coeur d'Alene and Dalton Gardens for a chip seal bid and will award Poe Asphalt the contract tonight; this year, the City will chip seal the Strawberry Fields and Broadmoore subdivisions.

Ms. Bieze, Kootenai County Transit, stated they were continuing to work on the Service and Fare Equity Analysis and Regional Transit Plan. The Service and Fare Equity Analysis will provide the need for the fare base system, the cashless fare and collection system, and the fare equity analysis while the Regional Transit Plan will rationalize route structures they would like to propose. Findings are expected late April/early May. Mr. Clarke is no longer with Kootenai County.

Marshall Law, AVISTA, reported they were wrapping up a re-conductor project on Greensferry Road in the Rathdrum area near Highway 53. Crews will begin a new project next week on another re-conductor job near Rathdrum along Highway 53 from Meyer Road to Atlas Road.

Thomas Gwin, Time Warner Cable, reported they were completing work on the Government Way project. Work on two developments on 16th Avenue in Post Falls are complete. Time Warner Cable has been working with ITD in moving some fiber lines on Highway 95 toward Moscow.

Crews are still working on Cape Horn Road which was impacted by the fire and slide; they are working to restore fiber in the area. They are rebuilding their system in areas throughout the County. Mr. Gwin said Time Warner supported the biking community, have a number of bicyclist working for them, and provide safety training for their technicians.

6. KMPO Planning Updates

a. SH 41 Corridor Master Plan Update

Ms. Gow completed the draft text document for the Highway 41 Corridor Master Plan Update and emailed the pdf to the committee yesterday; other documentation and/or the text document in Word format will be provided upon request. Comments on the draft are due May 24th; there were no objections to the deadline. The funding section needs to be included. The Executive Summary will be completed after comments have been received and reviewed. Three open houses are expected; the first is anticipated to be scheduled in June. Ms. Gow thanked ITD for reviewing the Synchro files. Methodologies, current levels of service, and bike/pedestrian/transit updates were discussed; the model does not include bicycle/pedestrian/transit data.

Mr. Palus expounded on current and future bicycle/pedestrian facilities.

7. Idaho Transportation Board Update

Mr. Allen noted the ITD Board meeting was scheduled for this Thursday. The Board will be voting on, and is expected to approve, the draft Idaho Transportation Improvement Program (ITIP); the ITIP includes improvements Mr. Allen had discussed earlier. Updates will be provided next month.

8. Current Business

There was no current business.

9. Upcoming KMPO Board Items

Mr. Miles provided an update on the recent Urban Balancing meeting. Projects scored by KCATT last month moved forward in the program and have been included in the ITIP update. During the meeting, Diane Steiger and Russ Rivera from ITD Headquarters and Michael Caliendo from Federal Highway Administration (FHWA) provided training on a number of Title VI topics. ITD and Federal Highways have offered to do a Title VI training for local jurisdictions on a date/time that will coincide with a KCATT meeting. The group confirmed they would be interested in the training.

The joint project recently scored by KCATT, the 4th Street project between the Cities of Coeur d'Alene, Dalton Gardens, and Hayden did not allow sufficient shoulder, bicycle, and pedestrian provisions. After meeting with representatives from the three jurisdictions, the City of Dalton agreed to modify the scope to include sidewalks and bicycle provisions within the right-of-way. The project was approved to go into the program for preliminary development. Projects using federal aid funds are now required to meet all ADA requirements. The change of scope made the project eligible for federal funding. Mr. Miles provided insight into the preliminary development phase process and stated the importance of input prior to the concept report being complete.

10. Other Business

a. Highway 95 Project, Garwood to Sagle – Class I Trail

Mr. Kelly questioned what the original Highway 95 trail project proposed and how can they get it completed. He remarked that the community was interested in getting the project completed.

Mr. Allen provided the history of the Garwood to Sagle corridor project. ITD used the GARVEE bond program to build projects around the state; one of the projects was the Garwood to Sagle corridor. It was studied through an Environmental Impact Statement (EIS); this would have been the point for public input. The EIS shows what the project would be. The \$110 million used was not expected to complete the project, but do phases. Although the bike path did not get paved, ITD built the ballast section and prepped for the path. ITD is bound by the EIS to provide a bike path; when and how it will be completed is unknown. The GARVEE program is over; the funds covered what is seen in the corridor today. Mr. Allen's focus is to reconstruct the bike path they currently have from I-90 to Highway 53 and turn over to the local jurisdiction. Once this is done, he would focus on getting the next piece of the path paved. The estimate to get the current bike path reconstructed is in the \$3 million range. Mr. Allen said there have been great discussions and meetings with those who are willing to take the facility once it is paved, but said the issue was money.

Mr. Miles commented on the process noting it was a multi-county federal aid project through GARVEE bonds; the concept report was embedded within the environmental documents which had significant public input. The KMPO Board and KCATT do not prioritize or select Federal Highway projects on the State system; these projects are processed through a scoring and evaluation process within ITD and are selected by the ITD Board. As a portion of the projects is included in Kootenai County, the ITD Board submits the project to KMPO for inclusion in the Transportation Improvement Program (TIP). KMPO does a 30 day public comment period on the TIP which goes before KCATT, the KMPO Board, ITD, and then to Federal Highway Administration and Federal Transit Administration for approval. Mr. Miles said if jurisdictions in Kootenai County do not have their project in the TIP, it is ineligible for federal aid funding. There is a collaborative and coordinative process that must take place.

Mr. Allen explained the State used the Pavement Management System, the Bridge Management System, and for economic projects, the TREDIS model to determine how they should spend their money to take care current facilities. The systems look at pavement condition, bridge condition, and safety numbers which are the State's priority and the reason bike paths do not compete well with road projects. Mr. Allen said if other funds are available, he asks for bike paths, but often times, the money is used elsewhere in the State to address ITD's priorities. There are no mechanisms that allow for the repaving of a bike path because locals want it; grants or local partnerships are sought out to address paths.

Mr. Miles addressed those who had spoken about the economic value of the trails and said, if the information could be documented as fact, they may be able to take advantage of ITD's economic TREDIS model. If a case for economic opportunity could be made for the State, they could drive the TREDIS model. In the Senate for FY17, the THUD Bill includes a provision that allows for Transportation Infrastructure Finance & Innovation Act (TIFIA) grants for trails. Mr. Miles said they would have to be creative to make case for economic opportunity.

Mr. Palus said he was aware the North Idaho Centennial Trail Foundation was working on an analysis addressing a number of matters related to the economic impacts of the trails. He noted the importance of the data being locally based.

Mr. Miles concurred with Mr. Palus' commenting that national numbers are much less effective than data derived at the local level and impacting the regional economy.

Mr. Allen said ITD is committed to finishing the trail. Once federal aid has been expended, the project is to be in the next phase within ten years; the last phase of the corridor was completed approximately two years ago. In the next eight years, they should be doing something; however, Mr. Allen said it may not be the trail, it may be frontage roads or another section of roadway. In

response to a question from Mr. Kelly, Mr. Allen said the money for the project, was to be used on the project – no funds were taken away from the Garwood to Sagle project and used elsewhere. There were some savings realized statewide near the end of the program; District 1's portion was used to extend frontage roads to the county line.

Mr. Kelly asked Chair Hoisington to open the discussion up to audience.

Chair Hoisington allowed the audience to question the committee.

Mr. Cavasar commented that at one time, KCATT had a sub-committee for bike/pedestrian transportation issues. Some of those attending would be willing to give input for future projects.

Ms. Bieze stated the component they are talking about should be part of the Regional Transit Plan.

One audience member from the Trail of the Coeur d'Alenes noted the economic impact and number of those using the trails. In the Wallace area there were 135,000 trail users and 35,000 users on the Hiawatha Trail; there is a \$7 million impact.

Chair Hoisington said there appeared to be local economic data. He noted the bicycle and pedestrian facilities were identified during the process of developing the Environmental Impact statement, it was included in the corridor project and will be constructed at some point in the future.

Mr. Allen stated there was nothing in a current TIP that would pave the trail.

b. KCATT Member Items

Mr. Kelly noted he had been tracking reportable crashes since 2014. At this time in 2014 and 2015, there was one crash with a bicycle. In 2016, there have been five in Coeur d'Alene and one in Post Falls; the last two were students. All but one are sidewalk related. Mr. Kelly suggested they start looking at the reason the accidents are happening and ways to prevent these type of accidents. He questioned what in the system is causing the riders to use the sidewalk where they would most likely be hit. The crashes are reportable vehicle versus bicycle accidents.

Mr. Jump noted the seasonally high temperatures; there is more bicycle activity than in the past couple of years. He questioned what was considered a crash and what was reportable. Mr. Jump noted multi-purpose pathway systems are wider and accommodate more activity.

Mr. Kelly said Idaho law states if there is any injury it needs to be reported to law enforcement. He is surprised by the number of bicyclists who ride on the sidewalk and questioned why. He felt the street system should provide the infrastructure to accommodate bicyclist – all levels and abilities.

Mr. Pankratz said those who have been involved since the organization was formed in 1996/1997, have seen transportation as a whole improve tenfold; this included multi-modal, vehicle, and transit. He credited the committee and the people sitting at the table for making it happen.

11. Next Meeting – May 24, 2016

12. Adjournment

Mr. Rob Palus moved to adjourn the April 26, 2016 meeting, which was seconded. The motion passed unanimously.

The meeting adjourned at 9:40 a.m.

Recording Secretary