



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**

February 27th, 2024 - 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 – Michael Lenz, Chair
3. Approval of December 19th, 2023, Meeting Minutes – **Action Item**
4. Public Comments (limited to 3 minutes per person)
5. Member Project, Transit & Utility Updates
6. Planning and Programming Updates
  - a. Federal Functional Classification Map Update
  - b. 2024 Safety Performance Targets & Review
  - c. Strategic Initiatives – Local Government Transportation Program – **Update**
7. Idaho Transportation Board Update
8. Current Business
  - a. March Meeting Quorum

#### Upcoming KMPO Board Items

9. Other Business
  - a. KCATT Member Items
10. Next Meeting – March 26th, 2024
11. Adjournment

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## KCATT MEETING MINUTES

For

December 19, 2023

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

### Call to Order:

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

### Welcome / Introductions

Kevin Jump, Chair .....	City of Rathdrum
Michael Lenz, Vice Chair .....	Post Falls Highway District
Kevin Howard .....	Worley Highway District
Rob Palus .....	City of Post Falls
Chris Bosley .....	City of Coeur d'Alene
Alan Soderling.....	City of Hayden
Eric Shanley .....	Lakes Highway District
Marvin Fenn .....	Idaho Transportation Department

### Absent:

Ben Weymouth.....	East Side Highway District
Rob Beachler.....	Idaho Transportation Department
Michael Fuller.....	Bike/Ped Representative

### KMPO Staff:

Ali Marienau .....	Transportation Planner
Kate Williams.....	Administrator

### Alternates and Guests:

Carrie Ann Hewitt .....	Idaho Transportation Department
Terry Werner .....	Citizen/LHTAC
Monty Montgomery .....	LHD
Donna Montgomery.....	Citizen
Chad Ingle.....	Kootenai County Public Transportation
Jason Stippich.....	AVISTA
Karie Gullickson.....	JUB
Jeff Peters.....	Lochner

### 3. Approval of October 24, 2023, Meeting Minutes – Action Item

Rob Palus moved to approve the October 24, 2023 minutes as submitted. Kevin Howard seconded the motion, which passed unanimously.

### 4. Public Comments (limited to 3 minutes per person)

There were no public comments provided.

### 5. Member Project, Transit & Utility Updates

Eric Shanley, Lakes Highway District, reported that the district is working on a couple of designs for guardrail projects at high accident locations; the Old Highway 95 railroad bridge design is also underway. They are working on purchasing right of way for the Brunner Rd./BNSF project,

and they have several reconstruction projects for 2024 that they are working on signing contracts for. Mr. Shanley noted that it is grant season, and they are on applying to several grants; one project they will be applying for is the Spirit Lake Causeway bridge replacement project. The district has several rehabilitation and reconstruction projects planned for 2024. He reported that work continues on the Garwood Operations Center construction; they are hoping to have it open and occupied by October 2024.

Marvin Fenn, ITD, gave an update on the signal timing happening on US-95. Carrie Ann Hewitt reported on the results of the Strategic Initiatives Grant program. Three times as many projects were submitted as there is money available. The city of Coeur d'Alene's Government Way project and the city of Post Falls' Spokane Street project were both awarded.

Alan Soderling, city of Hayden, reported that the city is in the design phase for three intersections projects. They are finishing up the right-of-way procurement for the Honeysuckle Ave./Ramsey Rd. project. They city is in the full swing of winter maintenance and is preparing for summer maintenance projects.

Chris Bosley, city of Coeur d'Alene, gave an update on the city's FTA sidewalk project, which is mostly complete except for one section. Hanley Ave. is now paved out to Huetter Road; the new lights should be up and running by mid-January.

Rob Palus, city of Post Falls, reported that the city is in the final design review of Chase Rd./BNSF project; they will be meeting with LHTAC in January 2024 to discuss. Work continues on the city's Transportation Master Plan update; an open house was hosted in November.

Kevin Howard, Worley Highway District, gave an update on the Greensferry Rd. guardrail project design. A project to install a box culvert on Rockford Bay Road is waiting on right of way acquisition; work is also being done on the concept plan and alternatives. The Kidd Island Road project is in phase two; the of right of way acquisitions have been agreed upon. The District has entered a joint project with the Coeur d'Alene Tribe to install five culverts to improve fish passage under district roadways.

Michael Lenz, Post Falls Highway District, reported that work on the Spokane River bridge project is set to begin in summer of 2024. The Beck Road rehabilitation project is ready to go out to bid early next year. PFHD has been discussing traffic impacts with ITD, regarding the Beck Rd./Prairie Ave. and SH-53 railroad crossing intersections, in regards to the Pleasant View Rd/SH-53 interchange project; it is possible a right in/right out only may be constructed at Beck Rd. He also commented that the temporary signal at Poleline Ave./Hanley Ave. and Huetter Road should be up and running in January.

Kevin Jump, city of Rathdrum, reported on the Lancaster Rd./Meyer Rd. intersection project; the project is moving forward for utility relocation work to be done and is slated for summer or fall completion. The city is working on winter maintenance.

Chad Ingle, Kootenai County, reported on the status of the paratransit buses – they have received three that have been updated and have sent the remaining three to have the same changes made. Mr. Ingle noted that Ms. Jody Bieze's position has changed to an independent contractor with the County, so he will be the point of contact from now on. For 2024, they will be working on phase two of the Strategic Service Plan, where they will do a more in-depth look into the system's bus stops and routes.

## **6. Planning and Programming Updates**

### **a. CARBON funding process – Update**

No update on this at the time of the meeting.

b. Strategic Initiatives – Local Government Transportation Program – **Update**

Two urban projects were awarded funding: City of Coeur d'Alene's Government Way Signal Upgrade project and City of Post Falls Spokane Street Rehabilitation project. Post Falls Highway District's Huetter Road widening project scored well in the MPO process but was, ultimately, not awarded. ITD has indicated they are willing to work with PFHD to preserve the opportunity to widen the Huetter Road under the bridge as part of the I-90 widening project; the bridge abutments will be set back far enough so widening is still possible in the future when the district is ready to address it.

c. 2024 TIP Project Status Reports

- i. Mr. Soderling provided an update on the Ramsey Road Extension – Wyoming to Lancaster construction. The city of Hayden is working on obtaining one final portion of the right of way; the decision is currently with the courts, and there should be a decision by February. They have obtained all the other rights of way.
- ii. Mr. Lenz provided an update on the Prairie Avenue, Meyer to SH-41 Widening. They are currently working on the project design and right of way. Two right of way pieces are being worked on; they have been working with the City of Post Falls on the plat and legal description for Zorros Street and the portion that is part of the Hughes Annexation. It looks like the district will be acquiring the right of way. The draft noise study has been completed.
- iii. Mr. Lenz did not have an update on the Prairie Trail – Prairie Pedestrian/Bike Underpass. He has a call out to Scott Luekenga at ITD about the plan for moving forward with the funding; he should have more information at next month's meeting. They are planning to complete the design in FY24 and build in FY25.
- iv. Ms. Ali Marienau reported that KMPO will be moving forward with the purchase of the VISTRO software; she attended the November training. She will be requesting a version of the Vistro model from the ITD PEL Project so she can build on top of that model. She is continuing to work with ITD/HDR on the PEL project modeling; they will be looking at some alternatives in the new year. Ms. Marienau reported that the model documentation from the 2020 model update has been completed and sent out. She noted all of the land use was updated in the model with data from the 2020 census and 2019 employment. Data from INRIX was used to update the model O-D. She is working on trying to get the INRIX Route data to compare with the updated models with those numbers. Ms. Marienau spoke to working on the update of the metro transportation plan in 2024 and the goal to have it completed by May 2025.

**7. Idaho Transportation Board Update**

Mr. Fenn noted that Blake Rindlisbacher, ITD Chief Engineer, has retired, and Amy Schroeder has been promoted to the new Planning and TECM Program Administrator.

Mr. Fenn reported that the IT Board approved the TECM bond sale for the I-90 widening project, for an estimated \$370 million; there was no update on when construction will begin. Some of that money will also go to design of the US-95 interchange. US-95 was selected as the priority interchange for reconstruction, though it is known that the Northwest Blvd. interchange also needs addressed; it will be looked at next.

## **8. Current Business**

### **a. Election of 2024 Officers**

**Eric Shanley nominated Michael Lenz as Chair. Robert Palus seconded the motion, which passed unanimously.**

**Kevin Jump nominated Robert Palus for Vice Chair. Alan Soderling seconded the motion, which passed unanimously.**

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

No upcoming KMPO Board items were noted.

## **10. Other Business**

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

Ms. Marienau introduced Ms. Kate Williams as new office administrator at KMPO.

Mr. Fenn reported that he had met with law enforcement over the flash/no flash issues at night on US-95. He also noted that the timing of the US-95 lights is off. If someone doesn't move for two seconds, it moves on; they are working on adjusting the timing to address the issue.

Mr. Lenz noted that the westbound striping at SH-41/Seltice Way is confusing, and he has witnessed several near-misses. Mr. Fenn responded, ITD is going to add some "chicken scratches" at the interchanges; the department is aware the striping needs updated and better reflectivity.

Ms. Marienau noted that Mr. Miles will be meeting with INRIX on the signal and corridor analytics data that has been stalled. It sounds like INRIX is close to coming to an agreement that would allow them to access the data again. Hopefully, that data will be available in the next couple of months.

## **11. Next Meeting – January 23, 2024**

## **12. Adjournment**

**Without objection, Chair Kevin Jump adjourned the December 14, 2023 meeting.**

The meeting adjourned at 8:30 a.m.

*Signature on File*

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Recording Secretary



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  
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Lakes Highway District  
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Worley Highway District

Item 6b

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

DATE: February 20, 2024  
TO: KCATT  
FROM: Ali Marienau, Transportation Planner  
SUBJECT: 2024 Safety Performance Targets & Review

**Background:**

In 2018, the KMPO Board approved the decision to support ITD's performance targets for safety rather than adopt separate targets for Kootenai County. KMPO will continue to monitor Kootenai County's progress annually to ensure the MPO area continues to meet the state's safety targets. ITD has set its new safety targets for 2024.

**Overview:**

KMPO staff has reviewed the crash data for Kootenai County from 2019-2023 using Numetric's AASHTOWare Safety platform. Previously, staff was only able to access data from two year's prior (via LHTAC), but with access to this database through ITD, staff is able to compare the previous year's data with the applicable targets. Attachment A includes a full year-to-year comparison of crash statistics for the KMPO area.

The 2023 data shows that fatal and serious crash rates in Kootenai County remain below ITD's safety targets and that the County has seen a decrease in the five-year average number of fatalities and serious injuries, as well as the rates of those crash types per 100 million vehicle miles traveled (VMT), over the period. The average number of non-motorized fatalities and serious injuries increased slightly compared the previous 5-year period. 40% of fatal and serious injury crashes in Kootenai County occurred on the state highway system.

	2024 ITD Safety Targets	2019-2023 Performance	
		2023 ITD Targets	Kootenai County
5-Year Avg. Number of Fatalities	238	244	15
5-Year Avg. Fatality Rate per 100 million VMT	1.33	1.35	1.03
5-Year Avg. Number of Serious Injuries	1,224	1,279	85
5-Year Serious Injury Rate per 100 million VMT	6.82	7.22	5.9
5-Year Avg. Number of Non-motorized Fatalities & Serious Injuries	116	125	9

In 2020, KCATT requested an analysis of fatal crashes in the county to determine if there may be any measures agencies could take to prevent future crashes. 17 fatal crashes occurred in Kootenai County in 2023.

The most common factors contributing to fatal crashes in 2023 were similar to those reported in previous crashes from 2012 to 2022. Those include: Failed to Maintain Lane (4); Alcohol Impaired (4); Failed to Yield (4); Inattention (3); Drug Impaired (3); Exceeded Posted Speed (3) (Note: Up to three contributing factors are identified per crash). Failed to Obey Signal (3) is a factor that has only contributed to fatal crashes over the last 3 years.

The highest number of "Most Harmful Events" reported in crashes continue to be Overturns (3) and collisions with trees (4). Collisions with pedestrians and pedalcycles (resulting in a fatality) continue to be an issue. 1 in 12 fatal crashes over the 11-year period involve a pedestrian or bicyclist.

SH-53 and Lancaster Rd. were the corridors with the highest number of fatal crashes in 2023, with both crashes on Lancaster involving bicycles. A full analysis of fatal crashes from 2012-2023 data is included in Attachment A, including a summary of high crash corridors and their crash rates per 100 million vehicle miles traveled (VMT).

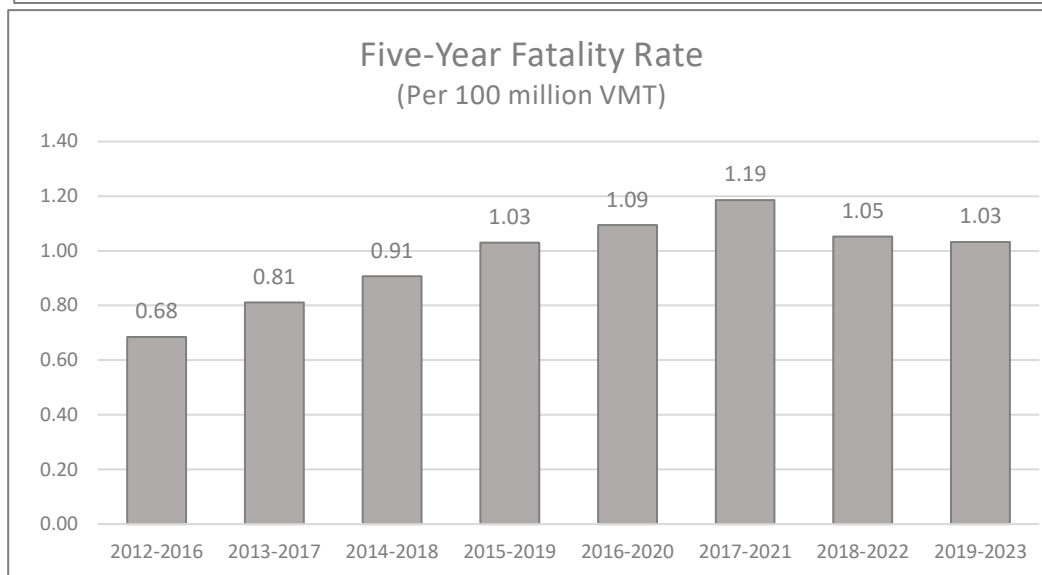
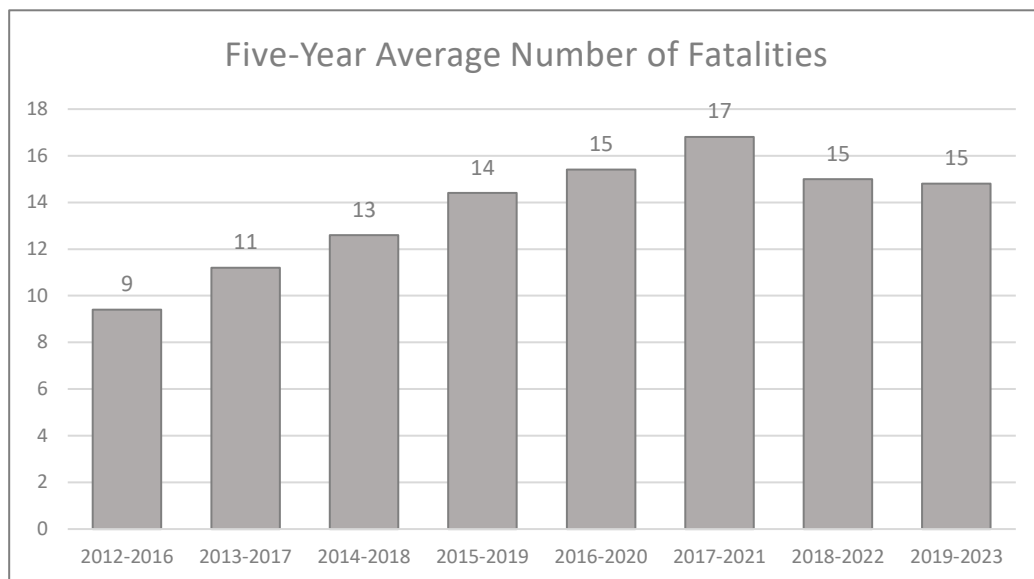
Most fatal crashes in 2023, again, appear to be the result of driver behavior rather the result of issues with the roadway or intersection. Some locations may be good candidates for additional safety countermeasures to prevent future crashes.

**Attachments:**

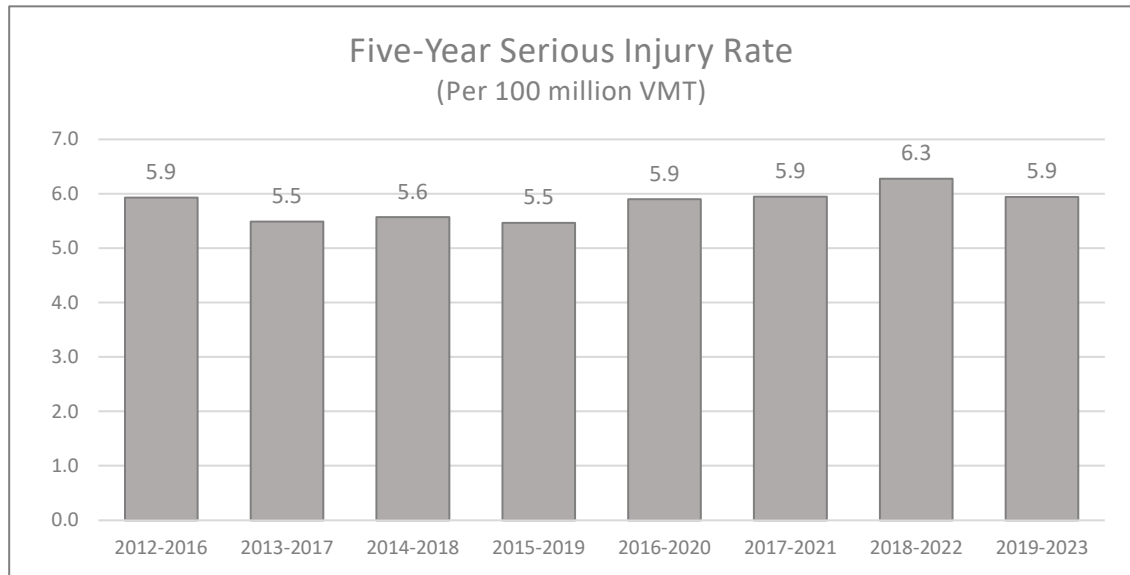
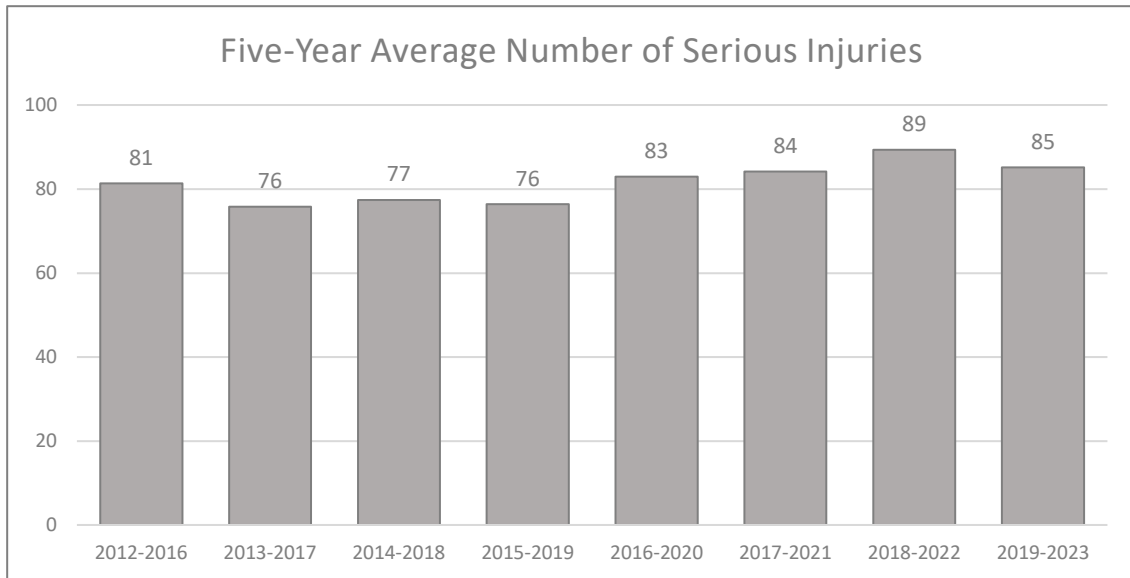
- A- Kootenai County Safety Performance 2012-2023
- B- 2023 Fatal Crash and Serious Injury Locations

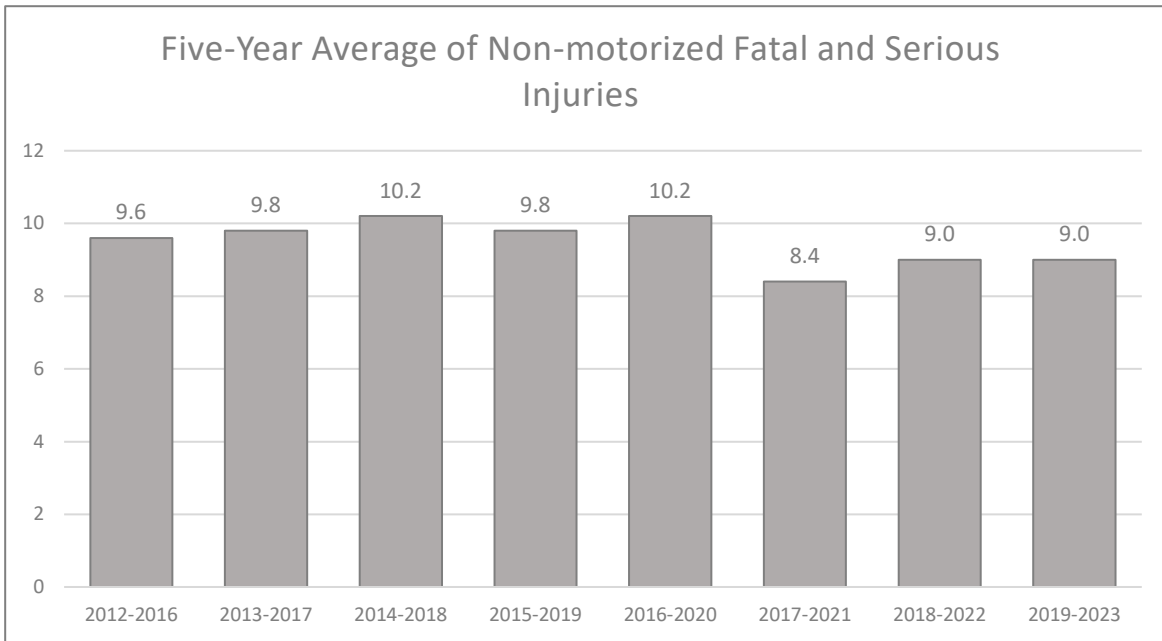
## Kootenai County 2023 Safety Performance

	ITD 2023 Targets	Kootenai County Comparison		
		2019-2023	2018-2022	Δ
5-Year Avg. Number of Fatalities	244	15	15	0
5-Year Avg. Fatality Rate per 100 million VMT	1.35	1.03	1.05	- 0.02
5-Year Avg. Number of Serious Injuries	1279	85	89	- 4
5-Year Serious Injury Rate per 100 million VMT	7.22	5.9	6.3	- 0.4
5-Year Avg. Number of Non-motorized Fatalities & Serious Injuries	125	9	9	0

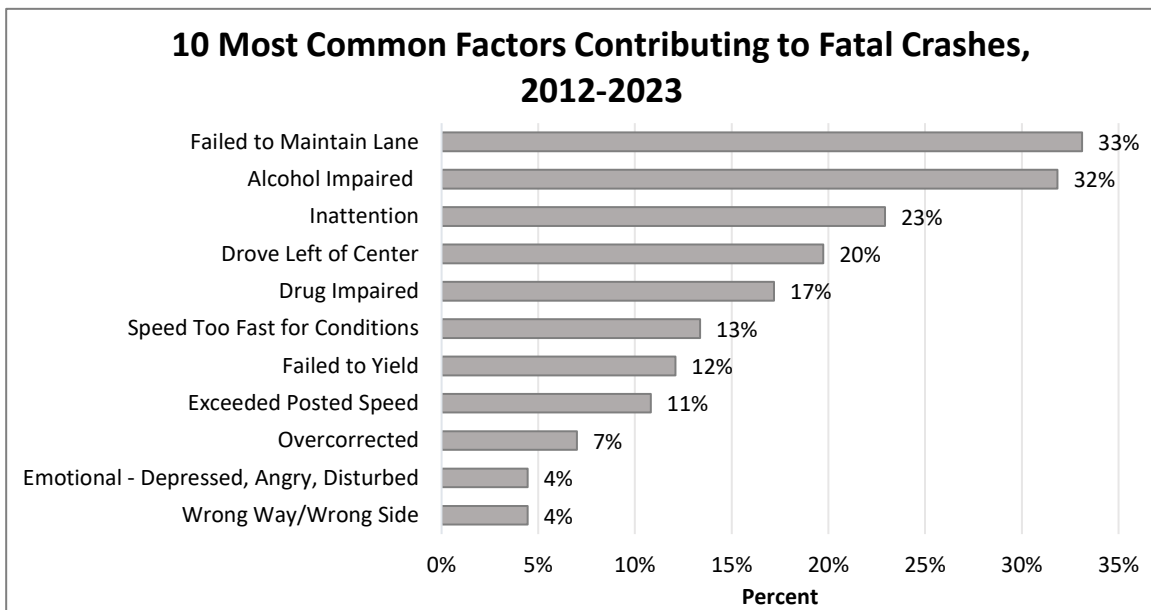






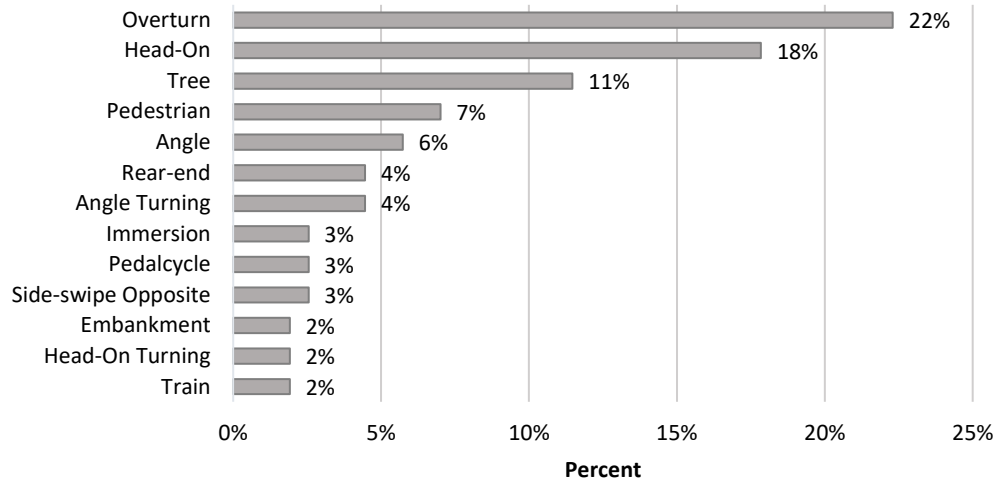


## **Crash Fatality Analysis, 2012-2023**



Note: Up to three factors may be reported as contributing to a crash

### "Most Harmful Events" Reported in Fatal Crashes, 2012-2023



#### Intersection Related?

Yes	24% (38)
No	76% (119)

#### Number of Crashes by Corridor, 2023

Corridor	Number of Crashes	Estimated Annual VMT	Crashes/100 million VMT	Most Harmful Event
SH-53	2	54,435,379	3.7	Head-On, Pedestrian
Lancaster Rd.	2	11,918,730	16.8	Pedalcycle (2)
4 <sup>th</sup> St.	1	14,010,858	7.1	Tree
Appleway Ave.	1	7,803,430	12.8	Rear-end
FS 206*	1	-	-	Tree
FS 268*	1	-	-	Overturn
Hayden Ave.	1	22,874,129	4.4	Side-swipe opposite
Huetter Rd.	1	14,945,872	6.7	Fence
I-90	1	416,773,034	0.2	Overturn
Meyer Rd.	1	4,395,389	22.8	Same Turning Direction
Pleasant View Rd.	1	14,198,959	7.0	Angle
Prairie Ave.	1	56,315,903	1.8	Angle-turning
Seltice Way	1	63,354,856	1.6	Tree
SH-3	1	18,778,299	5.3	Overturn
SH-97	1	19,812,523	5.0	Tree

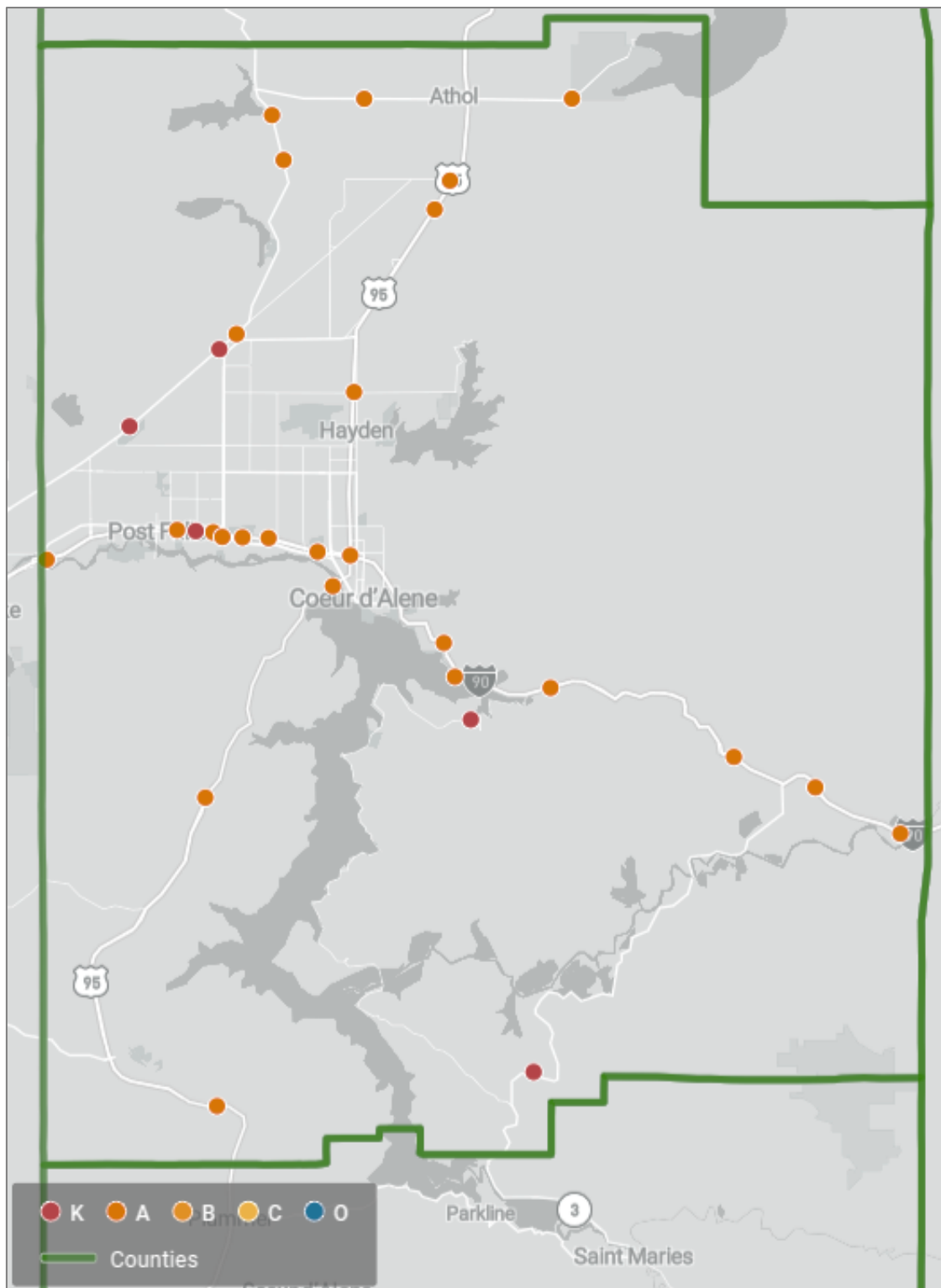
\*No model data available

### All Fatal Crashes, 2012-2023

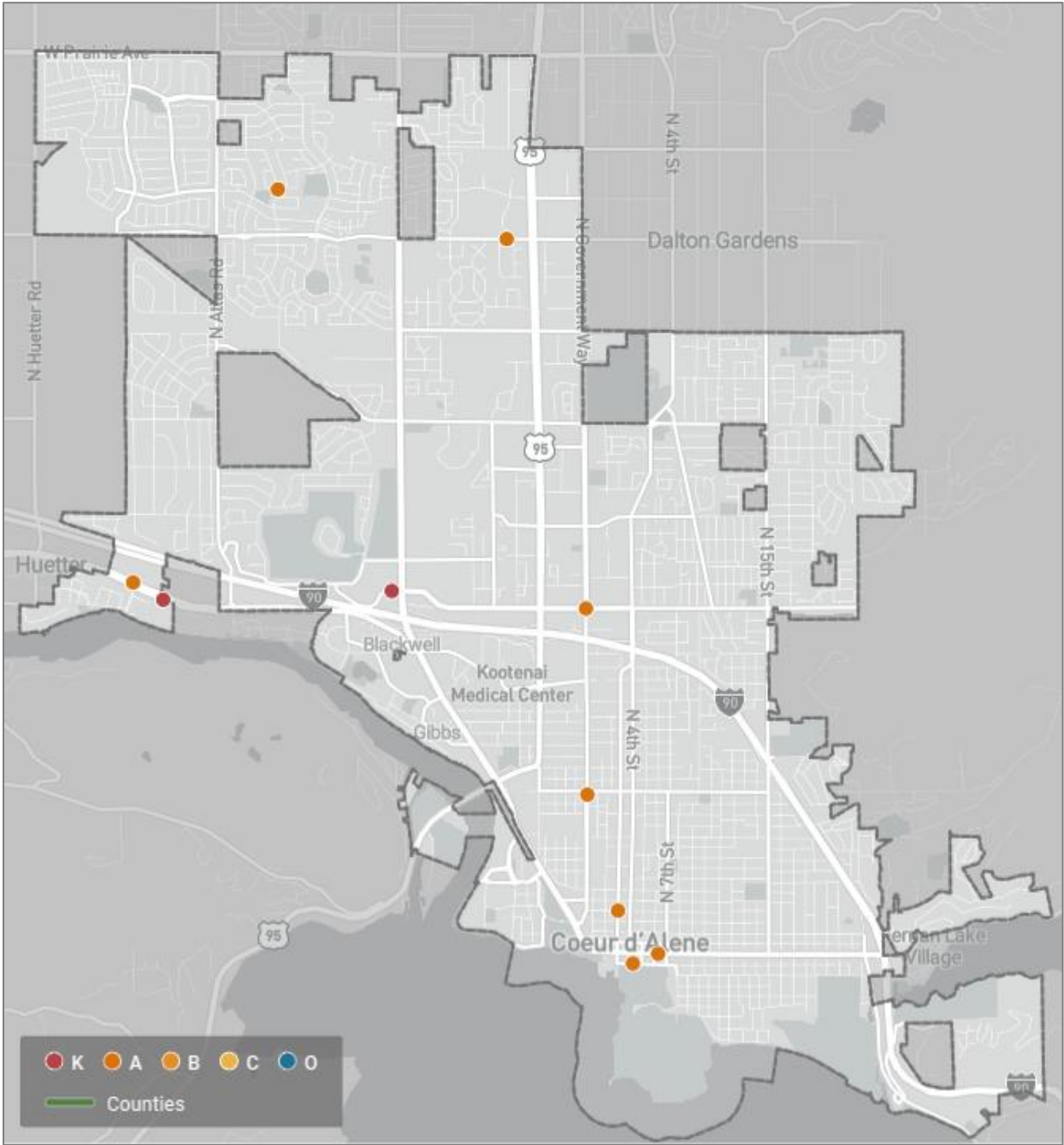
Corridor	Number of Crashes	Estimated Annual VMT	Crash Rate/100 million VMT	Most Harmful Events (2012-2023)
<b>1. US 95</b>	41	258,790,935	15.8	Head-on(11), Overturn(8), Guardrail(2), Angle(4), Same direction turning (2), Pedestrian(2), Rear-end(2), Traffic signal support, Side swipe same (2), Side Swipe opposite(4), Embankment, Cargo Loss, Angle Turning, Traffic Barrier, Other object, Rear-end turning, Tree
<b>2. I90</b>	24	416,773,034	5.8	Guardrail end, Overturn(4), Rear-end(2), Pedestrian, Angle(2), Fixed object, Fire/Explosion, Head-on(5), Pedacycle, Embankment, Tree, Side Swipe same, Bridge/Pier/Abutment, Traffic Barrier, Parked car, Side swipe opposite
<b>3. SH-53</b>	14	54,435,379	25.7	Non-collision injury, Head-on(5), Guardrail Face, Side Swipe Opposite, Overturn, Angle turning(2), Tree, Rear-end, Pedestrian (2), Head-on Turning, Parked car
<b>4. SH-41</b>	7	78,005,423	9.0	Head-on, Angle(2), Tree(2), Head-on Turning, Fire/Explosion, Pedestrian, Side-swipe Opposite
<b>5. Seltice Way</b>	6	63,354,856	9.5	Head-on (2), Angle, Tree, Traffic Signal Support, Fell/Pushed/Jumped
Pleasant View Rd.	5	14,198,959	35.2	Angle, Non-contact Unit, Side Swipe Opposite
SH-3	5	18,778,299	26.6	Tree, Overturn, Head-on
SH-97	4	19,812,523	20.2	Tree(3), Overturn
Government Way	3	34,766,063	8.6	Angle, Head-on Turning, Pedestrian
Huetter Rd.	3	14,945,872	20.1	Overturn, Rear-end, Side-swipe same, Traffic Signal support
Lancaster Rd.	3	11,918,730	25.2	Pedacycle(2)
Prairie Ave.	3	56,315,903	5.3	Angle-turning, Angle
Ramsey Rd.	3	41,136,073	7.3	Train(2)
4 <sup>th</sup> St.	2	14,010,858	14.3	Overturn, Tree
Appleway Ave.	2	7,803,430	25.6	Pedestrian, Rear-end, Side-swipe same
Beck Rd.	2	4,851,208	41.2	Head-on
Fernan Lake Rd.	2	208,669	958.5	Immersion(2)
Hayden Ave.	2	22,874,129	8.74	Side-swipe opposite, Tree
Honeysuckle Ave.	2	3,118,164	64.1	Alcohol Impaired, Other
SH-54	2	12,890,989	15.5	Head-on, Overturn
SH-58	2	1,487,929	134.4	Head-on, Overturn

## 2023 Fatal Crash and Serious Injury Locations

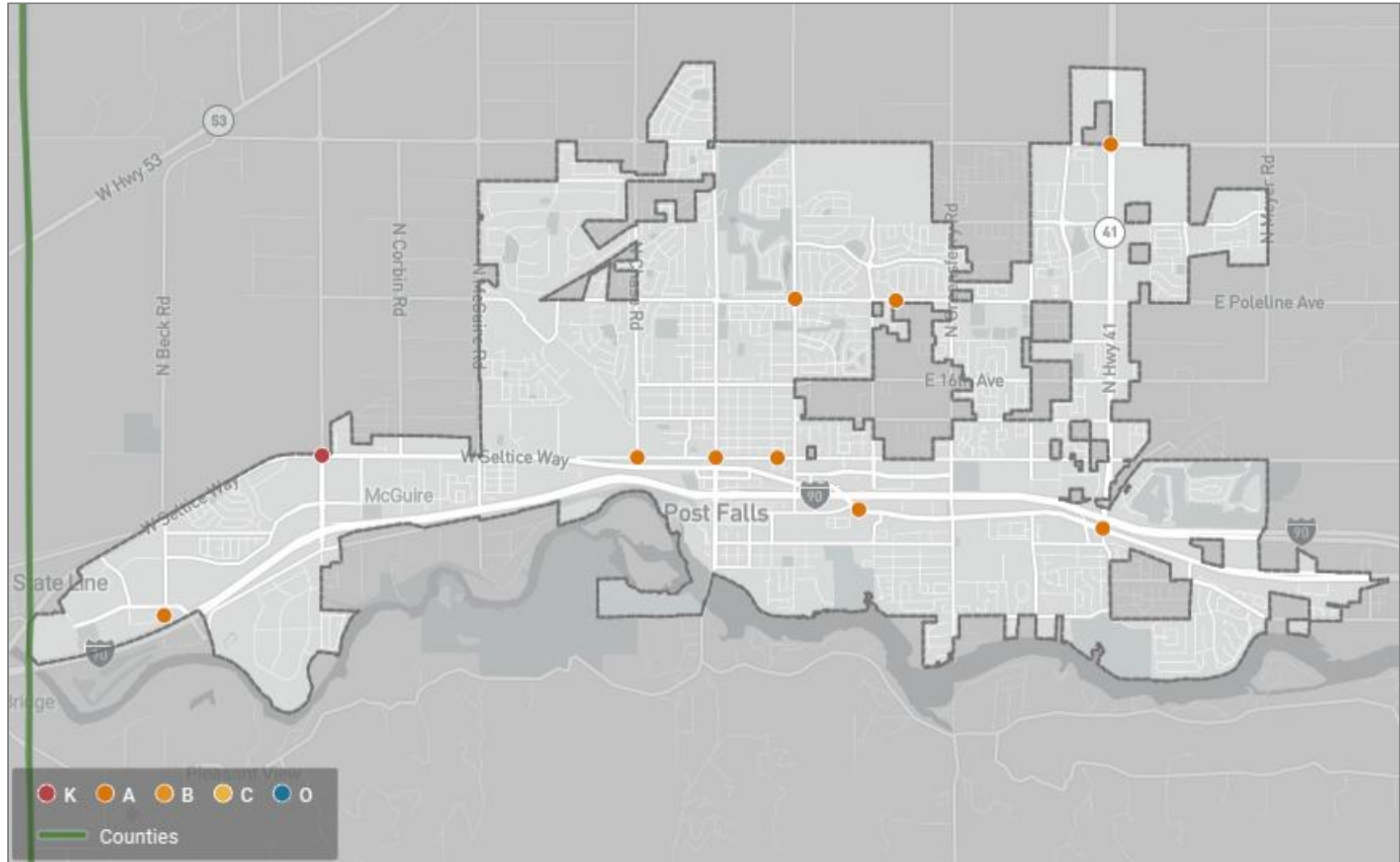
### ITD State Routes



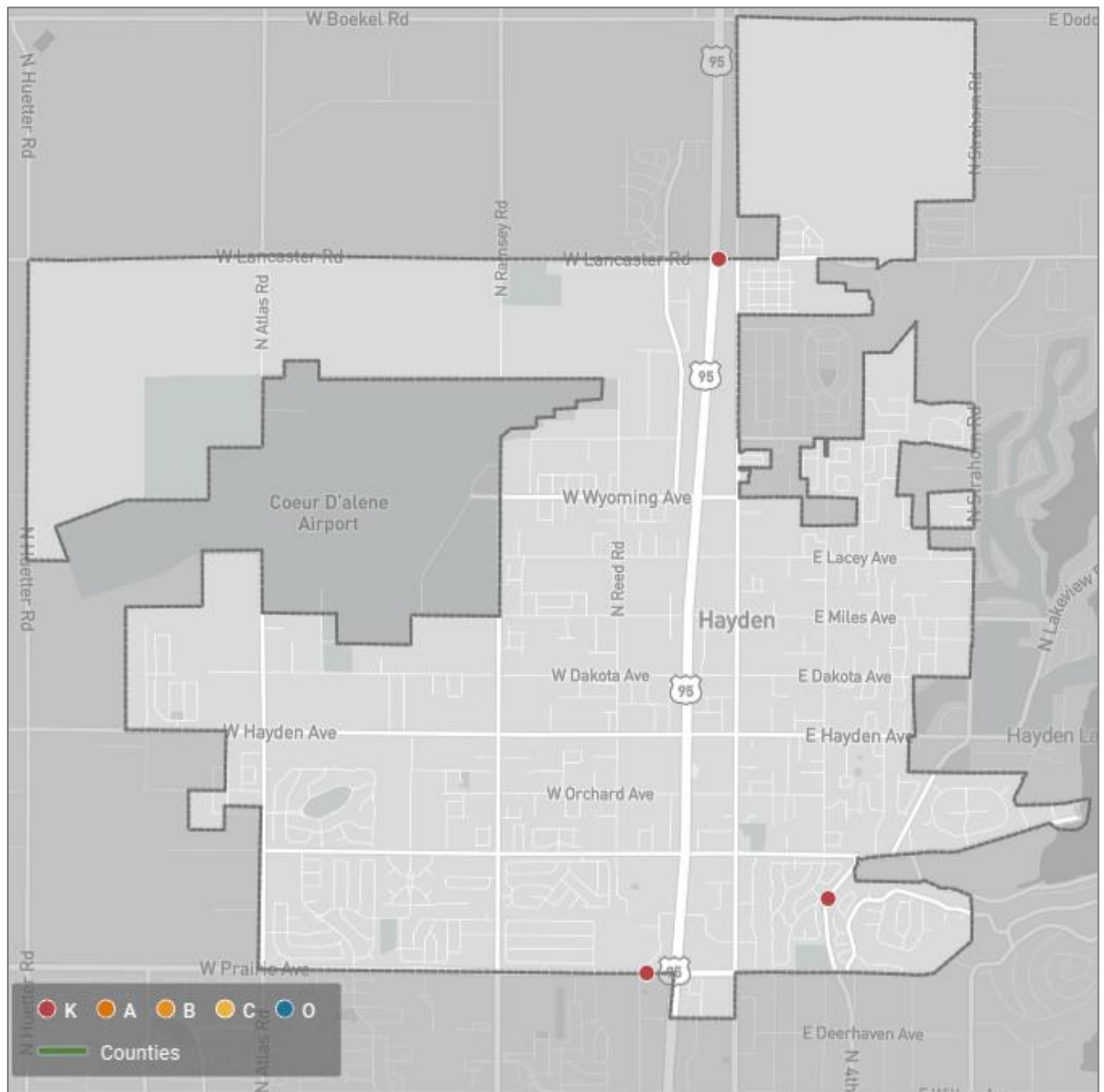
City of Coeur d'Alene



## City of Post Falls

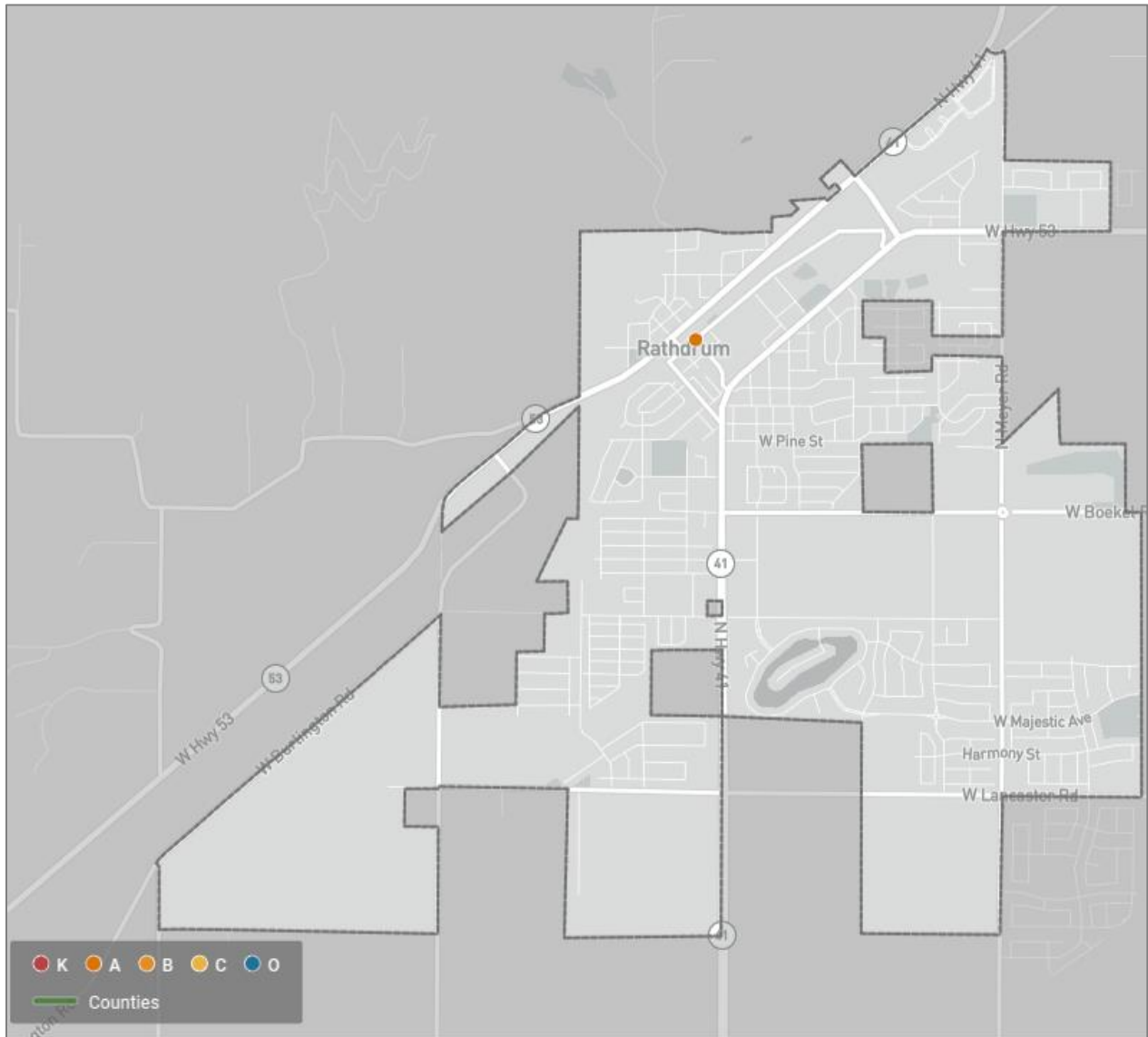


**City of Hayden**

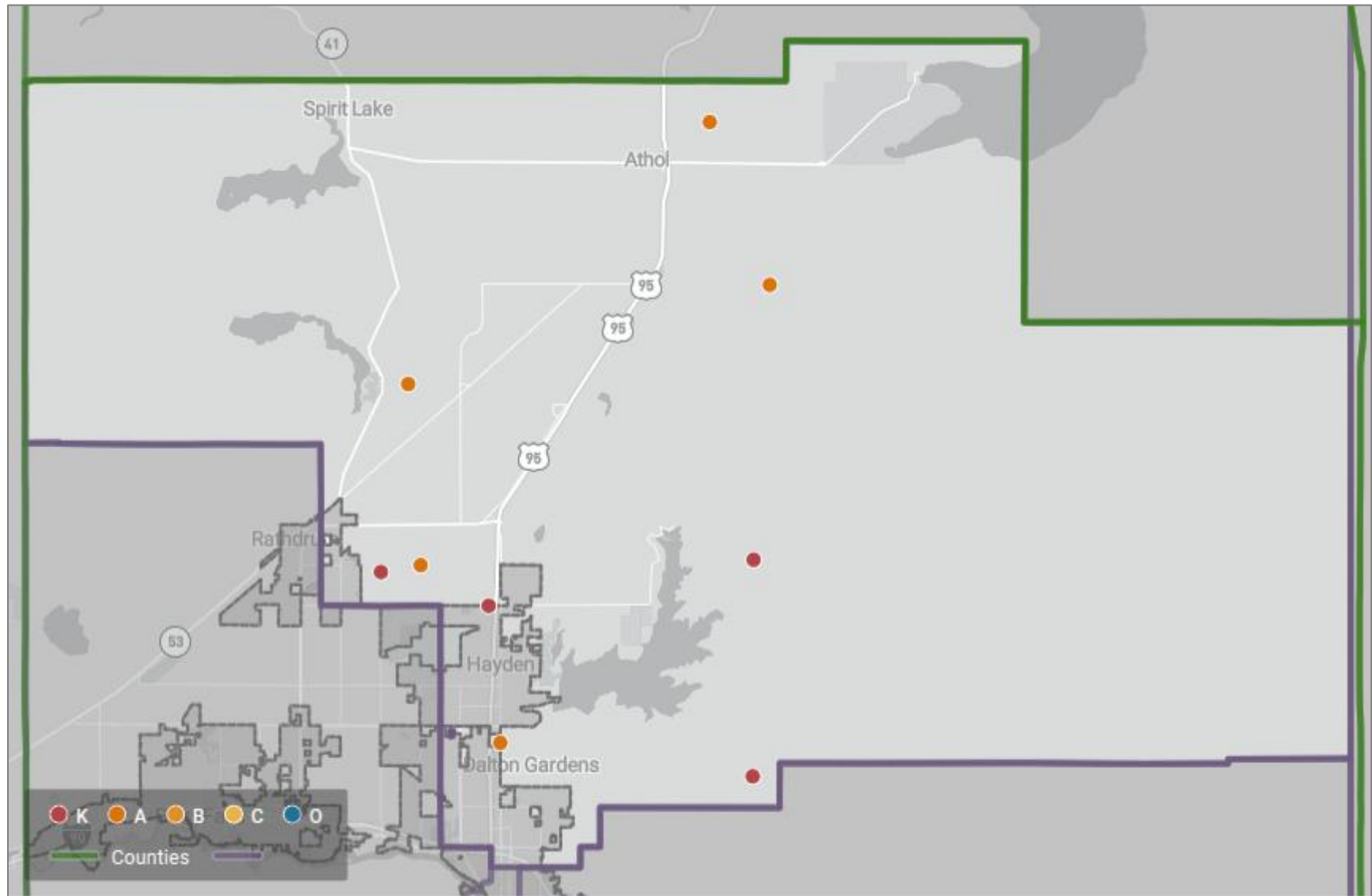




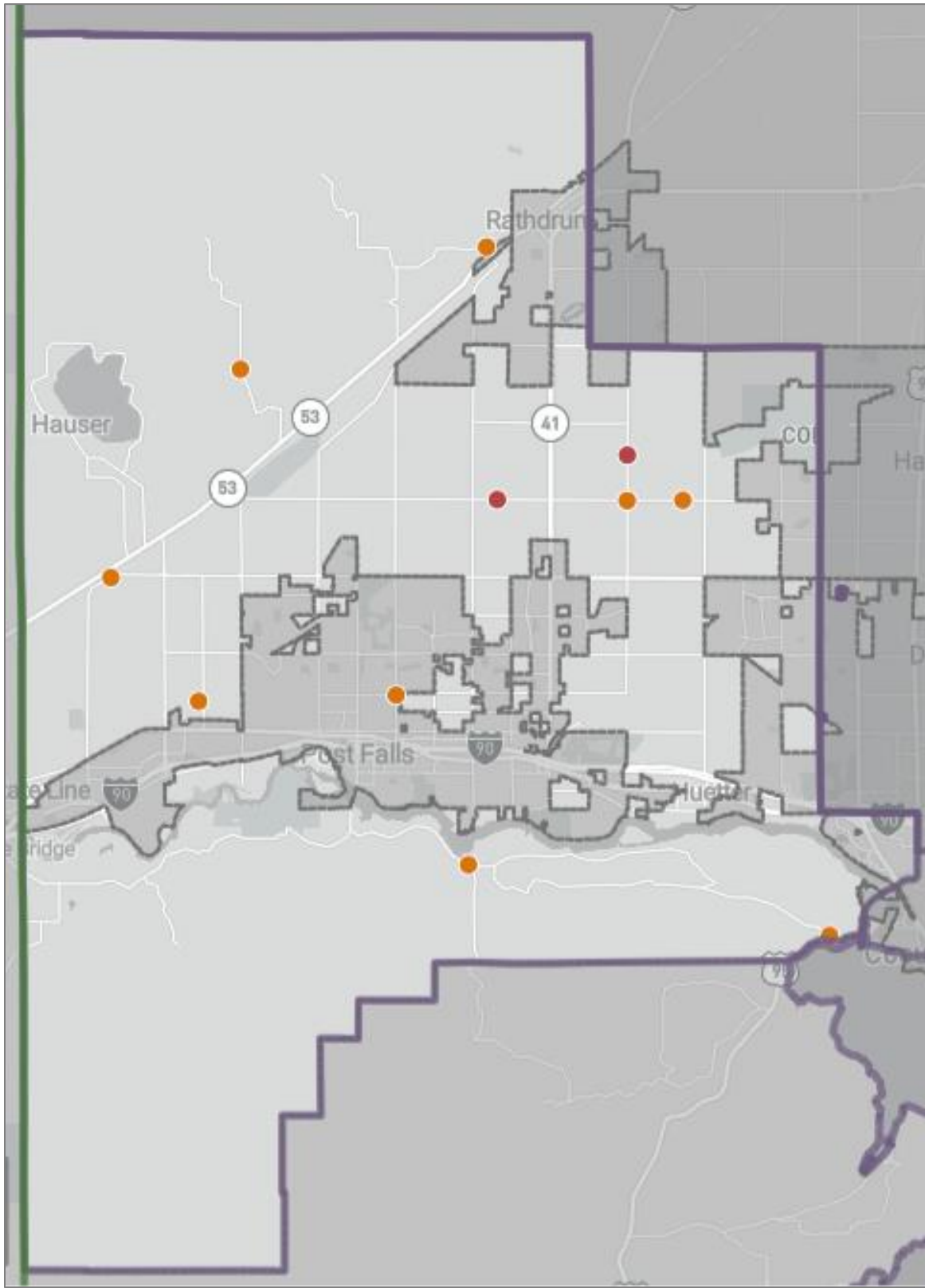
## City of Rathdrum



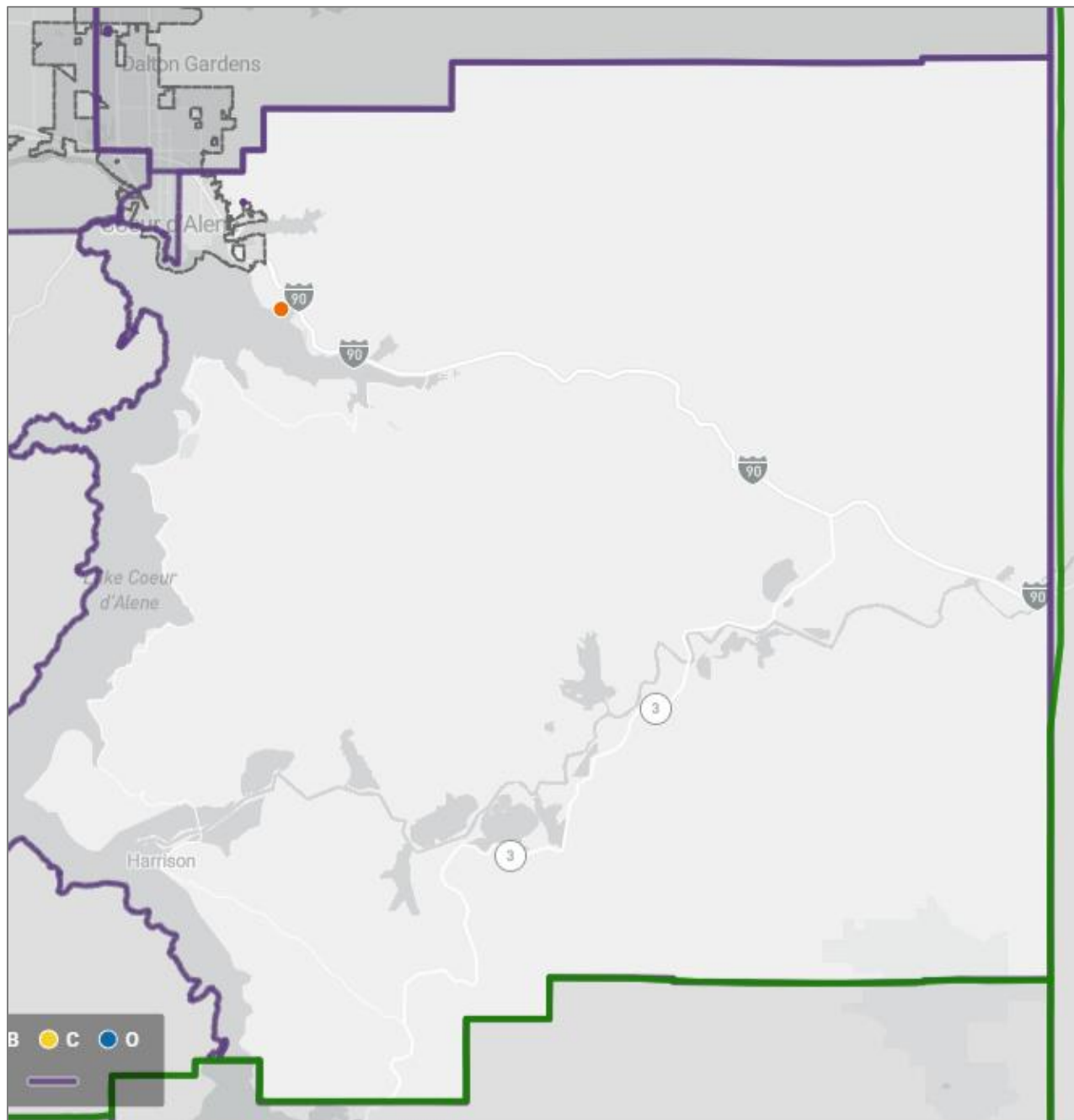
## Lakes Highway District



## Post Falls Highway District



## East Side Highway District



### Notes:

- **Legend:** K=Fatality, A=Serious Injury, B= Minor Injury, C=Possible Injury, O=Property Damage
- **Worley Highway District:** Zero serious or fatal crashes occurred within the District in 2023