



**Regional Technical Advisory Committee**  
**April 27, 2005**  
**Community Planning Association**

**\*\*\*Minutes\*\*\***

**ATTENDEES:** Greg Abramson, City of Kuna  
 Casey Bequeath, Canyon Highway District #4  
 Mary Berent, City of Middleton, **Vice Chair**  
 Wendel Bigham, Meridian School District Transportation  
 Karen Gallagher, City of Boise (for Kathleen Lacey)  
 Leonard Herr, Department of Environmental Quality  
 Gordon Law, City of Caldwell  
 Shawn Martin, Ada County Highway District  
 Sue Sullivan, Idaho Transportation Department-District 3  
 Steve Siddoway, City of Meridian  
 Nichoel Baird Spencer, City of Eagle,  
 Dennis Stegenga, City of Star  
 Sarah Stobaugh, Boise Independent School District  
 Toni Tisdale, COMPASS (*Ex-Officio*)

**ABSENT:** John Anderson, Boise Air Terminal  
 Kevin Bittner, Valley Regional Transit  
 Jim Buffington, Nampa Highway District #1  
 Dean Gunderson, Ada County  
 Don Kostelec, Ada County Highway District, **Chair**  
 Bonnie Ford-LeCompte, Canyon County  
 Berrin Nejad, City of Garden City  
 Paul Raymond, City of Nampa  
 Pam Sheldon, Capital City Development Corporation

## **OTHERS**

**ATTENDING:** Patricia Nilsson, COMPASS  
Linda Ritter, COMPASS  
Sai Kumar Sarepalli, Holladay Engineering  
Debbie Winchar, COMPASS

## **CALL TO ORDER**

Vice Chair Mary Berent called the meeting to order at 9:00 a.m.

## **CONSENT AGENDA**

### **Approve March 23, 2005 Minutes**

**Steve Siddoway moved and Gordon Law seconded to approve the March 23, 2005 minutes as written. There being no further discussion, the motion was unanimously approved.**

## **ACTION ITEMS**

### **Recommend FY2005 Unified Planning Work Program and Budget – Revision 3**

**After discussion, Gordon Law moved and Dennis Stegenga seconded to recommend to the COMPASS Board, adoption of the FY2005 Unified Planning Work Program and Budget – Revision 3. There being no further discussion, the motion was unanimously approved.**

### **Approve Amendment to FY2005-2009 Northern Ada County Transportation Improvement Program – Valley Regional Transit**

**After discussion, Nichol Baird Spencer moved and Steve Siddoway seconded to approve the amendment to the FY2005-2009 Northern Ada County Transportation Improvement Program to reflect the transfer of FY2005-2009 funds from Valley Regional Transit preventative maintenance to the Boise State University Multi-Modal Center project in exchange for Boise State University FY2003 5309 funds. There being no further discussion, the motion was unanimously approved.**

## **INFORMATION ITEMS**

### **Update on the Triennial Review Process**

Toni Tisdale stated the Certification Review was conducted by a team of reviewers from the Federal Highway Administration and the Federal Transit Administration at the COMPASS offices on April 19 – 21, 2005. Comments and initial findings were shared by the review team on April 21. In preliminary findings, COMPASS received two corrective actions:

- Financial Constraint in the regional long-range transportation plan. Federal regulations require a constrained financial forecast for the life of the plan.
- A plan to obtain financial information from member agencies.

Several commendations were also received:

- The team was impressed with the Congestion Management System. Jay Witt has been asked to put a white paper together to take information to other metropolitan planning organizations throughout the nation.

- The team was impressed with the *Communities in Motion* process and in particular with efforts to incorporate land use.
- The use of the TELUS program, which is a new program nationwide. COMPASS is one of the first organizations to join this pilot program.

There were numerous recommendations/comments given to COMPASS to consider:

- Provide a Disadvantaged Business Enterprise (DBE) Plan.
- Create a systemic review and update of agreements between agencies.
- Create a policy committee, a subset of the Board, to provide a better avenue to discuss policy issues before items are brought before the entire Board.
- Tie policy themes into the programming process and priorities once *Communities in Motion* is adopted.

A draft report of the Certification Review is expected within the next 60 days. It is a federal requirement that the Certification Review process be conducted every three years.

### **Noise Compatible Land Controls**

Sue Sullivan distributed a document on how to implement a noise compatible land use control program that was put out by the Federal Highway Administration. The document describes a variety of ways to guide development around corridors that might be generating a lot of traffic noise.

Sue commented that sound barriers are of particular interest to her. When a roadway is widened a noise analysis is done and constructing sound walls is required if the analysis shows they are reasonable and feasible as defined by FHWA policy.

In the past ITD enclosed a Noise Abatement Measures procedure in their response to the hearing notices. There was no response so the process was abandoned.

Building a ten-foot wall above the centerline of the highway would be an effective noise abatement. This development condition could be included as a pre-approved “EZ” noise abatement measure. If a developer chose to use another noise abatement strategy, they could submit it for approval by ITD. Developers have been asked to put noise abatement into their developments.

Noise walls cost approximately \$1 million per mile. Berming is an appropriate substitute. A berm, or a berm wall, will give flexibility.

Gordon Law stated when approaching the Mayor and council to change land use regulations there has to be a good reason to impose an additional requirement on the community they deal with every day. With state highways, if noise mitigation is not provided, the cost will be the responsibility of ITD which does not give much motivation for the council to act. Off system arterials, however, would be greatly affected. An arterial requirement then gets imposed on the project using federal funds.

Sue responded that the dollars invested in the noise walls leave that many dollars less for system improvements.

Gordon commented this needs to be put into a package that can be easily understood. On the state arterials it jeopardizes the ability to do those projects from the state's point of view, or it limits the extent of the project because of the expenditure. That affects the local entities. ITD staff needs to get in front a little more positively, particularly when they are coming on invitation from the local agencies. This theory/idea needs to be spelled out so that it is easy to follow. Demonstrate in a planning and zoning meeting that this is the way these conditions need to be established. Be more bold and clear in your responses on the planning and zoning requests on a project by project basis. If not clear, those sitting on the planning and zoning commission will have a hard time creating the need in that setting.

Sue agreed the response letter could be improved.

Patricia Nilsson stated it would be her wish as a local planner that someone would come to her council and everyone along the corridor, with a proposed ordinance fully articulated in terms of purpose and consistency with the Idaho Code and local comprehensive plan, along with a nice presentation that lays out the technical basis and public benefit. Getting ahead of the problem means getting at the ordinance level so that there is consistency in how individual developments are being considered. The developers want to know that they are being treated the same as everyone else.

Gordon commented that developers would like to know this before investing in a project. Gordon thanked Sue for bringing this issue to the Committee's attention.

Sue stated she is constantly getting calls about noise. It is somewhat of a regional issue on how dollars are spent. Sue would be happy to come out and talk to the councils and try to prepare a better explanation of why this is important. Other states are putting this responsibility on the local jurisdictions.

Sue continued that related to this topic, two cities are moving forward including access management in an ordinance. Sue distributed a Memorandum of Understanding between City of Post Falls & Idaho Transportation Department – Access & Standards for State Highway 41; Mullan Avenue to Poleline Road. Recently, some of this language was incorporated into the City of Meridian's draft ordinance. Key language states that when changing land use the access right as it exists, goes away. The City of Meridian's draft ordinance includes access limited to the half mile on key corridors.

Sue distributed draft model access ordinances from Kentucky and Minnesota.

Patricia Nilsson stated there is a new Transportation Research Board update to the Access Management Manual. Patricia attended a three hour workshop in San Francisco with the APA conference. Good information has been gathered regarding pre and post-application of access management controls. What they are finding is a 50% accident reduction. Just from the safety side alone there is documented evidence of the safety of implementing access management; not just controlling the number of access but the actual design of access improvement to facilities. One of the studies proposed in the Transportation Improvement Program is looking at high volume intersections. Patricia will put together a presentation. With the corridor studies we have one of the national experts on access management. Their scope of work is to give educational workshops throughout the valley on the benefits of access management.

Steve Siddoway commented that Florida has a good access management document which may be obtained from website.

Gordon Law suggested getting information on how effective the medians are as compared to the Type 4 access under the ITD policy. Sue replied that research is available.

Nichoel Baird Spencer asked if the City of Meridian's draft ordinance controls right in/right out or does it just control full access. Steve Siddoway replied that presently that is the main point of discussion. It limits it to the half mile period; however, there is a push for right in/right out access.

Sue Sullivan added that medians will have to be in place which will affect the design of the roadway. The corridor studies will address this issue. ITD's access policy is in the process of being revised.

Patricia Nilsson stated there will be initial work on the corridor plans but if it is a better benefit to the affected agencies, perhaps we need to think about using the consultants strategically to work with "hot spots" on the corridor and build the plan incrementally where there are issues that need to be addressed.

Gordon Law would like to see the relative merits of right in/right out as opposed to the controlled access every half mile.

Sue Sullivan commented that we also need to be thinking about future needs of the rail corridor. We do not want to build something that is going to be in the way later. Major developments are already happening. The future rail station sites will need special considerations like parking. Perhaps a subcommittee could be created to address what kinds of things need to be in place in ordinances to protect the future.

### **Communities in Motion and Blueprint for Good Growth Video**

RTAC members, expect for two, had seen the video and therefore it was not shown.

### **VISSIM Model for Downtown Boise Mobility Study**

Toni Tisdale stated the VISSIM worked on her computer but unfortunately does not work on the conference room computer. After the meeting, Toni will bring her computer into the conference room in order to view the micro simulation of the model.

### **Discussion on Transportation Studies Coordination Project**

Toni Tisdale stated the I-84 Study was added to the Transportation Studies Coordination. The Congestion Management System also has to be included.

Steve Siddoway stated one minor change to the Downtown Meridian Transportation Management Plan; there will be an Open House regarding the preliminary findings of this study on May 18, 2005 from 6:00-8:00 p.m. at the Cole Valley Christian School.

### **OPEN DISCUSSION**

Patricia Nilsson distributed maps showing the preliminary study boundary of the corridor studies. Notify Patricia or Sue Sullivan of transmittals of any development in the project area as well as any pre-applications. If this needs to be an official request, please let them know.

### **NEXT MEETING:**

Wednesday, May 25, 2005, 9:00 a.m., at COMPASS.

**ADJOURNMENT**

There being no further business, the meeting adjourned at 10:20 a.m.

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