

**CITY OF KUNA
SPECIAL CITY COUNCIL MEETING
MINUTES
JULY 26, 2006**

KUNA CITY HALL COUNCIL CHAMBER, 763 W. AVALON

NOTE: These minutes are an unofficial record of this City Council meeting until reviewed; corrected if deemed appropriate and formally approved by the Kuna City Council at a subsequent Council meeting.

Mayor Dean Obray called the Special City Council Meeting for discussion of planning for a Kuna Railroad Overpass to order at 7:00 p.m.

Present: Mayor Dean Obray; Council Members Jeff Lang, Trina Stroebel and Richard Cardoza. Councilman Scott Dowdy was absent.

Also present were: City Engineer Keven Shreeve, City Attorney Randy Grove, Interim Planning and Zoning Director Diana Sanders and City Clerk Lynda Burgess.

John Steinbacher, Paul Raymond and Rod Linja, Keller Associates and Sabrina Bowman, ACHD.

Keven Shreeve introduced Rod Linja of Keller Associates to present a slide show and walk the audience through some proposed sites.

IS THERE A NEED FOR A RAILROAD OVERPASS?

- The overpass will accommodate traffic from future growth and development on the south side of Kuna.
- Trains blocking crossings can impede access for fire service, law enforcement, medical service and local traffic.
- Traffic would have improved access to a future South Valley Connector.
- Through the construction of an overpass, there would be a better “balance of investment” on both sides of Kuna.

MERIDIAN ROAD (HIGHWAY 69) EXTENSION

PROS

- Simple single-span structure to cross tracks
- Grades for the overpass are relatively flat
- Indian Creek can be crossed with minimal environmental impacts
- Minimize traffic congestion in the downtown
- Principal arterial could tie into future east-west “South Valley Connector”
- Traffic will have free-flowing access to south side of Kuna (continuity of north-south traffic)
- Fewer obstructions through undeveloped property
- Minimal utility issues

CONS

- Will require two structures

- Long roadway segment
- Railroad cannot reimburse 5% for removing an at-grade crossing

SWAN FALLS CROSSING

PROS

- The railroad can reimburse 5% of the cost of the structure for taking an at-grade crossing out of service
- Project will improve an at-grade crossing

CONS

- Proposed overpass grades are steep; resulting in a posted 25 mph speed limit
- Potential congestion in downtown area
- Street widening may be necessary in downtown area
- Residential and industrial structure will be affected
- A complex six-span structure will be required
- Idaho Power has a transmission line and other overhead utilities which will need to be relocated
- Potential visual impacts

SOUTH KAY ROAD CROSSING

PROS

- Presents an intermediate location for overpass
- Area not significantly developed (fewer obstructions)

CONS

- Grades are relatively steep for overpass
- The railroad cannot reimburse 5% of the cost of the structure for taking an at-grade crossing out of service
- Potential congestion in downtown area
- Future street widening may be necessary in downtown area
- Require approximately 230 feet of bridge structure to span across Indian Creek
- Potentially more significant riparian and wetland impacts at the Indian Creek crossing
- Residential dwellings and industrial property will be affected
- Access to private properties will be affected
- E. access of the street meeting S. Luker Road would have to be rerouted

Unidentified speaker wondered what level the community would have to pay for their own study when they have already paid for it.

Sabrina Bowman, ACHD expanded on the discussion of how to get ACHD engaged to help with this project. The City of Kuna has to pick a location for the overpass, do an implementation study and request and submit a work application to be included in a County work plan. This has never occurred, even in the 1990's study. Focus on location and community support to get this project moving.

Unidentified speaker asked how to get the project moving as quickly as possible and what are the next steps.

Ms. Bowman answered that the next steps should be to engage community support for the need of the overpass, pick a location for the overpass and look for funding from Federal, ACHD and private sources.

Unidentified speaker asked if the City would be more likely to get funding for one crossing versus another. Does one crossing become optimum because of the possibility of Federal Funds such as Meridian Road versus Swan Falls?

PRELIMINARY TRAFFIC FIGURES:

FUTURE TRAFFIC

- 2500 ACRES @ .33 Acres per dwelling = 7,500 dwellings
- Trips in peak hours = 7,500
- Assume 85% trips to cross the tracks = 6,400 peak hour
- COMPASS forecast crossing tracks = 1,020 peak hour
- Total peak hour track crossings = 7,400

- **Assume 50% using proposed overpass 3,700 peak hour**

CONCLUSIONS

- Crossing will require a minimum of 2 lanes per direction
- Adjacent intersections will require a total of 4-5 approach lanes depending on the proportion of through and turning traffic and the volume of cross road traffic

CONCEPT LEVEL CONSTRUCTION COSTS :

Meridian Extension

- Five-Lane Complete Street Section
 - Roadway \$ 6,400,000
 - Bridges 2,700,000

- Rural Street Section
 - Roadway 4,100,000

Swan Falls Crossing

- Roadway 3,500,000
- Bridges 5,600,000

South Kay Road Crossing

- | | |
|-----------|-----------|
| ▪ Roadway | 3,800,000 |
| ▪ Bridges | 4,300,000 |

Unidentified speaker stated that 35 trains going through the community a day is paralyzing Kuna now. The growth of the community south of the City, access for emergency vehicles, safety, etc. is just a few of the reasons that the City should move quickly to get this project moving. The need is here to have the overpass. Engaging community support to buy into the project by an understanding of emergency response times and how the project will be funded, that tax dollars are not going to go up for this improvement.

There being no further business to conduct, the meeting was adjourned at 8:50 p.m.

O. Dean Obray, Mayor

ATTEST:

Lynda Burgess, City Clerk

DATE APPROVED: August 15, 2006