

## **SH 41 CORRIDOR MASTER PLAN UPDATE**

**Board Approved December 8, 2016**



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## **Response Summary to the PUBLIC COMMENT PERIOD**

**August 10<sup>th</sup> to September 9<sup>th</sup>, 2016**



## Response Summary:

The public comment period ended on September 9<sup>th</sup>, 2016 at 5:00 p.m. This document addresses answering those comments.

Comments received were compiled by a similarity theme in order to summarize them.

### Themes of what was liked the most:

**Improved safety** – A major factor in the programming of funding by ITD for SH-41 is to improve the safety of this highway

**Access Management** – Access management is a key factor in maintaining capacity in the corridor as well as reduce the number of conflicts that can occur at intersections

**Divided Highway** – A divided highway provides additional safety by providing distance between opposing vehicles, the wider highway however, does require additional design considerations at signalized intersections to accommodate pedestrian and bicycle movements.

**Multi-use Bike/Ped path** – In order to maintain SH-41 role as an ITD designated Commerce Corridor and maintain a higher speeds, the recommendation for the path seeks to ensure additional safety for all members of the traveling public.

**Four Lanes/Added Capacity/Improved traffic flow** – The additional capacity on SH-41 is expected to meet the 20 design life requirements for the corridor and maintain an acceptable level of service for those using the corridor.

**Glad it's Finally Happening!** – While funding for some of the improvements are contained in the 2017-2021 Transportation Improvement Program, additional funding will be required and there are currently no dedicated funds available to complete the work.

### Themes of what was liked the least:

**Time table is too slow/slow implementation** – While funding for some of the improvements are contained in the 2017-2021 Transportation Improvement Program, additional funding will be required and there are currently no dedicated funds available to complete the work.

**SH 41 & Lancaster traffic is scheduled too far out** – There has been a significant number of comments received on this improvement. With KTECH and the North Idaho College Workforce Training Center located on Lancaster Road, ITD and KMPO will continue to seek opportunities at the statewide level to accelerate and advance this intersection improvement. One of the challenges is the installation of an complete intersection improvement in advance of the highway widening project, so as to avoid the cost of interim improvements that are then lost when the final widening project is completed through that section of SH-41

**May not live long enough to see traffic light at SH 41 & Nagel Ln** - See above comments

**Too many signals** – Signal locations in the corridor were based on two primary factors; spacing and American Association of State and Highway Transportation Officials (AASHTO) signal warrants. The creation of uniform signal spacing ensures the ability to optimize signal timing



that lets groups of vehicles proceed in a timely manner. The corridor plan establishes the guideline for where signals should be placed as the corridor develops. Analysis of traffic, in terms of volume, turning movements, vehicle crash data and other factors are used to determine when a signal warranted, based on nationally accepted standards.

**Multi-use path only on one side of SH 41** – Spacing of signalized intersections along SH-41 provide several opportunities to access and utilize the multi-use path shown on the east side of SH-41. Some of the factors related to this recommendation include: There is no data available to indicate the justification for construction of parallel paths (for non-recreational purposes) on both side of SH-41 is or would be warranted; there is no source of funding or dedicated program to operate and maintain multi-purpose paths constructed on highway corridors. U.S. 95 has a similar facility that has deteriorated over the years as a result of construction without a management plan.

**Lack of input from Citylink** – KMPO has reviewed the Citylink plans and the Regional Public Transportation Plan for Kootenai County. Kootenai County also is a member of KCATT and the KMPO Board has had an opportunity to provide input and review the draft plan. The SH-41 corridor plan provides for a limited access, divided highway facility that operates at higher roadway speeds. This corridor would not be conducive to traditional fixed route public transportation service. Commuter service from Park & Rides located along the corridor or commuter routes serving Rathdrum, KTECH, or NIC Workforce Training Center would be more appropriate for this operating environment.

**Losing rural/agricultural feel of SH 41** – KMPO based the update and travel demand forecasts on adopted comprehensive land use plans and existing zoning for the region.

**Urban sprawl being allowed** - KMPO based the update and travel demand forecasts on adopted comprehensive land use plans and existing zoning for the region.

**Freight doesn't seem to be considered** – SH-41 is designated by the Idaho Transportation Department (ITD) as a Commerce Corridor. This plan update takes into account that SH-41 will need to be designed and constructed to address the growing needs of an expanding population on the Rathdrum Prairie, as well as the emerging manufacturing and light industrial area to the east and north portion of the corridor. ITD is expected to use the necessary vehicle templates to ensure freight and goods movement into and through the corridor. It should be noted however, that SH-41 is not on either the National Freight Network or the National Multimodal Freight Network. SH-41 provides local and regional access to these designated national networks, which are I-90 on the south and SH-53 located on the north end of the corridor.



#### RECOMMENDATIONS BASED ON COMMENTS:

- 1) **Move construction schedule up at the SH 41 & Lancaster intersection** – There has been a significant number of comments received on this improvement. With KTECH and the North Idaho College Workforce Training Center located on Lancaster Road, ITD and KMPO will continue to seek opportunities at the statewide level to accelerate and advance this intersection improvement.
- 2) **Continue to evaluate multi-modal investments** - Evaluate grade separated bike/pedestrian path crossing of SH 41 when the UPRR spur is abandoned east of SH-41. Look into best practices for the investment, construction, operations and maintenance of facilities crossing multiple jurisdictional boundaries
- 3) **Speed up funding and construction** – Educate and support discussions in the region and at the State level as to the need for additional funding for transportation investments in Kootenai county in order to accelerate construction of essential projects
- 4) **Hold to the access and traffic signal spacing plan** -Install signals along SH 41 only at designated locations when signals are warranted and limit additional access that may adversely impact the progression of vehicles established by adaptive signal timing plans.
- 5) **Landscape and maintain the swale areas along SH 41 to reduce the potential for noxious weeds** – Noxious weed control and weed management is an essential to avoid their spread into communities and agricultural areas. Low maintenance landscaping provides coverage to prevent invasive species from propagating.
- 6) **Continue to address safety concerns between Seltice Way & I-90** – This location should be included in future efforts to address the growing traffic congestion and the eventual widening of I-90 by 2035
- 7) **Backage roads need to be implemented prior to or in conjunction with development and access control/restrictions** – A key element of the SH-41 Corridor Plan update is to develop parallel roadways that can serve to access developing property along SH-41 without direct access to the highway, but from signalized intersections designated in the plan. Development of these “Backage Roads” are the responsibility of local jurisdictions and/or highway districts, and critical to the success of managing the movement of people and goods into and through the corridor and the region.



## **End Response to Comments And Recommendations**