

### *Roadway Segment Service Levels*

The level of service (LOS) of a roadway is a letter grade from A to F, with A representing the best traffic flow conditions and F representing the most congested. The Highway Capacity Manual and AASHTO - Geometric Design of Highways and Streets ("Green Book") list the following levels of service:

- LOS "A": Free flow. Traffic is flowing at or above the posted speed limit and all motorists have complete, unrestricted mobility between lanes.
- LOS "B": Reasonably free flow. Traffic is slightly more congested, with some impingement of maneuverability. Two motorists might be forced to drive side by side, limiting lane changes. LOS B does not indicate a reduced speed from LOS A.
- LOS "C": Stable flow. There is more congestion than present at LOS B and the ability to pass or change lanes is not always assured. At LOS C most experienced drivers are comfortable, roads remain safely below but efficiently close to capacity, and posted speed is maintained.
- LOS "D": Approaching unstable flow. At this level of service, speeds are somewhat reduced from posted levels, motorists are hemmed in by other cars and trucks. This is perhaps the level of service of a busy shopping corridor in the middle of a weekday or a functional urban highway during commuting hours. In busier urban areas this level of service is sometimes the goal for peak hours, as attaining LOS C would require a prohibitive cost in bypass roads and lane additions.
- LOS "E": Unstable flow. At this level of service traffic flow becomes irregular and speeds vary rapidly, but rarely reach the posted limit. LOS E indicates a road has exceeded its designed capacity.
- LOS "F": Forced or breakdown flow. This level of service describes an extremely poor performance level, for which travel time cannot be predicted. Flow is forced; every vehicle moves in lockstep with the vehicle in front of it, with frequent drops in speed to nearly zero mph.

### *Determining Roadway Levels of Service*

For regional planning purposes, KMPO uses a simplified LOS evaluation to determine the performance of roadway segments along with generalized performance measures for intersections. This is because at the regional level, detailed operational analyses are neither practical nor necessary to identify major system deficiencies. At the project stage, jurisdictions are advised to adhere to level of service analysis methods recommended in the Highway Capacity Manual. KMPO determines level of service by first completing the following equation for each roadway:

Level of service = Ratio of Volume to Capacity

“Volume” is the number of vehicles that travel through a given point within a certain time period. KMPO examines AM and PM peak hour volumes to identify major deficiencies in the regional network.

“Roadway capacity” is the assumed maximum number of cars per hour that a roadway can carry. For regional planning purposes, KMPO generally assumes lane capacities based the functional classification of the roadway (Table 3.3), although in some cases assigned capacities are adjusted if the actual roadway capacity is known to be significantly affected by lane width, surface condition, on-street parking, number of access points, or other factors.

**Table 3.3 General Roadway Capacities**

Roadway Classification	Urban Capacity (vphpl)	Rural Capacity (vphpl)
Interstate or Freeway	2000	1800
Ramp	1500	1000
Principal Arterial	1500	1200
Minor Arterial	1200	1000
Urban Collector	1000	--
Rural Major Collector	--	800
Rural Minor Collector	--	600
Local Street	600	400

Table 3.4 shows volume to capacity ratios KMPO uses to estimate roadway and intersection levels of service in the AM and PM peak hour.

**Table 3.4 Roadway Segment and Intersection Hourly Level of Service Criteria**

Roadway Segment LOS	Volume to Capacity Ratio
A	< 0.60
B	0.61 to 0.70
C	0.71 to 0.80
D	0.81 to 0.90
E	0.91 to 1.00
F	>1.0

Tables 3.5 and 3.6 identify roadway sections that have a modeled volume to capacity ratio greater than 0.70 (LOS C – LOS F) in the AM peak and PM peak hour. These roadway deficiencies are also shown in Figures 3.7 to 3.11 along with intersection deficiencies (see Intersection Performance, below). Information presented in Figures 3.7 through 3.11 is intended to convey relative roadway performance in the

regional system, not exact service levels. This information should not be substituted for professional traffic engineering analysis at the project-level.

It is also important to note that establishing daily service levels is highly subjective. A roadway might operate at LOS D for the AM peak hour on one day; have traffic consistent with LOS C at mid-day; operate at LOS A at night, E or F at other times; and come to a halt once every few weeks.

**Table 3.5 2007 Roadway Segments > 70% Capacity, 2007 AM Pk Hr**

Location	Jurisdiction	% Capacity
US 95 from Garwood Rd to Ohio Match Rd	ITD	85
US 95 from Ohio Match Rd to Wishful Rd	ITD	84
US 95 from Wishful Rd to Corbin Hill Rd	ITD	83
US 95 from Lancaster Ave to Boekel Ave	ITD	81
Hayden Ave from Meyer Rd to Huetter Rd	Lakes Highway District	81
US 95 from Corbin Hill Rd to Bunco Rd	ITD	77
Hayden Ave from Huetter Rd to Happy Trl	Lakes Highway District	77
Hayden Ave from Happy Trl to Meyer Rd	Lakes Highway District	76
Park Dr from Northwest Blvd to Northwest-Lincoln Alley	Coeur d'Alene	76
I 90 EB off ramp at Ramsey Rd/Northwest Blvd	ITD	72

**Table 3.6 2007 Roadway Segments > 70% Capacity, PM Pk Hr**

Location	Jurisdiction	% Capacity
Hayden Ave from Huetter Rd to Happy Trl	Post Falls Highway District	98
Hayden Ave from Happy Tr to Meyer Rd	Post Falls Highway District	97
US 95 from Ohio Match Rd to Garwood Rd	ITD	90
US 95 from Corbin Hill Rd to Chilco Rd	ITD	89
Hayden Ave from Happy Trl to Huetter Rd	Post Falls Highway District	87
Hayden Ave from Meyer Rd to Happy Trl	Post Falls Highway District	86
US 95 from Lancaster Ave to Boekel Ave	ITD	85
US 95 from Boekel Ave to Lancaster Ave	ITD	83
Pleasant View Rd from Midway Ave to Poleline Ave	Post Falls Highway District	83
US 95 from to Bunco Rd to Corbin Hill Rd	ITD	83
US 95 from Ohio Match Rd to Corbin Hill Rd	ITD	82
Pleasant View Rd from Poleline Ave to Prairie Ave	Post Falls Highway District	82
SH 41 from Prairie Ave to Hayden Ave	ITD	79
Hayden Ave from Meyer Rd to SH 41	Post Falls Highway District	79
SH 41 from Hayden Ave to Prairie Ave	ITD	78
SH 41 between I-90 and Seltice Way	ITD	78
US 95 from Prairie Ave to Centa Ave	ITD	78
US 95 from Corbin Hill Rd to Bunco Rd	ITD	77
US 95 from Lancaster Ave to north end of US 95 couplet	ITD	75
Garwood Rd from Old US 95 to US 95	Lakes Highway District	75
US 95 north of Lakeview Dr	ITD	73
Garwood Rd from US 95 to Old US 95	Lakes Highway District	73
I 90 WB from Ramsey Rd/Northwest Blvd I/C to SH 41 I/C	ITD	73
Hayden Ave from SH 41 to Meyer Rd	Post Falls Highway District	72
I 90 WB on ramp from Ramsey Rd/Northwest Blvd	ITD	71
US 95 from Wyoming Ave to Lancaster Ave	ITD	71
I 90 EB from SH 41 I/C to Ramsey Rd/Northwest Blvd I/C	ITD	71

### *Intersection Performance*

The actual level of service experienced on any given roadway often has more to do with conditions at intersections than on the roadway segments between intersections.

For regional planning purposes, KMPO evaluates intersections using a simplified volume to capacity ratio (V/C) estimate. The estimates are not based on the same Highway Capacity Manual calculation used to develop detailed intersection levels of service. Therefore, the V/Cs reported by the travel demand model should only be used in comparison with one another and not used to compare with V/Cs calculated by the Highway Capacity Manual procedures.

Similar to the method for determining roadway levels of service, KMPO uses the following equation to determine intersection performance:

Level of service = Ratio of Volume to Capacity

“Volume” refers to the number of vehicles that pass through an intersection per hour.

For KMPO’s intersection levels of service calculations, “capacity” is the assumed maximum number of cars per hour that can travel through an intersection in all directions. In the travel demand model, capacity is based on the approach volumes and capacities of the individual streets entering the intersection and the type of intersection control (traffic signal, stop sign, yield, etc.).

Based on the KMPO’s procedures for calculating V/C ratios, the travel demand model indicates there are several intersections operating at V/C ratios above 0.8. In some circumstances V/C ratios exceed the design capacity of the intersection, resulting in significant delays and often a redistribution of trips to adjacent streets in order to improve travel times.

Table 3.7 and 3.8 identify intersections that have modeled volume to capacity ratios greater than 0.8 (LOS C – LOS F). Detailed evaluation of these intersections by the appropriate jurisdiction is recommended, as the intersections may currently experience excessive delay, hampering the overall performance of the regional system.

**Table 3.7 2007 Intersections > 80% Capacity, AM Pk Hr**

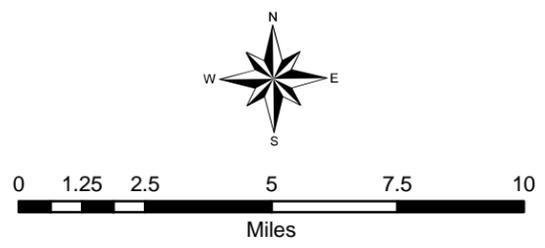
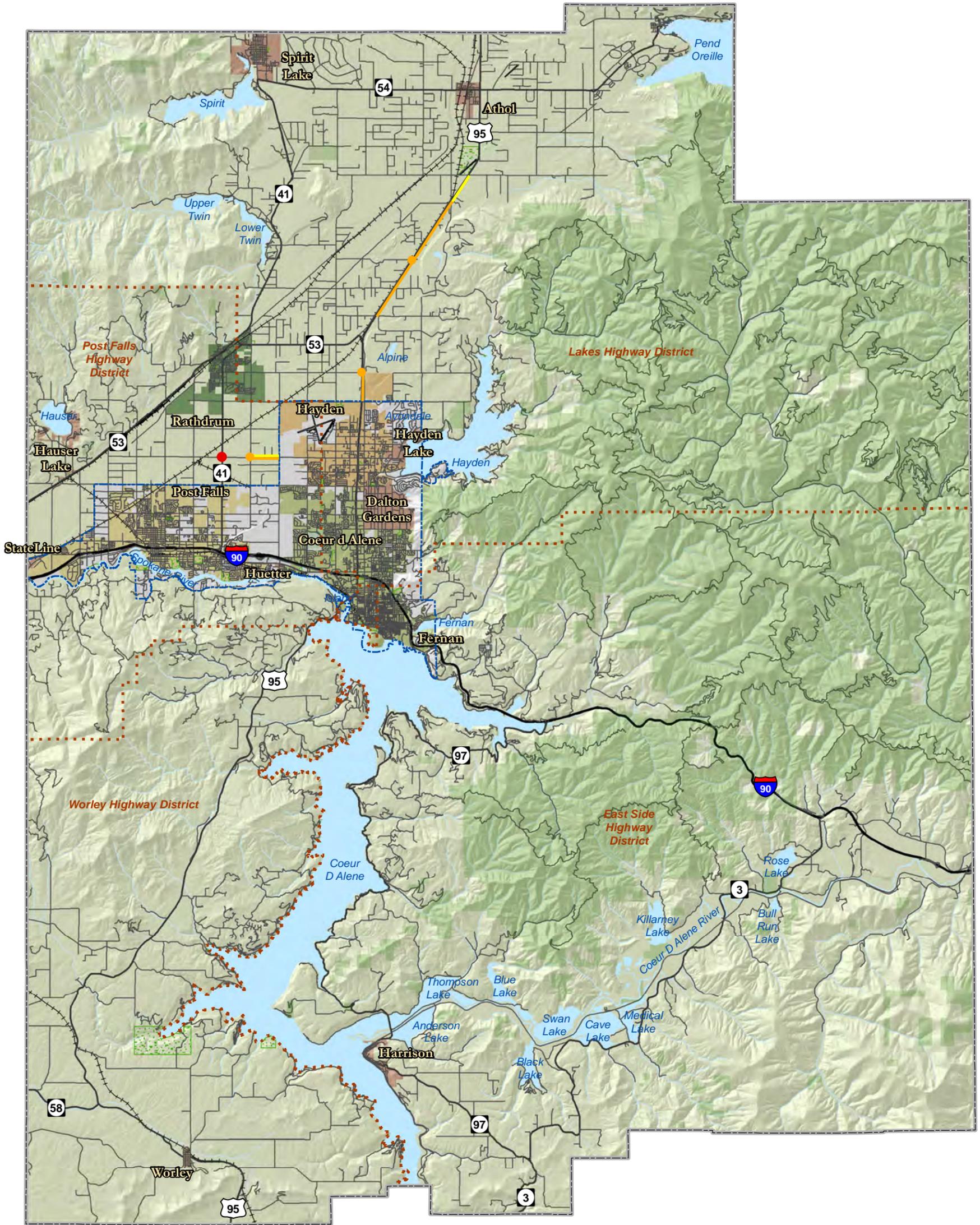
Location	Jurisdiction	% Capacity
SH 41 and Prairie Ave	ITD/Post Falls Highway District	99.7
SH 41 and Hayden Ave	ITD/Post Falls Highway District	99.6
Hayden Ave and Meyer Rd	Post Falls Highway District	88.2
US 95 and Lancaster Ave	ITD/Lakes Highway District	83.6
US 95 and Chilco Ave	ITD/Lakes Highway District	82.5
Northwest Blvd and I90 EB on/off ramps	ITD/Coeur d'Alene	81.9
US 95 and Boekel Ave	ITD/Lakes Highway District	80.9

**Table 3.8 2007 Intersections > 80% Capacity, PM Pk Hr**

Location	Jurisdiction	% Capacity
SH 41 and Hayden Ave	ITD/Post Falls Highway District	116.5
SH 41 and Prairie Ave	ITD/Post Falls Highway District	114.1
US 95 and Chilco Rd	ITD/Lakes Highway District	105.0
Meyer Rd and Hayden Ave	Post Falls Highway District	103.4
Poleline Ave and Pleasant View Rd	Post Falls Highway District	99.0
US 95 and Garwood Rd	ITD/Lakes Highway District	99.0
US 95 and Boekel Rd	ITD/Lakes Highway District	97.2
15th St and I 90 EB on ramp	ITD/Coeur d'Alene	96.6
SH 41 and I 90 WB on ramp	ITD	96.1
US 95 and Ohio Match Rd	ITD/Lakes Highway District	94.0
Northwest Blvd and I 90 EB on/off ramps	ITD/Coeur d'Alene	93.4
US 95 and Lancaster Ave	ITD/Lakes Highway District	91.1
US 95 and Bunco Rd	ITD/Lakes Highway District	88.0
Northwest Blvd and Lakewood Dr	Coeur d'Alene	87.0
US 95 and Dalton Ave	Coeur d'Alene	86.5
Prairie Ave and Pleasant View Rd	Post Falls Highway District	86.5
5th St and Front Ave	Coeur d'Alene	85.5
US 95 and Honeysuckle Ave	ITD/Hayden	85.3
I 90 EB on/off ramps and US 95	ITD	85.1
Northwest Blvd and Ironwood Dr	Coeur d'Alene	85.0
I 90 WB on/off ramps and US 95	ITD	84.7

Intersection deficiencies are illustrated along with roadway section deficiencies in Figures 3.7 through 3.11.

The 2007 Base model VISUM version file used for this MTPU updated is 2007 KMPO Base Model FULL RUN 9L 11-19-09.



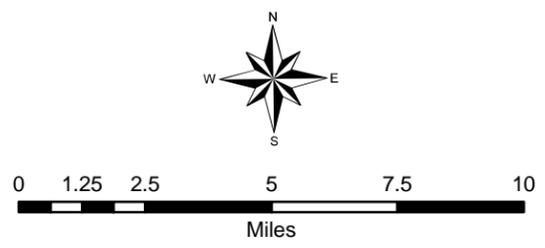
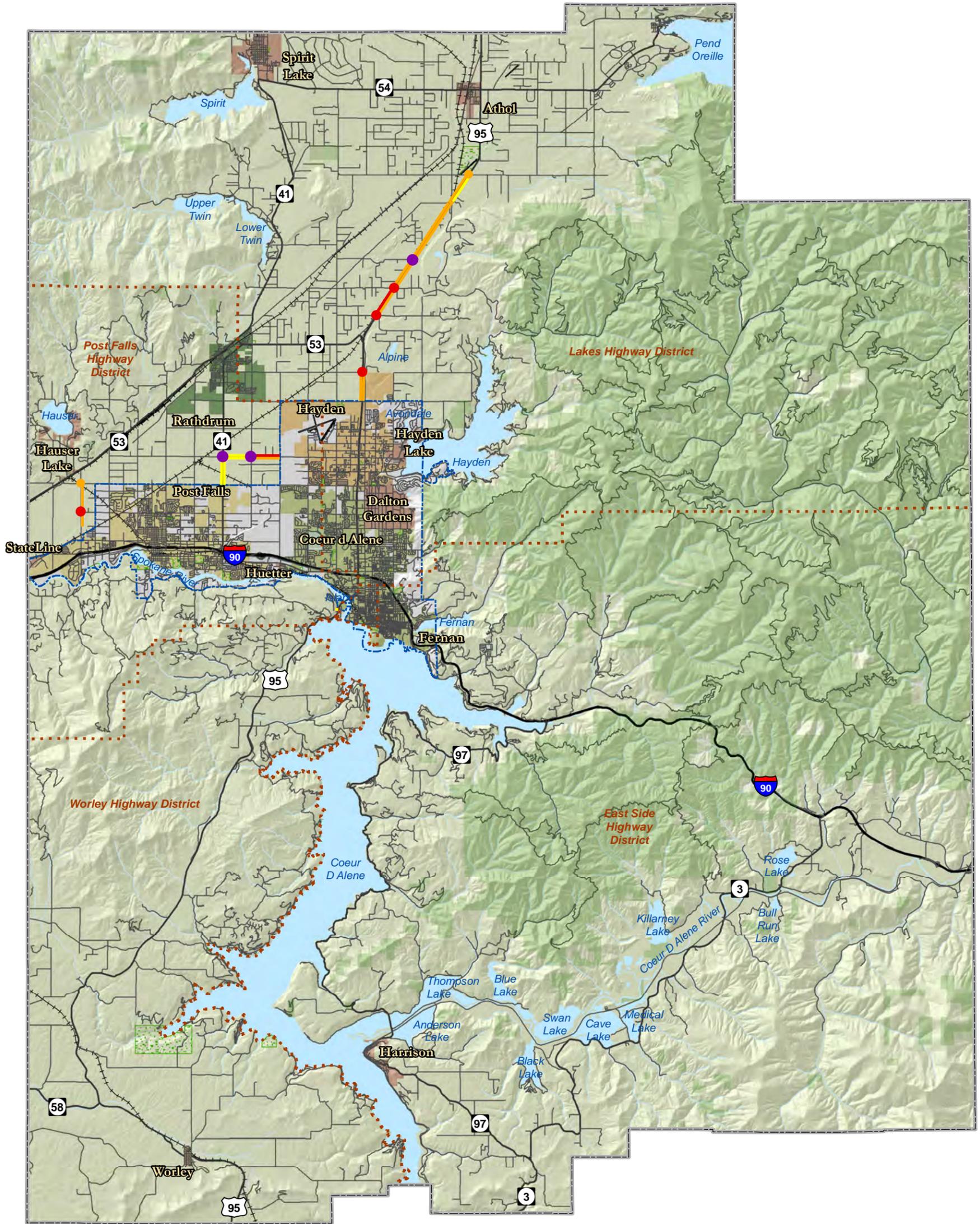
**EXISTING CONDITIONS 2007 BASE AM PEAK  
LEVEL OF SERVICE, RURAL, KOOTENAI COUNTY**

**Link & Node V/C Ratios**

- Level C - > 70%
- Level D - > 80%
- Level E - > 90%
- Level F - > 100%
- > 80%
- > 90%
- > 100%

**Physical Characteristics**

- Highway Districts
- County Boundary
- Interstate
- Urban Area Boundary
- US/State Highway
- National Forests
- Local/Seasonal Road
- Water Features
- Railroad
- Parks



**EXISTING CONDITIONS 2007 BASE PM PEAK  
LEVEL OF SERVICE, RURAL, KOOTENAI COUNTY**

**Link & Node V/C Ratios**

- Level C - > 70%
- Level D - > 80%
- Level E - > 90%
- Level F - > 100%
- > 80%
- > 90%
- > 100%

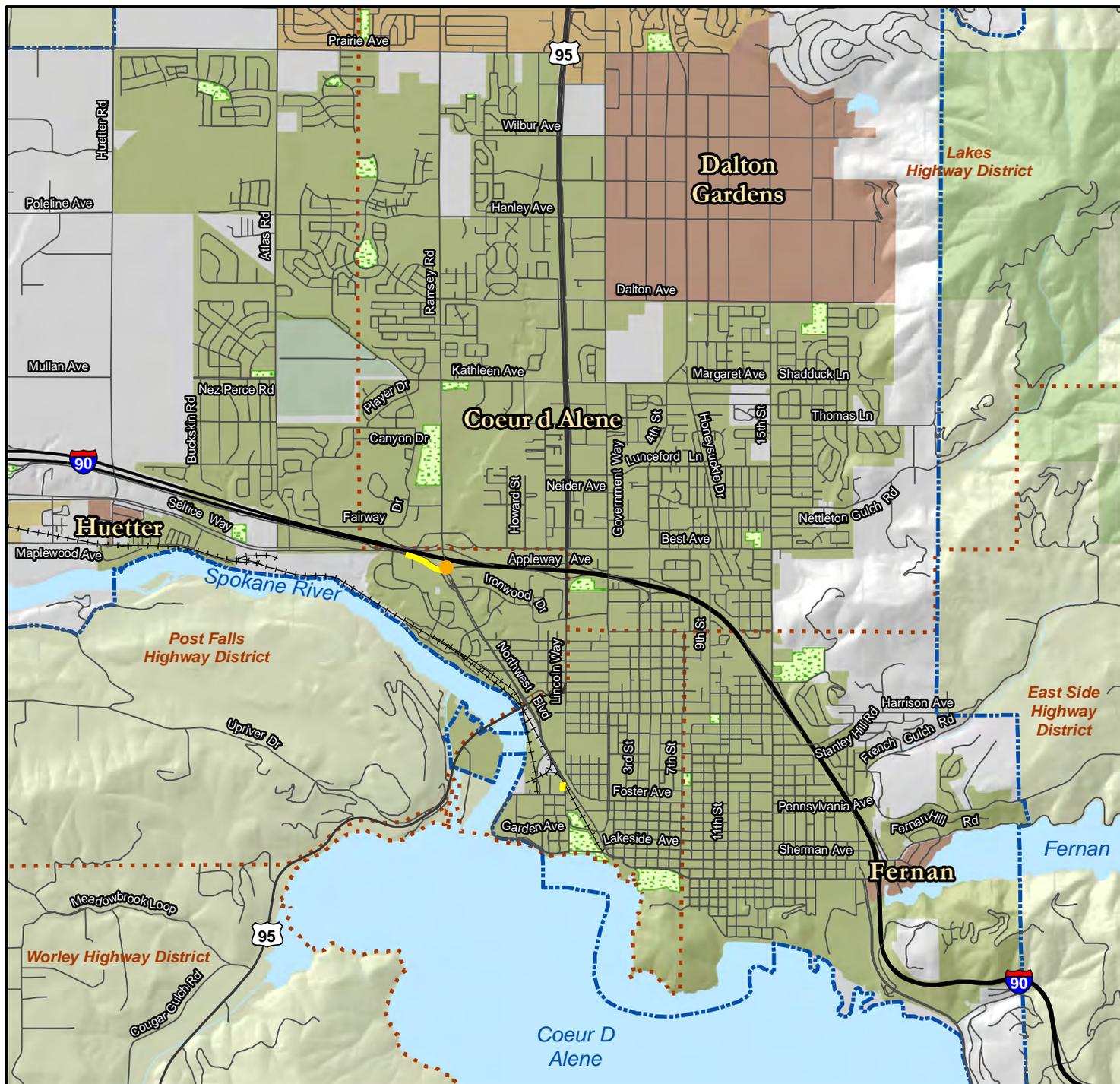
**Physical Characteristics**

- Highway Districts
- County Boundary
- Interstate
- Urban Area Boundary
- US/State Highway
- National Forests
- Local/Seasonal Road
- Water Features
- Railroad
- Parks

\*Data based on best available information. \*Data for illustrative purposes only.

Figure 3.7b

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**EXISTING CONDITIONS 2007 BASE AM PEAK  
LEVEL OF SERVICE, URBAN, COEUR D'ALENE AREA**

**Link & Node V/C Ratios**

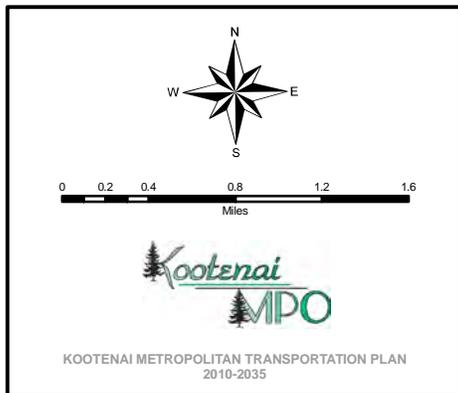
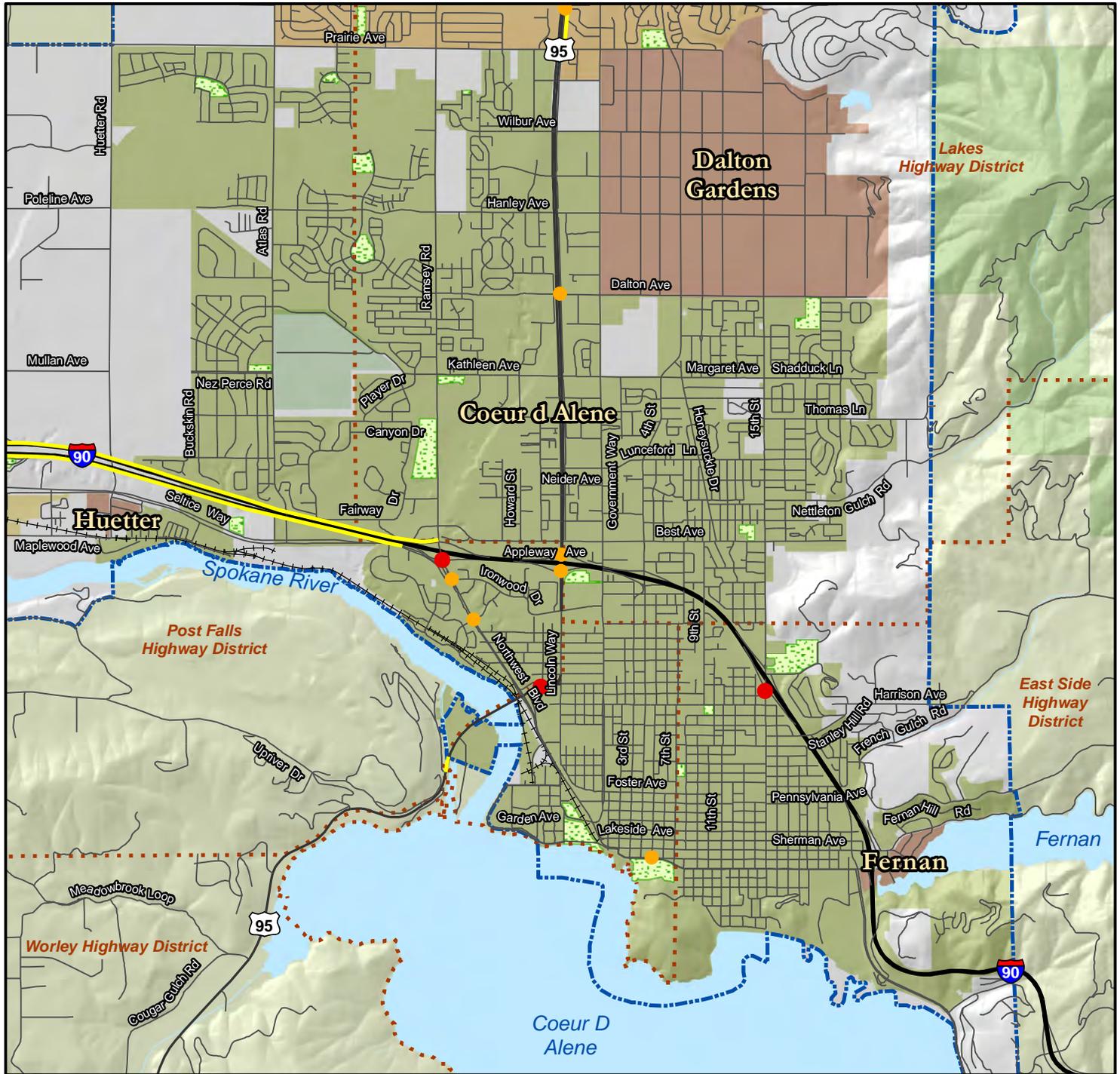
- Level C - > 70%
- Level D - > 80%
- Level E - > 90%
- Level F - > 100%
- > 80%
- > 90%
- > 100%

**Physical Characteristics**

- Highway Districts
- County Boundary
- Interstate
- US/State Highways
- Local/Seasonal Roads
- Railroads
- Urban Area Boundary
- National Forests
- Water Features
- Parks

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2010-2035



**EXISTING CONDITIONS 2007 BASE PM PEAK  
LEVEL OF SERVICE, URBAN, COEUR D'ALENE AREA**

**Link & Node V/C Ratios**

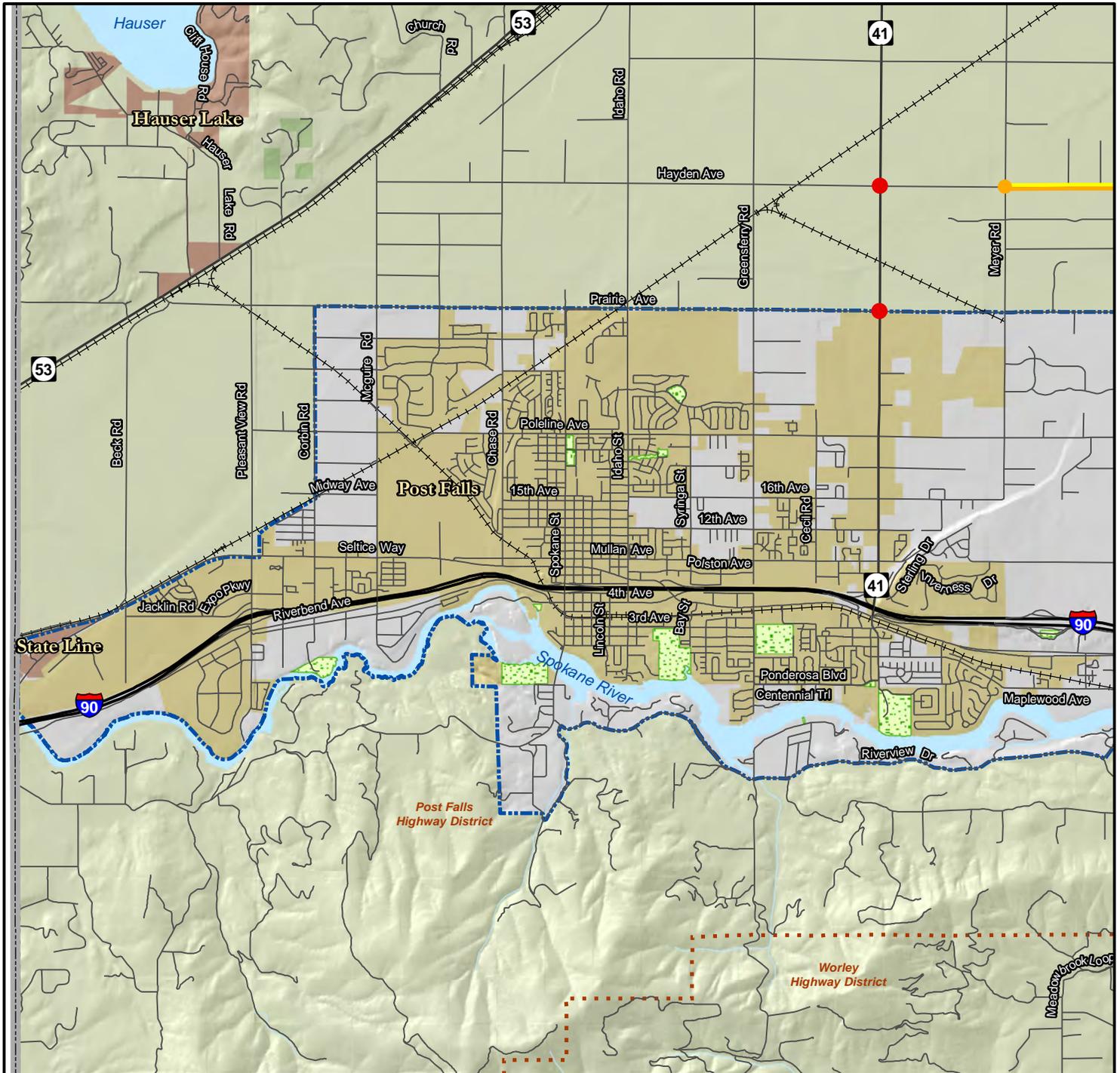
- Level C -> 70%      ● > 80%
- Level D -> 80%      ● > 90%
- Level E -> 90%      ● > 100%
- Level F -> 100%    ● > 100%

**Physical Characteristics**

- Highway Districts
- Interstate
- US/State Highways
- Local/Seasonal Roads
- +++ Railroads
- ▭ County Boundary
- ▭ Urban Area Boundary
- ▭ National Forests
- ▭ Water Features
- ▭ Parks

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**EXISTING CONDITIONS 2007 BASE AM PEAK  
LEVEL OF SERVICE, URBAN, POST FALLS AREA**

**Link & Node V/C Ratios**

- Level C -> 70% (Yellow)
- Level D -> 80% (Orange)
- Level E -> 90% (Red)
- Level F -> 100% (Purple)
- > 80% (Yellow dot)
- > 90% (Red dot)
- > 100% (Purple dot)

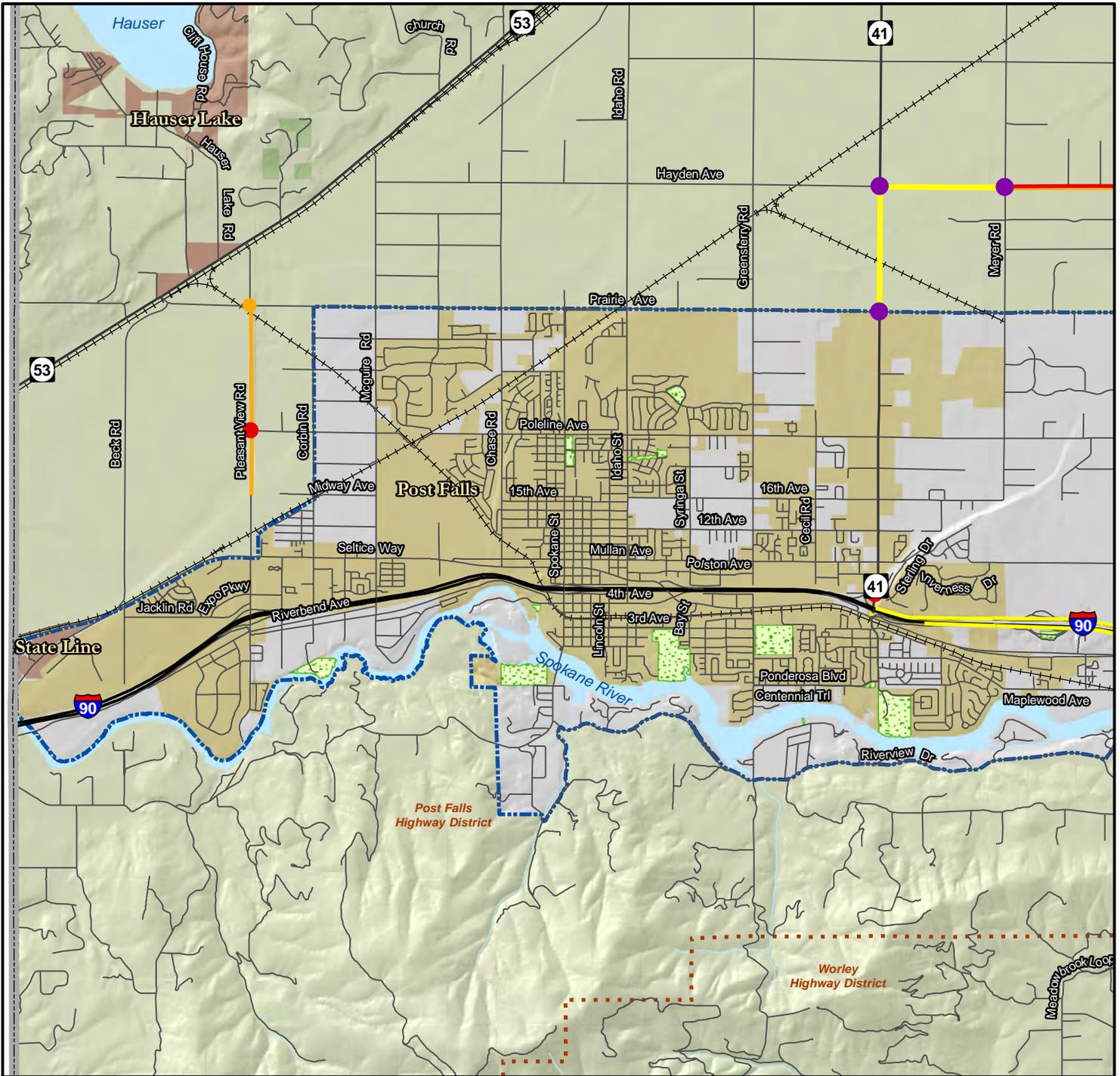
**Physical Characteristics**

- Highway Districts (Dashed line)
- Interstate (Thick black line)
- US/State Highways (Thin black line)
- Local/Seasonal Roads (Thin grey line)
- Railroads (Line with cross-ticks)
- County Boundary (Grey outline)
- Urban Area Boundary (Blue dashed line)
- National Forests (Green hatched area)
- Water Features (Blue area)
- Parks (Green stippled area)

\*Data based on best available information. \*Data for illustrative purposes only.

Figure 3.9b

KOOTENAI METROPOLITAN TRANSPORTATION PLAN  
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**EXISTING CONDITIONS 2007 BASE PM PEAK  
LEVEL OF SERVICE, URBAN, POST FALLS AREA**

**Link & Node V/C Ratios**

- Yellow line: Level C -> 70%
- Orange line: Level D -> 80%
- Red line: Level E -> 90%
- Purple line: Level F -> 100%
- Yellow circle: > 80%
- Red circle: > 90%
- Purple circle: > 100%

**Physical Characteristics**

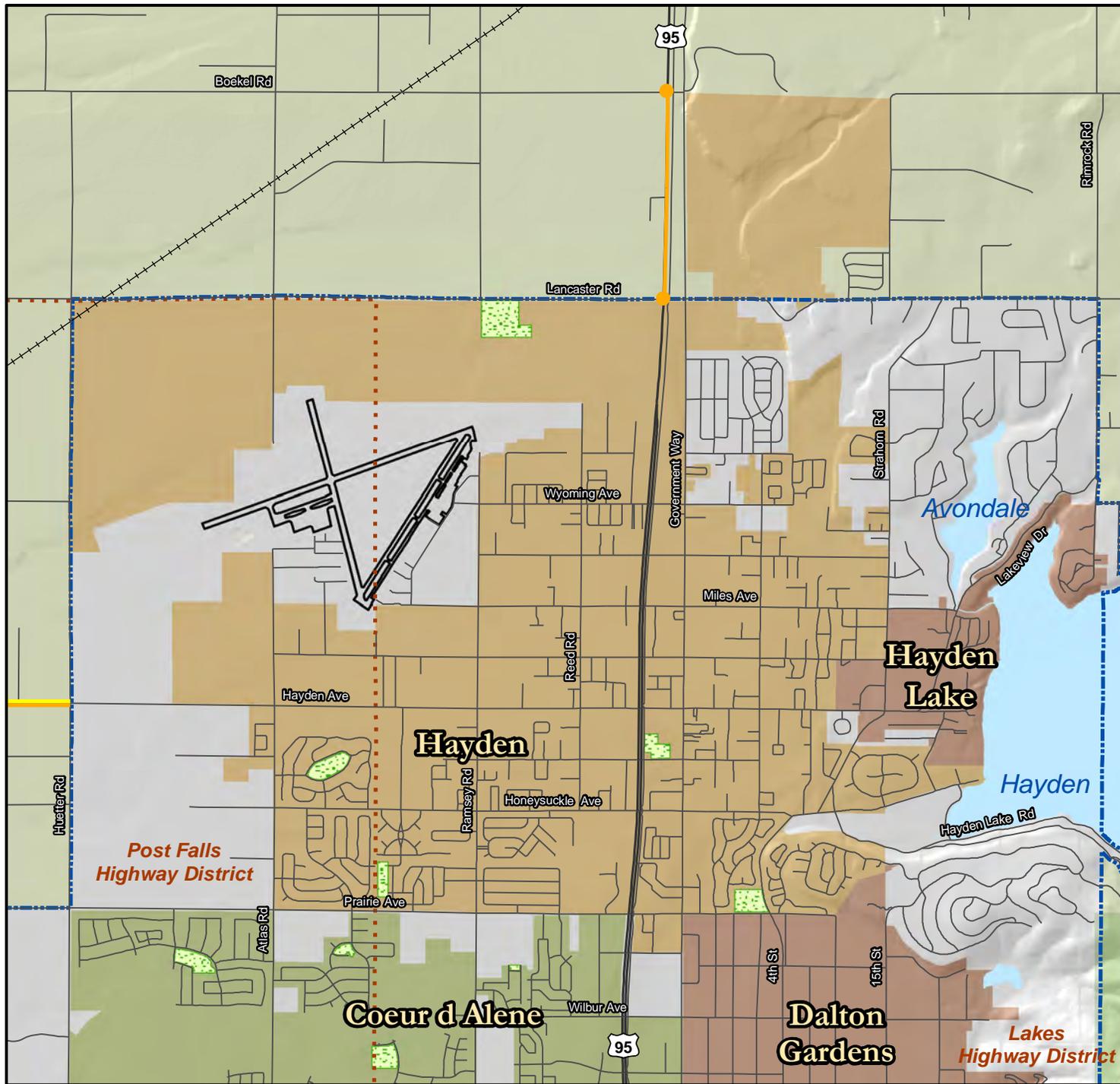
- Orange dashed line: Highway Districts
- Black line: Interstate
- Grey line: US/State Highways
- Thin grey line: Local/Seasonal Roads
- Black line with cross-ticks: Railroads
- Grey outline: County Boundary
- Blue dashed outline: Urban Area Boundary
- Green shaded area: National Forests
- Blue shaded area: Water Features
- Green checkered area: Parks



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**EXISTING CONDITIONS 2007 BASE AM PEAK  
LEVEL OF SERVICE, URBAN, HAYDEN AREA**

**Link & Node V/C Ratios**

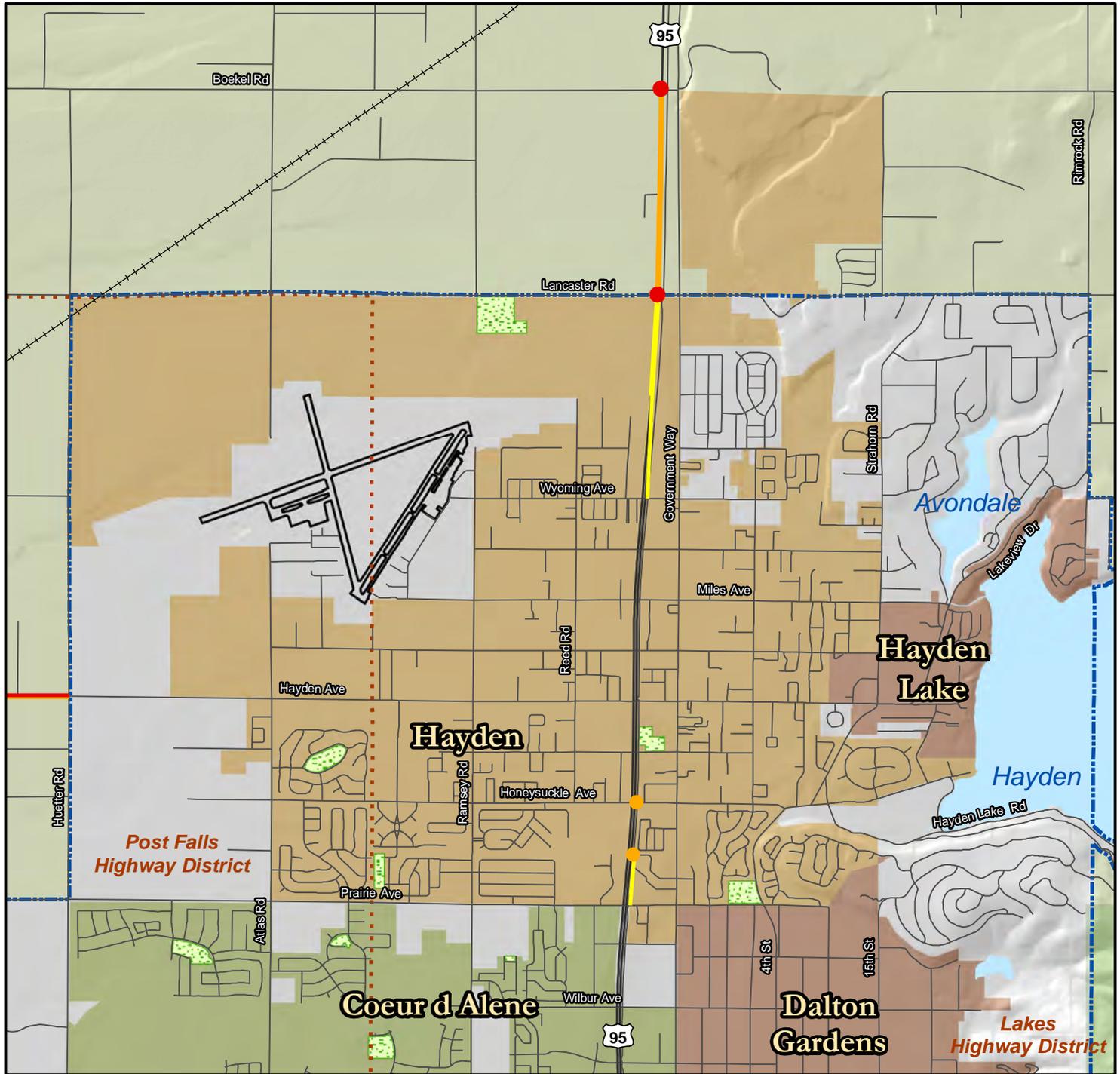
- Level C -> 70%      > 80%
- Level D -> 80%      > 90%
- Level E -> 90%      > 100%
- Level F -> 100%

**Physical Characteristics**

- Highway Districts
- County Boundary
- Interstate
- Urban Area Boundary
- US/State Highways
- National Forests
- Local/Seasonal Roads
- Water Features
- Railroads
- Parks

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**EXISTING CONDITIONS 2007 BASE PM PEAK  
LEVEL OF SERVICE, URBAN, HAYDEN AREA**

**Link & Node V/C Ratios**

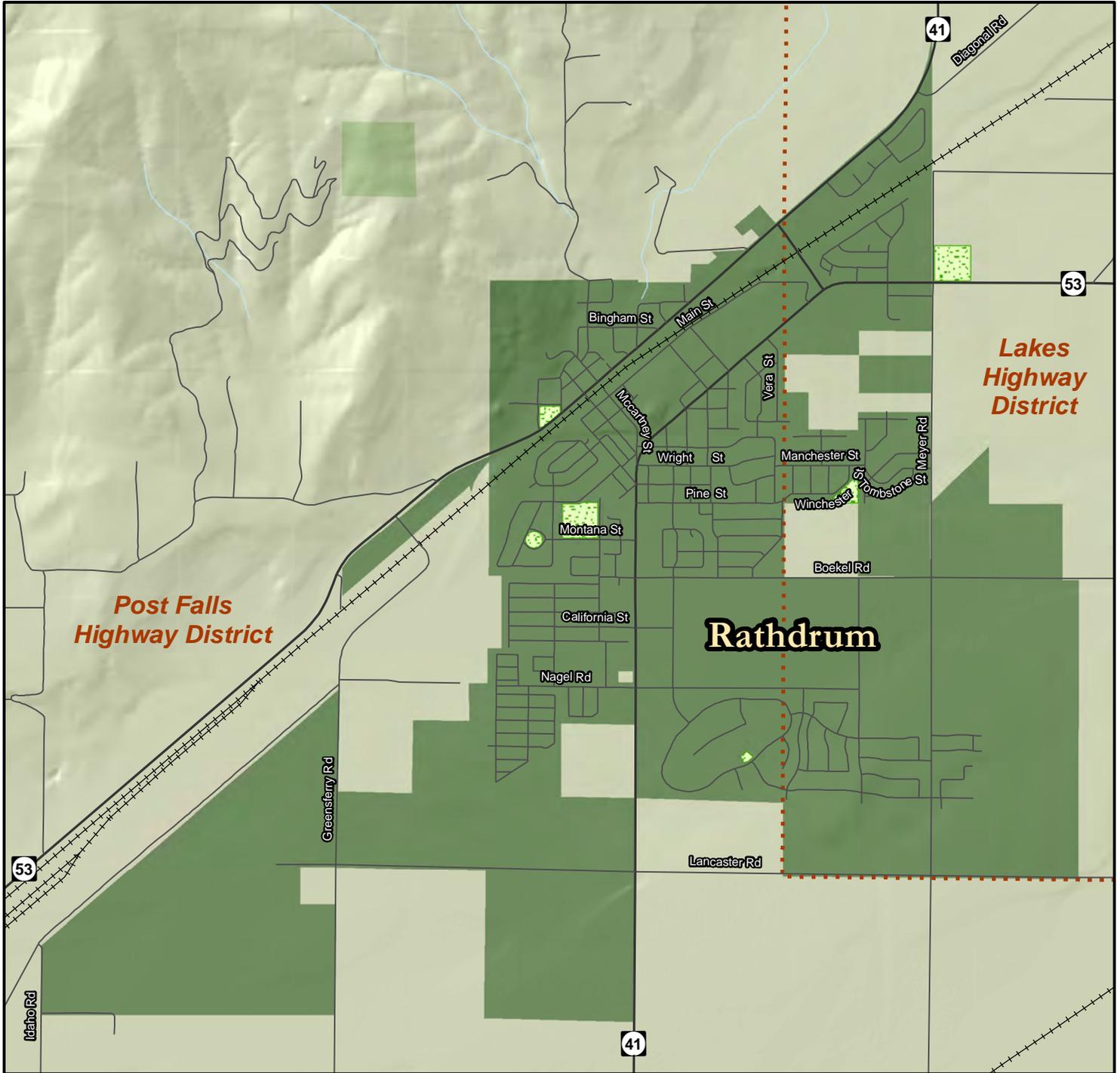
- Level C -> 70%      > 80%
- Level D -> 80%      > 90%
- Level E -> 90%      > 100%
- Level F -> 100%

**Physical Characteristics**

- Highway Districts
- County Boundary
- Interstate
- Urban Area Boundary
- US/State Highways
- National Forests
- Local/Seasonal Roads
- Water Features
- Railroads
- Parks

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**EXISTING CONDITIONS 2007 BASE AM PEAK  
LEVEL OF SERVICE, RURAL, RATHDRUM AREA**

**Line & Node V/C Ratios**

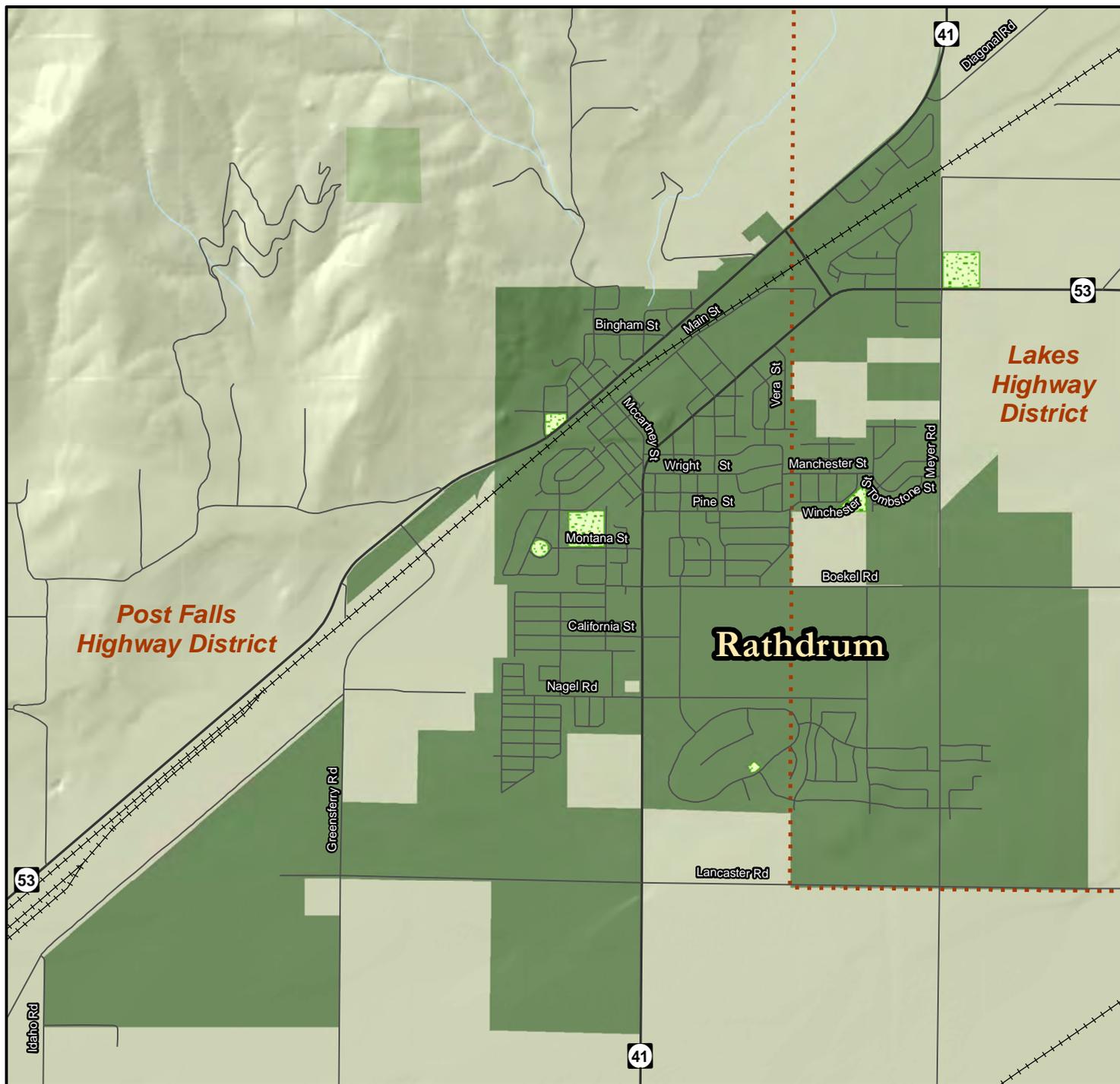
- Level C - > 70%
- Level D - > 80%
- Level E - > 90%
- Level F - > 100%
- > 80%
- > 90%
- > 100%

**Physical Characteristics**

- Highway Districts
- County Boundary
- Interstate
- Urban Area Boundary
- US/State Highways
- National Forests
- Local/Seasonal Roads
- Water Features
- Railroads
- Parks

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**EXISTING CONDITIONS 2007 BASE PM PEAK  
LEVEL OF SERVICE, RURAL, RATHDRUM AREA**

- Line & Node V/C Ratios**
- Level C - > 70%
  - Level D - > 80%
  - Level E - > 90%
  - Level F - > 100%
- > 80%
  - > 90%
  - > 100%

- Physical Characteristics**
- Highway Districts
  - County Boundary
  - Urban Area Boundary
  - National Forests
  - Water Features
  - Parks
  - Interstate
  - US/State Highways
  - Local/Seasonal Roads
  - Railroads

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## Traffic Safety

Accident information for 2009 provided by Idaho Transportation Department's Office of Highway Safety is contained in Table 3.9. Table 3.10 shows collision statistics for Kootenai County for the 3 year period from 2007 through 2009.

**Table 3.9 Fatality and Injury Rates in 2009**

Area	Number of Persons		Fatal and Injury Crash Rate per 1,000 Population	Mean Fatal and Injury Rate for Areas with Similar Population (Statewide)
	Killed	Injured		
County wide	9	1,058	5.5	5.2
Coeur d'Alene	1	449	7.7	5.7
Post Falls	2	147	4.1	3.8
Hayden	0	96	4.9	3.3
Rathdrum	0	27	2.3	3.3
Dalton Gardens	0	10	2.9	2.5

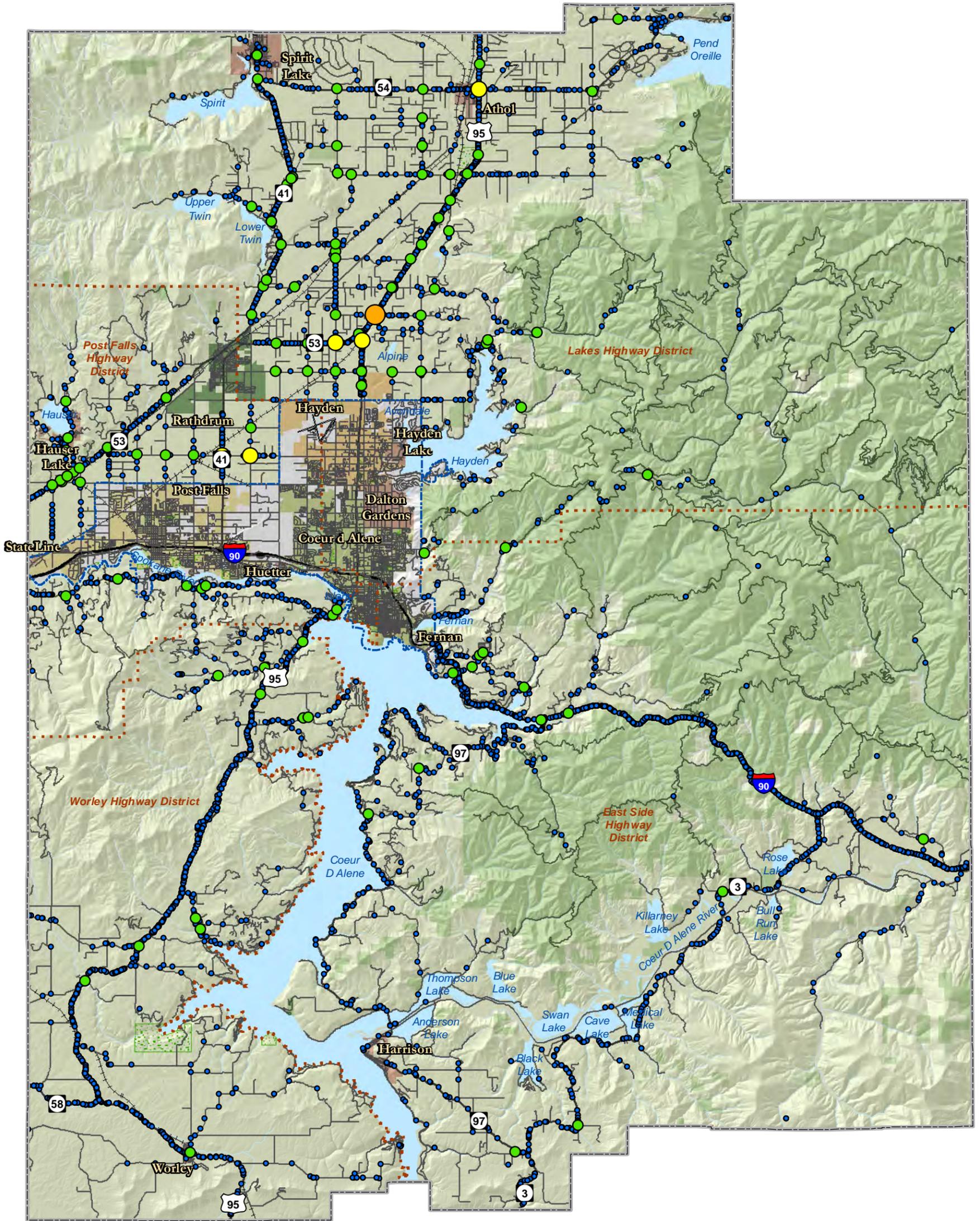
Source: *Idaho Traffic Crashes 2009*, Idaho Department of Transportation Office of Highway Safety

**Table 3.10 Collision History, 2007-2009**

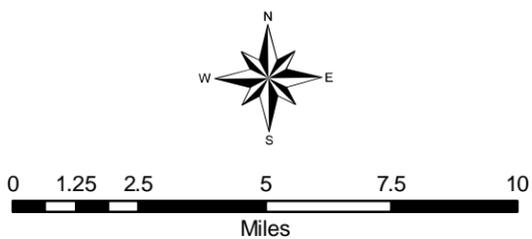
Area	Fatal Collisions			Injury Collisions			Total Collisions		
	2007	2008	2009	2007	2008	2009	2007	2008	2009
County wide	14	21	8	855	781	761	2,374	2,322	2,129
Coeur d'Alene	1	3	1	350	328	335	954	946	896
Post Falls	1	0	1	128	106	107	328	307	278
Hayden	1	1	0	64	44	63	182	153	168
Rathdrum	1	0	0	19	24	16	46	52	43
Dalton Gardens	0	1	0	9	3	7	25	19	21

Source: *Idaho Traffic Crashes 2009*, Idaho Department of Transportation Office of Highway Safety

Trends in the locations of collisions over time provide an additional perspective on traffic safety. Figures 3.41 through 3.45 and Table 3.11 identify the locations with the highest number of collisions over the eleven year period from January 1998 through 2008.



**COLLISION DATA 1998 - 2008  
RURAL, KOOTENAI COUNTY**



**Number of Collisions**

- 101 - 254
- 51 - 100
- 26 - 50
- 6 - 25
- 1 - 5

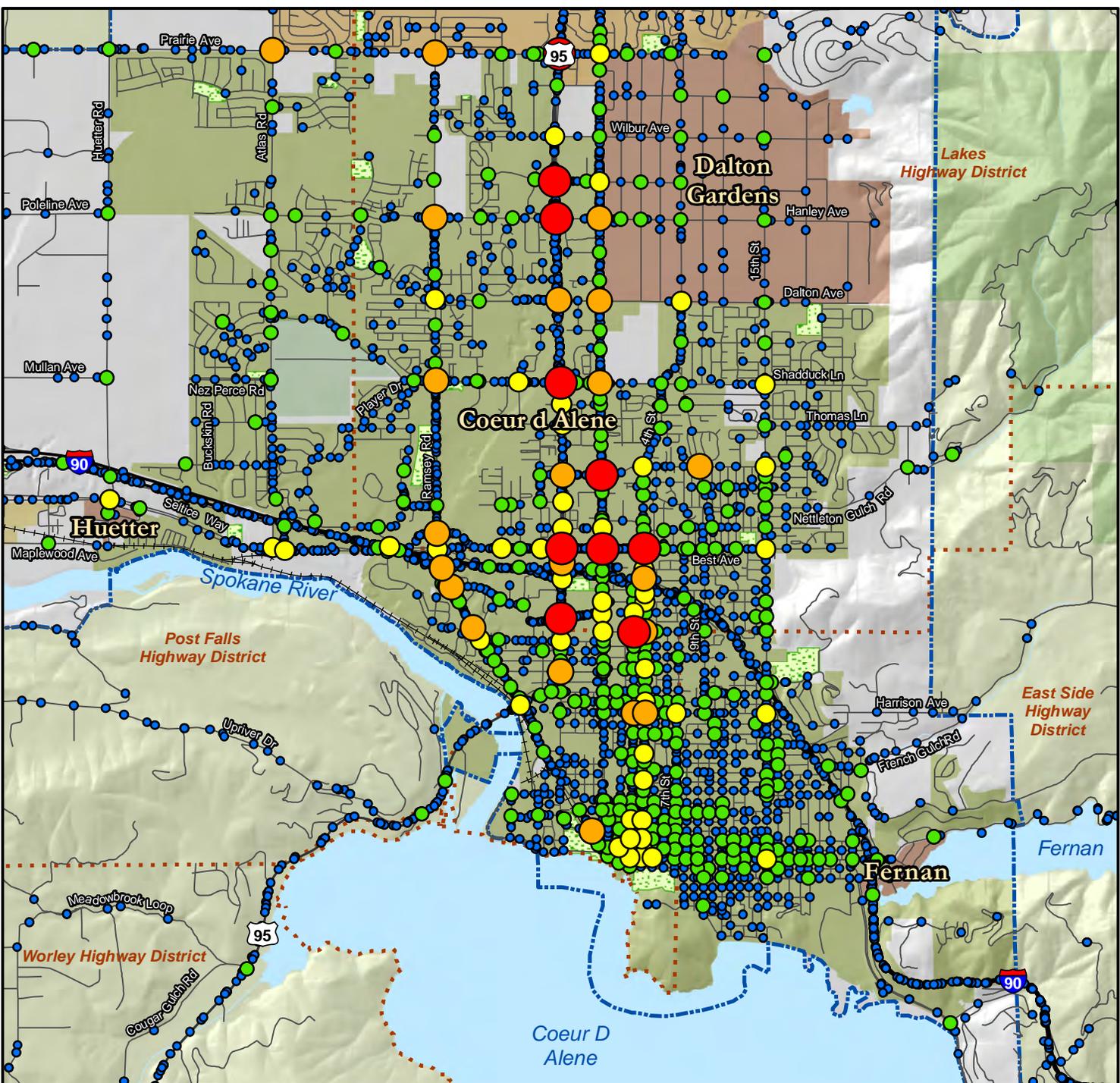
**Physical Characteristics**

- - - Highway Districts
- Interstate
- US/State Highway
- Local/Seasonal Road
- + + + Railroad
- County Boundary
- Urban Area Boundary
- National Forests
- Water Features
- Parks

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Figure 3.12b

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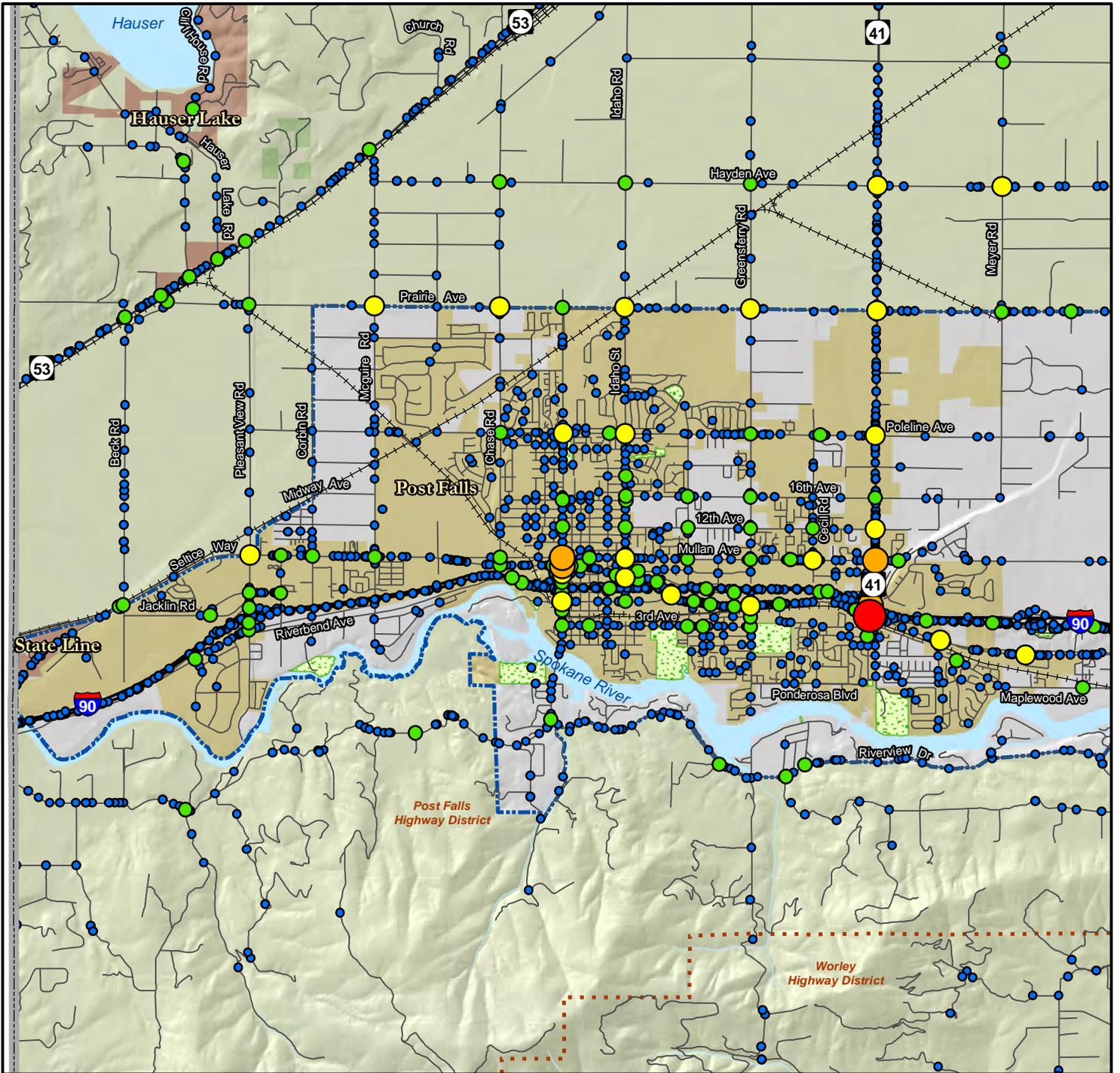
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**COLLISION DATA 1998 - 2008**  
**URBAN, COEUR D'ALENE AREA**

Number of Collisions	Physical Characteristics
101 - 254	Highway Districts
51 - 100	Interstate
26 - 50	US/State Highways
6 - 25	Local/Seasonal Roads
1 - 5	Railroads
	County Boundary
	Urban Area Boundary
	National Forests
	Water Features
	Parks

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**COLLISION DATA 1998 - 2008  
URBAN, POST FALLS AREA**

Number of Collisions

- 101 - 254
- 51 - 100
- 26 - 50
- 6 - 25
- 1 - 5

Physical Characteristics

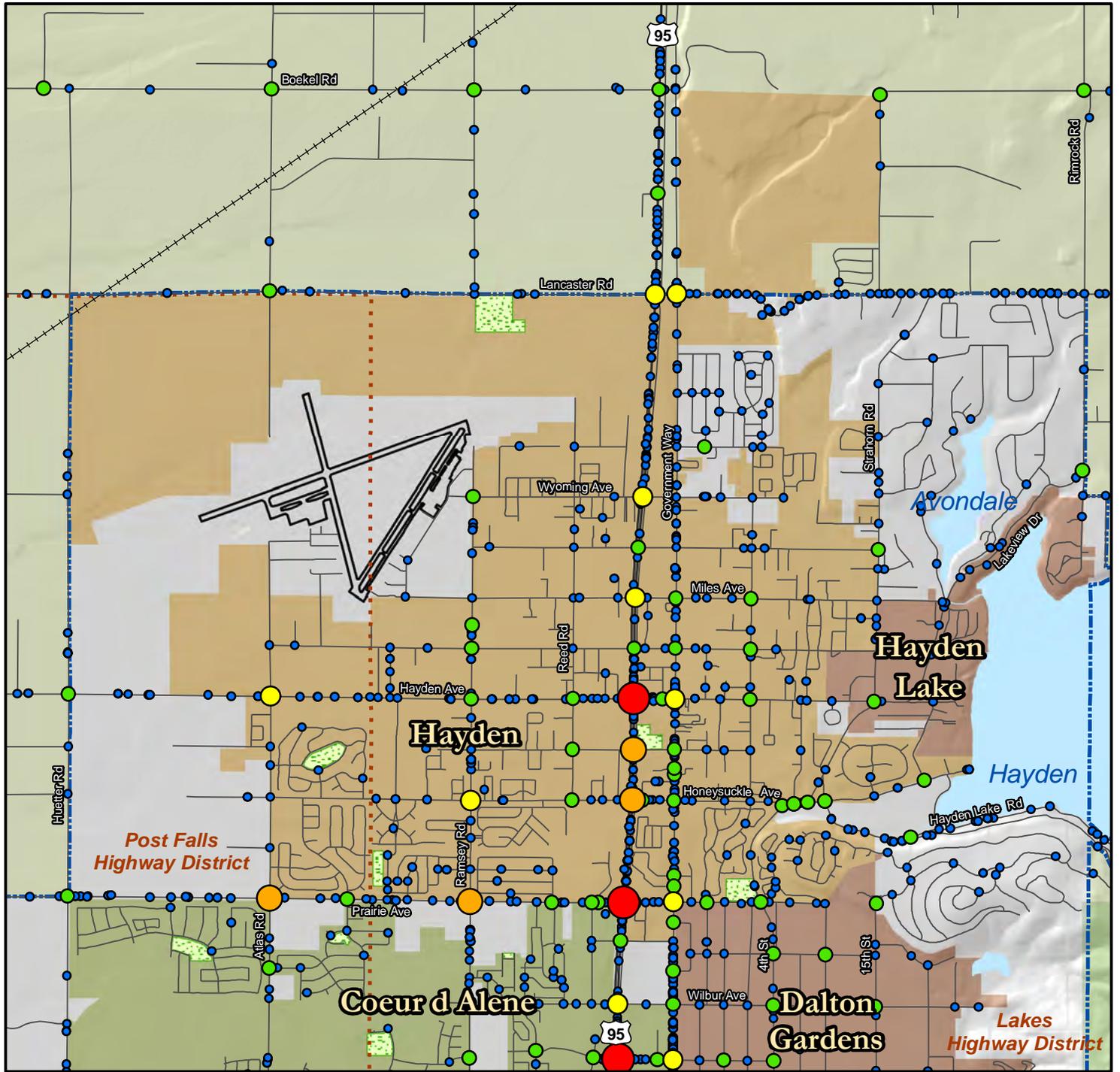
- Highway Districts
- Interstate
- US/State Highways
- Local/Seasonal Roads
- Railroads
- County Boundary
- Urban Area Boundary
- National Forests
- Water Features
- Parks



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2010-2035

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2010-2035



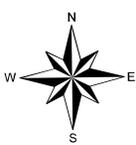
**COLLISION DATA 1998 - 2008  
URBAN, HAYDEN AREA**

Number of Collisions

- 101 - 254
- 51 - 100
- 26 - 50
- 6 - 25
- 1 - 5

Physical Characteristics

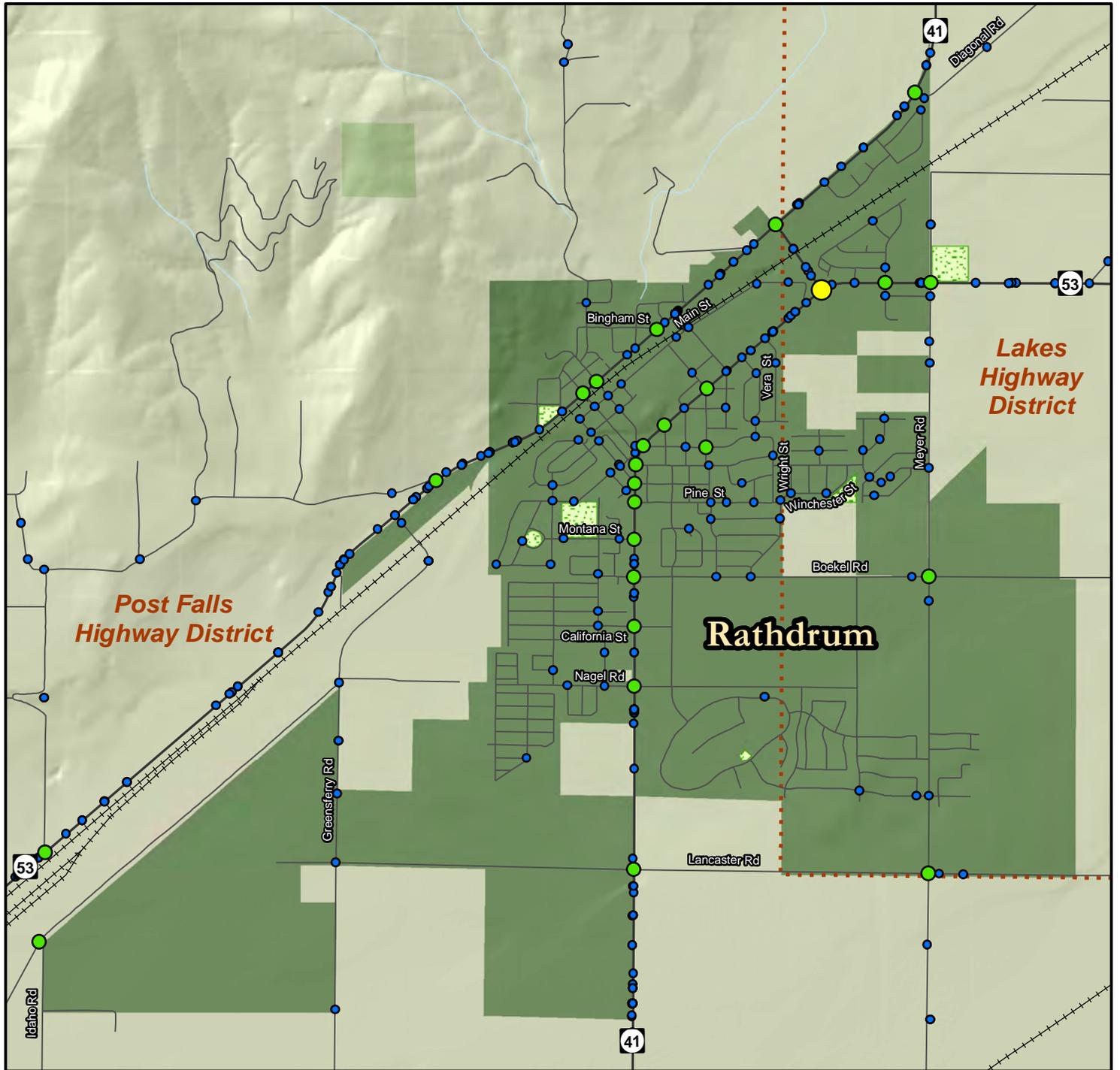
- Highway Districts
- Interstate
- US/State Highways
- Local/Seasonal Roads
- + Railroads
- County Boundary
- Urban Area Boundary
- National Forests
- Water Features
- Parks



KOOTENAI METROPOLITAN TRANSPORTATION PLAN  
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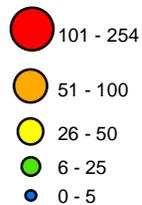
\*Data based on best available information. \*Data for illustrative purposes only.

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2010-2035

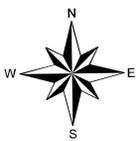


**COLLISION DATA 1998 - 2008**  
**RURAL, RATHDRUM AREA**

Number of Collisions



Physical Characteristics



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\*Data based on best available information. \*Data for illustrative purposes only.

**Table 3.11 Kootenai County High Collision Locations, 1998-2008**

Intersection	Jurisdiction	Number of Collisions
US 95 & Appleway Ave	Coeur d'Alene	254
Appleway Ave & Government Way	Coeur d'Alene	181
Ironwood Dr & Lincoln Way	Coeur d'Alene	135
US 95 & Prairie Ave	Hayden	123
US 95 & Hayden Ave	Hayden	120
US 95 & Kathleen Ave	Coeur d'Alene	111
US 95 & Hanley Ave	Coeur d'Alene	105
4 <sup>th</sup> St & Appleway Ave	Coeur d'Alene	105
US 95 & Canfield Ave	Coeur d'Alene	104
SH 41 & Centennial Trail	Post Falls	102
3 <sup>rd</sup> St & Locust Ave	Coeur d'Alene	102
Government Way & Neider Ave	Coeur d'Alene	101
Kathleen Ave & Ramsey Rd	Coeur d'Alene	96
3 <sup>rd</sup> St & Harrison Ave	Coeur d'Alene	91
US 95 & Dalton Ave	Coeur d'Alene	88
Hanley Ave & Ramsey Rd	Coeur d'Alene	78
Ironwood Dr & Northwest Blvd	Coeur d'Alene	73
Seltice Way & Spokane St	Post Falls	73
US 95 & Neider Ave	Coeur d'Alene	72
4 <sup>th</sup> St & Harrison Ave	Coeur d'Alene	72
US 95 & Honeysuckle Ave	Hayden	71
Government Way & Dalton Ave	Dalton Gardens	69
4 <sup>th</sup> St & Locust Ave	Coeur d'Alene	66
Prairie Ave & Ramsey Rd	Hayden	66
Lakewood Ave & Northwest Blvd	Coeur d'Alene	65
Appleway Ave & Ramsey Rd	Coeur d'Alene	63
SH 41 & Mullan Ave	Post Falls	62
Northwest Blvd & I-90 EB Ramp	Coeur d'Alene	61
4 <sup>th</sup> St & I-90 WB Ramp	Coeur d'Alene	61
Government Way & Kathleen Ave	Coeur d'Alene	59
US 95 & Orchard Ave	Hayden	59
US 95 & I-90 WB Ramp	Coeur d'Alene	58
SH 41 & I-90 WB RAMP	Post Falls	58
Government Way & Mullan Ave	Coeur d'Alene	58

Source: Idaho Transportation Department Office of Highway Safety

## Rail Crossing Safety

Across Spokane and Kootenai counties, two Class I railroads parallel each other over a distance of 41 miles. The Burlington Northern-Santa Fe (BNSF) railroad operates the northern tier of their transcontinental main line, and the Union Pacific (UP) railroad operates a main line connecting Oregon to Mexico and Canada.

In Kootenai County, there are 30 at-grade crossings on the UP main line and nine at-grade crossings on the BNSF main line (Figure 3.13). There are an additional 21 at-grade crossings on the UP spur through Coeur d'Alene, and 35 on the BNSF spur through Post Falls and Coeur d'Alene.

Recent statistics show Kootenai County's rail crossing incident rate is higher than any other county in Idaho.<sup>1</sup> According to Federal Railroad Association, from Jan 2000 through March 2010, there have been 42 incidents at rail crossings in Kootenai County and 218 statewide (Table 3.12). This equates to nearly 1/5 of all rail crossing incidents in Idaho. These statistics highlight the importance of KMPO's "Bridging the Valley" initiative described in Section 1.

**Table 3.12 Grade Crossing Collision Summary (Jan 2000 through March 2010)**

Railroad	Grade Crossing	Collisions			
		Total <sup>a</sup>	Fatality <sup>b</sup>	Injury <sup>b</sup>	PDO <sup>b</sup>
BNSF	Brunner Rd	1		1	
BNSF	Cedar Street	1			1
BNSF	Corbin Rd	1			1
BNSF	Greensferry Rd <sup>c</sup>	1			1
BNSF	Homestead Rd	1			1
BNSF	Hubbard Rd	1			1
BNSF	McGuire Rd	2	1	1	
BNSF	Mill St	2	1		1
BNSF	Prairie Rd	2			2
BNSF	SH 54	1	1		
BNSF	Watkins St/SH 54	2	1		1
UP	Beck Rd	5			5
UP	Boekel Rd	1			1
UP	Brunner Rd	1		1	
UP	Chase Rd	1			1
UP	Chase/Nelson Rd	1			1
UP	Chilco Rd	3			3
UP	Greensferry Rd	1			1
UP	Hayden Ave	4	3	2	
UP	Hines/Nelson Rd	1			1
UP	Idaho Rd	1			1
UP	Meyer Rd	1	1		
UP	Ohio Match Rd	3			3
UP	Private (ind)	1		1	
UP	Spokane St	2	1	1	
UP	SH 54	1			1
<b>Totals</b>		<b>42</b>	<b>9</b>	<b>7</b>	<b>27</b>

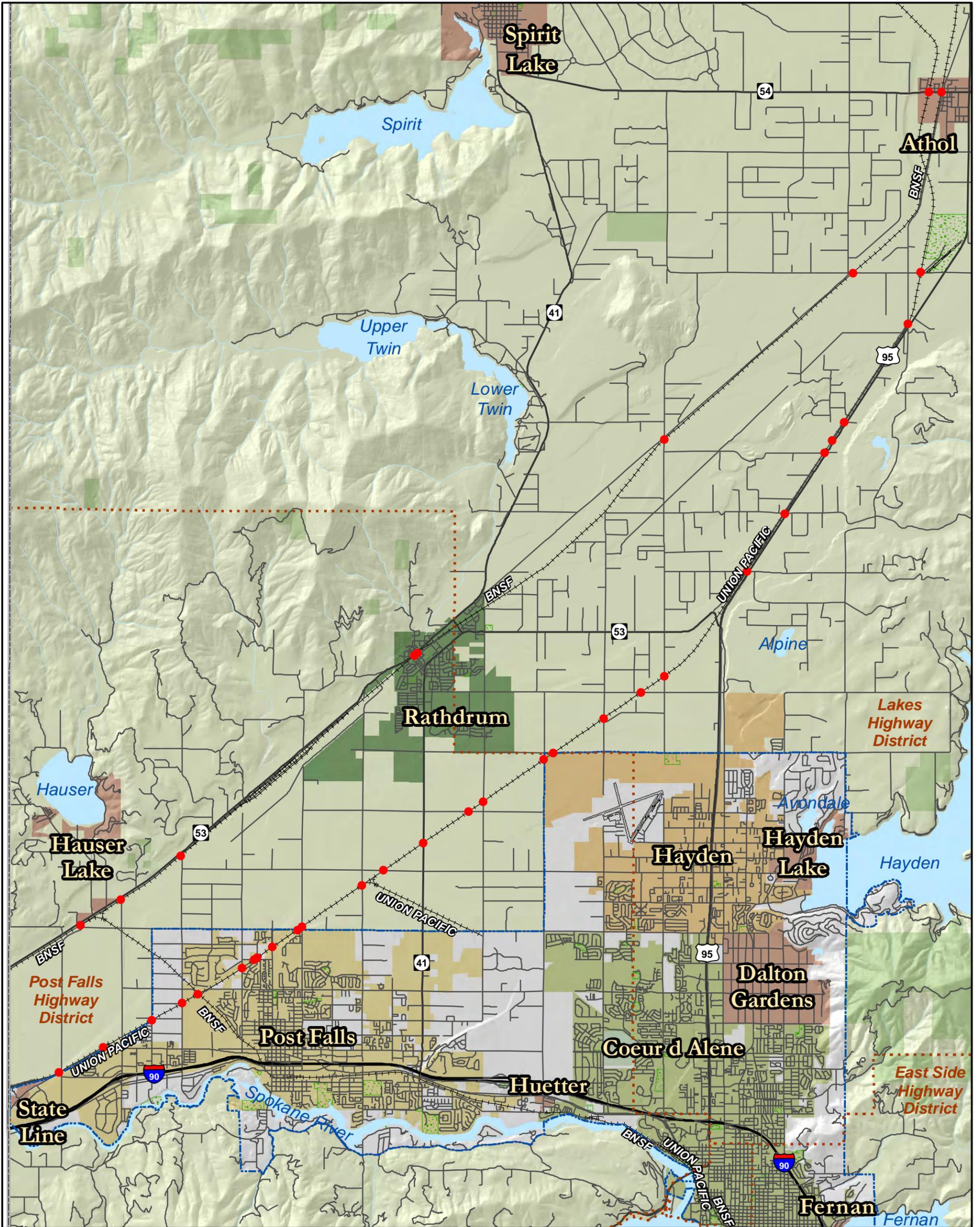
a. "Total" reflects number of total collisions.

b. Fatalities and injuries reflect number of people involved in the collision. Property Damage Only (PDO) reflects the number of collisions. For example, if three fatalities occurred in one collision, a three would be reported.

c. The BNSF crossing at Greensferry Rd was converted to a grade separated crossing within the summary period.

Source: "Highway-Rail Incidents Reported on Form FRA F 6180-57." Federal Railroad Administration, Office of Safety Analysis

<sup>1</sup> Office of Safety Analysis, Federal Railroad Association.



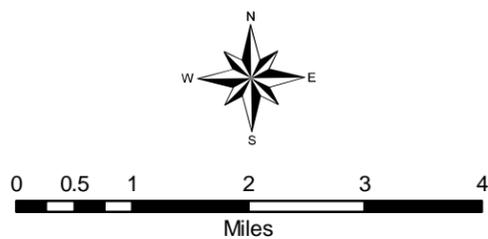
**EXISTING AT GRADE RAIL CROSSINGS,  
URBAN, KOOTENAI COUNTY**

**At Grade Rail Crossings**



**Physical Characteristics**

- Highway Districts
- Interstate
- US/State Highways
- Local/Seasonal Roads
- ++ Railroad
- ▭ County Boundary
- ▭ Urban Area Boundary
- ▭ National Forests
- ▭ Water Features
- ▭ Parks



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## Freight Mobility

Understanding freight flows in the region is one of the initial steps needed to gain a clear understanding of the economic activity of the area and how that affects the transportation network. The Inland Pacific Hub (IPH) is a project to establish the Inland Pacific Region as a multi-modal global gateway to increase international commerce. The area included in the analysis region encompasses ten counties in Eastern Washington and nine counties in Northern Idaho, including Kootenai County. The IPH is a partnership established by and comprised of public and private sector representatives from Idaho and Washington. The concept was developed by a group of civic, business, and transportation leaders who are concerned that our region might not be taking full advantage of the potential economic development opportunities associated with international trade. The IPH Board partnered with the Washington State Department of Transportation and the Idaho Transportation Department to study the region's capacity for economic development. For more information on the Inland Pacific Hub, please see the project website: [www.inlandpacifichub.org](http://www.inlandpacifichub.org)

In 2008, the IPH Phase 1 Transportation Study was initiated as an outreach effort aimed at obtaining information about freight activity levels, supply chain structures, and opinions on transportation services in the Inland Pacific Hub Region. The study is a planning effort to optimize future transportation improvements to move shipments with maximum safety and efficiency and obtain the most economic-development benefit from the improvements. The idea behind the study is to examine the potential of integrating transportation and technology systems with an over-arching economic development effort. The Phase 1 Study has two objectives: 1) to identify the Inland Pacific Hub's capacity as a globally-connected, multimodal transportation gateway; and 2) to identify the critical infrastructure requirements needed to drive the Inland Pacific Hub's future economic growth.

Commodities that flow into, out-of, within and through the Inland Pacific Hub (IPH) study area reflect the region's economic base. A large component of the Phase 1 study is the development of a freight profile for the IPH region. The main information resource for this analysis is Global Insight, Inc.'s 2007 TRANSEARCH™ database. TRANSEARCH™ is one of the most comprehensive databases in use today to describe how freight moves between various markets. The TRANSEARCH™ dataset purchased by the IPH for this study contained over 470,000 freight records depicting the nature of freight movements between the region's counties, business economic areas (BEAs) within the U.S., and areas in Canada or Mexico that have imports or exports with the IPH.

The largest share of tonnage in the IPH study area is for through-freight that does not stop in the region. In 2007, almost 88 million tons of freight or 52.6 percent of the total tonnage was through-freight. The percentage of through-freight that moves across the region places demands on the capacity and preservation of the regional highway and rail transportation system, but aside from jobs related to transportation support services (truck stops, lodging, freight transfer terminals, etc.) through-freight which does not stop

does not create significant industry in the IPH. Through-freight is less connected to the region's economic activity than inbound or outbound freight which supports jobs at factories, stores and other businesses. Through-freight typically moves along national freight corridors such as I-90 or along the major rail lines.

By mode, trucks handle the largest proportion of the IPH study area's freight tonnage. In 2007, tonnage by mode was distributed as:

- 83 million tons of freight or 54 percent of the tonnage was moved by truck;
- rail accounted for 68 million tons of freight or 43 percent;
- water borne freight, mostly agriculturally derived products out of Whitman, Columbia, Garfield, Nez Perce, and Asotin counties accounted for 4.5 million tons of freight or 3 percent; and
- air freight out of Spokane amounted to 45 thousand tons, which was 0.03 percent. The TRANSEARCH™ dataset for airfreight may not capture all private airfreight activity, thus the activity at Coeur d'Alene airport, assumed to be small for the overall study, may be unreported and under represented.

The TRANSEARCH™ forecast indicates the inbound tonnage to Kootenai County will increase by 630,000 tons, or 21.4 percent, by the year 2027 (Table 3.13). The outbound forecast indicates tonnage from Kootenai County will increase by 815,000 tons, or 13.2 percent (Table 3.14).

**Table 3.13 Kootenai County Inbound Distribution, 2007 and 2027**

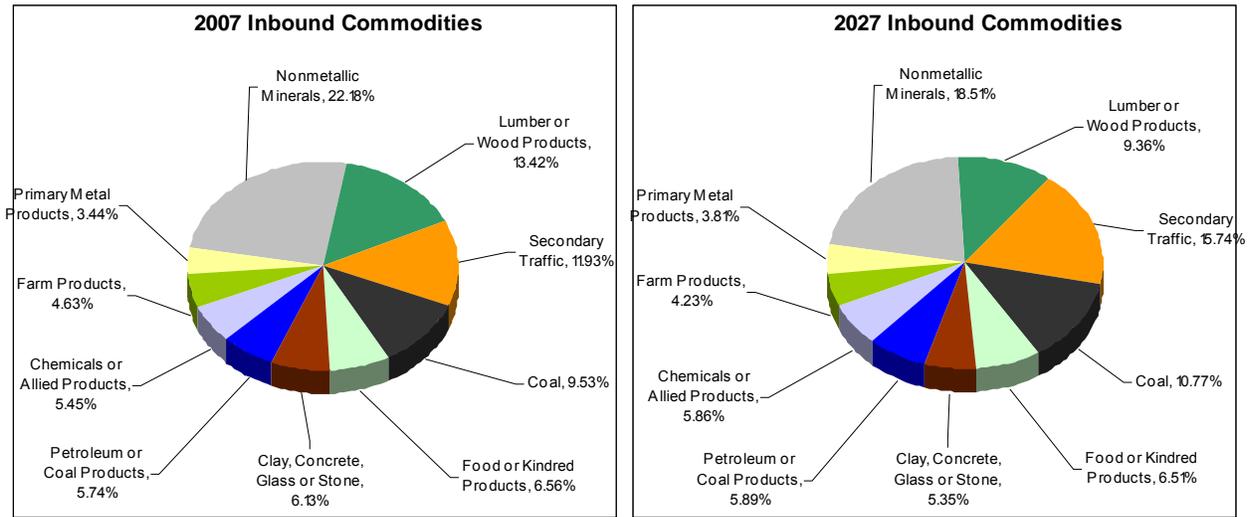
Inbound Tonnage		Local freight: Circulates within IPH Counties		Inbound from Western Origins: Routes = I-90, US2, US12, US20		Inbound from Eastern Origins: Routes = I-90, US2, US12, ID200		Inbound from Northern Origins: Routes = US95, US195, US395		Inbound from Southern Origins: Routes = US95, US195, US395		Commodity Total
Year	Data	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	
2007	Tonnage	1,234,365	3,960	525,056	3,280	379,073	58,308	44,826	36,600	604,640	18,840	2,908,948
2027	Tonnage	1,318,403	1,585	571,619	684	513,376	50,715	74,381	56,272	929,097	14,477	3,530,609
	% vs 2007	6.8%	(60.0%)	8.9%	(79.1%)	35.4%	(13.0%)	65.9%	53.7%	53.7%	(23.2%)	21.4%

**Table 3.14 Kootenai County Outbound Distribution, 2007 and 2027**

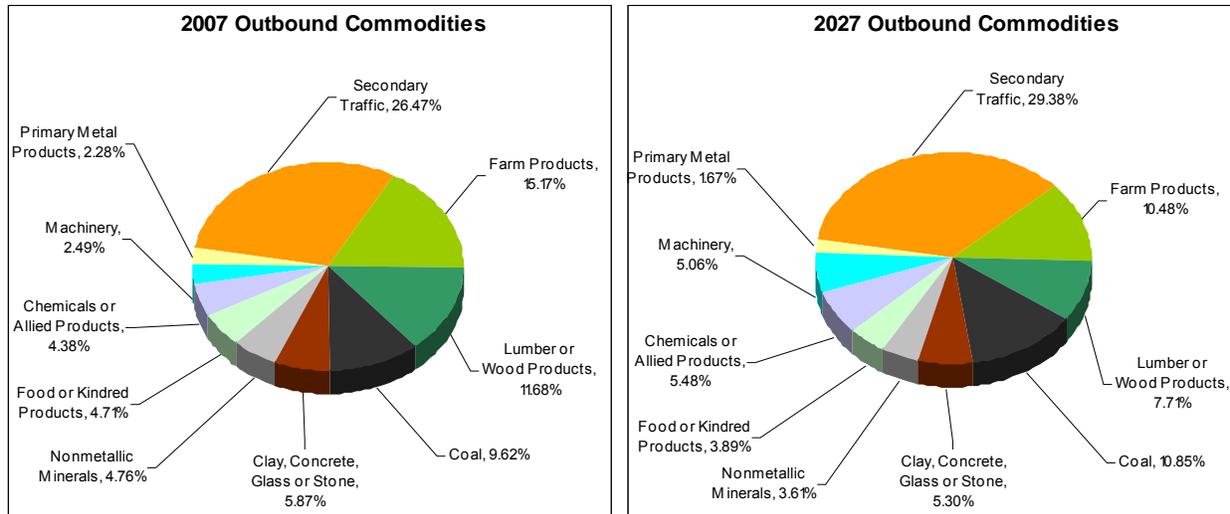
Outbound Tonnage		Local freight: Circulates within IPH Counties		Outbound to Western Destinations: Routes = I-90, US2, US12, US20		Outbound to Eastern Destinations: Routes = I-90, US2, US12, ID200		Outbound to Northern Destinations: Routes = US95, US195, US395		Outbound to Southern Destinations: Routes = US95, US195, US395		Commodity Total
Year	Data	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck	Rail	
2007	Tonnage	2,291,415		664,034	6,600	863,336	242,400	59,181		1,967,748	82,800	6,177,513
2027	Tonnage	2,088,825		820,660	11,488	1,216,161	184,666	105,519		2,508,693	57,649	6,993,662
	% vs 2007	(8.8%)		23.6%	74.1%	40.9%	(23.8%)	78.3%		27.5%	(30.4%)	13.2%

The pie charts below (Figures 3.14 and 3.15) depict the top ten inbound and outbound commodities by percentage of the tonnage shipped for the central part of the IPH region, including Kootenai County. The left pie charts shows 2007's distribution while the right pie chart shows the forecasted 2027 distribution.

**Figure 3.14 Central Counties Top Ten Inbound Commodities, 2007 and 2027**



**Figure 3.15 Central Counties Top Ten Outbound Commodities, 2007 and 2027**



The following tables (Tables 3.15 and 3.16) list the top twenty inbound and outbound commodities for the central IPH counties and their forecasted twenty year growth or decline.

**Table 3.15 Central Counties Inbound Commodities, 2007 and 2027**

Central Counties Inbound	2007	2007	Growth	2027	2027
Top 20 Commodities	%	Tons	% ▶	Tons	%
Nonmetallic Minerals	22.2	5,898,736	(4.1)	5,659,641	18.7
Lumber Or Wood Products	13.4	3,570,781	(19.8)	2,863,744	9.5
Secondary Freight	12.0	3,173,717	51.6	4,812,571	15.9
Coal	9.6	2,534,905	30.0	3,295,122	10.9
Food Or Kindred Products	6.6	1,744,637	14.1	1,990,608	6.6
Clay, Concrete, Glass Or Stone	6.1	1,630,992	0.4	1,637,401	5.4
Petroleum Or Coal Products	5.8	1,526,093	18.1	1,801,815	6.0
Chemicals Or Allied Products	5.5	1,450,293	23.5	1,790,616	5.9
Farm Products	4.7	1,231,331	5.1	1,294,110	4.3
Primary Metal Products	3.5	915,278	27.3	1,165,577	3.9
Transportation Equipment	1.5	407,078	86.3	758,288	2.5
Fabricated Metal Products	1.3	349,519	20.2	420,030	1.4
Pulp, Paper Or Allied Products	1.2	311,778	8.1	337,034	1.1
Rail Intermodal Drayage from Ramp	1.0	272,237	28.0	348,502	1.2
Electrical Equipment	1.0	259,496	87.1	485,418	1.6
Rail Intermodal Drayage to Ramp	0.8	211,332	84.3	389,558	1.3
Machinery	0.7	192,885	83.0	352,891	1.2
Rubber Or Misc Plastics	0.6	145,185	35.6	196,815	0.7
Misc Mixed Shipments	0.5	135,760	31.3	178,216	0.6
Waste Or Scrap Materials	0.4	105,101	53.2	161,058	0.5

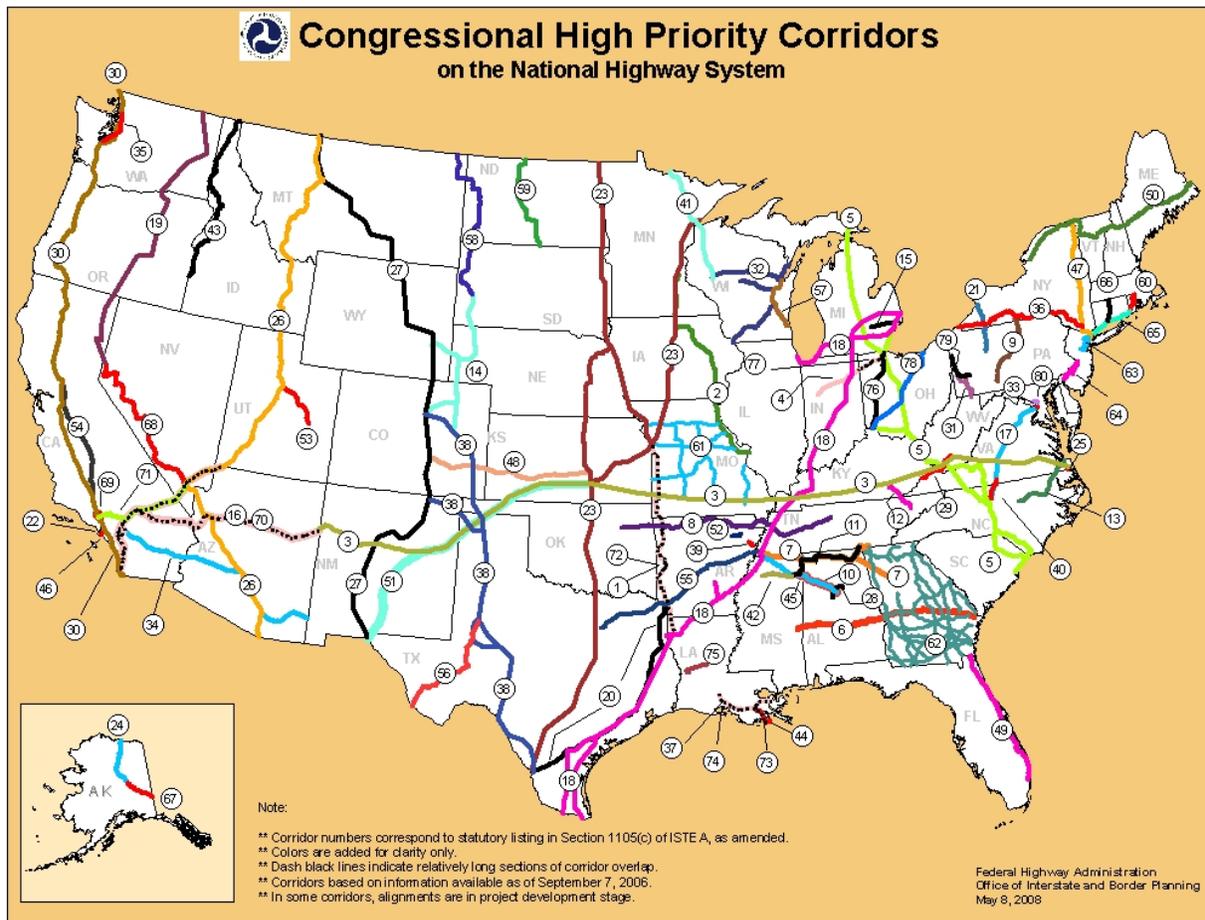
**Table 3.16 Central Counties Outbound Commodities, 2007 and 2027**

Central Counties Outbound Top 20 Commodities	2007 %	2007 Tons	Growth % ▶	2027 Tons	2027 %
Secondary Freight	26.5	7,109,401	13.0	8,033,560	29.8
Farm Products	15.2	4,075,401	(29.7)	2,866,511	10.6
Lumber Or Wood Products	11.7	3,136,953	(32.8)	2,109,058	7.8
Coal	9.6	2,583,149	14.8	2,966,182	11.0
Clay, Concrete, Glass Or Stone	5.9	1,575,272	(8.0)	1,448,614	5.4
Nonmetallic Minerals	4.8	1,277,532	(22.7)	987,395	3.7
Food Or Kindred Products	4.8	1,265,232	(16.0)	1,062,946	3.9
Chemicals Or Allied Products	4.4	1,175,388	27.5	1,499,058	5.6
Machinery	2.5	669,599	106.6	1,383,419	5.1
Primary Metal Products	2.3	611,628	(25.5)	455,460	1.7
Fabricated Metal Products	2.1	567,492	14.1	647,294	2.4
Transportation Equipment	1.7	439,877	76.3	775,666	2.9
Electrical Equipment	1.4	358,834	(1.1)	354,842	1.3
Petroleum Or Coal Products	1.3	346,946	17.4	407,209	1.5
Pulp, Paper Or Allied Products	1.2	316,925	5.0	332,785	1.2
Rail Intermodal Drayage from Ramp	1.2	316,179	28.0	404,697	1.5
Waste Or Scrap Materials	1.2	312,885	68.3	526,645	2.0
Furniture Or Fixtures	0.7	196,923	69.2	333,169	1.2
Rail Intermodal Drayage to Ramp	0.4	101,407	84.2	186,749	0.7
Rubber Or Misc Plastics	0.4	99,631	50.6	150,057	0.6

### Truck Routes

A transportation network's ability to move freight and goods to market is fundamental to an area's economic development. Several truck routes within or near Kootenai County are formally designated as an Interstate (I-90) and others (US-95, US-2) in the National Highway System (NHS). Beginning with the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), corridors have been designated in Federal transportation legislation as high priority corridors on the NHS for inclusion in the 163,000-mile approved NHS as specific routes or general corridors. The ISTEA designated 21 corridors. Subsequent legislation added additional corridors and by the end of 2005, there were over 80 such corridors (including corridors that are subsumed or partly subsumed in other high priority corridors). Figure 3.16 shows the current designation of NHS High Priority Corridors.

**Figure 3.16 Congressionally Designated NHS High Priority Corridors**



Source: FHWA - <http://www.fhwa.dot.gov/planning/nhs/hipcorridors/>

Some of the corridors are entirely within a single state such as US-95 in Idaho (Corridor #43). Other corridors are multi-state such as Corridor #19 identified as US-395, extending from Reno, Nevada north through California, Oregon and Washington to the Canadian border at Laurier, Washington. Trade Corridor #43 (US-95) extends from the Canadian border at Eastport, Idaho, to the Oregon State border. US-95 is the main north-south route in Idaho. Avoiding the metro area of Boise, US-95 serves the communities of Homedale, Payette, Grangeville, Lewiston, Moscow, Coeur d'Alene, Sandpoint, Bonners Ferry, and Eastport. Since there are no north-south Interstates that connect the panhandle of Idaho with the farming regions to the south, US-95 carries mostly intra-state north-south traffic.

Freight mobility considerations for Kootenai County extend beyond the trucking operations of local companies. Idaho is considered a “bridge” state, which means that a significant amount of freight originating in other states and Canada passes through Idaho on its way to ocean ports and other destinations across the nation. As mentioned previously, the economic benefits derived from pass through truck trips in Kootenai County are limited, and the additional wear and tear on pavement surfaces associated

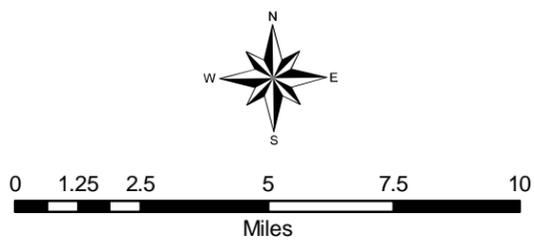
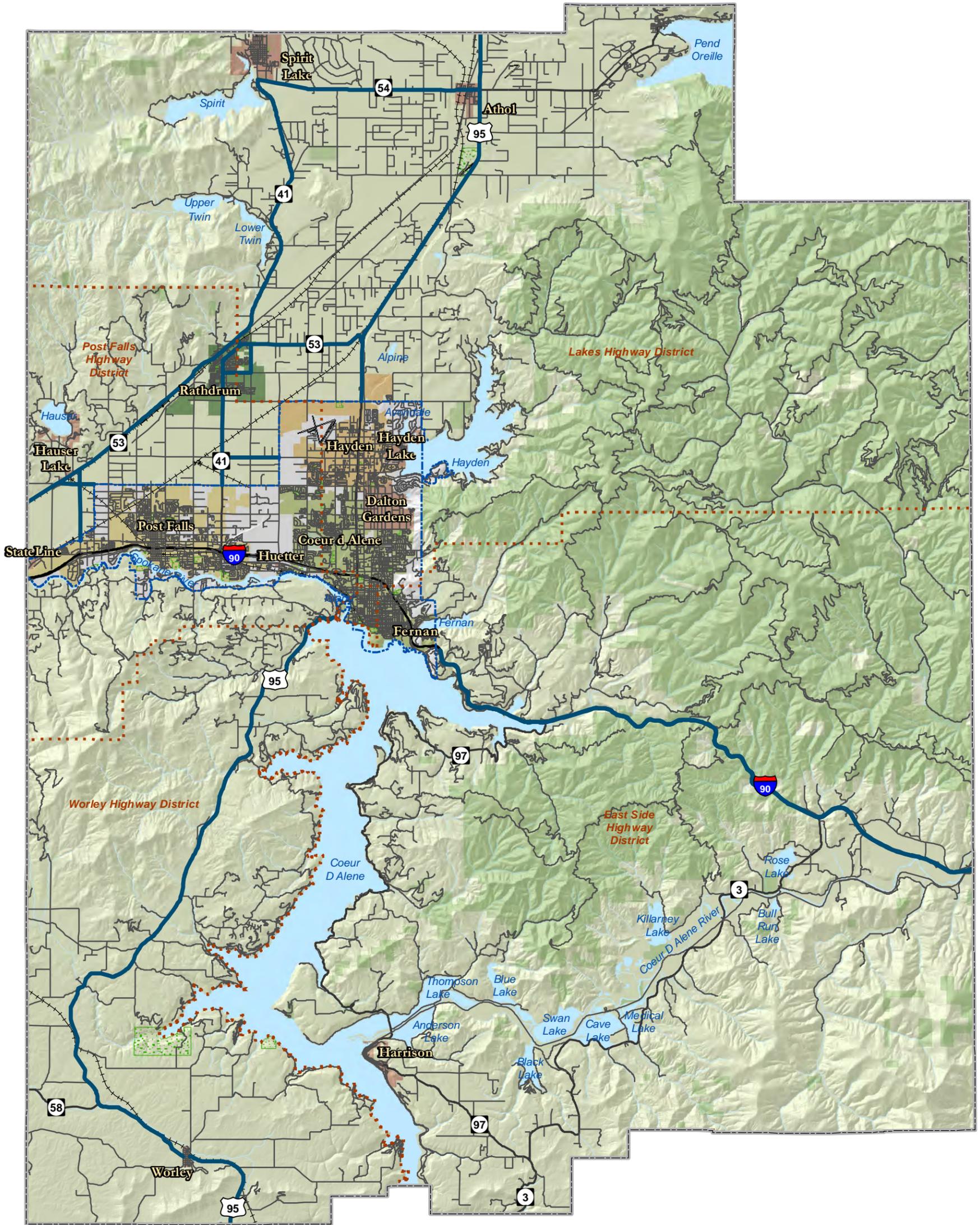
with heavy vehicles making pass-through trips can be significant. Existing truck routes are detailed in Figures 3.17a through 3.17e.

As part of the IPH study, an extensive outreach to stakeholders in the region was conducted. When operating on the regional highway system most of the companies interviewed indicated that the highways in the region were “adequate” with snow and fog being the only issues they sometimes encounter. A number of companies indicated the need for better highway facilities running north-south through the region. County roads, especially those that are gravel were a significant issue for some companies because weight restrictions often close these roads for long periods of time.

The largest number of comments about the highway system focused on the regional population centers. Facilities and bottlenecks that were cited as being problematic in Kootenai County included:

- Coeur d’Alene, ID - low bridges and oversize load limits
- Need the Huetter Bypass to avoid congestion

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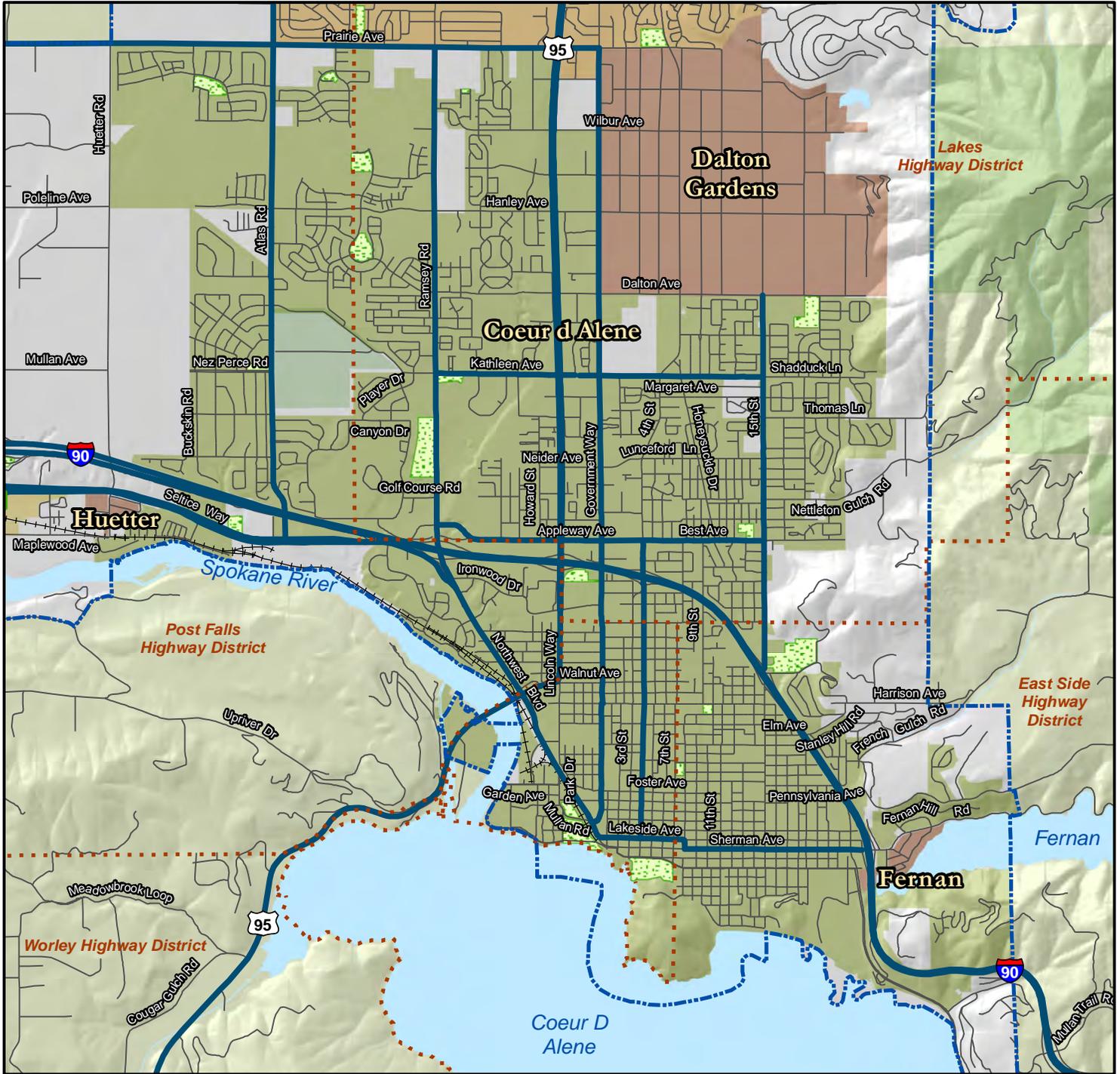
**EXISTING TRUCK ROUTES,  
RURAL, KOOTENAI COUNTY**

**Truck Routes**

**Physical Characteristics**

- Highway Districts
- Interstate
- US/State Highways
- Local/Seasonal Roads
- ++ Railroad
- ▭ County Boundary
- ▭ Urban Area Boundary
- ▭ National Forests
- ▭ Water Features
- ▭ Parks

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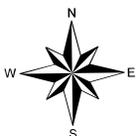
**EXISTING TRUCK ROUTES,  
URBAN, COEUR D'ALENE**

**Physical Characteristics**

**Truck Routes**

- Primary Routes
- Secondary Routes
- Restricted Routes

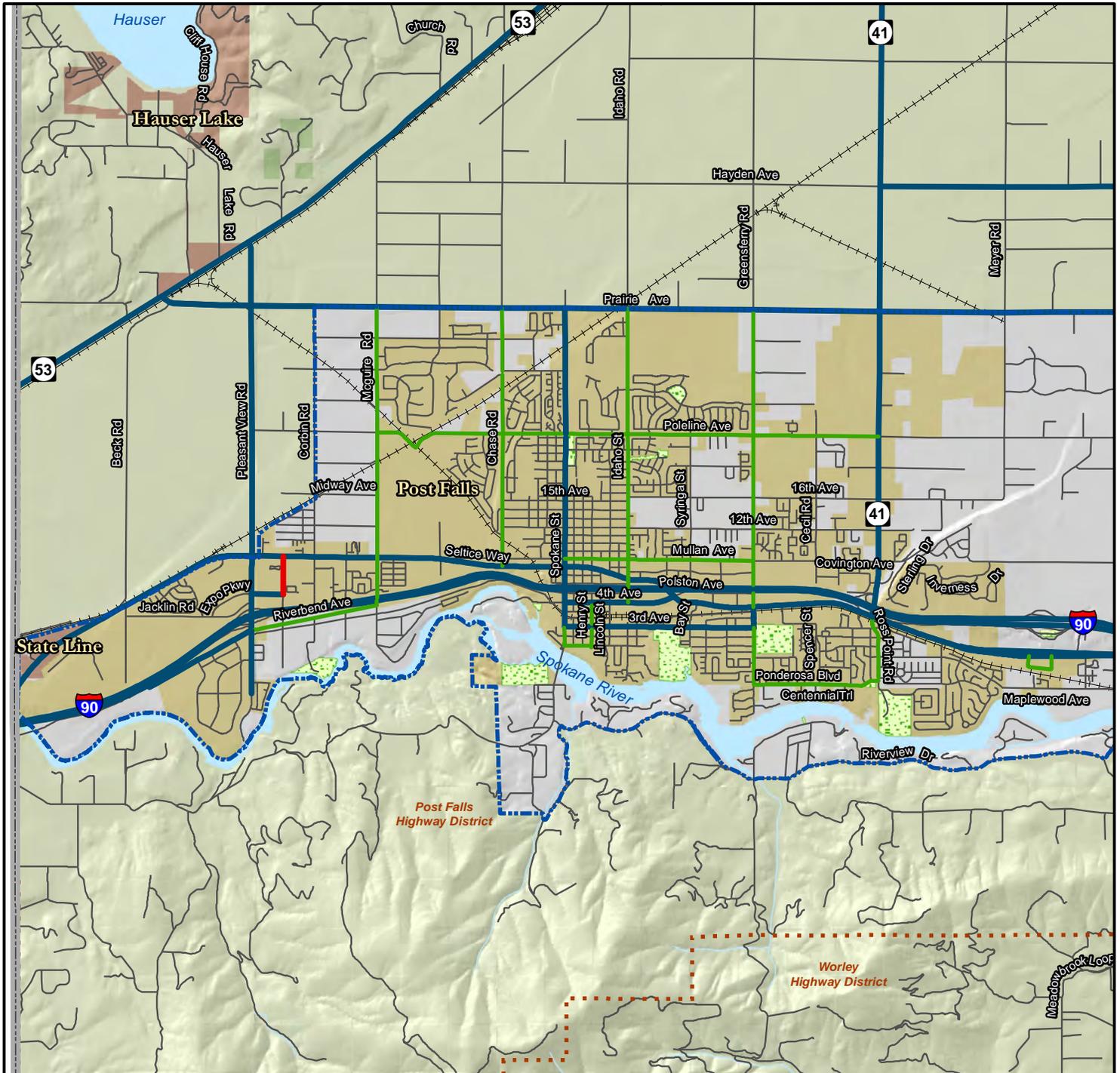
- - - Highway Districts
- Interstate
- US/State Highways
- Local/Seasonal Roads
- + + + Railroads
- County Boundary
- Urban Area Boundary
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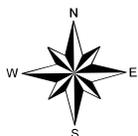
**EXISTING TRUCK ROUTES,  
URBAN, POST FALLS**

*Physical Characteristics*

**Truck Routes**

- Primary Routes
- Secondary Routes
- Restricted Routes

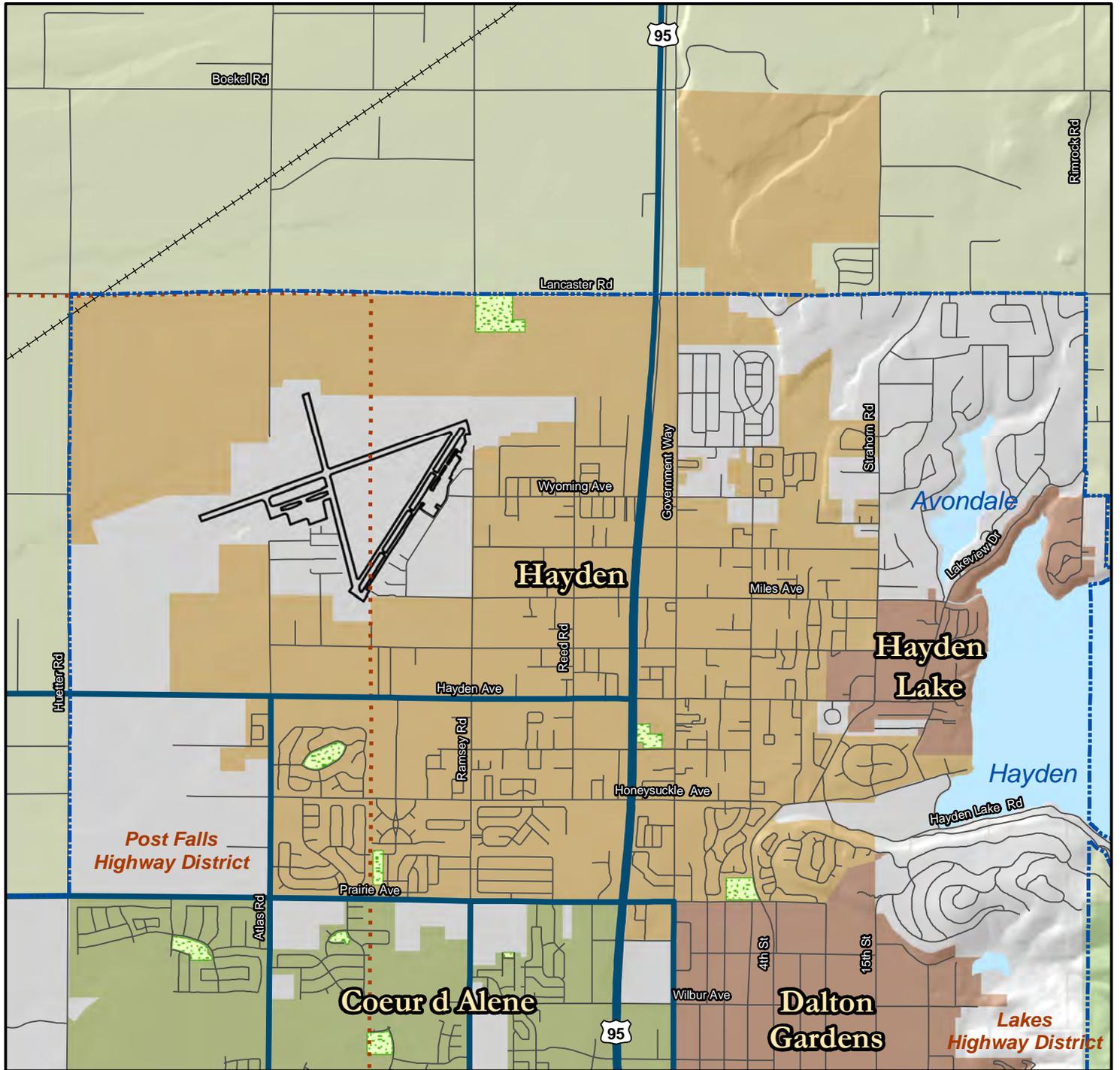
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- Interstate
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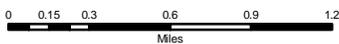
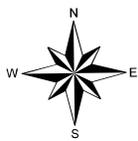
**EXISTING TRUCK ROUTES,  
URBAN, HAYDEN**

*Physical Characteristics*

**Truck Routes**

- Primary Routes
- Secondary Routes
- Restricted Routes

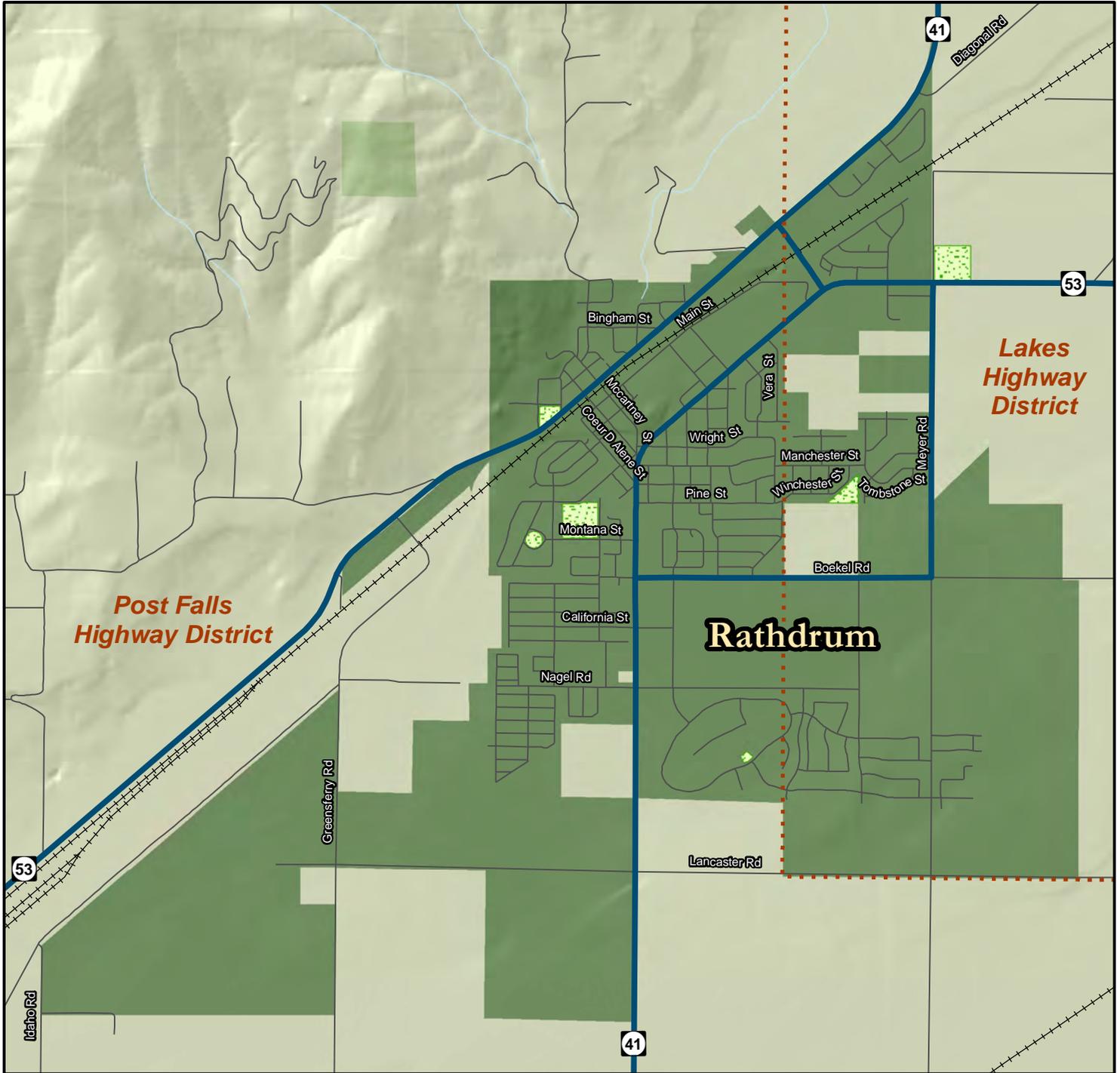
- - - Highway Districts
- Interstate
- US/State Highways
- Local/Seasonal Roads
- + + + Railroads
- County Boundary
- Urban Area Boundary
- National Forests
- Water Features
- Parks



KOOTENAI METROPOLITAN TRANSPORTATION PLAN  
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KOOTENAI METROPOLITAN TRANSPORTATION PLAN  
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**EXISTING TRUCK ROUTES,  
RURAL, RATHDRUM**

*Physical Characteristics*

**Truck Routes**

- Primary Routes
- Secondary Routes
- Restricted Routes

- - - Highway Districts
- Interstate
- US/State Highways
- Local/Seasonal Roads
- + + + Railroads

- County Boundary
- Urban Area Boundary
- National Forests
- Water Features
- Parks



KOOTENAI METROPOLITAN TRANSPORTATION PLAN  
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## Rail Freight

Historically, rail shipping in Kootenai County has been dominated by lumber mills, although several smaller industries in the area, such as propane suppliers, also rely on rail transport.

The Burlington Northern-Santa Fe (BNSF) and Union Pacific (UP) rail companies operate and maintain parallel main line tracks through Kootenai County. BNSF's main line was recently expanded with the addition of parallel track lines and the construction of a train refueling depot west of Rathdrum in 2004. Currently, BNSF operates 60 to 80 trains per day on their main line through Spokane and Kootenai Counties. UP runs eight trains per day on average on their parallel main line.

The BNSF operates under constrained conditions on its Everett-Spokane line, as well as between Pasco and Lind and between Sandpoint and Montana. From Lind to Sandpoint, including Spokane and Kootenai Counties, the BNSF operates under reliable conditions. The UP operates under constrained conditions on its entire run through the region, from Hinkle, WA to Eastport, ID.

Both rail companies also have spur lines which extend from their main lines southeasterly through the communities of Post Falls and Coeur d'Alene. The spurs historically provided service to lumber mill sites in Post Falls and Coeur d'Alene along the Spokane River. As redevelopment of the riverfront occurs, the mills are being replaced by housing, education facilities and other mixed uses. The future of these spurs and the potential for new rail freight industry growth along them is therefore uncertain at this time. At present, the spurs have very limited use.

The 70-Mile BNSF corridor between Sandpoint and Spokane, WA, known as the "funnel", is somewhat constrained with numerous at-grade crossings and remaining sections of single track along its mainline. Conversion to double-track mainline is planned for most of or the entire BNSF corridor between Spokane and Athol. This conversion and a series of grade crossing improvements are comprehensively known as the "Bridging the Valley Project." When fully funded and implemented, the project will separate vehicle traffic from train traffic in the 42-mile corridor between Spokane, WA and Athol, ID.

Overall the companies interviewed for the IPH study tended to rate rail services provided in the region very high, and indicated that services had improved in recent years. While rail service rated high, rail rates were a concern to nearly all the interviewed companies. Some companies indicated rail rates were getting worse. A number of companies in this group also voiced concerns about equipment and service access issues from Class I railroads as well.

A number of companies interviewed tended to generate small batches of loaded rail cars, ranging from one to two per day. They indicated in the past that the railroads offered unit train rates for car sets of 20 to 26 cars. However, more recently Class I

railroads have upped the minimum car sets for unit train rates to 100 cars or more, making it more difficult to generate the number of loads required by the Class I carriers. The Class I railroad consolidation of loading facilities known as shuttle train elevators has increased significantly. As a result, more grain shippers will likely truck their grain further to shuttle train elevators like the one operating in Ritzville, WA.

Several companies felt that their business could migrate toward the use of rail containers, but saw access to containers and lift costs as problematic. If more affordable containerized services were available that provided efficient transportation access for loading and unloading, local shippers would likely migrate towards such a service. Some of the companies in this group used intermodal services available in the region. While generally satisfied with region intermodal services, they believe service would improve access if double-stack container services were available.

The U.S. Class I carriers view certain types of rail service as simply a business decision. The railroads have and continue to rationalize their networks for efficiency and are attempting to limit the number of stops for certain train types, such as double-stack train container units. The railroads have prioritized their investment dollars out into the future and contend there are simply many more projects of higher priority than providing double-stack intermodal service to a region less than 300 miles from deep water ports.

## **Air Transportation**

The Coeur d'Alene Airport is an important component of an integrated national airport system, and an important local and regional economic asset. In this regard, the airport is expected to play a much larger future role in the strategic movement of goods and people to and from Kootenai County.

Although access to the airport is an important consideration in the planning of street networks and surface transportation systems, planning for the airport itself is beyond the scope of this MTP. A separate Airport Master Plan is available from Kootenai County.

## **Passenger Rail**

Amtrak operates passenger trains through Kootenai County; however, the nearest passenger stations with access to Amtrak are in Spokane to the west and Sandpoint to the north.

Our population in Kootenai County is not yet large enough to support development of a commuter rail system, although discussions have begun in neighboring Spokane County related to development of a light rail system. KMPO will be monitoring the progress of Spokane's proposal. In the future, it is possible that this modal option could become viable in Kootenai County.

The Burlington Northern-Santa Fe Railroad and the Union Pacific Railroad both have main line operations carrying significant volumes of rail freight through Kootenai County.

KMPO's primary focus related to rail is on safety and efficiency of our roadways at rail-roadway crossing locations.

## Public Transportation

In 2005, the *Kootenai Metropolitan Area Public Transportation Feasibility Study* was completed outlining the need for a viable transit system in the region. Two detailed reports were produced as a result of the study: *Existing Conditions and Needs Assessment Report*; and *Service Alternatives, Organization and Funding Plan*. Since the completion of this prior study, fixed-route service has been firmly established for the urban area and the rural portions of southern Kootenai County.

Public transportation coordination in Kootenai County is complex due to the lack of a single central agency that manages funding, operations, administration and planning for transit. Without a regional public transportation authority for Kootenai County, the KMPO Board effectively serves as the area's transit board. Public transportation responsibilities are roughly divided as follows:

- KMPO must approve federal-aid funding priorities for public transportation within the urban area. KMPO does not, however, implement public transit projects or services.
- Kootenai County is the agency designated to receive federal public transportation Section 5307 funds for the urban area of the county. This designation carries a number of responsibilities which may be found on the Federal Transit Administration's website at [www.fta.dot.gov](http://www.fta.dot.gov). As the designated recipient, the County's role is to channel federal funds to transit providers operating within the urban area, and to ensure public input guides the selection of routes and services.
- Federal grants for transit service outside the urban area are made to ITD, who then channels those rural public transportation dollars to various transit providers.

An additional challenge facing public transportation in the metropolitan area is the availability of local matching funds. Currently, the Coeur d'Alene Tribe provides approximately 85% of the local match to sustain the Citylink bus service. While this has been a successful partnership to date, continued expansion of the service and schedules beyond current levels will not happen if additional revenue isn't made available.

KMPO is currently investigating the feasibility of creating a Regional Transportation Public Authority (much like neighboring Spokane Transit Authority) to more efficiently oversee transit outfits in the region, and to make transit providers eligible and more

attractive for state and federal grants and funds. The possibility of forming an RPTA will be discussed in more detail in Section 3 of this MTP.

A number of transit providers operate both inside and outside the urban area, each with a slightly different focus. Each provider is responsible for administering its operations. An overview of the major public transportation service providers in Kootenai County is provided below:

### *Citylink*

Citylink, which is operated by the Coeur d'Alene Tribe, provides the only fixed-route service in Kootenai County. No fare is charged for the service. Currently, there are three individual routes within the urban area, with buses in operation from 5:40 am to 12:30 am. The routes are connected at the Riverstone Transfer Station in Coeur d'Alene:

Urban Route A ("Red Route") provides service between the Riverstone Transfer Station and western Post Falls along the I90 corridor.

Urban Route B ("Blue Route") is a circular route providing service to northwestern Coeur d'Alene, Hayden, and eastern Post Falls.

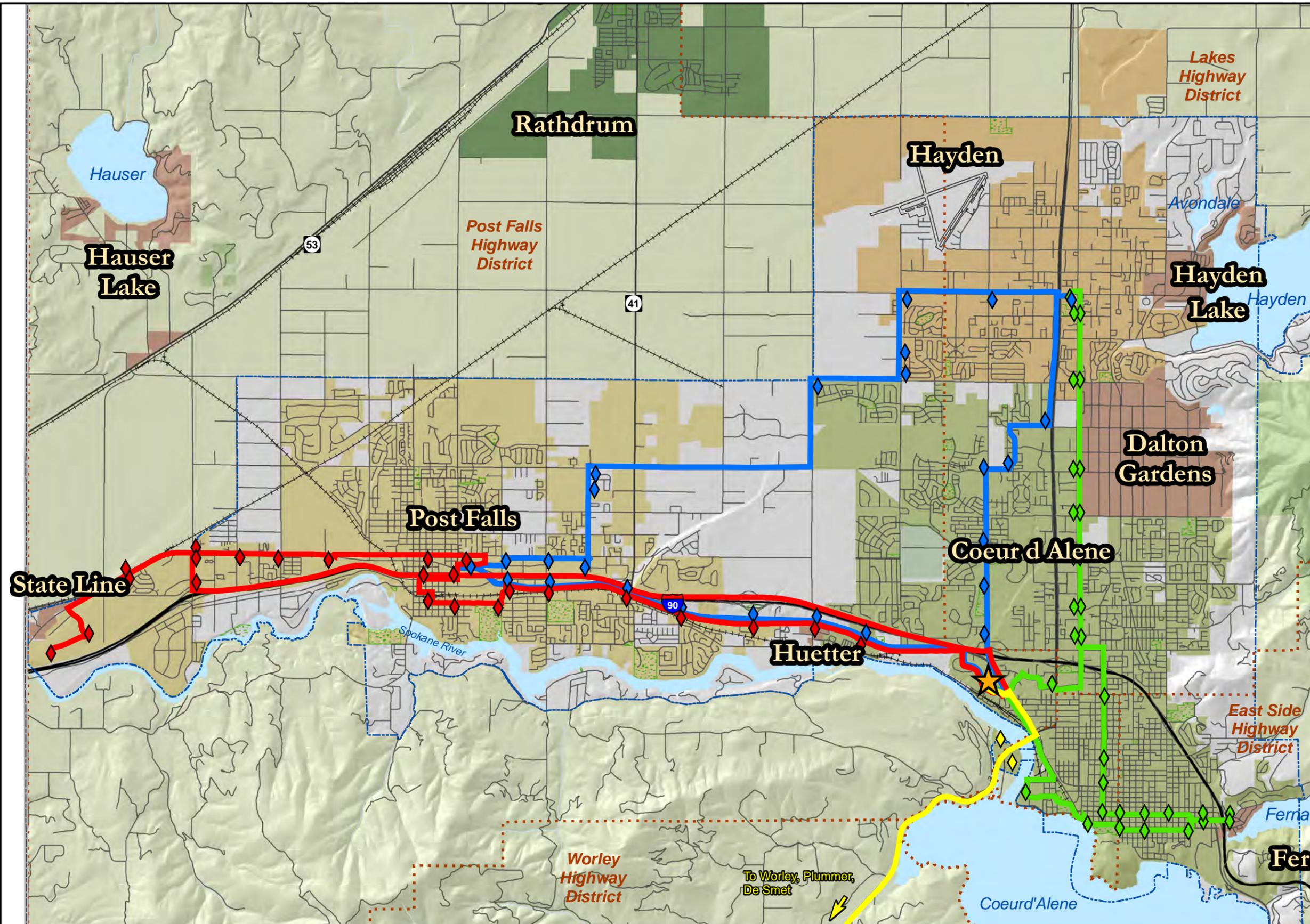
Urban Route C ("Green Route") provide service to downtown Coeur d'Alene, and Government Way from Coeur d'Alene and Hayden.

In the southwestern portion of the county, Citylink provides operates a "Link Route" connecting the Coeur d'Alene Casino area with the Riverstone Transfer Station. A Rural Route extending south from the Casino makes it possible for riders in Worley and Benewah County to access the system.

Since inception of Citylink service in 2006, the system has become exceedingly popular. In 2010, Citylink ridership exceeded 45,000 in the month of May -- a 20% increase over the ridership just one year earlier in May of 2009. The 2010 year-to-date ridership is up 22% over the same period in 2009.

Figure 3.18 illustrates Citylink's fixed-route transit service.

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**EXISTING TRANSIT SERVICE  
KOOTENAI COUNTY**

**Citylink Bus Routes**

- Red
- Blue
- Green
- Yellow
- ◇ Approximate Stop Locations
- ★ Riverstone Transfer Center

**Physical Characteristics**

- Highway Districts
- Interstate
- US/State Highways
- Local/Seasonal Roads
- + + + Railroads
- County Boundary
- Urban Area Boundary
- National Forests
- Water Features
- Parks

\*Data based on best available information.  
\*Data for illustrative purposes only.



### *North Idaho Community Express (NICE)*

North Idaho Community Express (NICE) provides demand-response service in rural areas of the county, and fixed-route intercity service between Coeur d'Alene and Sandpoint.

### *Kootenai Area Transportation System (KATS)*

NICE operates the Kootenai Area Transportation System (KATS) which provides demand-response service within the urban area. KATS is the designated paratransit provider to fulfill the ¾-mile ADA requirement around the Citylink fixed route system. Monthly ridership averages approximately 3,000 passengers.

### *Kootenai Medical Center Shuttle*

Kootenai Medical Center (KMC) has a formal agreement with Kootenai County to operate public transportation services in the urban area of the county. KMC operates a Patient Transportation Service, offering transportation to the hospital and KMC-affiliated physician offices in the Coeur d'Alene- Post Falls area. The service is available between 5 a.m. and 5:30 p.m. weekdays and 6 a.m. to 12:30 p.m. on Saturdays. It costs about \$140,000 annually to operate the KMC shuttle. Private funding from the hospital has covered all these costs. This service is free.

### *Other Public Transportation Resources*

Spokane Transit Authority vanpools operate between Coeur d'Alene, Post Falls and Spokane. Greyhound operates an intercity bus service through Spokane and Coeur d'Alene. Northwestern Trailways provides two trips per day between Coeur d'Alene and Spokane as part of their Spokane-Coeur d'Alene-Lewiston-Boise route. There are also a number of organizations providing shuttle services in the county including Omnibus, White Tail Transportation, and Benewah Area Transit.

The aforementioned 2005 Feasibility Study lists more information on the history of the formation of public transportation and other public transportation services within KMPO's planning area.

Ridership statistics for Citylink and KATS are updated monthly and are available on KMPO's website: <http://www.kmpo.net/>

The Kootenai County Coordinated Public Transit Human Services Transportation Plan is provided in Appendix H.

## Non-Motorized Transportation

In 2009, KMPO developed a Regional Non-Motorized Transportation Plan (RNMTTP) in response to the need for coordination between jurisdictions in their respective pedestrian and bicycle improvement efforts. Prior to the creation of the RNMTTP, non-motorized planning in Kootenai County has been performed independently by local jurisdictions. It is notable that even prior to a regional non-motorized plan, an extensive network of regional trails has been developed in Kootenai County over the years. There are three notable regional pathways in the county that deserve specific mention:

- *Centennial Trail.* The Centennial trail is a non-motorized trail stretching from the Washington State Line to Higgins Point on Lake Coeur d'Alene. This trail is a popular recreational facility and also connects residential, employment and medical centers in Coeur d'Alene, Huetter and Post Falls; offering a safe and efficient way to commute by foot or bicycle.
- *US 95 Pathway.* A non-motorized trail provides bicycle and pedestrian accommodation along US 95 between I 90 and SH 53. This facility offers a safe corridor for non-motorized travel adjacent to the highest volume north-south route in the county. The US 95 Pathway allows efficient access for pedestrians and cyclists between residential and employment centers in Coeur d'Alene and Hayden.
- *Trail of the Coeur d'Alenes.* An abandoned rail corridor that spans northern Benewah County, southern Kootenai County and western Shoshone County has been converted into about 72 miles of pathway under the federal Rails to Trails program. The Trail of the Coeur d'Alenes connects the communities of Plummer in Benewah County and Harrison in Kootenai County with the towns of Cataldo, Kellogg and others in the Silver Valley. This pathway is a popular recreational attraction for all three counties, and because it was established through the federal rail banking program, the corridor can be reconverted to rail use in the future, should the need arise.

### Regional Non-Motorized Transportation Plan

Even with the County's existing regional trail assets, a lack of coordination has resulted in a regional bicycle and pedestrian network that needs improvements in connectivity. The RNMTTP is designed to synthesize a regional vision for non-motorized transportation. The plan identifies challenges, opportunities, priorities, and recommendations to help facilitate further development toward a more walkable and bikeable region.

#### *Existing Conditions*

The development of a regional vision requires an extensive effort to document existing trail and non-motorized facilities in order to provide a current picture of the local system

and identify any gaps. Figures 3.19a through 3.19e illustrate existing and proposed non-motorized pathways in Kootenai County.

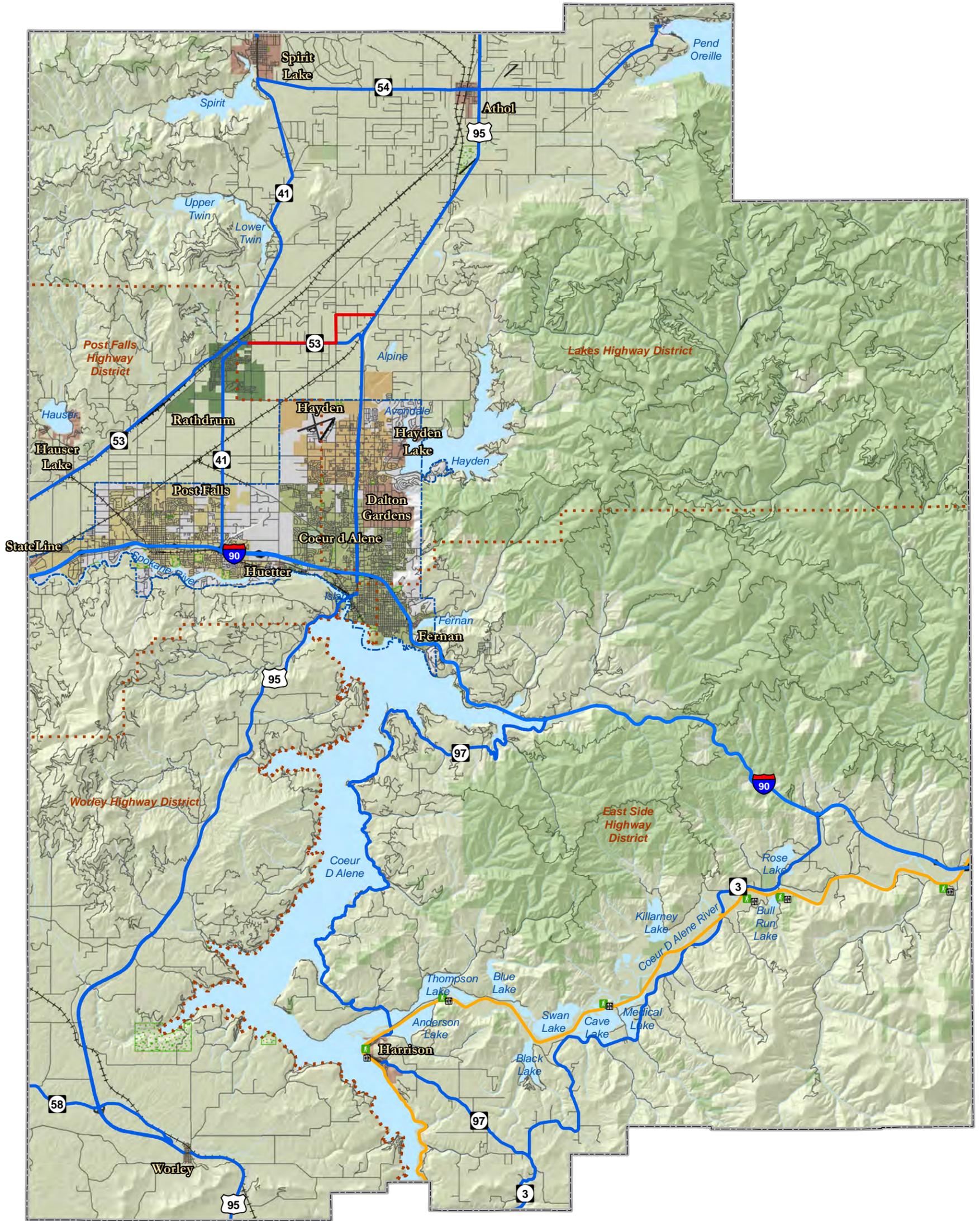
### *Vision and Goals*

The vision statement developed for the RNMTP is:

*To strengthen and encourage non-motorized travel choices through a safe, well-connected, well designed network with consideration for major destinations and community resources.*

More specifically, the regional vision identified through the RNMTP includes the following goals:

- *Connectivity.* Complete a network of pathways and bikeways that serves the needs of non-motorized users and a sustainable transportation system, especially to government and community services, employment centers, commercial districts, transit stations, schools, and recreational destinations.
- *Safety & Awareness.* Maximize safety for non-motorized users of all ages and abilities, whether on separated pathways, next to traffic, or sharing the road with motorized vehicles.
- *Planning & Design.* Integrate the needs of non-motorized users with planning, policy, and program development for land use, recreation, economic development, transportation and other capital facilities. Implement a community oriented design that supports non-motorized transportation options and encourages non-motorized travel, provides end-of-trip facilities, and generates less reliance on automobiles. Ensure that all transportation modes are given equal consideration.



### NON-MOTORIZED PATHWAYS RURAL, KOOTENAI COUNTY

#### Pathways & Amenities

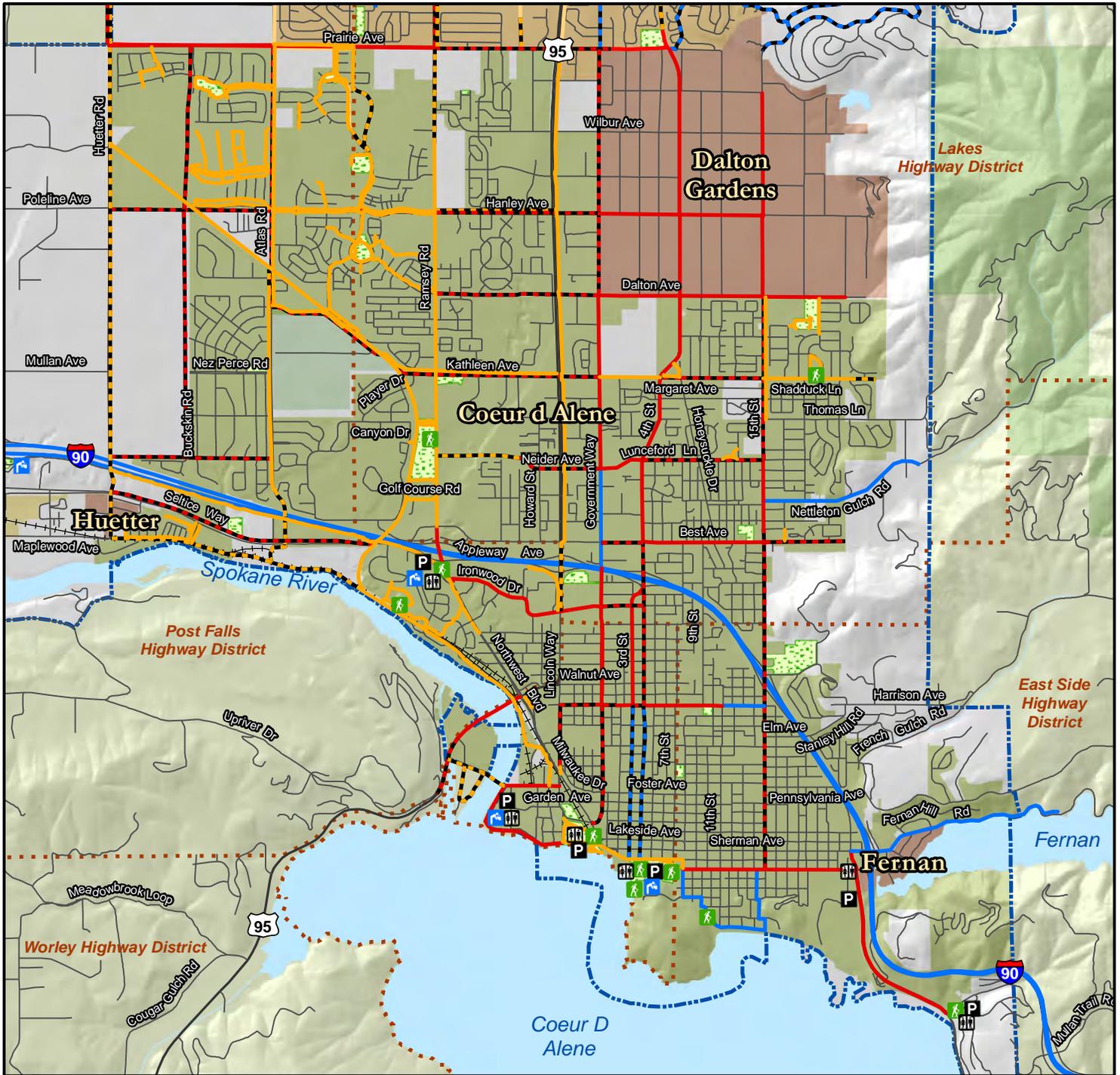
- Shared Use Path
- Bicycle Lane
- Shared Roadway
- Trailhead
- Drinking Fountain
- Restroom
- Parking

#### Physical Characteristics

- County Boundary
- Urban Area Boundary
- National Forests
- Water Features
- Parks
- Highway Districts
- Railroad



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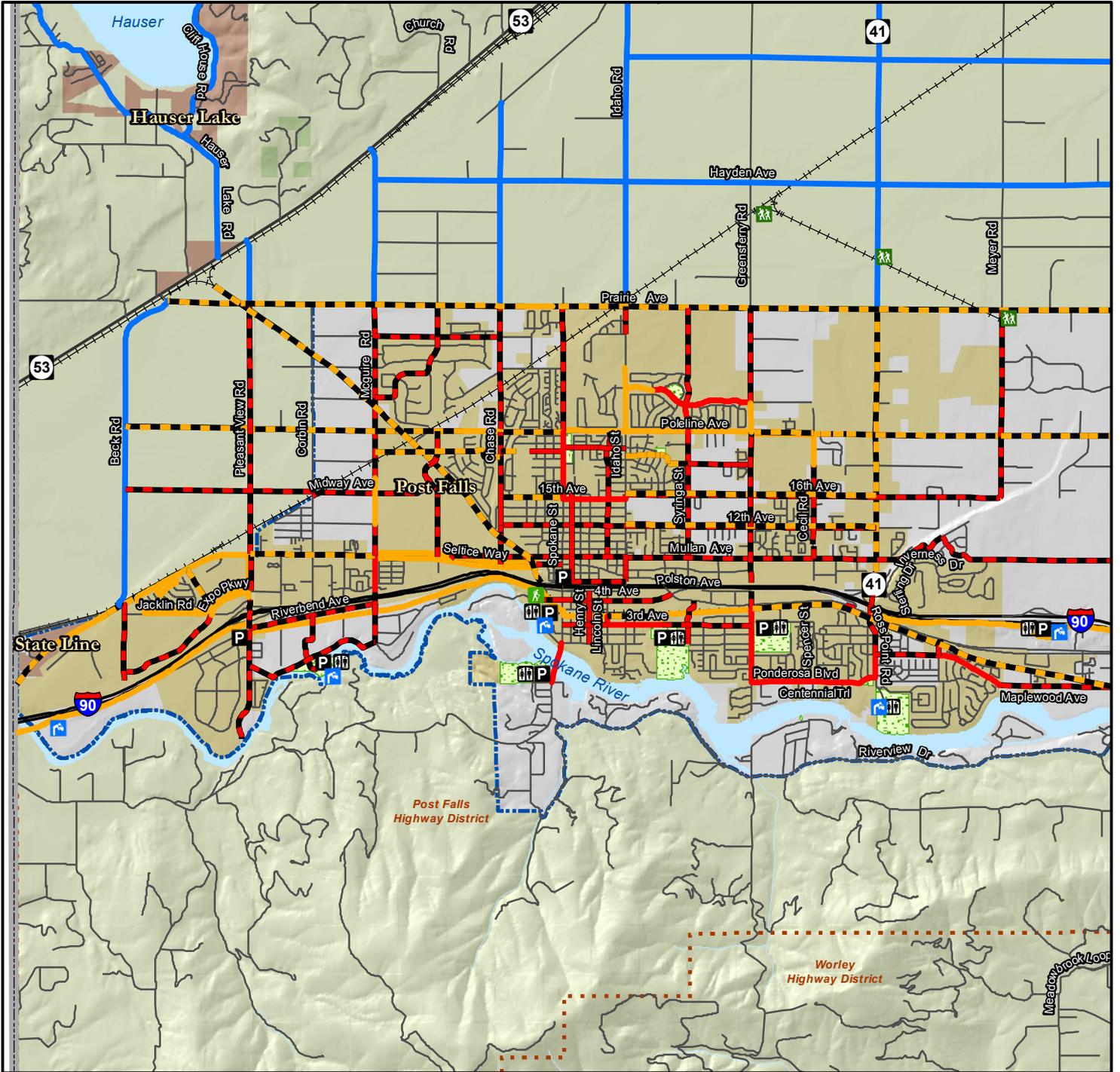


### NON-MOTORIZED PATHWAYS URBAN, COEUR D'ALENE AREA

Pathways & Amenities	Physical Characteristics
Shared Use Path	Trailhead
Proposed Shared Use Path	Drinking Fountain
Bicycle Lane	Restroom
Proposed Bicycle Lane	Parking
Shared Roadway	Highway Districts
Proposed Shared Roadway	County Boundary
	Interstate
	US/State Highways
	Local/Seasonal Roads
	Railroads
	Urban Area Boundary
	National Forests
	Water Features
	Parks

\*Data based on best available information. \*Data for illustrative purposes only.

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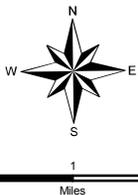
**NON-MOTORIZED PATHWAYS  
URBAN, POST FALLS AREA**

**Pathways & Amenities**

- Trailhead
- Drinking Fountain
- Restroom
- Parking
- Proposed Trailhead

**Physical Characteristics**

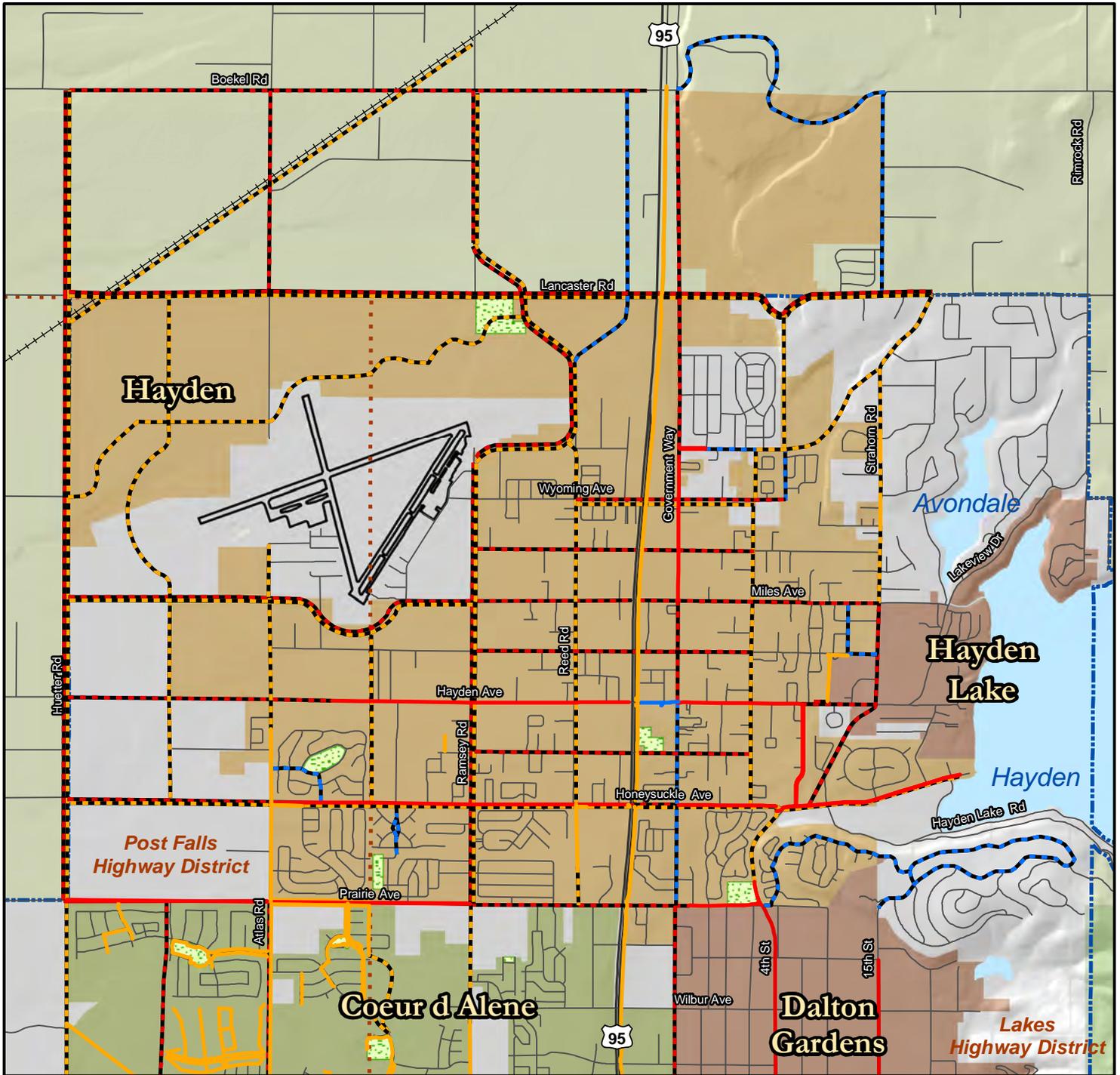
- Highway Districts
- Interstate
- US/State Highways
- Local/Seasonal Roads
- Railroads
- County Boundary
- Urban Area Boundary
- National Forests
- Water Features
- Parks



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**NON-MOTORIZED PATHWAYS  
URBAN, HAYDEN AREA**

**Pathways & Amenities**

**Physical Characteristics**

- Shared Use Path
- Proposed Shared Use Path
- Bicycle Lane
- Proposed Bicycle Lane
- Shared Roadway
- Proposed Shared Roadway

- Trailhead
- Drinking Fountain
- Restroom
- Parking

- Highway Districts
- Interstate
- US/State Highways
- Local/Seasonal Roads
- Railroads

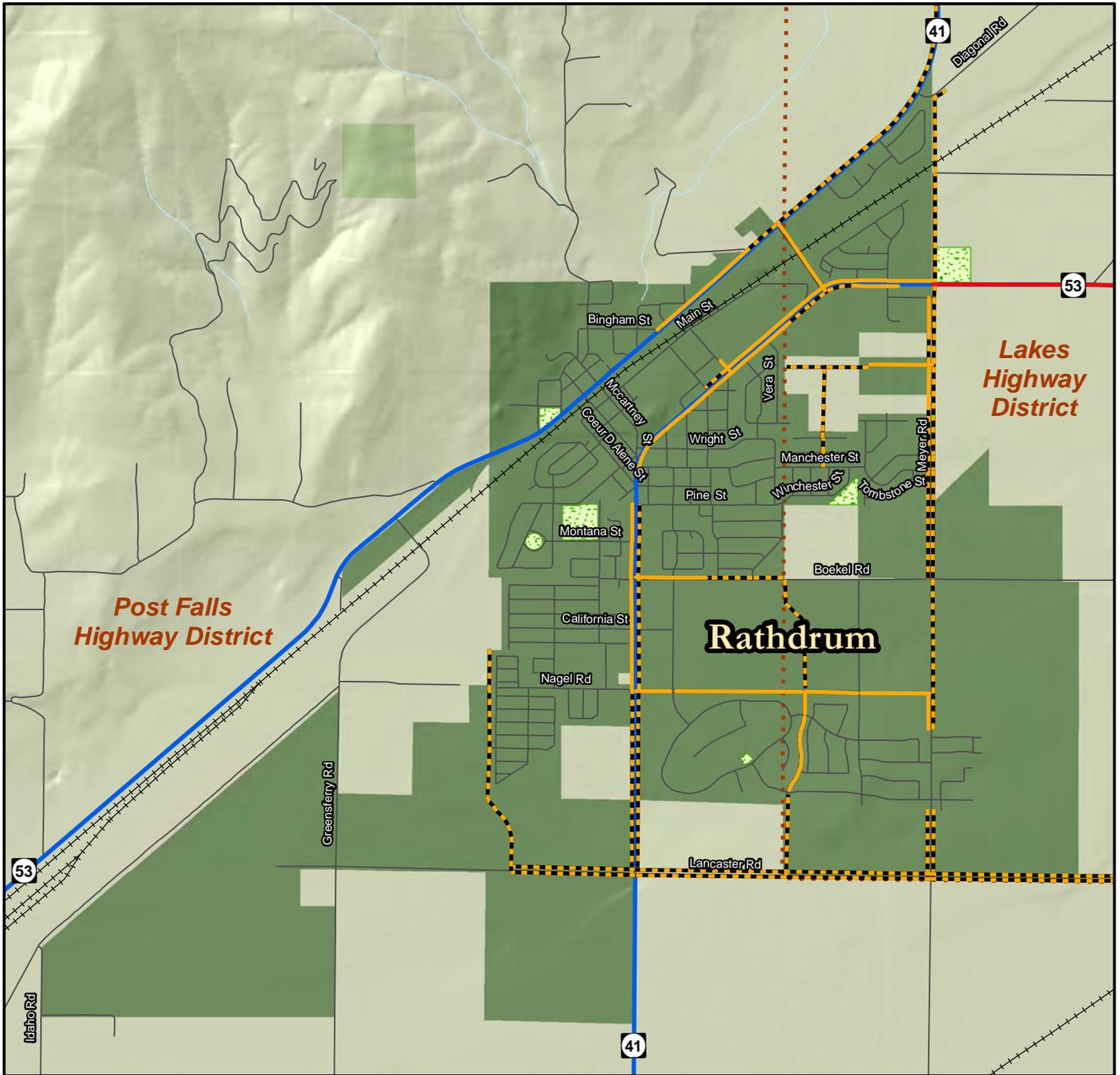
- County Boundary
- Urban Area Boundary
- National Forests
- Water Features
- Parks



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**NON-MOTOTIZED PATHWAYS  
RURAL, RATHDRUM AREA**

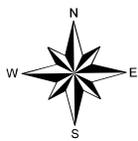
**Pathways & Amenities**

- Shared Use Path
- Bicycle Lane
- Shared Roadway
- Proposed Shared Use Path
- Proposed Bicycle Lane
- Proposed Shared Roadway

- Trailhead
- Drinking Fountain
- Restroom
- Parking

**Physical Characteristics**

- Highway Districts
- Interstate
- US/State Highways
- Local/Seasonal Roads
- Railroads
- County Boundary
- Urban Area Boundary
- National Forests
- Water Features
- Parks



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## Future Needs

At the public 'Future Needs' workshop held in May 2009, attendees specified routes they would like to see developed or improved countywide in order to improve connectivity of the area. KMPO staff compiled a list of all the requests identified through public outreach and submitted them to local jurisdictions for review and approval as a Priority Network list. Projects in the Priority Network, as identified by the public, are listed in Table 3.17. Individual jurisdictions will be responsible for submitting these projects to the Transportation Improvement Plan (TIP) and for the specific alignment, engineering, design, and construction, should these projects be selected.

**Table 3.17 Non-Motorized Transportation Priority Network**

Rathdrum/Post Falls	
Project	Description
Inter-Regional Connection - Union Pacific Rail-to-Trail Conversion	Dedicated non-motorized facilities from Idaho State border to the Bonner County border
Post Falls-Coeur d'Alene Connection - BNSF Rail-to-Trail Conversion	Dedicated non-motorized facilities from Greensferry Rd. to the Prairie Trail
Post Falls-Coeur d'Alene Connection - Maplewood Ave.	Dedicated bike facilities from Ross Point Rd. to Huetter Rd.
Rathdrum-Post Falls Connection - SR 41	Dedicated non-motorized facilities from Hwy. 53 to Maplewood Ave.
Rathdrum-Post Falls Connection - Meyer Rd.	Dedicated non-motorized facilities from Prairie Ave. to SR 53
Rathdrum-Hayden Connection - Lancaster Rd.	Dedicated non-motorized facilities from SR 41 to US 95
Rathdrum-Spirit Lake-Athol-Hayden Connection	Dedicated non-motorized facilities on Rimrock Rd. from Lancaster Rd. to Ohio Match Rd.; on Ohio Match Rd. from Rimrock Rd. to Ramsey Rd.; on Ramsey Rd. from Ohio Match Rd. to Brunner Rd.; on Brunner Rd./Bunco Rd. from Ramsey Rd. to Good Hope Rd.; on Good Hope Rd. from Bunco Rd. to SR 54; on SR 54 from Good Hope Rd. to SR 41; On SR 41 from Hwy. 53 to SR 54; on Scarcello Rd. from SR 41 to Ramsey Rd.
Trail Connection - Greensferry Rd.	Dedicated bike facilities from Prairie Ave. to the Centennial Trail
Trail Connection - Union Pacific Rail-to-Trail Conversion Connection to Prairie Trail	Dedicated non-motorized facilities along the rail from the Union Pacific split to the Prairie Trail
Centennial Trail Infill	Dedicated non-motorized facilities along the BNSF railroad from Lincoln St. to west of Bay St.
Trail Head(s)	Place a trail head at the Prairie Trail and Meyer Rd., Highway 41, and another where the Union Pacific rail splits
12th Ave.	Dedicated bike facilities from Chase Rd. to SR 41
Riverview Dr.	Dedicated non-motorized facilities from Spokane St. to Rainbow Dr.
Seltice Wy. Sidewalk Infill	Dedicated pedestrian facilities from Greensferry Rd. to SR 41, Goude St. to I 90 east bound off ramp, and from I 90 east bound on ramp to Bay St.
School Connectivity - Chase Rd. Sidewalk Infill	Dedicated pedestrian facilities from Chase Rd. to Compton St., on 15th, 15th to Mullan on Compton and Frederick, and Frederick St. to 6th Ave. from Mullan or 15th on Frederick.
15th Ave.	Dedicated pedestrian facilities from Chase Rd. to Spokane St.
Poleline Ave.	Dedicated pedestrian facilities from Cecil Rd. to SR 41
Cecil Rd.	Dedicated pedestrian facilities from Poleline Ave. to 12th Ave.

Cedar St.	Dedicate pedestrian facilities from Seltice Wy. to Woodland Dr.
Beck Rd. Interchange	Address the needs of non-motorized users
Pleasant View Rd. Interchange	Address the needs of non-motorized users
Coeur d'Alene/Dalton Gardens/Hayden	
Project	Description
Trail Connection	Dedicated non-motorized facilities to connect the Trail of the Coeur d'Alenes near Bull Run Lake and the Centennial Trail south of Fernan
US 95	Dedicated non-motorized facilities from Ironwood Dr. to Northwest Blvd.
Government Way	Dedicated bike facilities from north of Hayden to Wyoming Ave., Miles Ave. to Dalton Ave., and Harrison to Northwest Blvd.
Huetter Rd.	Dedicated non-motorized facilities from Lancaster Ave. to Prairie Trail; Dedicated bike facilities from Seltice Way to Centennial Trail
Strahorn Rd. - 4th Ave.	Dedicated non-motorized facilities from Lancaster Ave. to Finucane Park
Atlas Trail	Dedicated non-motorized facilities from Masters Dr. to the BNSF railroad
Dalton Ave.	Dedicated pedestrian facilities from Ramsey Rd. to east of 17th St.
Hayden Ave.	Dedicated non-motorized facilities from Huetter Rd. to Post Falls; Dedicated pedestrian facilities from Country Club Dr. to US 95
Poleline/Hanley Ave.	Dedicated non-motorized facilities from Government Way to Poleline Ave.
Old Highway 95 Bridge	Dedicated non-motorized bridge from River Ave. to Marina Dr.
Orchard Ave.	Dedicated non-motorized facilities from west of Ramsey Rd. to Maple St.
Honeysuckle Ave.	Dedicated non-motorized facilities from US 95 to Strahorn Rd.
Appleway Ave.	Dedicated non-motorized facilities from US 95 to Government Way; Dedicated pedestrian facilities from the Prairie Trail to Julia St.
Seltice Way	Dedicated bike facilities from Huetter Rd. to the Prairie Trail
15th St.	Dedicated non-motorized facilities from Sherman Ave. to Lookout Dr.
Miscellaneous	
Project	Description
Regional Trail	Development of a trail between Mount Spokane and Spirit Lake
Sidewalk Infill	Fill in sidewalks along transit routes
Bicycle Lane Projects	Add on to one-way bike lanes so that a lane is offered on both sides of the street thus reducing bicycle conflicts.

### *Transit Interface*

Providing alternate forms of transportation such as transit can increase the reach of any bicycle or pedestrian trip and take single occupant vehicles off the roads. With Citylink ridership growing steadily, ongoing non-motorized planning is necessary to help connect the transit network to all other modes of transportation. All Citylink buses have bike racks (front and back), but convenient ways for bicyclists, walkers and drivers to access transit services are still needed.

One project that will move Kootenai County closer to the goal of intermodal connectivity is the construction of a transit center. The transit center will serve as a park and ride for transit users and a starting point for pedestrians and bicyclists using area trails. Efforts to secure funding for transit center property acquisition and construction are currently underway.

A transit center would be a hub of the Kootenai County public transit, but there is still a lack of amenities at other locations along the transit network. Ideally, a transit user should be able to alight a bus and walk or ride within a couple of blocks to their destination, whether it is work, school, running errands, to utilize government or community services, or for recreation. That means more transit stops and service are needed near trails and pathways, parks, neighborhood centers, schools, malls, natural areas, and industrial areas.

In addition, input from the public during the development of the RNMTF specified a desire for improved transit connectivity between regions, such as an interstate connection between Post Falls on the Idaho side of the state line and Liberty Lake on the Washington side. Transit users have also expressed a desire for additional amenities and improved maintenance at or near bus stops, such as bike parking, fixing cracked and broken sidewalks near stops, and providing shelters and benches.

Recently, the 'Benches for Bus Stops' committee (a subcommittee of KMPO's Public Transportation Roundtable) installed 18 benches at bus stops throughout Post Falls and Coeur d'Alene. The benches are sponsored by area individuals, agencies, or businesses for \$1000 each. Half that amount is used to build and install the bench; the rest is either used for additional costs like laying concrete or as a set aside for future maintenance. No money is taken as profit from the benches. Approximately six additional bus benches have been installed in the urban area recently through a similar program.

### *Recommendations*

Participants of the development of the RNMTF developed a series of recommendations to guide non-motorized transportation planning among individual jurisdictions. Among these recommendations include the need to amend local policies and regulations, encourage the development of partnerships between jurisdictions and the non-motorized community, educate the public and stakeholders, and maximize the efficiency of available funding for future projects.

- *Policy development.*
  - When complete, have local jurisdictions adopt and integrate the RNMTF into local comprehensive plans.
  - Adopt a Complete Streets policy.
  - When developing policy, consider retrofitting, land use and future development patterns that would support non-motorized travel opportunities (i.e. mixed use; transit-oriented development).

- Review roadway design as it relates to slowing traffic speed, creating buffers for pedestrians, and ensuring mutual visibility for transportation users.
- Enforce the use of design standards, codes and policies.
- Consider regulatory standards such as including bike rack installations in new developments.
  
- *Partnerships.* Coordinate stakeholders and develop partnerships in order to build a network of support and to leverage human and capital resources. One way to accomplish this is through the creation of a regional bicycle pedestrian advocacy group. Potential partnerships identified include partnering with developers, land conservation groups, public and private educational institutions, the tourism sector, Safe Routes to Schools advocates, Kootenai Medical Center, the Panhandle Health District, Ironman groups, motorized recreation groups and supporters, and groups that support improved accessibility for those with physical disabilities.
  
- *Education.* Educate the public, business owners, and local lawmakers as to the benefits and savings associated with non-motorized transportation so that they will be more likely to advocate or vote for bike and pedestrian projects in the future. Also, support education for the safety of all roadway users.
  
- *Efficient use of funding.* Leverage available money to the greatest extent possible by using it for matching grants and joint projects.

To see the Regional Non-Motorized Transportation Plan in its entirety, please refer to Appendix I.