## Traffic Safety

Accident information for 2018 provided by Idaho Transportation Department's Office of Highway Safety is contained in Table 3.7. Table 3.8 shows collision statistics for Kootenai County for the 3-year period from 2016 through 2018.

**Table 3.7 Fatality and Injury Rates in 2018**

| 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 | 18 | 1,072 | 4.9 | 5.6 |
| Coeur d'Alene | 1 | 422 | 6.2 | 6.3 |
| Post Falls | 0 | 158 | 3.6 | 3.6 |
| Hayden | 1 | 83 | 3.7 | 3.6 |
| Rathdrum | 0 | 41 | 2.8 | 3.4 |
| Dalton Gardens | 0 | 4 | 1.7 | 1.5 |

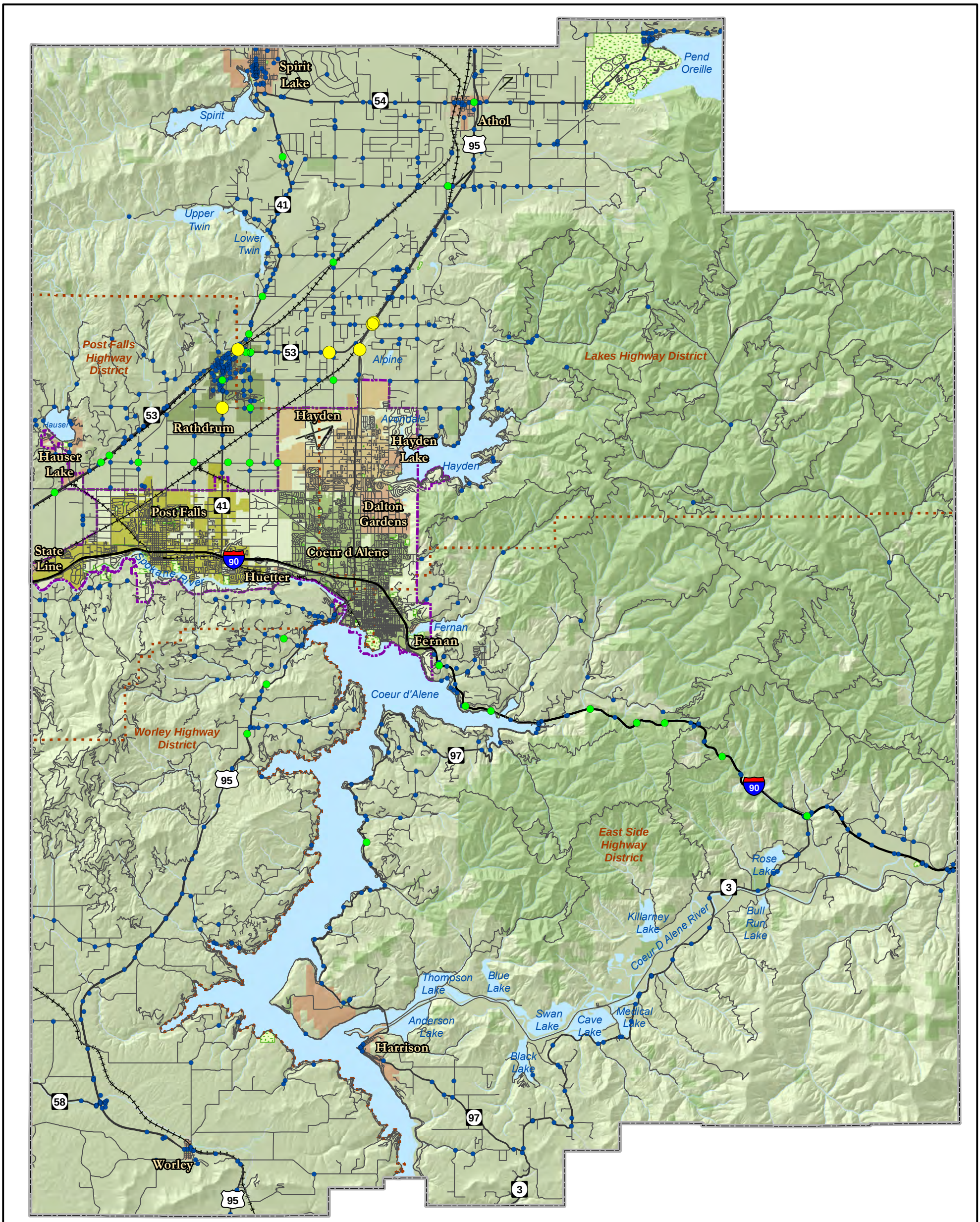
Source: *Idaho Traffic Crashes 2018*, Idaho Department of Transportation Office of Highway Safety

**Table 3.8 Collision History, 2016-2018**

| Area | Fatal Collisions | | | Injury Collisions | | | Total Collisions | | |
|---|---|---|---|---|---|---|---|---|---|
| | 2016 | 2017 | 2018 | 2016 | 2017 | 2018 | 2016 | 2017 | 2018 |
| County wide | 13 | 18 | 18 | 885 | 811 | 776 | 2,380 | 2,471 | 2,290 |
| Coeur d'Alene | 2 | 3 | 1 | 362 | 343 | 317 | 987 | 990 | 907 |
| Post Falls | 1 | 2 | 0 | 132 | 129 | 124 | 336 | 405 | 362 |
| Hayden | 1 | 0 | 1 | 71 | 54 | 55 | 171 | 183 | 167 |
| Rathdrum | 0 | 0 | 0 | 30 | 17 | 24 | 68 | 50 | 70 |
| Dalton Gardens | 0 | 0 | 0 | 2 | 7 | 4 | 15 | 17 | 17 |

Source: *Idaho Traffic Crashes 2018*, Idaho Department of Transportation Office of Highway Safety

Trends in the locations of collisions over time provide an additional perspective on traffic safety. Figures 3.12a through 3.12e and Table 3.9 identify the locations with the highest number of collisions over the 10-year period from January 2009 through 2018.

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Miles

Kootenai MPO

KOOTENAI METROPOLITAN TRANSPORTATION PLAN
2020 - 2040

## *COLLISION DATA 2009-2018*
## *RURAL, KOOTENAI COUNTY*

**Number of Collisions**

- 100 - 194
- 50 - 100
- 25 - 50
- 10 - 25
- 1 - 10

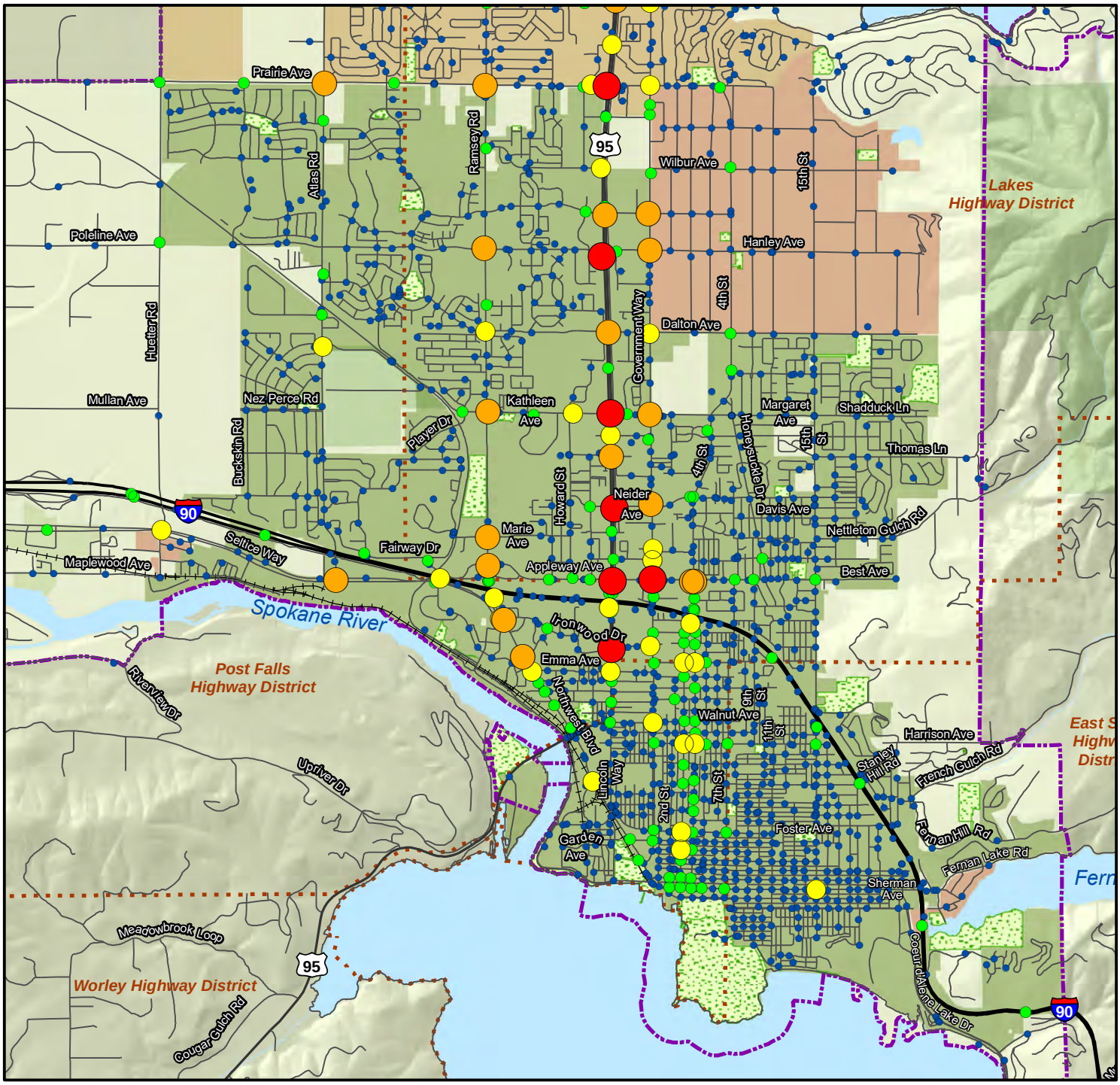
***Physical Characteristics***

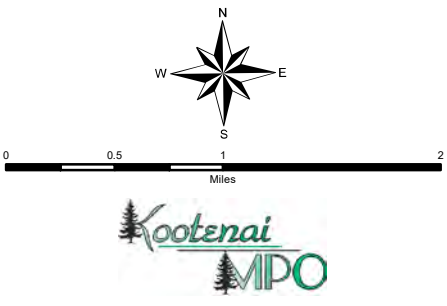
- Highway Districts
- Interstate
- US/State Highways
- Local/Seasonal Roads
- Railroad
- County Boundary
- Urban Area Boundary
- National Forests
- Water Features
- Parks

*Data based on best available information.*Data for illustrative purposes only. Source: ITD WebCARS

Figure 3.12a

KOOTENAI METROPOLITAN TRANSPORTATION PLAN
2020 - 2040




Kootenai MPO

KOOTENAI METROPOLITAN TRANSPORTATION PLAN
2020 - 2040

## COLLISION DATA 2009 - 2018
## URBAN, COEUR D'ALENE AREA

### Number of Collisions

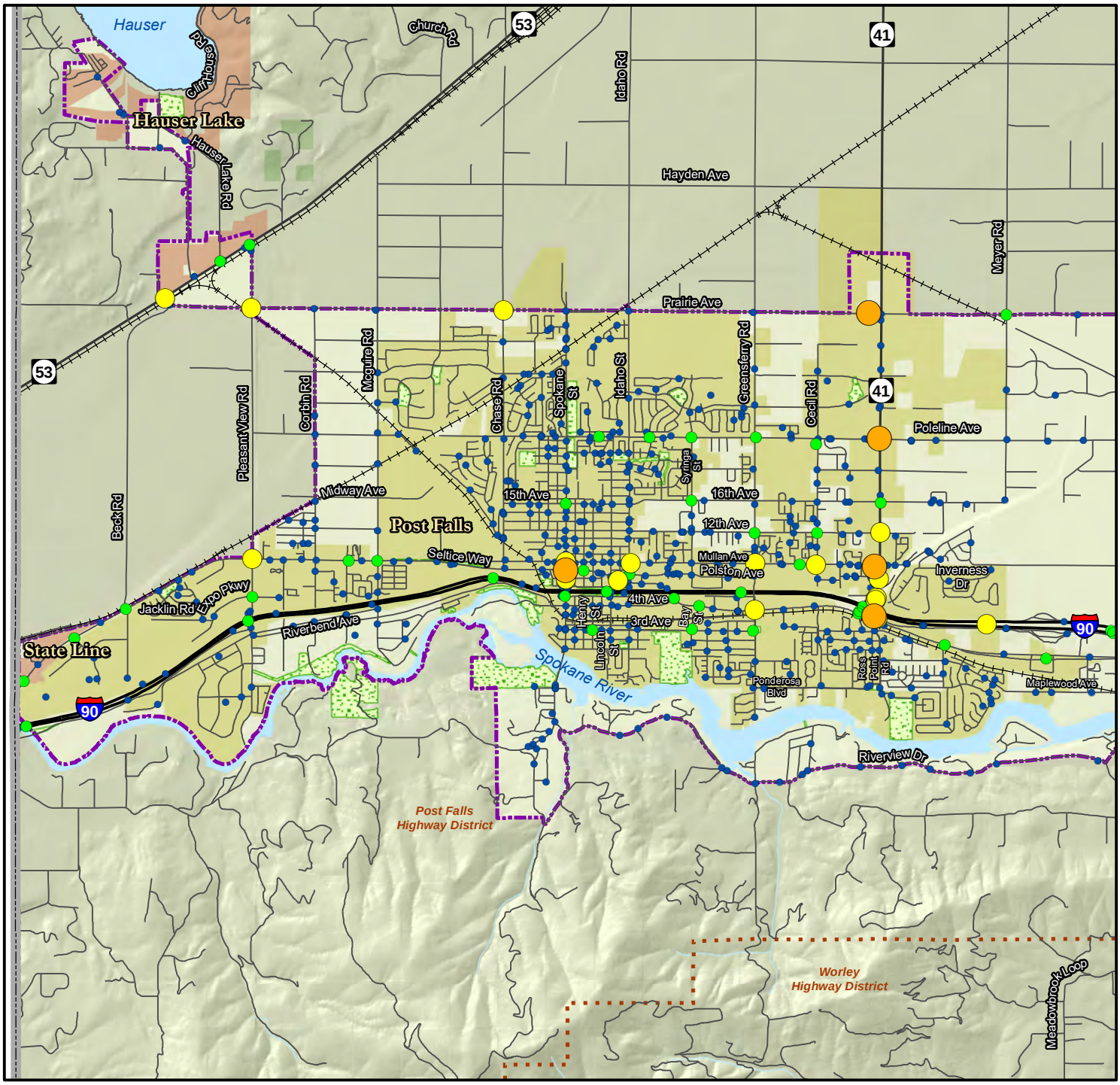
- 100 - 194
- 50 - 100
- 25 - 50
- 10 - 25
- 1 - 10

### 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. Source: ITD's WebCARS

KOOTENAI METROPOLITAN TRANSPORTATION PLAN
2020 - 2040




# COLLISION DATA 2009 - 2018
# URBAN, POST FALLS

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Miles

Kootenai MPO

KOOTENAI METROPOLITAN TRANSPORTATION PLAN
2020 - 2040

## Number of Collisions

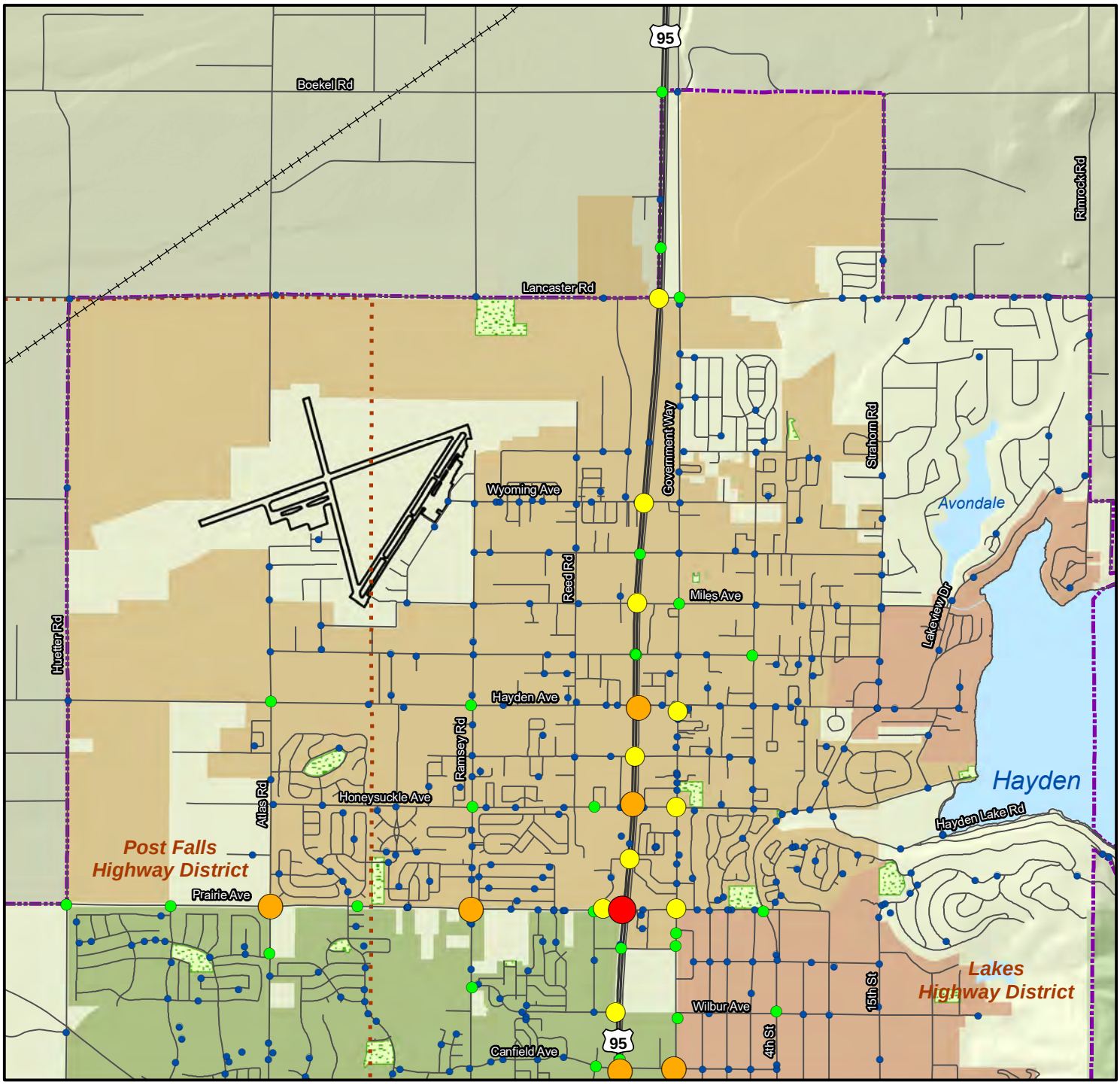
- 100 - 194
- 50 - 100
- 25 - 50
- 10 - 25
- 1 - 10

## Physical Characteristics

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

*Data based on best available information. *Data for illustrative purposes only. Source: ITD WebCARS

KOOTENAI METROPOLITAN TRANSPORTATION PLAN
2020 - 2040

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Miles

Kootenai MPO

KOOTENAI METROPOLITAN TRANSPORTATION PLAN
2020 - 2040

## COLLISION DATA 2009 - 2018
## URBAN, HAYDEN

### Number of Collisions

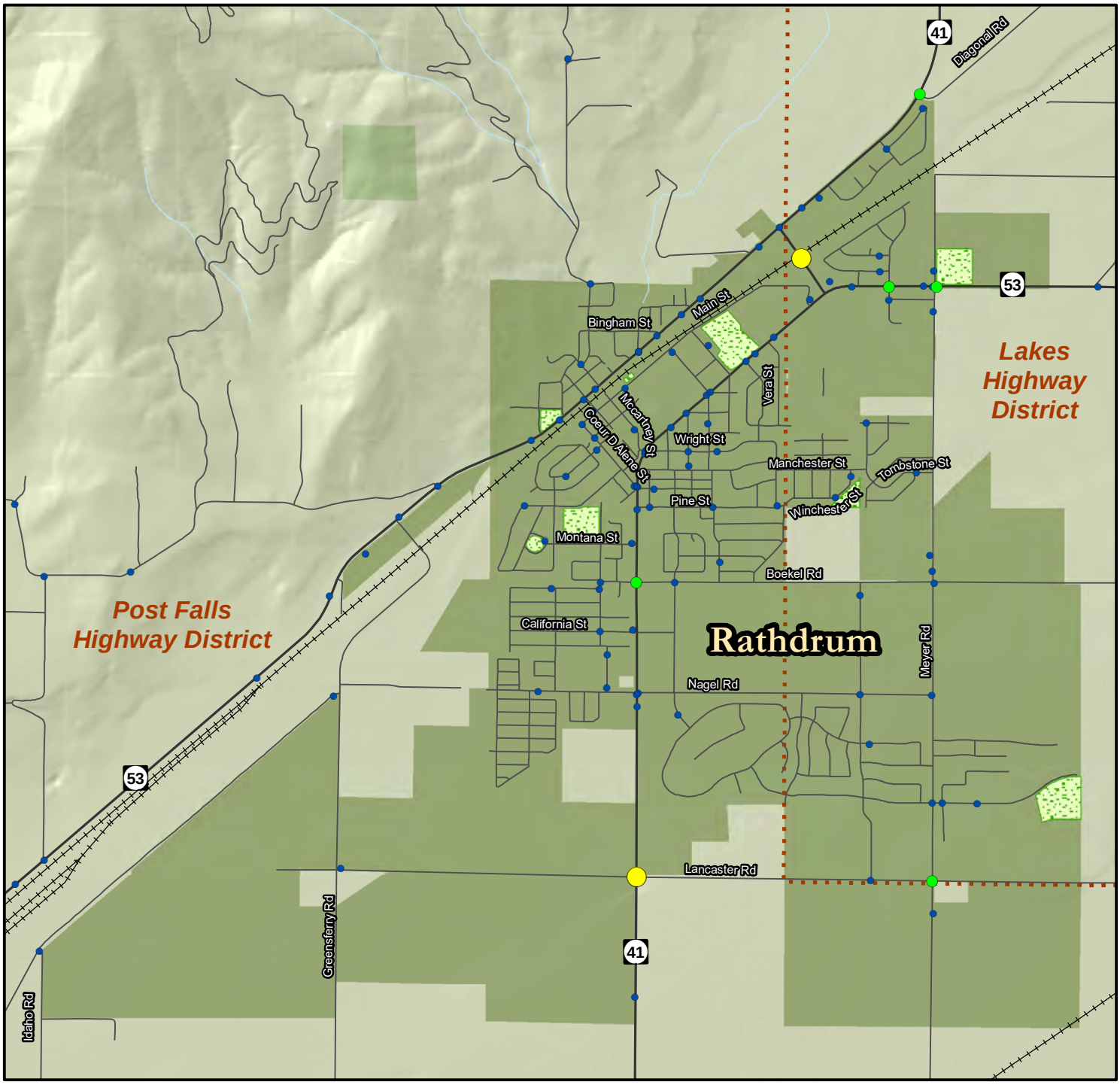
- 100 - 194
- 50 - 100
- 25 - 50
- 10 - 25
- 1 - 10

### 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. Source: ITD WebCARS

KOOTENAI METROPOLITAN TRANSPORTATION PLAN
2020 - 2040

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Miles

Kootenai MPO

KOOTENAI METROPOLITAN TRANSPORTATION PLAN
2020 - 2040

## *COLLISION DATA 2009 - 2018*
## *RURAL, RATHDRUM*

Number of Collisions

- 100 - 194
- 50 - 100
- 25 - 50
- 10 - 25
- 1 - 10

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. Source: ITD WebCARS

**Table 3.9 Kootenai County High Collision Locations, 2009-2018**

| Intersection | Location | Number of Collisions |
|---|---|---|
| Appleway Ave & Lincoln Way | Coeur d'Alene | 194 |
| Kathleen Ave & US 95 | Coeur d'Alene | 169 |
| Appleway Ave & Government Way | Coeur d'Alene | 164 |
| Ironwood Dr & Lincoln Way | Coeur d'Alene | 164 |
| Prairie Ave & US 95 | Hayden | 139 |
| 4th St & Best Ave/Appleway Ave | Coeur d'Alene | 139 |
| Hanley Ave & US 95 | Coeur d'Alene | 138 |
| Neider Ave & US 95 | Coeur d'Alene | 102 |
| Prairie Ave & Ramsey Rd | Hayden | 98 |
| Government Way & Neider Ave | Coeur d'Alene | 88 |
| Hayden Ave & US 95 | Hayden | 80 |
| Government Way & Kathleen Ave | Coeur d'Alene | 76 |
| Appleway Ave & Ramsey Rd | Coeur d'Alene | 75 |
| Canfield Ave & US 95 | Coeur d'Alene | 71 |
| Mullan Ave & SH 41 | Post Falls | 71 |
| Canfield Ave & Government Way | Coeur d'Alene | 68 |
| Lakewood Dr & Northwest Blvd | Coeur d'Alene | 68 |
| Hanley Ave & Ramsey Rd | Coeur d'Alene | 67 |
| Golf Course Rd & Ramsey Rd | Coeur d'Alene | 65 |
| Government Way & Hanley Ave | Coeur d'Alene | 65 |
| Dalton Ave & US 95 | Coeur d'Alene | 63 |
| Kathleen Ave & Ramsey Rd | Coeur d'Alene | 63 |
| Poleline Ave & SH 41 | Post Falls | 63 |
| Honeysuckle Ave & US 95 | Hayden | 61 |
| Seltice Way & Spokane St | Post Falls | 61 |
| SH 41 & Seltice Way | Post Falls | 60 |
| Ironwood Dr & Northwest Blvd | Coeur d'Alene | 56 |
| Atlas Rd & Seltice Way | Coeur d'Alene | 53 |
| Prairie Ave & SH 41 | Post Falls | 53 |
| Bosanko Ave & US 95 | Coeur d'Alene | 52 |
| Atlas Rd & Prairie Ave | Hayden | 51 |
| Pleasant View Rd & Prairie Ave | Post Falls | 50 |
| SH 41 & SH 53 | Rathdrum | 49 |
| 3rd St & Locust Ave | Coeur d'Alene | 48 |
| 4th St & Locust Ave | Coeur d'Alene | 48 |
| Government Way & Ironwood Dr | Coeur d'Alene | 48 |
| Northwest Blvd & Seltice Way | Coeur d'Alene | 48 |
| Dalton Ave & Government Way | Coeur d'Alene | 47 |
| Huetter Rd & Seltice Way | Huetter | 46 |
| SH 53 & US 95 | Hayden | 46 |
| Greensferry Rd & Seltice Way | Post Falls | 45 |
| Government Way & Prairie Ave | Hayden | 44 |
| 12th Ave & SH 41 | Post Falls | 43 |
| Cecil Rd & Mullan Ave | Post Falls | 43 |
| Dalton Ave & Ramsey Rd | Coeur d'Alene | 43 |
| Government Way & Honeysuckle Ave | Hayden | 43 |

*Source: Idaho Transportation Department Office of Highway Safety*

## Rail Crossing Safety & Compatibility

KMPO's primary focus related to rail operations in Kootenai County is on safety and efficiency of our roadways at rail-roadway crossing locations. Across Kootenai County, 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 23 at-grade crossings on the UP main line and seven on the BNSF main line (Figure 3.13). There are three additional grade crossings on the UP spur and 20 additional crossings on the BNSF spur through Post Falls and Huetter.

Recent statistics show that the number of Kootenai County's rail crossing incidents has dropped by almost 50% compared to the previous 10-year period[1], from 42 incidents from 2000-2010 to 23 incidents from 2010-2019 (Table 3.10). This may be attributed the number of safety improvements, such as the addition of crossing gates and crossing closures, at a number of grade crossings in Kootenai County. Kootenai County incidents make up about 14% of the 159 incidents that occurred in Idaho in the last 10 years. Although rates have decreased, these statistics continue to highlight the importance of the strategies identified in KMPO's "Bridging the Valley" initiative described in Section 1.

**Table 3.10 Grade Crossing Collision Summary (2010 - 2019)**

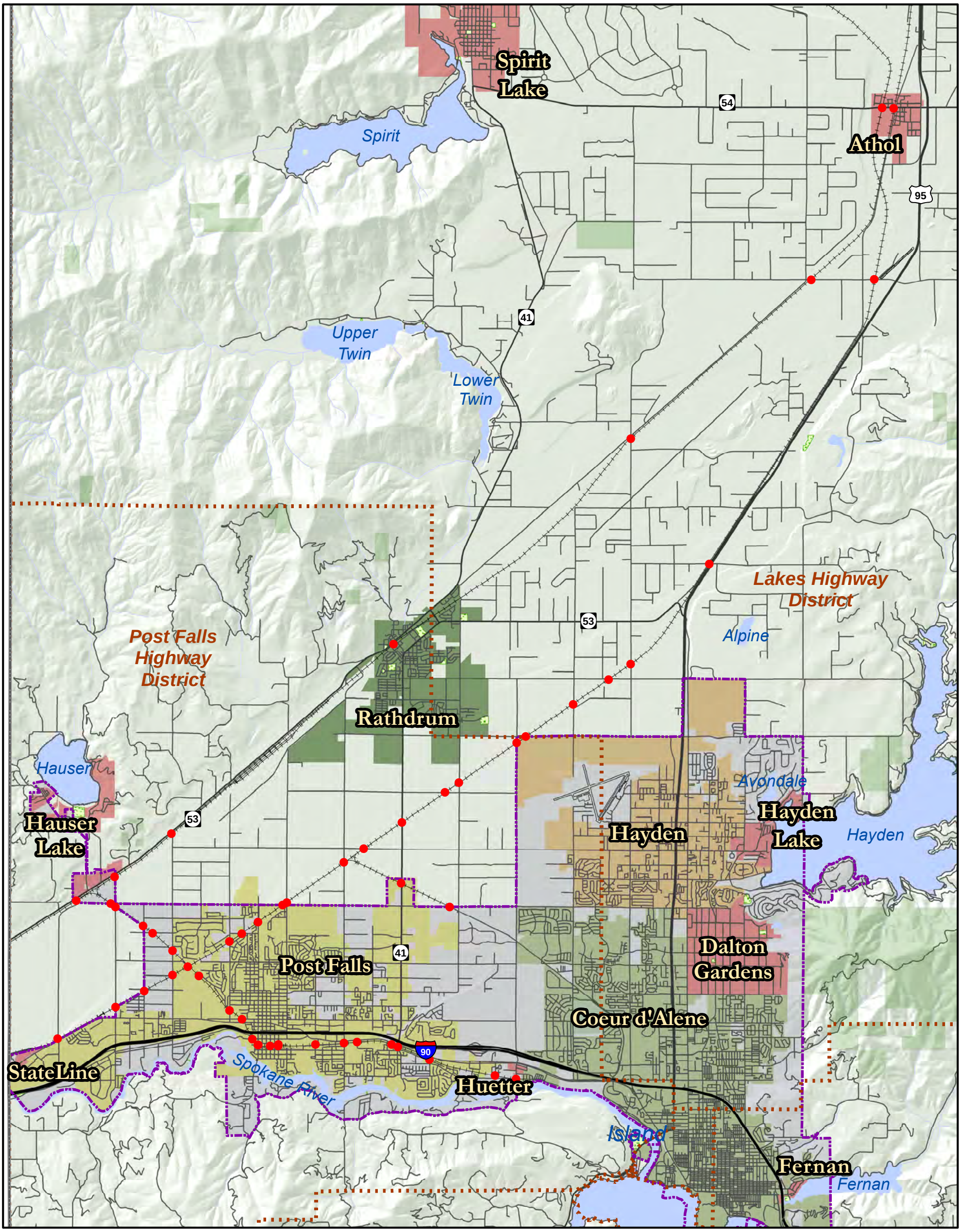
| Railroad | Grade Crossing | Collisions | | | |
|---|---|---|---|---|---|
| | | Total[a] | Fatality[b] | Injury[b] | PDO[b] |
| BNSF | Mill St | 1 | | | 1 |
| BNSF | Prairie Ave | 1 | | | 1 |
| BNSF | Ramsey Rd | 2 | 1 | | 1 |
| BNSF | Private | 2 | | 1 | 1 |
| BNSF | Homestead Rd | 1 | | | 1 |
| UP | Brunner Rd | 1 | | | 1 |
| UP | Idaho Rd | 1 | | | 1 |
| UP | Watkins St/SH 54 | 1 | 1 | | |
| UP | Spokane St | 4 | 1 | 1 | 3 |
| UP | Guy Rd | 1 | | | 1 |
| UP | Huetter Rd | 1 | | 2 | |
| UP | Private Rd | 1 | | | 1 |
| UP | Lancaster Rd | 1 | | | 1 |
| UP | Grange Ave | 1 | | 1 | |
| UP | Ramsey Rd | 1 | 1 | | |
| **Totals** | | **23** | **4** | **5** | **13** |

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.

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

[1] Office of Safety Analysis, Federal Railroad Administration.

In addition – while not a safety consideration – KMPO has also adopted a regional policy on Railroad Quiet Zones, to set the stage for addressing incompatible land use encroachment upon the BNSF and UP rail lines that have operated in Kootenai County since the late 1800's. The Policy can be found on KMPO's website www.kmpo.net.


Spirit Lake
Spirit
54
Athol
95
41
Upper Twin
Lower Twin
Lakes Highway District
Post Falls Highway District
Alpine
53
Rathdrum
Hauser
Avondale
Hauser Lake
Hayden
Hayden Lake
Hayden
Dalton Gardens
Post Falls
Coeur d'Alene
90
StateLine
Spokane River
Huetter
Island
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Kootenai MPO
KOOTENAI METROPOLITAN TRANSPORTATION PLAN
2020 - 2040
EXISTING AT-GRADE RAIL CROSSINGS,
URBAN, KOOTENAI COUNTY
At-Grade Rail Crossings
Physical Characteristics
Highway Districts
Interstate
US/State Highways
Local/Seasonal Roads
Railroads
County Boundary
Urbanized Area
National Forests
Water Features
Parks
*Data based on best available information.*Data for illustrative purposes only.

Figure 3.13

## 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) was a project to understand the aspects of the Inland Pacific Region and its potential as a multi-modal global gateway to increase international commerce. The area included in the regional analysis encompassed ten counties in Eastern Washington and nine counties in Northern Idaho, which included Kootenai County.

**Table 3.11 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 chart shows 2007's distribution, while the right pie chart shows the forecasted 2027 distribution. Figure 3.16 shows the top commodities in Idaho by tonnage for 2012 and their growth by 2040.

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

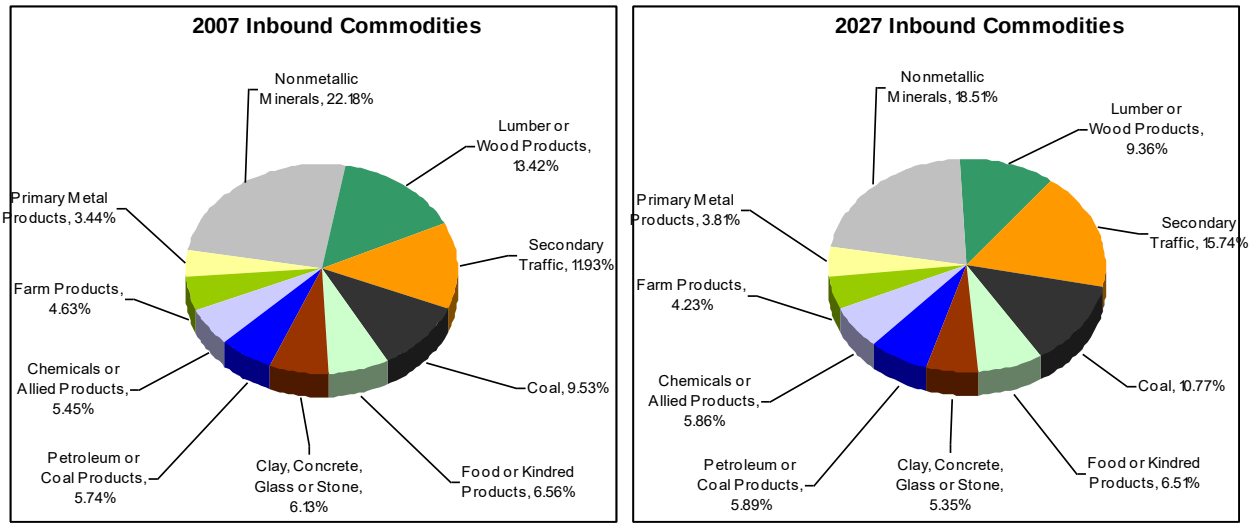


**Figure 3.15 Central Counties Top Ten Outbound Commodities, 2007 and 2027**

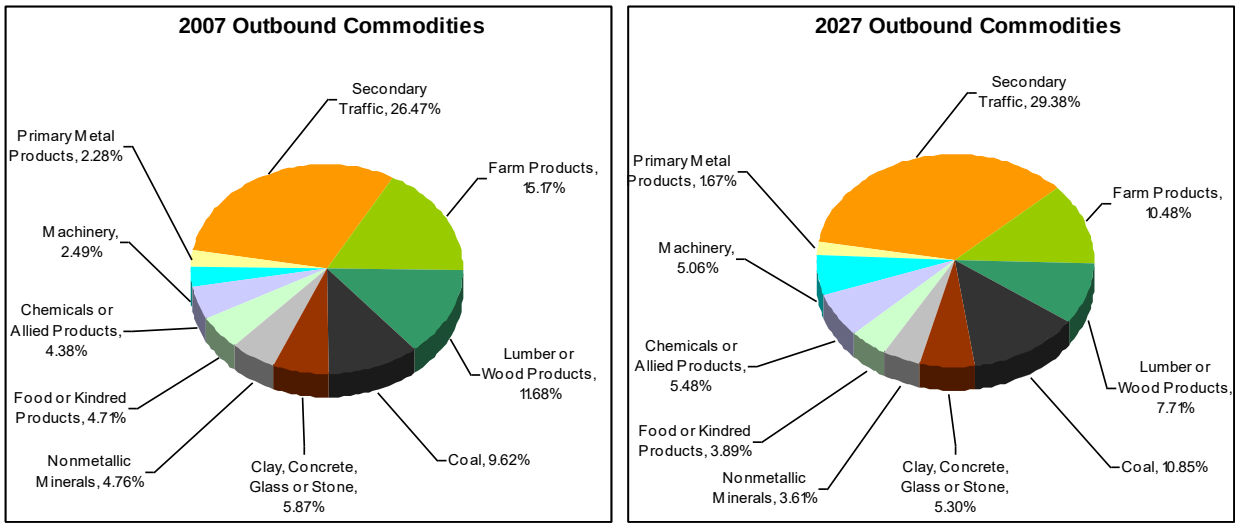
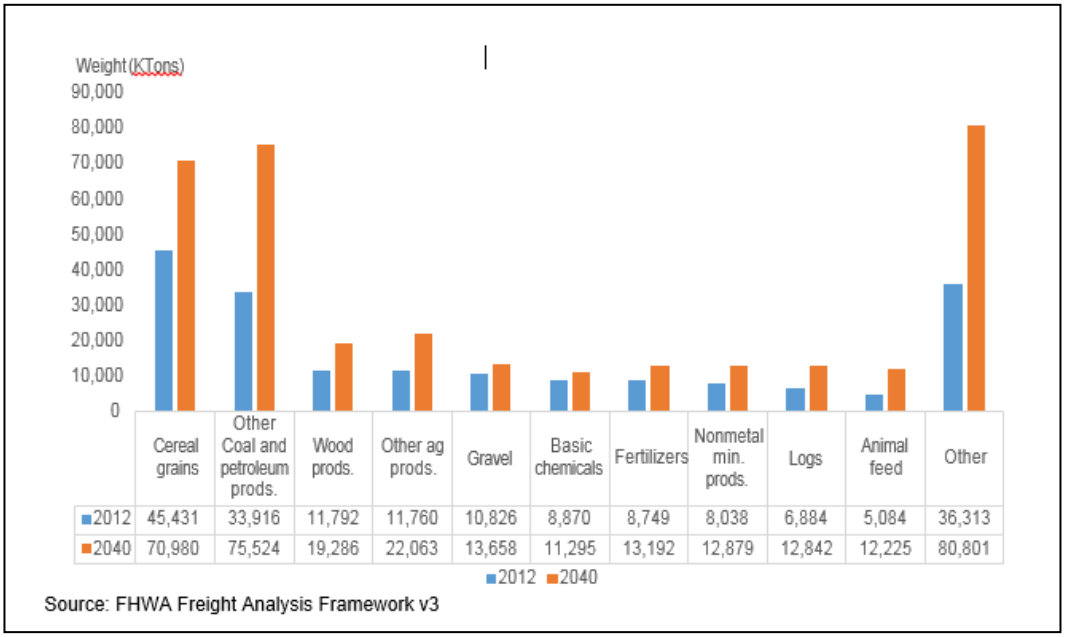
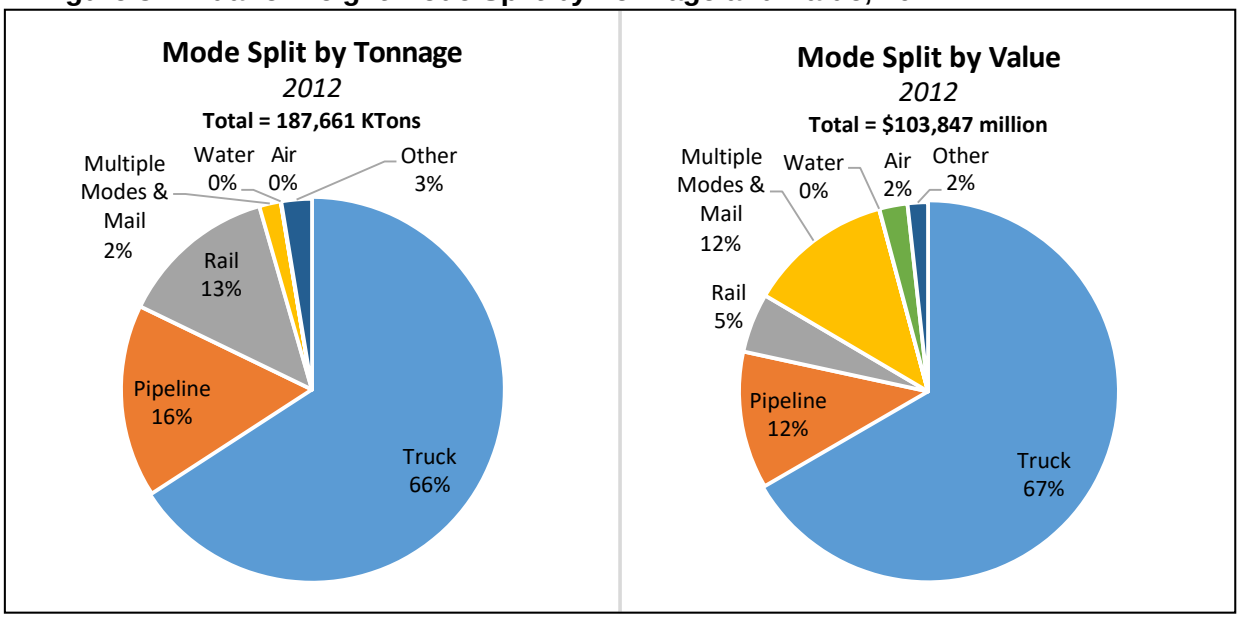



**Figure 3.16 Idaho Top Commodities by Tonnage, 2012 and 2040**




The data shows that having a wide variety of commodities has and will continue to play an important role in the economic vitality of Kootenai County and surrounding areas. As such, freight, primarily provided by trucks and pipelines, will have an essential role in shipping and delivering those commodities, whether it is to a favorite restaurant, lumber mill, grocery store, or composites manufacturer. All require safe, efficient, reliable access to the regional transportation system in order to maintain and enhance the local, regional and state economy. Figure 3.17 illustrates the freight mode split by tonnage and value in Idaho.

**Figure 3.17 Idaho Freight Mode Split by Tonnage and Value, 2012**




Source: Idaho State Freight Plan, 2016

## Freight 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 National Highway System (NHS) 'Interstate' (I-90) and 'Other' (US-95, US-2) routes. 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 2016, there were over 80 such corridors (including corridors that are subsumed or partly subsumed in other high priority corridor considerations such as designations from the Multimodal Transportation Network, National Freight Network, and Critical Urban and Rural Connectors). Figure 3.16 shows the current designation of the National Highway Freight Network (NHFN).

*I-90 on the National Freight Network*

Nationally, the data shows that while truck and freight movement is a relatively small percentage (4.2%) of overall vehicles, their actual travel, measured by vehicle miles of travel (VMT) is substantially higher. I-90 is an essential freight corridor for interstate commerce in and out of Kootenai County, as well as across the country—stretching from the West Coast ports of the Pacific Northwest to Boston. For this reason, it is included on the National Freight Network designated by the USDOT, Federal Highway Administration.

Interstate 90's direct access to west coast ports in Seattle and Tacoma provides the ability to receive and ship products as a result of import and export markets. Additionally, I-90 provides Inland Northwest products access to markets extending west to major markets such as Portland and Seattle, as well as east to Chicago.

**Figure 3.18 Congressionally Designated National Highway Freight Network**


Source: https://ops.fhwa.dot.gov/freight/infrastructure/nfn/maps/images/nhfn_assets/nhfn_map.jpg

**Table 3.12 National Statistics on Truck Travel**

| Vehicle Type | Urban and Rural Miles | | Registered Vehicles | | Average VMT per Year |
|---|---|---|---|---|---|
| | Billion VMT | Percent | Billion VMT | Percent | |
| Single-unit Trucks | 109.3 | 3.6 | 8.3 | 3.2 | 13,123 |
| Combination Trucks | 169.8 | 5.6 | 2.6 | 1.0 | 65,897 |
| All Vehicles | 3,025.7 | 100.0 | 260.4 | 100.0 | 11,621 |

Source: https://ops.fhwa.dot.gov/freight/infrastructure/nfn/rptc/cp23hwyfreight/iii_ch11.htm#nhfn

*Other Priority Corridors and Designations*

High Priority Trade Corridor #43 (US-95) extends from the Canadian border at Eastport, Idaho to the Oregon State border. US-95 is the only 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 regions to the south, US-95 has predominantly carried intra-state and limited interstate north-south traffic. This has been due to excessive travel times due to terrain and weather-related challenges between New Meadows and Lewiston that can adversely impact the cost of freight and goods movement.

This dominance in intra-state travel, however, is changing. ITD continues to make significant improvements to US-95 along the entire corridor. These improvements include lane and shoulder widening, bridge replacements, and building multi-lane road segments where increasing traffic volumes make a more limited access environment necessary. Such projects include the widening of US-95 from Worley to Coeur d' Alene and the continued focus on widening projects from Coeur d' Alene to Sandpoint.

These significant improvements have made travel times on US-95 (7 hrs. 12 min from Canada to I-84) competitive with the more traditional route of using I-84, US-395, and I-90 to reach Coeur d' Alene (7hrs. 5 min) and eastern British Columbia. As roadway improvements continue, more interstate and International truck trips are expected to take advantage of US-95's shorter distance in order to access north Idaho and Canada into the future.

*Critical Freight Connectors*

The FAST Act provided opportunities to include roads considered critical to providing freight access to either industries or commerce, as well as the National Freight Highway Network (NFHN). While limited in the number of miles each state could add to the NFHN (Idaho allowed 146 rural and 74 urban miles), ITD and the MPO's worked together to identify those Critical Urban or Rural Freight Corridors. In Kootenai County, those critical corridors are identified in the tables below.

**Table 3.13 Regionally Significant Urban Freight Corridors in Kootenai County**

| Route | Starting Point | End Point | Miles | Urbanized Area | Description | CUFC_ID* |
|---|---|---|---|---|---|---|
| W. Seltice Way | S Ross Point Rd (MP 1.62) | Northwest Blvd (5.97) | 4.35 | Coeur d'Alene | PFHS alternative corridor for I-90; Supports multiple freight generators including, River City Fabrications, Cannon Hill Industries, MOR Manufacturing, Ground Force Worldwide, High Mountain Forest Products, and Idaho Army National Guard. | I, J |
| U.S. 95 | I-90 (MP 430.60) | U.S. 53 (MP 436.90) | 6.30 | Coeur d'Alene | Direct access to I-90; carries intrastate, interstate, and international freight movements; provides access to industrial and manufacturing employers, as well as the Coeur d'Alene Airport. Connects to U.S. 95 CRFC). | J, K |

**Table 3.14 Regionally Significant Rural Freight Corridors in Kootenai County**

| Route | Starting Point | End Point | Miles | FAST Act Criteria Met | CRFC_ID* |
|---|---|---|---|---|---|
| U.S. 95 | Lancaster Rd (MP 436.8) | SH 53 (MP 438.86) | 2.08 | Direct access to I-90; carries intrastate, interstate, and international freight movements; provides access to industrial and manufacturing employers, as well as the Coeur d'Alene Airport. (Connects to U.S. 95 CUFC). | F, G |
| SH 53 | Washington Border (Varied segments and mileposts) (MP 0.0) | U.S. 95 (MP 14.31) | 14.31 | Supports truck flow to/from Washington, Hauser Rail Yard, Coeur d'Alene Paving, MDM Construction quarry. 8.1% commercial traffic. 490-810 trucks daily depending on segment. Connects to U.S. 95. | D, F |
| SH 54 | SH 41 (MP 0.0) | U.S. 95 (MP 7.89) | 7.89 | 17%-25% commercial traffic depending on segment. Carries 510 trucks daily. Supports Merritt Lumber, Athol rail facility. | A, D |

## Freight Challenges

There are substantial challenges to moving freight on a highway network that is projected to see continued increases in freight volume but may be difficult to expand in places to provide additional capacity. To address the challenges and ensure that the U.S. freight system and its highway network are prepared to support U.S. economic growth and competitiveness, freight stakeholders will need to understand and address the impact of increased freight movement on such areas as safety, reliability, efficiency, and the environment.

### *Truck Parking*

One of the major challenges to the effective movement of freight is that of safe and available truck parking. An inadequate supply of truck parking spaces can have negative consequences. Tired truck drivers may continue to drive because they have difficulty finding a place to park for rest. Truck drivers may choose to park at unsafe locations, such as on the shoulder of the road, exit ramps, or vacant lots, if they are unable to locate official, available parking. With the projected growth of truck traffic, the demand for truck parking will continue to outpace the supply of public and private parking facilities and could exacerbate truck parking problems experienced in many regions.

To address this concern, the *Jason's Law Truck Parking Survey Results and Comparative Analysis* report evaluated the adequacy of truck parking capacity across the Nation. FHWA worked with the American Association of State Highway and Transportation Officials (AASHTO) and other industry stakeholders to develop a truck parking survey that was responsive to a requirement in MAP-21. The survey was administered to every State in 2014. In addition, survey responses were provided by truck drivers, State motor carrier safety enforcement officials, travel plaza and truck stop owners and operators, trucking firm managers, and logistics personnel.

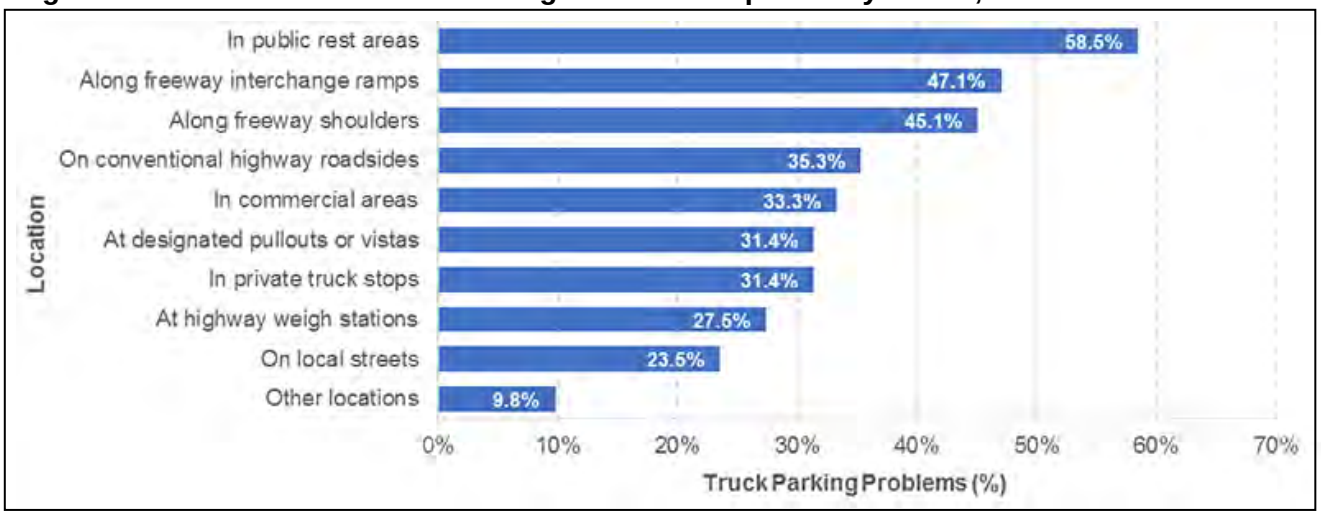
The survey results provided insight into issues associated with providing and maintaining commercial vehicle parking facilities and services, including shortages in geographic regions and a lack of truck parking information. The survey found that more than 75 percent of truck drivers responding said they regularly experienced problems with finding “safe parking locations when rest was needed.” Ninety percent reported

struggling to find safe parking at night. The report also documented the location of more than 308,000 truck parking spaces, including 36,000 at public rest areas and nearly 273,000 at private truck stops.

Most States provided information on observed problems, including shortages and the existence of unofficial parking (parking in areas not designated for parking). Only limited information was reported on actual use of the parking facilities, maintenance, and future parking capacity plans.

The *Jason's Law* survey responses indicated that truck drivers were observed using other, unofficial parking places due to parking shortages. This is indicated in Figure 3.19, a chart showing the types of truck parking locations in which parking problems were reported by States in 2014.

**Figure 3.19 Locations of Truck Parking Problems Reported by States, 2014**




Source: DOT, *Jason's Law Truck Parking Survey Results and Comparative Analysis: Survey of State Departments of Transportation,* Figure 9.

## Additional Freight Considerations

Freight mobility considerations for Kootenai County extend beyond the trucking operations of local and national carriers. 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 3.20a through 3.20e.

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 (logging, agriculture, and construction) 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:

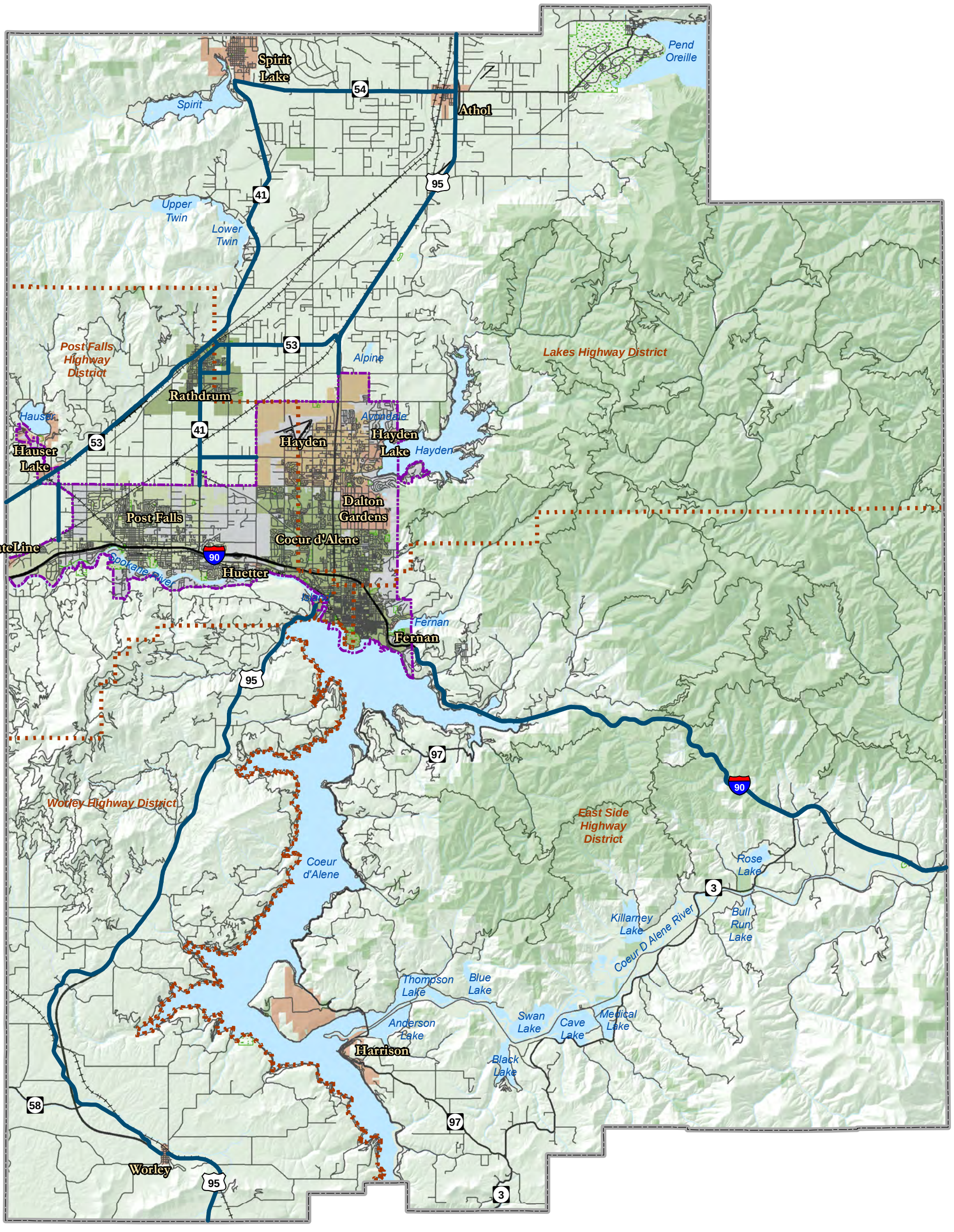
- Coeur d’Alene, ID - low bridges and oversize load limits (**addressed by ITD in 2018**)
- Need for the construction of the Huetter Corridor to avoid congestion
- Improved turning radius for turning trucks at intersections frequently used to ship and deliver products. This includes state highways and local arterials.
- Better signal timing progression on heavily used truck routes to avoid increased travel times caused by trucks’ acceleration and deceleration issues.

ITD maintains a Freight Strategic Plan, in order to strategically invest in the freight infrastructure to maximize capacity and efficiency on the existing system. ITD uses the performance measures listed in Table 3.18 to monitor performance on the State’s system.

**Table 3.15 Recommended Freight Performance Measures on Idaho Highways**

| ITD Performance Objective | Recommended Freight Performance Measure | Applicable AASHTO Goal Area | Data Source | Needs and Issues Addressed |
|---|---|---|---|---|
| Safety | Truck-Involved Crashes/Mile<br>Number of Truck-Involved Crashes | Safety | WebCARS | Highway Safety |
| | Number of at-grade rail crossing incidents | Rail Safety | FRA | Highway Safety; Rail Safety |
| Mobility | % Modal Usage (Tons, Value) | Freight Movement and Economic Vitality | Transearch, FAF | Intermodal Connectivity, Truck Driver Shortage |
| Economic Vitality | Mileage Uncongested on the Interstate System | Freight Movement and Economic Vitality | NPMRDS | Truck Congestions/Reliability |
| | Truck Travel Time Reliability on the Interstate System | Freight Movement and Economic Vitality | NPMRDS | Truck Congestions/Reliability |

KMPO incorporates, by reference, the Idaho Freight Strategic Plan, which can be found at www.itd.idaho.gov/freight.

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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

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

Figure 3.20a

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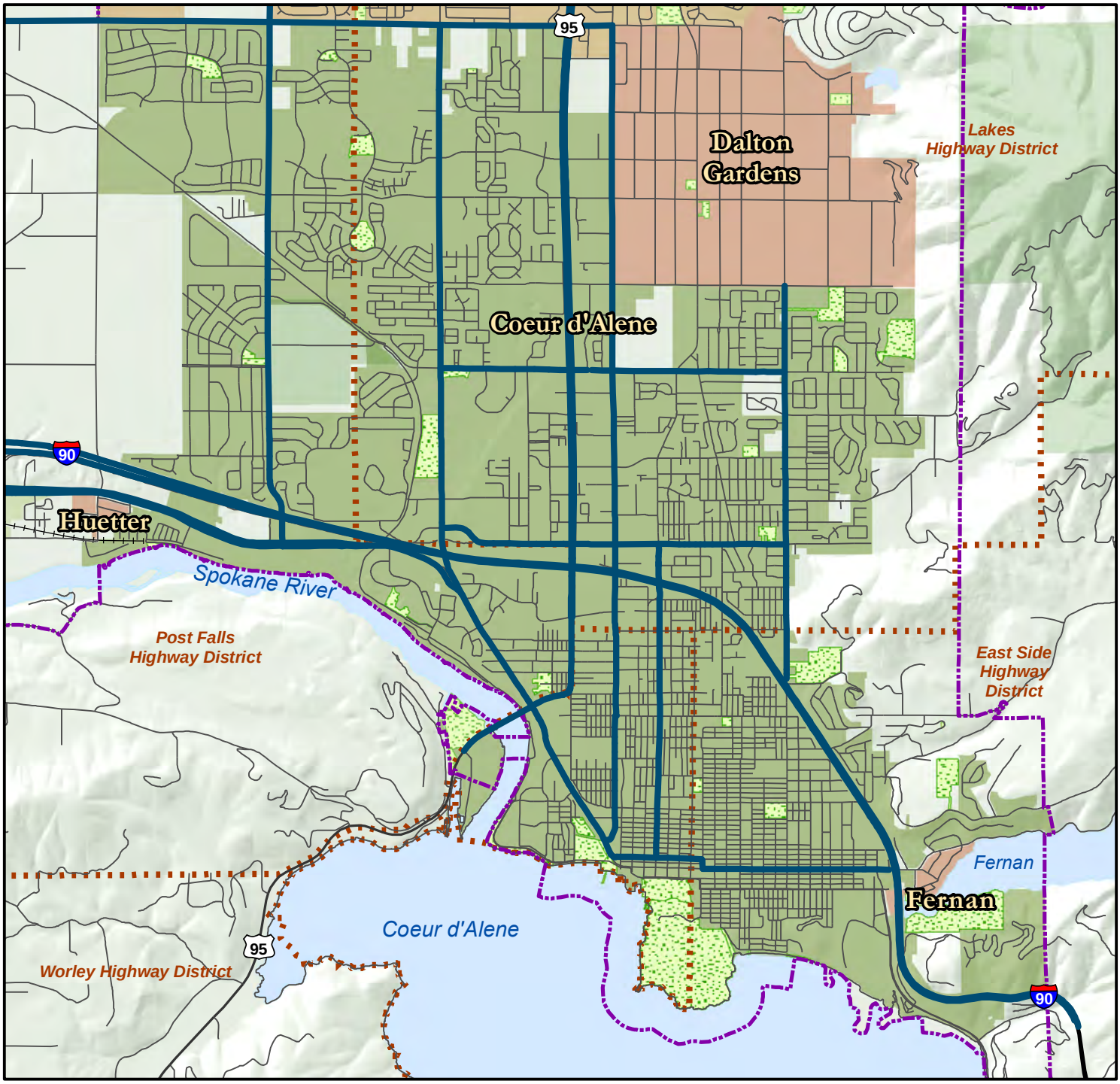
2020 - 2040

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Kootenai MPO

KOOTENAI METROPOLITAN TRANSPORTATION PLAN
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## EXISTING TRUCK ROUTES, URBAN, COEUR D'ALENE

### Physical Characteristics

**Truck Routes**

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

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

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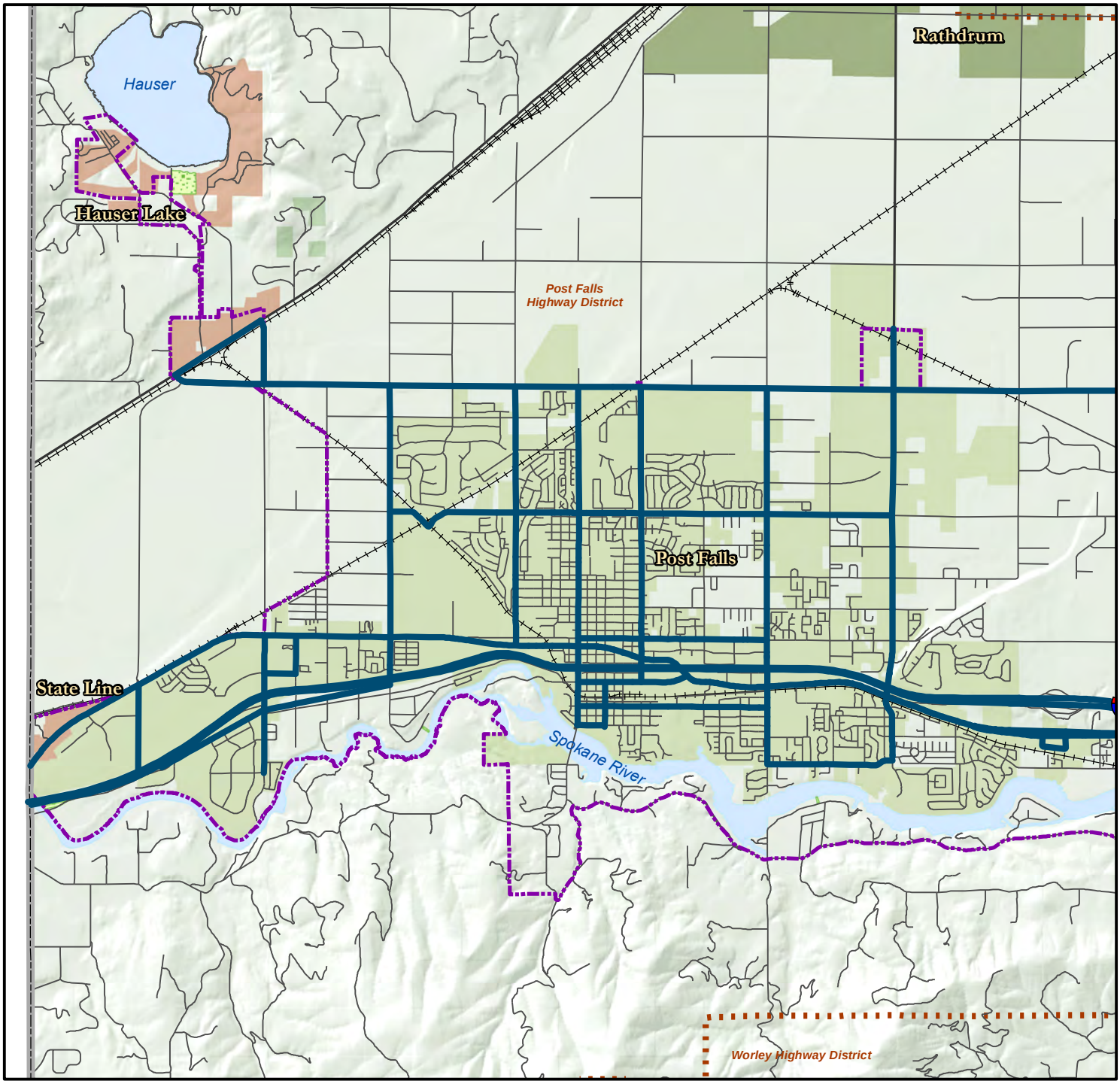


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KOOTENAI METROPOLITAN TRANSPORTATION PLAN
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## EXISTING TRUCK ROUTES, URBAN, POST FALLS

### Physical Characteristics

**Truck Routes**

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

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

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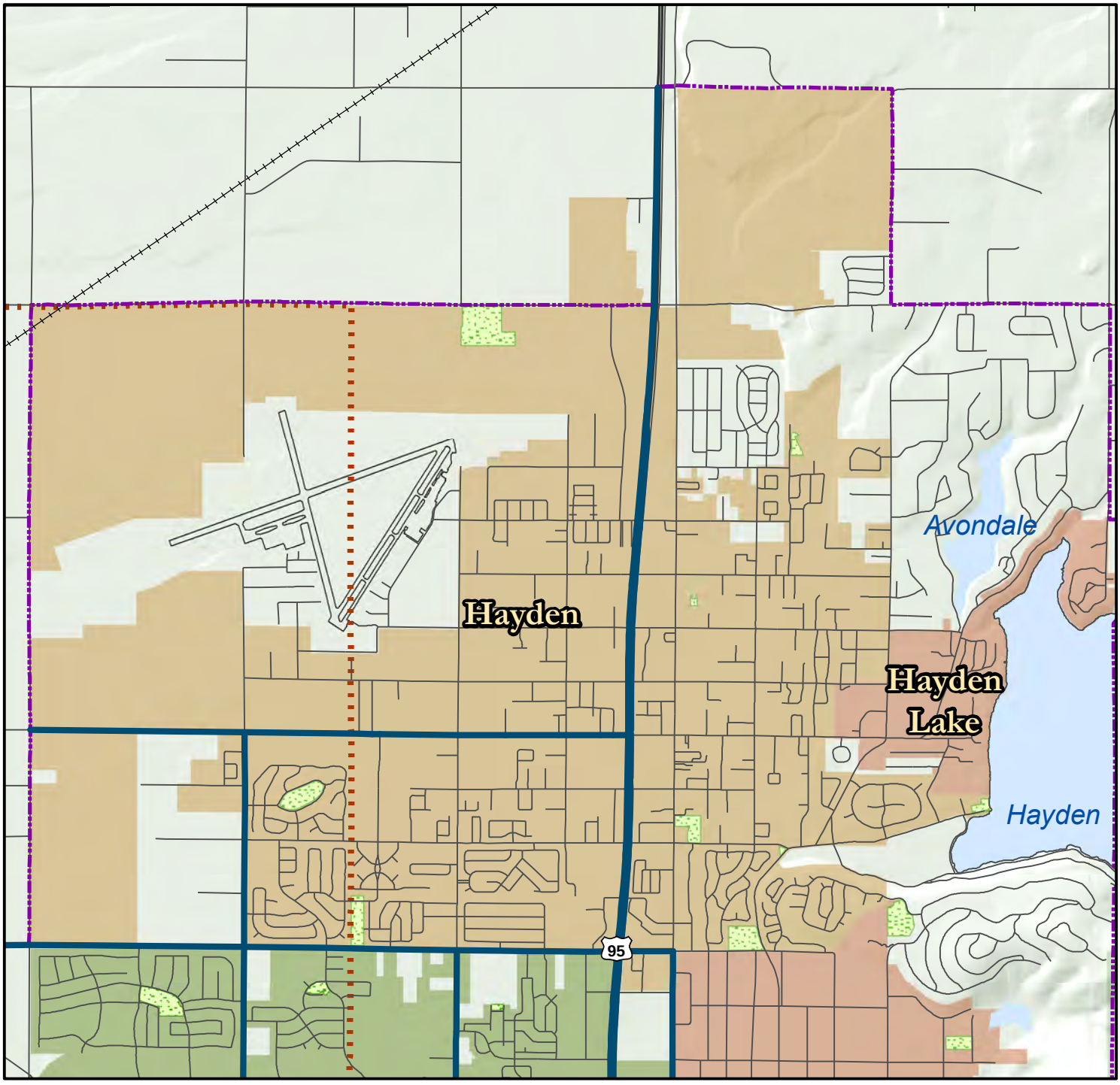
2020 - 2040

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Kootenai MPO

KOOTENAI METROPOLITAN TRANSPORTATION PLAN
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## *EXISTING TRUCK ROUTES, URBAN, HAYDEN*

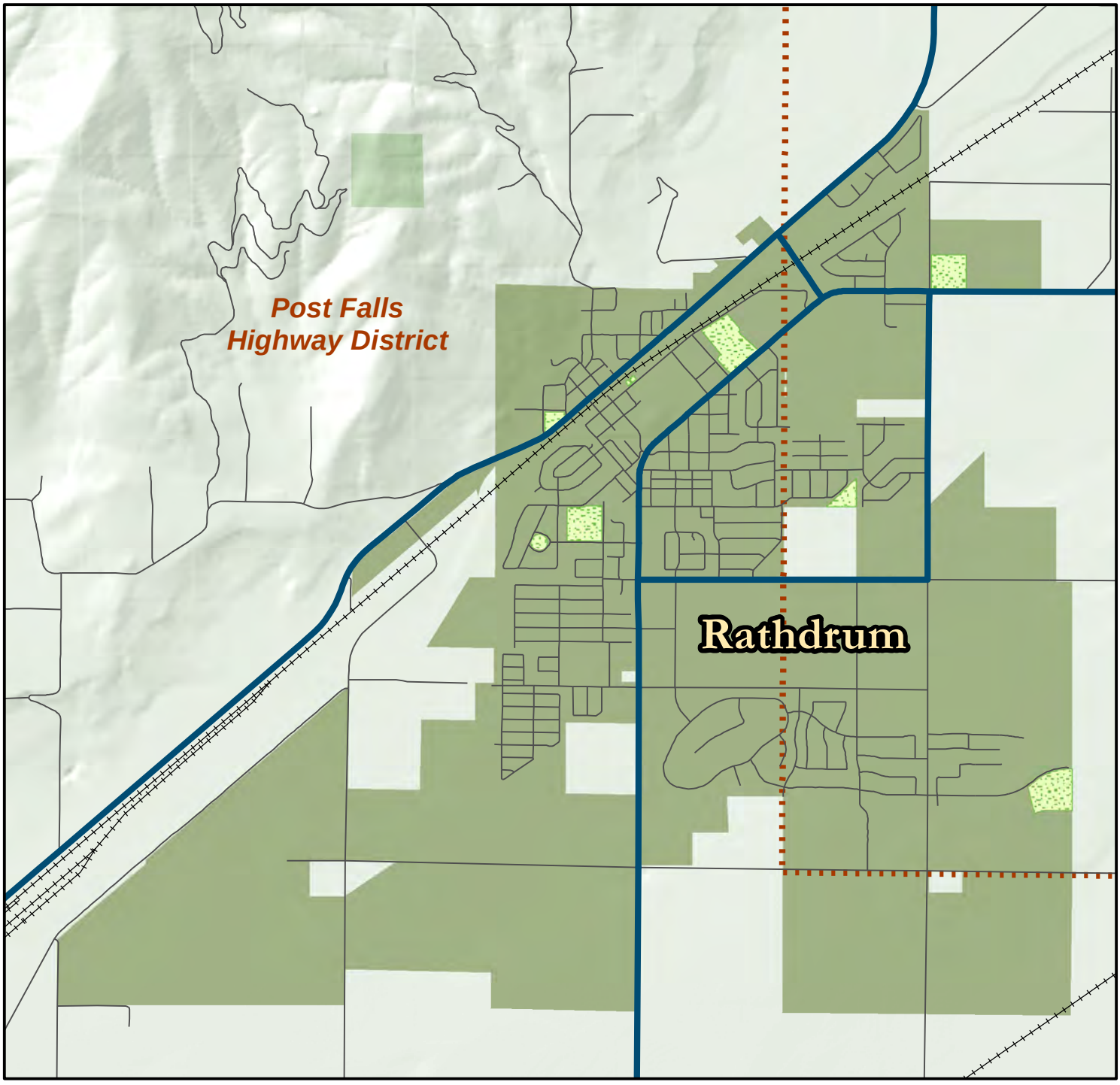
***Truck Routes***

***Physical Characteristics***

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

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

KOOTENAI METROPOLITAN TRANSPORTATION PLAN
2020 - 2040

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Kootenai MPO

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

### Physical Characteristics

**Truck Routes**

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

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

## Rail Freight

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

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, which provides direct service between Seattle/Tacoma/Portland and Chicago, was recently expanded with the addition of parallel tracks to reduce the need for sidings that were used for trains to pass by each other. Construction of a train refueling depot west of Rathdrum in 2004 helped to extend BNSF operations on the west coast without the need for refueling. BNSF is also in the process of constructing a parallel bridge across Lake Pend Oreille, which will help provide resiliency and additional capacity to the main line. BNSF can operate upwards of 60 to 80 trains per day on their main line through Kootenai County—the vast majority of which are through trains that only stop for fuel.

Union Pacific (UP), in Kootenai County and northern Idaho, has a separate and distinct operation from that of the BNSF. This is due to the fact that their rail service is provided on what is characterized as a "Branch Main." As a branch main, UP does not rely on this rail line to provide limited, fast, and direct access between west coast ports and the mid-west. That service is provided by their rail line that extends from Portland, OR to Omaha NE or Chicago, IL. As a branch main line, UP offers greater opportunity for smaller shippers to have rail siding access. In addition, the UP line extends into Canada at Eastport, ID, providing local shippers access to Canadian Provinces and the east coast, through UP's operating partnership with Canadian Pacific Railway (CPR). The UP operates approximately eight trains per day, on average, on their branch main line, not including local operations that serve shipper rail sidings. The UP operates under constrained conditions on its entire run through the region, from Hinkle, OR to Eastport, ID, since most of its rail line operates in a single track with limited opportunities for trains to pass.

Both rail companies also continue to have spur lines which extend from their main lines southeasterly through the communities of Post Falls. The spurs, which have historically provided service to lumber mill sites in Post Falls and Coeur d'Alene, have been reduced or eliminated as areas along the Spokane River have been redeveloped into housing and commercial activities. The future of these and other rail spurs and the potential for new rail freight industry related growth is uncertain at this time. At present, the spurs off the BNSF and UP north of I-90 have the highest likelihood of attracting shippers seeking rail access for their products and materials.

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 are typically a common concern to nearly all the interviewed companies. Some companies indicated rail rates were, in some

cases, getting worse. Some have suggested a rail company may be de-marketing the area in order to provide additional capacity to their trans-continental rail service.

The U.S. Class I carriers view providing 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 low density sidings and double-stack intermodal service to a region less than 300 miles from deep water ports. As a result, shipments by truck play a larger role in Kootenai County than rail service, because of proximity, increased flexibility to deliver on schedule, fewer product transfers between modes of transportation, and greater access and reliability to deliver goods.

## Air Transportation

The Coeur d'Alene Airport is an important component of the national integrated system of airports. The airport has an important local and regional economic role for the area and, therefore, is a strategic asset that can support companies and individuals investing in the area. 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 the local and regional 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.

## Public Transportation

In 2012, the *Kootenai Metropolitan Area Regional Public Transportation Plan* was completed, outlining the 20-year needs and policies for a vibrant transit system in the region. 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. Kootenai County also completed a Service and Fare Study in 2018 to find innovative ways to improve service in a more sustainable manner.

Operating public transportation in Kootenai County is complex due to the lack of an adequate, reliable and sustainable source of funding for capital acquisitions and operations. Kootenai County is the agency that manages funding and contracts

operations, as well as provides administration and operational planning for transit in the urbanized area. Funding to support the service is provided by cities of Coeur d'Alene, Post Falls, Hayden, Dalton Gardens, and Huetter, as well as other agencies such as Kootenai Health, Area Agency on Aging, and the Coeur d' Alene Tribe. While this has been a successful partnership to date, continued expansion of the service and schedules beyond current levels will not happen unless additional revenue is made available

The adopted Regional Public Transportation Plan recommends creation of a regional public transportation authority, or similar agency, to merge administration, grants management, operations, operational policies, and funding under one umbrella within the urbanized area.

**Federal Funding Process for Public Transportation**

- 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 Designated Recipient to receive Federal Transit Administration Section 5307 funds for the urbanized area of the county. This designation carries a number of responsibilities, which may be found on the Federal Transit Administration's website at www.transit.dot.gov. As the designated recipient, the County's role is to manage federal funds to transit providers operating within the urban area and to ensure public input guides the selection of routes and services.

- Federal grants from FTA for other various forms of capital and services in the urbanized areas are allocated to ITD statewide, who then delegates project identification, prioritization and selection to Metropolitan Planning Organizations (MPOs) throughout the State of Idaho. Once projects are selected KMPO notifies ITD for the projects inclusion in the ITD Program of Projects (POP). Selected projects are then funded through a sub-recipient contract with ITD.

- Federal grants for transit service outside the urban area are made to ITD, who then manages those rural public transportation dollars to various transit providers around the state of Idaho.

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*

Kootenai County Public Transportation (Citylink North) bus system, in collaboration with the Coeur d'Alene Tribe and local municipalities, provides regular route service on three (3) routes. The A ("orange") route provides local service in the Coeur d'Alene core area with connections to the communities of Post Falls, Dalton Gardens, and Hayden. The B ("blue") route provides local service with east and west connections from Coeur d'Alene through the community of Huetter and into Post Falls. The C ("green") route provides north and south connections in the Coeur d'Alene area and southern portions of Hayden. The three routes operate Monday through Friday from 6:00 a.m. to 7:00 p.m., and 9:00 a.m. to 4:00 p.m. on Saturdays, with the exception of six holidays. The Riverstone Transit Center serves as a key transfer point for the A, B, and C routes.
Citylink North also provides origin to destination Americans with Disabilities Act (ADA) complementary paratransit service within a 3/4-mile area of the regular routes, as well as a supplemental "Ring-a-Ride" service for seniors over the age of 65, as well as people with disabilities who are outside of the paratransit service area.

The paratransit and Ring-a-Ride service use lift-equipped cutaway buses to transport people with mobility limitations that prevent them from using Kootenai County Public Transportation regular route bus service. Paratransit and Ring-a-Ride services are available during the same hours as the regular route bus: Monday through Friday, from 6:00 a.m. to 7:00 p.m. Both programs require applications before being eligible to utilize the service to make trip reservations.

The Coeur d'Alene Tribe receives funding directly from the Federal Transit Administration (FTA) and the Idaho Transportation Department (ITD) for Citylink South, which serves the southern portion of Kootenai County and Benewah County. Rural services operate between Worley (Casino), Plummer, DeSmet, and the Riverstone Transit Center. Citylink South operates four (4) routes, 16-hours per day, seven (7) days a week, including holidays. The interconnecting network comprises over 19 stops and averages 9,093 unlinked passenger trips per month.

*Kootenai Health Shuttle*

Non-Emergency medical service transportation is delivered through a collaborative partnership between Kootenai County and Kootenai Health. Kootenai Health Transportation services cover Coeur d'Alene, Dalton Gardens, Post Falls, Hayden, and the more remote community of Rathdrum. Kootenai Health's service offers transportation to the hospital and Kootenai Health-affiliated physician offices in the Coeur d'Alene – Post Falls area. The service is available between 6 a.m. and 4:30 p.m. weekdays. Citylink North provides the vehicles and Intelligent Transportation System (ITS), and Kootenai Health pays for and operates the service. Approximately 2,000 passengers use this service monthly. It costs about $450,000 annually to operate the Kootenai Health shuttle. Private funding from the hospital has covered all costs. This service is free.

*Other Public Transportation Resources*

There are multiple senior care-related transportation providers operating throughout the urban area. There are also several organizations providing shuttle services from neighboring counties into the Coeur d'Alene area including White Tail Transportation, A & J Transport, Valley Vista Care, Silver Express, and Benewah Area Transit. Ride hailing companies, such as Uber and Lyft, have also become popular within Kootenai County, providing customized transportation service for residents within the urban area, out to small communities, and between the Coeur d'Alene and Spokane urban areas.

The aforementioned 2012 Regional Public Transportation lists more information on the history of the formation of public transportation and other public transportation services within KMPO's planning area.

The Kootenai County Coordinated Public Transit Human Services Transportation Plan can be found on Kootenai County's transit webpage at https://www.kcgov.us/496/Transit-Documents.

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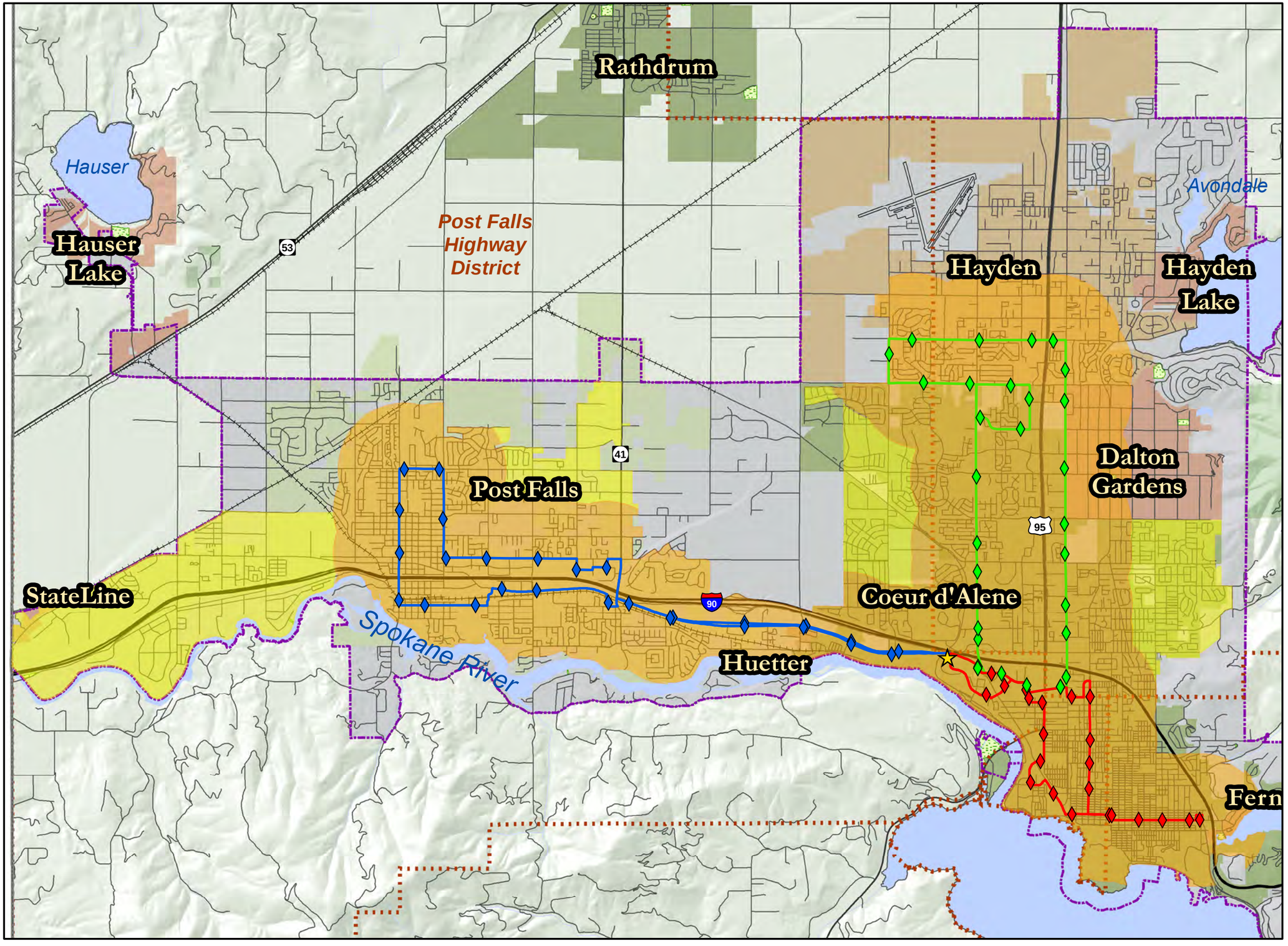


## EXISTING TRANSIT SERVICE, URBAN AREA

### Citylink Bus Routes

- A Route
- B Route
- C Route
- Route Stop
- Transit Center
- Paratransit Service Area
- Ring-a-Ride Service Area

### 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.

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Kootenai MPO

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## Non-Motorized Transportation

In 2009, KMPO developed a Regional Non-Motorized Transportation Plan (RNMTP) in response to the need for coordination between jurisdictions in their respective pedestrian and bicycle improvement efforts. The Plan was most recently updated and adopted by the KMPO Board in 2018. Prior to the creation of the RNMTP, non-motorized planning in Kootenai County had 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 four 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. This facility was completely reconstructed and extended from SH-53 to Athol in 2019.

- *Trail of the Coeur d' Alene's*. 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' Alene's 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.

- *Prairie Trail.* The trail is an urban non-motorized path stretching along the vacated UP spur line through the west side of Coeur d'Alene. This 3.5-mile trail extends from the Centennial Trail, south of I-90 to Huetter Road. This path is used for both recreation and commuting purposes. The cities of Post Falls and Coeur d'Alene and the Centennial Trail Foundation would like to extend the trail from Huetter Road past SH-41 in the future, as the rest of the UP spur line is vacated. This would complete a separated non-motorized route from the City of Post Falls to downtown Coeur d'Alene, creating an important non-motorized connection across the Rathdrum Prairie.

## Regional Non-Motorized Transportation Plan

Even with the region's expanding trail assets, a lack of coordination has resulted in a regional bicycle and pedestrian network that needs improvements in connectivity. The RNMTP 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 bike able region.

*Existing Conditions*

The development of a regional vision requires an extensive effort to document existing trail and non-motorized facilities and use, in order to provide a current picture of the local system and identify any gaps. Figures 3.22a through 3.22e illustrate existing and proposed non-motorized facilities in Kootenai County.

*Vision and Goals*

The vision statement developed for the RNMTP is:

*To plan for, enhance, educate and encourage non-motorized travel through a mapped, maintained, safe, accessible, connected and designed network that considers destinations and community resources.*

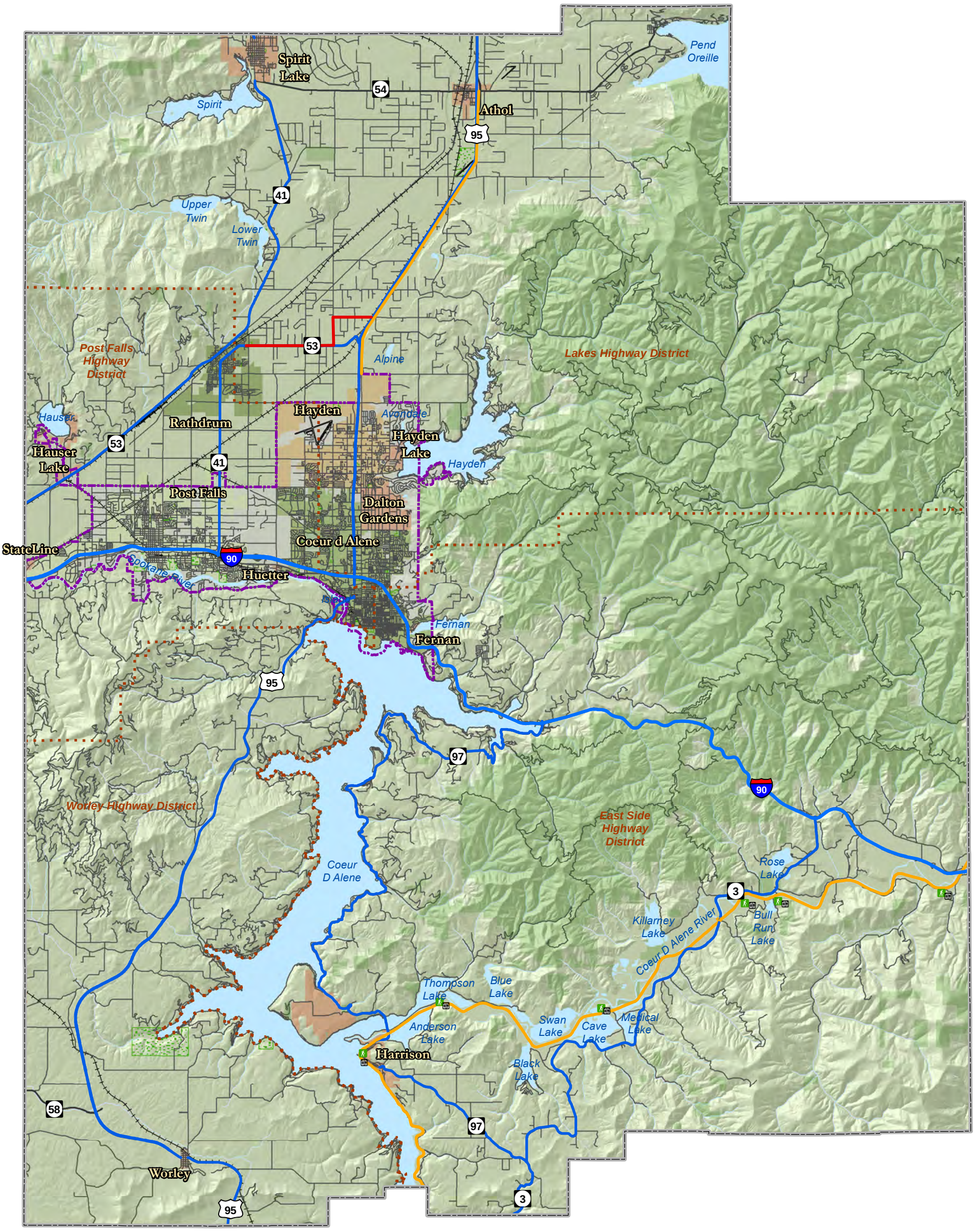
More specifically, the regional vision identified through the RNMTP includes the following goals:

- *Education & Awareness.* Better education all users, motorized and non-motorized, of safe use, probably hazards, and local laws of a multi-modal system; promote non-motorized modes as legitimate modes of transportation in Kootenai County and the region as a destination for active recreation opportunities.

- *Connectivity & Accessibility*. Complete a network of pathways and bikeways that serve the needs of all non-motorized users.

- *Safety & Maintenance*. Maximize safety for all non-motorized users on a network of well-maintained facilities throughout the region.

- *Policy, Planning & Design*. Integrate the needs of non-motorized users with policy, planning, and program development for land use, economic development, and recreation or community capital facilities. Engage and promote a community-oriented design that supports non-motorized transportation options and encourages non-motorized travel and transit, provides convenient end-of-trip facilities, and supports a network less reliable on automobiles. Ensure that all transportation modes are considered.

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## NON-MOTORIZED FACILITIES
## RURAL, KOOTENAI COUNTY

### Pathways & Amenities

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

### Physical Characteristics

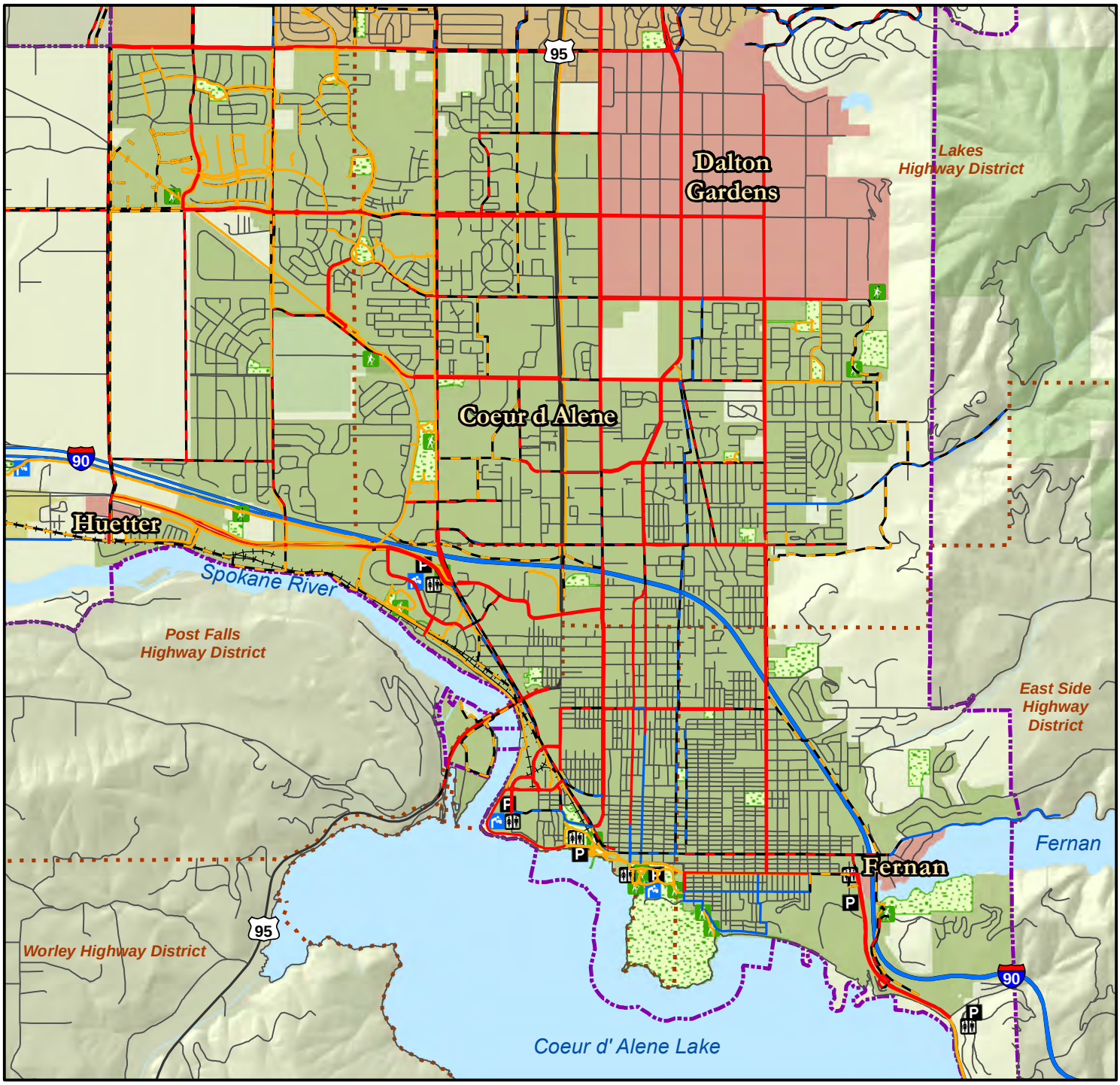
- Highway Districts
- Interstate
- US/State Highways
- Local/Seasonal Roads
- Railroad
- County Boundary
- Urban Area Boundary
- National Forests
- Water Features
- Parks

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



Figure 3.22a

KOOTENAI METROPOLITAN TRANSPORTATION PLAN
2020 - 2040

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KOOTENAI METROPOLITAN TRANSPORTATION PLAN
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## NON-MOTORIZED FACILITIES
## URBAN, COEUR D'ALENE AREA

### Pathways & Amenities

- Shared Use Path
- Proposed Shared Use Path
- Bicycle Lane
- Proposed Bicylce Lane
- Shared Roadway
- Proposed Shared Roadway
- 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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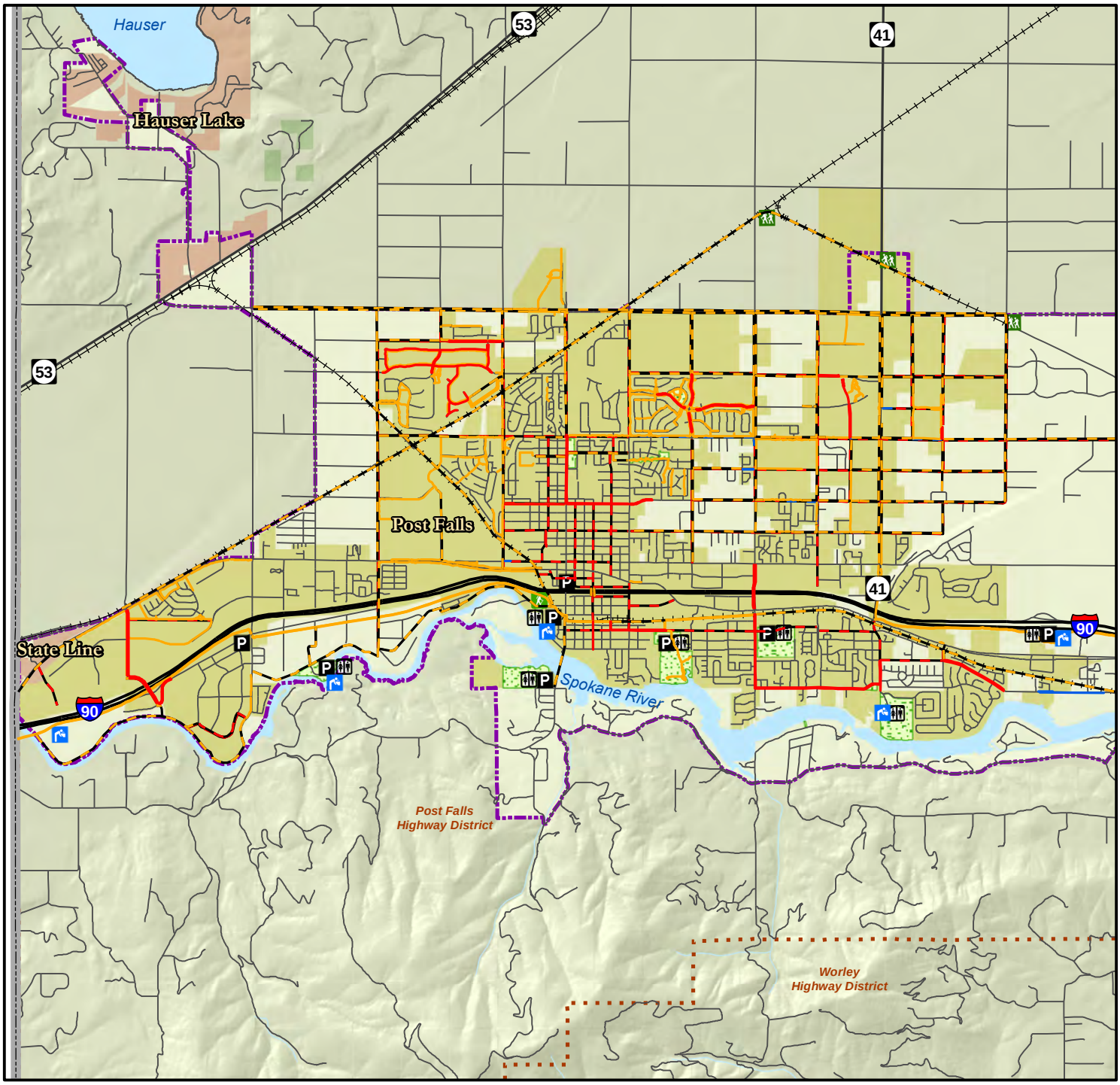
2020 - 2040




# NON-MOTORIZED FACILITIES
# URBAN, POST FALLS

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## Pathways & Amenities

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

## Physical Characteristics

- Highway Districts
- Interstate
- US/State Highways
- Local/Seasonal Roads
- Railroads
- County Boundary
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- National Forests
- Water Features
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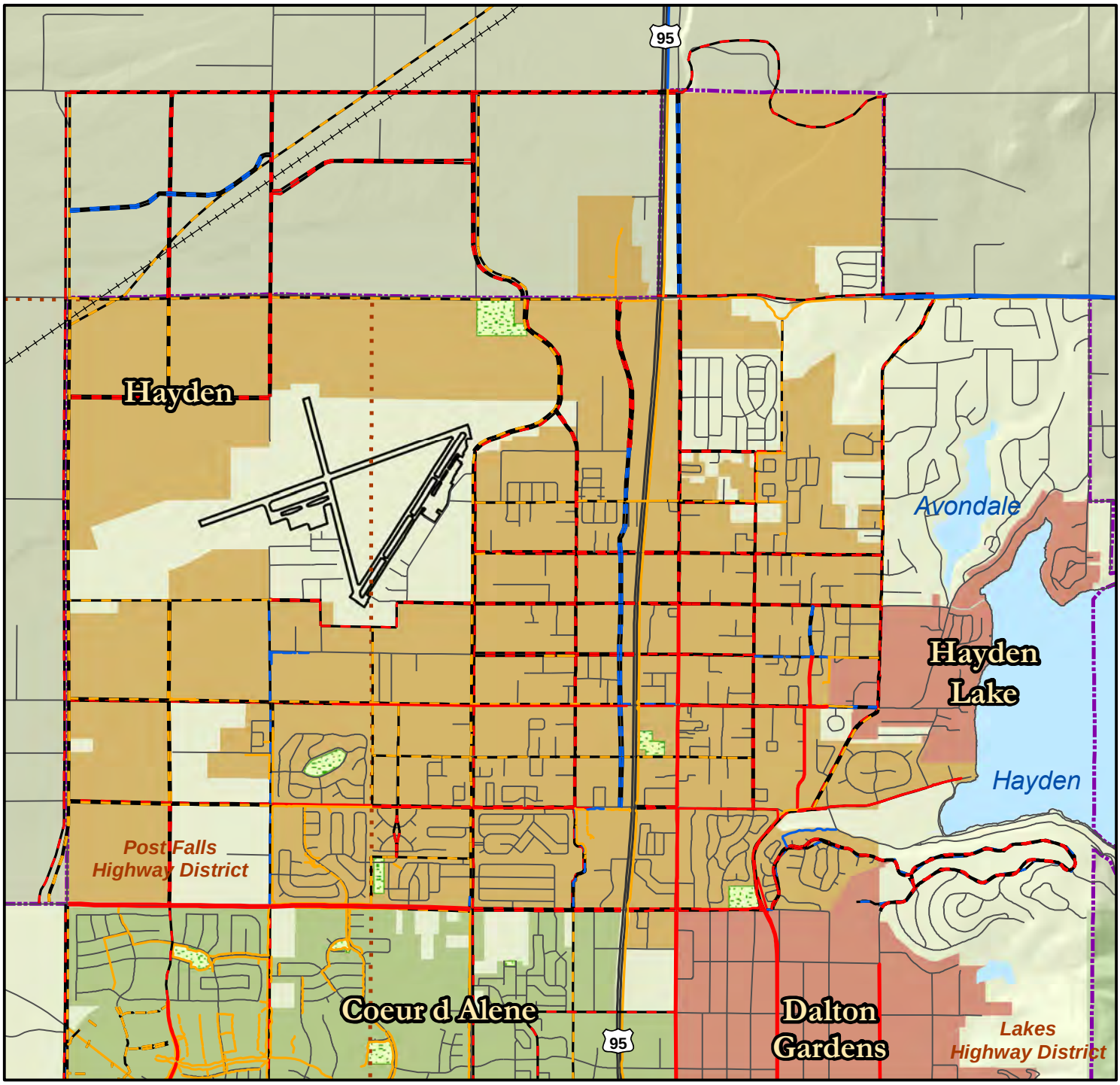
KOOTENAI METROPOLITAN TRANSPORTATION PLAN
2020 - 2040

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Kootenai MPO

KOOTENAI METROPOLITAN TRANSPORTATION PLAN
2020 - 2040

## NON-MOTORIZED FACILITIES
## URBAN, HAYDEN

### Pathways & Amenities

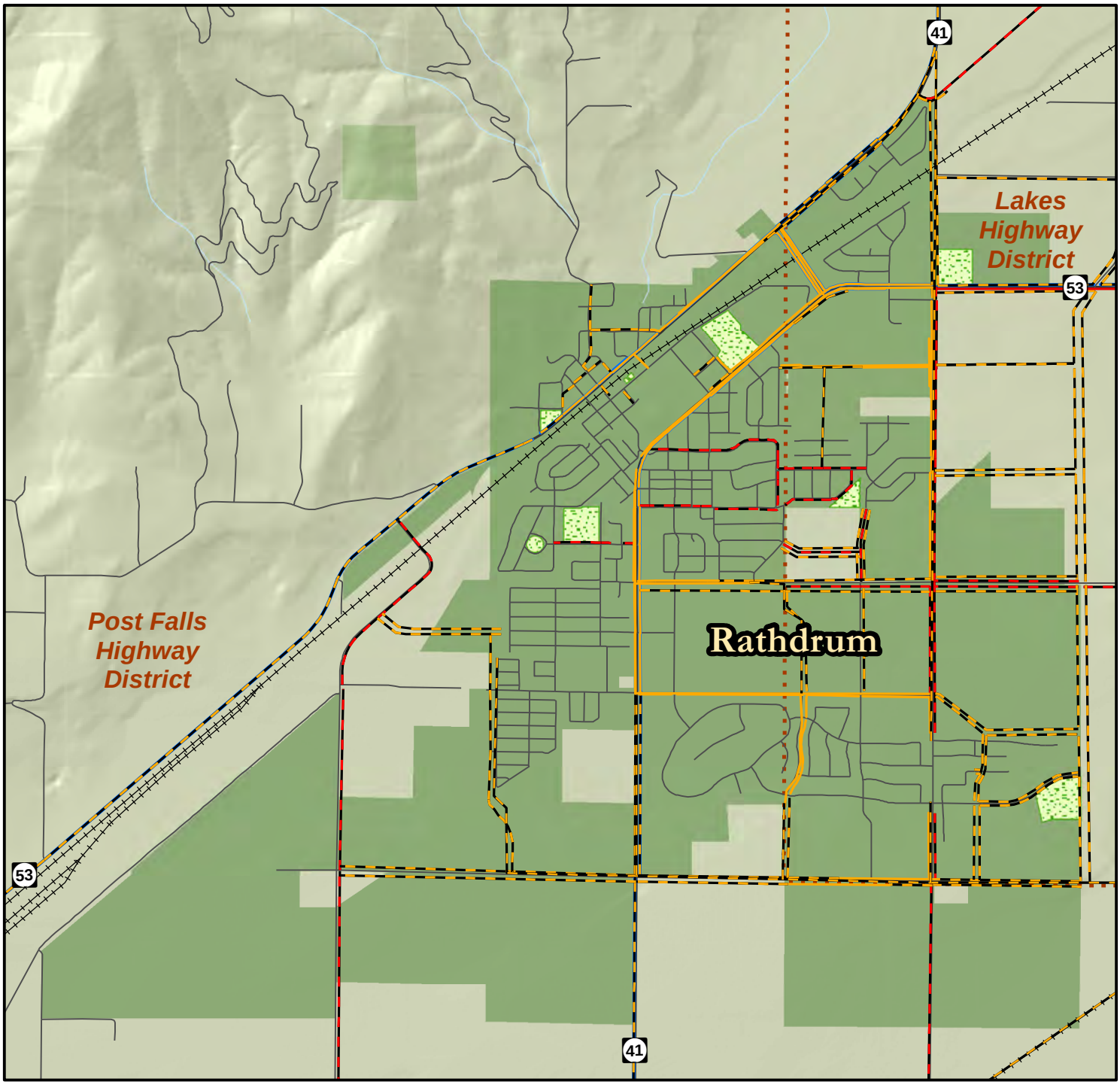
- Shared Use Path
- Proposed Shared Use Path
- Bicycle Lane
- Proposed Bicylce Lane
- Shared Roadway
- Proposed Shared Roadway
- Trailhead
- Drinking Fountain
- Restroom
- Parking

### Physical Characteristics

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

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

KOOTENAI METROPOLITAN TRANSPORTATION PLAN
2020 - 2040

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KOOTENAI METROPOLITAN TRANSPORTATION PLAN
2020 - 2040

## NON-MOTOTIZED FACILITIES
## RURAL, RATHDRUM

### Pathways & Amenities

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

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

*Future Needs*

Through an online survey and map available through March 2018, the public was able to provide feedback on their current use and identify improvements or expansions to the network they would like to see. KMPO staff compiled all the data collected through the public outreach process and created a list of desired improvements. This list was then compared with the planned projects of the local jurisdictions to create the Priority Project list. Projects on the Priority Network, as identified by the public, are listed in Table 3.16. 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.

*Transit Interface*

Like non-motorized transportation modes, transit serves those who choose or are not able to not drive or do not have access to a private vehicle. Transit provides an opportunity for non-motorized users to extend the range of where they can travel. In many instances, transit users utilize non-motorized methods to reach bus stops. It is important to consider transit in the development of non-motorized projects to fill gaps between the non-motorized network and transit.

One project that will move Kootenai County closer to the goal of intermodal connectivity is the recent construction of the Riverstone transit center, which was completed in September 2019. The transit center will serve as a park and ride for transit users and a starting point for pedestrians and bicyclists using area trails.

*Recommendations*

Participants of the development of the RNMTP developed a series of recommendations to guide non-motorized transportation planning among individual jurisdictions. Among these recommendations include the need to improve data collection, promote regional coordination, foster community engagement and participation, develop regional mapping and wayfinding, and prioritize regional connections.

- *Data Collection.* Collect additional and new data to better understand non-motorized transportation in Kootenai County and monitor facilities and trends.
    - Collect non-motorized count data on a two-year basis to determine use on facilities throughout the region.
    - Collect and analyze crash data annually to monitor regional safety and identify problem locations.
    - Work with local agencies to create and expand a GIS database of facilities.
    - Work with local agencies to collect data on facility conditions and level of service to assist with project prioritization and needed improvements or expansion.

- *Regional Coordination.* Foster an increase in coordination and collaboration between agencies in regards to non-motorized transportation. Pursue the establishment of a regional entity to oversee and maintain the regional non-motorized trail network.

- *Public Input & Engagement.* Foster public engagement to receive a greater degree of public input. Strategies include hosting a semi-annual roundtable between KCATT and local organizations/groups, encourage agencies to form non-motorized committees, share information with local non-motorized committees, and foster collaboration between agencies and local organizations/groups.

- *Mapping & Wayfinding.* Collaborate to develop regional mapping of non-motorized facilities and projects and other network information to provide regional wayfinding and user education.

- *Regional Connections.* Foster collaboration on non-motorized projects spanning multiple jurisdictions and work with groups to develop plans for regional facilities.

The Regional Non-Motorized Transportation Plan can be viewed in its entirety at www.kmpo.net.

## Table 3.16 Non-motorized Transportation Priority Network

| Project Location | Description | User Type | | | Existing Facility | Project Type | | Project Purpose | | | | | # of Crashes | Community Support | Agency |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Bicyclist | Pedestrian | Transit Access | | Upgrade | New | Safety | Connectivity | Maintenance | Recreation | Economic Benefit | | # of responses | |
| Shadduck Ln to Coeur d'Alene Lake Dr | Add Shared Use Path | ● | ● | | ◒ | ● | ● | ● | ● | | ● | | 1 | 1 | Coeur d'Alene |
| Huetter Rd to Bellerive Ln | Add Shared Use Path | ● | ● | | | | ● | | ● | | ● | ● | 0 | 2 | Coeur d'Alene |
| Northwest Blvd - Appleway Ave to Sherman Ave | Add bike lanes on both sides and close gaps in shared use path and sidewalks | ● | ● | ● | ◒ | ● | ● | | ● | | | | 9 | 2 | Coeur d'Alene |
| Sherman Ave - 1st St to 23rd St | Add bike lanes and sharrows where appropriate | ● | | ● | | | ● | ● | ● | | | ● | 13 | 4 | Coeur d'Alene |
| Boekel Rd - Ohio St to Meyer Rd | Add sidewalks or shared use path | | ● | | | | ● | ● | | | | | 0 | 1 | Rathdrum |
| Meyer Rd - Boekel Rd to Commercial Park Ave | Add sidewalks or shared use path | | ● | | | | ● | ● | | | | | 0 | 1 | Rathdrum |
| Lancaster Rd -SH 41 to Meyer Rd | Add shared use path | ● | ● | | | | ● | ● | ● | | | | 0 | 1 | Rathdrum |
| Dalton Ave - Ramsey Rd to 4th St | Add bike lanes | ● | ● | ● | | | ● | ● | ● | | | | 1 | 1 | Coeur d'Alene |
| Government Way - Buckles Ave to Lancaster Rd | Add bike lanes | ● | | ● | | | ● | ● | | | | | 0 | 1 | Hayden |
| Centennial Trail - Greensferry Rd to Ross Point Rd | Add shared use path | ● | ● | ● | | | ● | ● | ● | | | ● | 0 | 3 | Post Falls |
| Connection from Centennial Trail to Riverstone Dr | Add shared use path | ● | ● | ● | | | ● | ● | ● | | ● | | 0 | 1 | Coeur d'Alene |
| Wyoming Ave - US95 to Ramsey Rd | Add bike lanes on both sides | ● | | | | | ● | ● | | | | | 1 | 1 | Hayden |
| Ramsey Rd - Wyoming Ave to Prairie Ave | Add bike lanes and/or shared use path | ● | | ● | | | ● | | | | | | 1 | 2 | Hayden |
| Appleway/Best Ave - Fairway Dr to 15th St | Add bike lanes | ● | | | | | ● | ● | ● | | | | 24 | 1 | Coeur d'Alene |
| Lakewood Dr - Ironwood Dr to Centennial Trail | Add bike lanes | ● | | ● | | | ● | ● | ● | | | | 2 | 1 | Coeur d'Alene |
| Kathleen Ave - US 95 to Government Way | Add bike lanes | ● | | | | | ● | ● | ● | | | | 1 | 1 | Coeur d'Alene |
| SH 53 - SH 41 to Old Highway 95 | Add shared use path | ● | ● | | | | ● | ● | ● | | | | 3 | 2 | ITD<br>LHD<br>Rathdrum |
| Mullan Ave - SH 41 to Spokane St | Add bike lanes | ● | | ● | | | ● | ● | ● | | | | 5 | 1 | Post Falls |
| Huetter Rd - Maplewood Ave to SH 53 | Add shared use path and widen/stripe shoulder | ● | ● | | | | ● | ● | ● | | | | 0 | 6 | PFHD<br>LHD<br>Hayden |
| Prairie Ave - SH41 to Government Way | Close gaps in bike lanes and/or shared use path and sidewalks | ● | ● | ● | ● | ● | ● | ● | ● | | | | 8 | 4 | Hayden<br>PFHD<br>Coeur d'Alene |

## Table 3.6 Non-motorized Transportation Priority Network - Continued

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lancaster Rd - Meyer Rd to Government Way | Widen and stripe shoulder | ● | ● | | ● | ● | | | ● | | | | 0 | 3 | Hayden<br>Rathdrum |
| US 95 - Appleway Ave to SH 53 | Reconstruct shared use path | ● | ● | | ● | ● | | ● | ● | ● | | | 0 | 1 | ITD |
| Government Way - Hanley to Hayden | Add bike lanes, sharrows and sidewalks where appropriate | ● | ● | | | | ● | ● | ● | | | | 5 | 2 | Hayden<br>Coeur d'Alene |
| 4th St - Hattie Ave to Appleway Ave | Add bike lanes | ● | | | | | | ● | | | | | 4 | 1 | Coeur d'Alene |
| Hayden Ave - Strahorn Rd to Maple St | Add bike lanes or widen shoulders and add sidewalks | ● | ● | | | | ● | ● | | | | | 0 | 1 | Hayden |
| Pleasant View Rd - Riverbend Ave to 5th Ave | Add bike lanes or shared use path; crossing improvements | ● | ● | | | | ● | ● | | | | | 0 | 1 | Post Falls |
| Maple St - Hayden Ave to Dakota Ave | Add shared use path, sidewalks, or widened shoulder | ● | ● | | | | ● | ● | | | | | 1 | 1 | Hayden |
| SH 41 - Mullan Ave to Coeur d'Alene St | Add shared use path | ● | ● | | | | ● | ● | ● | | | ● | 2 | 2 | ITD<br>Post Falls<br>Rathdrum |
| 15th St - Sherman Ave to Dalton Ave | Close gaps in shared use path and bike lanes | ● | ● | | ● | ● | ● | ● | ● | ● | | | 7 | 9 | Coeur d'Alene |
| Young Ave to Ashton Rd | Add shared use path | ● | ● | | | | ● | ● | ● | | ● | | 0 | 1 | Coeur d'Alene |
| Government Way - Neider Ave to Ironwood Dr | Add bike lanes | ● | | ● | | | ● | ● | ● | | | | 18 | 1 | Coeur d'Alene |
| Ross Point Rd - Ponderosa Blvd to Seltice Way | Add bike lanes | ● | | | | | ● | ● | | ● | | | 0 | 2 | Post Falls |
| Hayden Ave - Atlas Ave to Huetter Rd | Add bike lanes on both sides | ● | | | ● | ● | | | ● | | | | 0 | 1 | Hayden |
| Mullan Ave - Huetter Rd to Inverness Dr | Add bike lanes | ● | | | | | ● | | ● | | | | 0 | 1 | Post Falls |
| Connection from Huetter Rd to Ross Point Rd | Add shared use path | ● | ● | ● | | | ● | ● | | | | | 2 | 3 | Post Falls |
| Strahorn Rd - Dodd Rd to Hayden Ave | Add shared use path or bike lanes and/or widen shoulders | ● | ● | | ? | ? | ● | ● | ● | | | | 0 | 1 | Hayden |
| SH 53 - SH 41 to McGuire Rd | Add shared use path | ● | ● | | | | ● | ● | ● | | ● | | 0 | 1 | Rathdrum |
| Seltice Way at I90 Interchange | Add bike lanes or shared use path | ● | ● | | | | ● | ● | ● | | | | 1 | 1 | Post Falls |
| Maplewood Ave - Huetter Rd to Riverside Harbor Dr | Widen shoulders and/or add bicycle lane | ● | ● | | ? | ? | | ● | | | | | 0 | 1 | Post Falls<br>PFHD |
| SH 41/Ross Point Rd @ Seltice Way | Improve crossing/reconfigure intersection | ● | ● | | ● | ● | | ● | | | | | 0 | 3 | Post Falls<br>ITD |

## Performance Management

KMPO has taken an active role in monitoring the performance of the Kootenai County's existing transportation system through a variety of methods, as have been previously described in this Section. In addition to previous efforts, with the 2012 transportation law, Moving Ahead for Progress in the 21st Century (MAP-21), the federal government established requirements for MPOs and state departments of transportation (DOTs) to comply with FHWA's Transportation Performance Management (TPM) program. The TPM program is an initiative that seeks to provide DOTs and MPOs with a framework for using data to assist in the strategic investment of transportation dollars. The program further expanded in the Fixing America's Surface Transportation (FAST) Act, enacted in 2017, and includes requirements for DOTs and MPOs to utilize TPM in their transportation planning processes.

The intent of TPM is to establish a process to measure progress in achieving several national performance goals, which include:

- **Safety** – Achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** – Maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction** – Achieve a significant reduction in congestion on the National Highway System.
- **System Reliability** – Improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality** – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduce Project Delivery Delays** – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burden and improving agencies' work practices.

In addition, Performance Measures have been established for six of the seven goals. As part of the TPM program, DOTs and MPOs are required to set quantifiable targets for each measure and track progress towards achieving those targets. The performance measures and targets must be documented within the organizations' Long-Range State Transportation Plan or Metropolitan Transportation Plan. DOTs and MPOs must also include a discussion in their Transportation Improvement Programs on how programmed investments will effectively work towards achieving adopted targets.

MPOs have two options for utilizing the TPM process. MPOs are given the option of 1) developing their own performance targets and collecting, analyzing, and reporting data or 2) adopting the state's targets and documenting how the MPO supports the state in achieving those targets.

The KMPO Board has chosen to adopt the Idaho Transportation Department's targets and work collaboratively with ITD and regional agencies to achieve those. Information on ITD's baseline conditions, targets and progress can be found on FHWA's Performance Dashboard at https://www.fhwa.dot.gov/tpm/reporting/state/.

**Performance Measure: Safety**

Five measures have been established to monitor progress towards reducing fatal and serious injury accidents on all public roads. ITD has set its 2019 targets for the measures, and the KMPO Board passed a motion to adopt and support ITD's safety targets at the Board's February 14, 2019 meeting.

ITD's targets are included in the following table, along with Kootenai County's data for each measure for 2013-2017 (most current data). Kootenai County's fatal and serious crash rates remain below ITD's safety targets.

**Table 3.17 ITD Safety Targets and Kootenai County Existing Conditions, 2019**

| | 2019 ITD Performance Targets | Kootenai County 2013-2017 |
|---|---|---|
| 5-Year Avg. Number of Fatalities | 243 | 56 |
| 5-Year Avg. Fatality Rate per 100 million VMT | 1.40 | 0.80 |
| 5-Year Avg. Number of Serious Injuries | 1290 | 379 |
| 5-Year Serious Injury Rate per 100 million VMT | 7.43 | 5.4 |
| 5-Year Avg. Number of Non-motorized Fatalities & Serious Injuries | 120 | 49 |

The County's fatality rate per 100 million vehicle miles traveled (VMT) increased slightly compared with the previous five years. The rate of serious injury crashes decreased. Figures 3.23 through 3.26 illustrate Kootenai County's annual and five- year average performance for each measure.

**Figure 3.23**

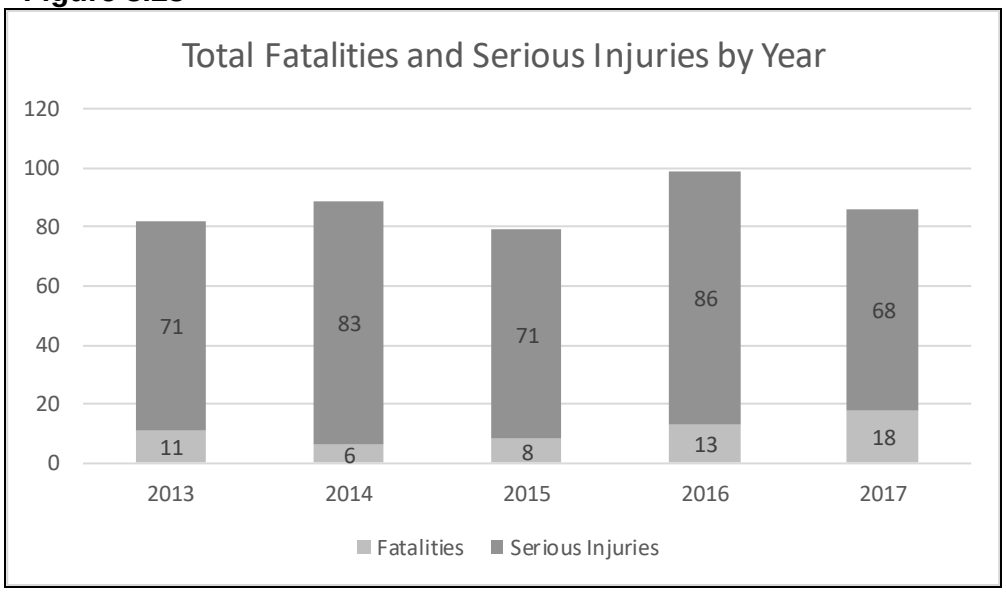



**Figure 3.24**

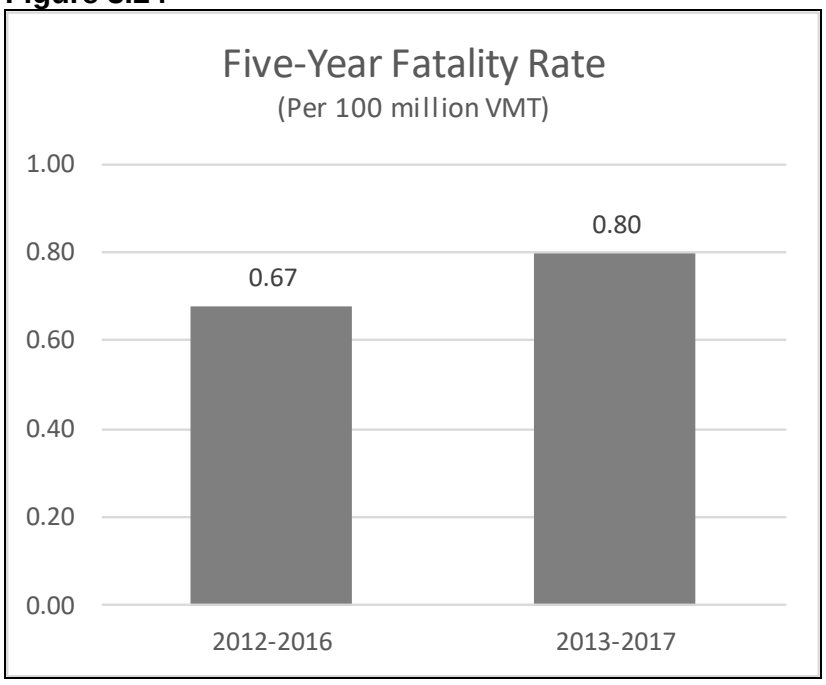


**Figure 3.25**

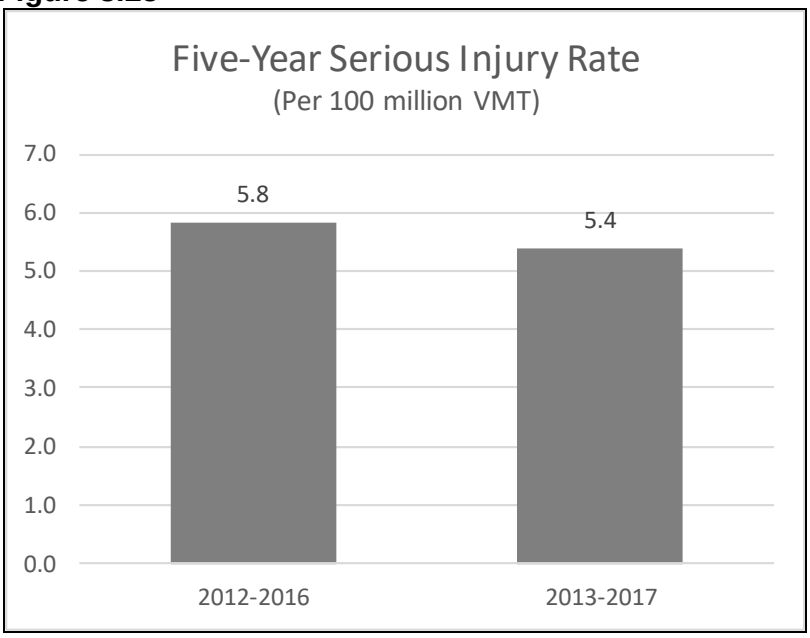
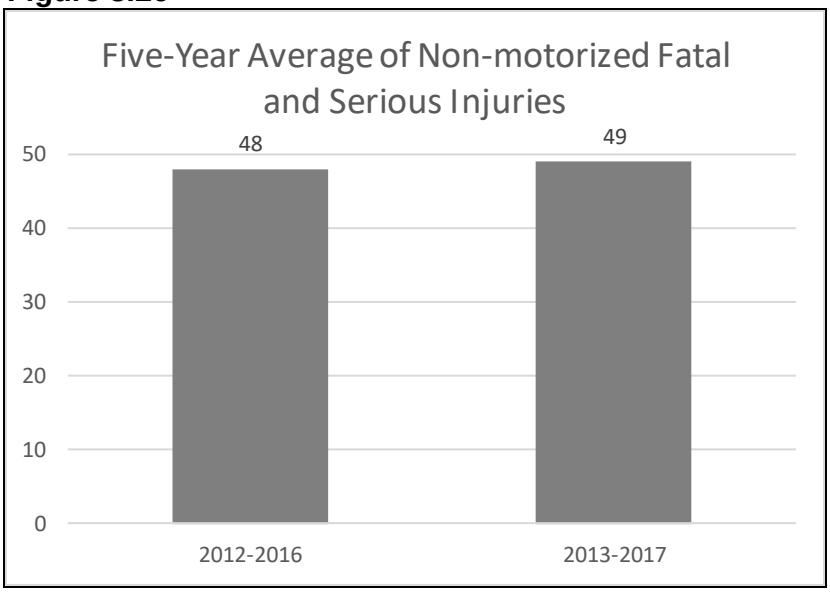



**Figure 3.26**




**Performance Measures: Infrastructure Condition**

Infrastructure condition is split into two categories: pavement condition and bridge condition. Unlike Safety, Infrastructure Condition performance is only measured on National Highway System (NHS) roadway segments. Each set of measures is detailed below.

The KMPO Board passed a motion to adopt ITD's 2019 performance targets for Infrastructure Condition at the Board's August 8, 2019 meeting.

*Pavement Condition*

Pavement condition is rated based on three factors: IRI (International Roughness Index), Cracking (%), and Rutting or Faulting. For 2018, only IRI data was required to be reported to FHWA. However, ITD chose a more conservative target for 2019 to account for the additional measures that will be included going forward. The data below reflects all three criteria.

Pavement condition receives a 'Good' rating if it receives a 'Good' rating for all three conditions. A 'Poor' rating is received when pavement receives a 'Poor' rating in two or more of the factors. 'Fair' ratings encompass the remaining combinations. Categories are rated by the following criteria:

| Rating | IRI | Cracking | Either | |
|---|---|---|---|---|
| | | | Rutting (asphalt) | Faulting (jointed concrete) |
| **Good** | < 95 | < 5% | < 0.20 in. | < 0.10 in. |
| **Fair** | 95-170 | 5 - 20% asphalt; **OR** 5 – 15% jointed concrete; **OR** 5 – 10% CRCP | 0.20 – 0.40 in. | 0.10 – 0.15 in. |
| **Poor** | >170 | > 20% asphalt; **OR** > 15% jointed concrete; **OR** > 10% CRCP | > 0.40 in. | > 0.15 in. |

The table below shows ITD's Pavement Condition targets and data from Kootenai County pavement sections. Kootenai County's pavement conditions meet all four of ITD's targets. Pavement Conditions in Kootenai County have improved over the past several years due to a series of chip seal, overlay, and reconstruction projects.

**Table 3.18 ITD Pavement Condition Targets and Kootenai County Existing Conditions, 2019**

| | 2019 ITD Performance Targets | Kootenai County 2018 |
|---|---|---|
| Interstate NHS Percent Good | 50% | 57% |
| Interstate NHS Percent Poor | 4% | 0% |
| Non-Interstate NHS Percent Good | 50% | 65.1% |
| Non-Interstate NHS Percent Poor | 8% | 0.1% |

Figures 3.27 through 3.30 illustrate Kootenai County's annual performance for each measure.

**Figure 3.27**

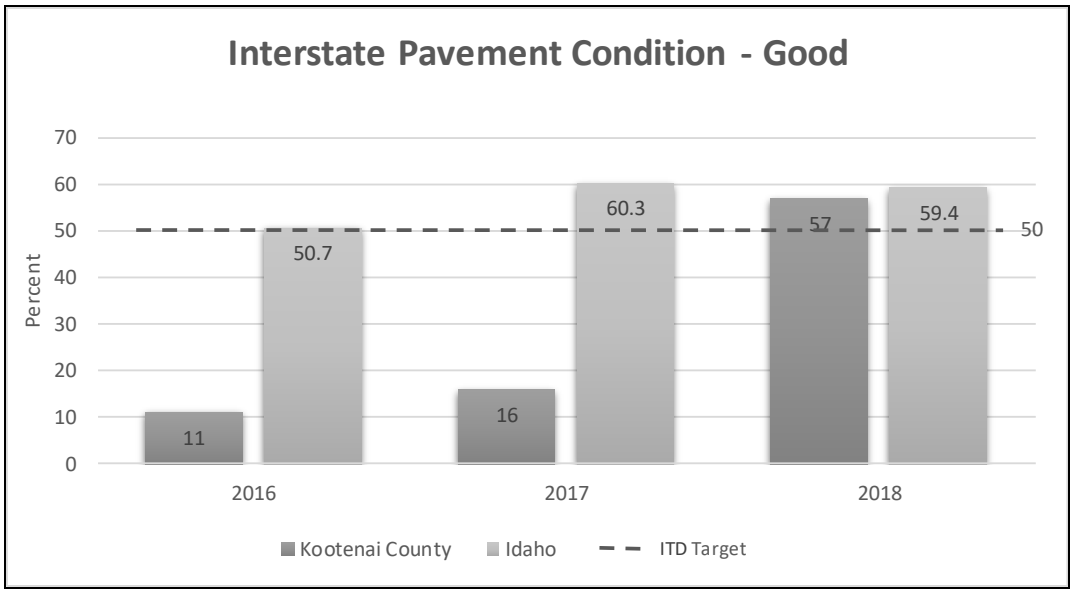



**Figure 3.28**

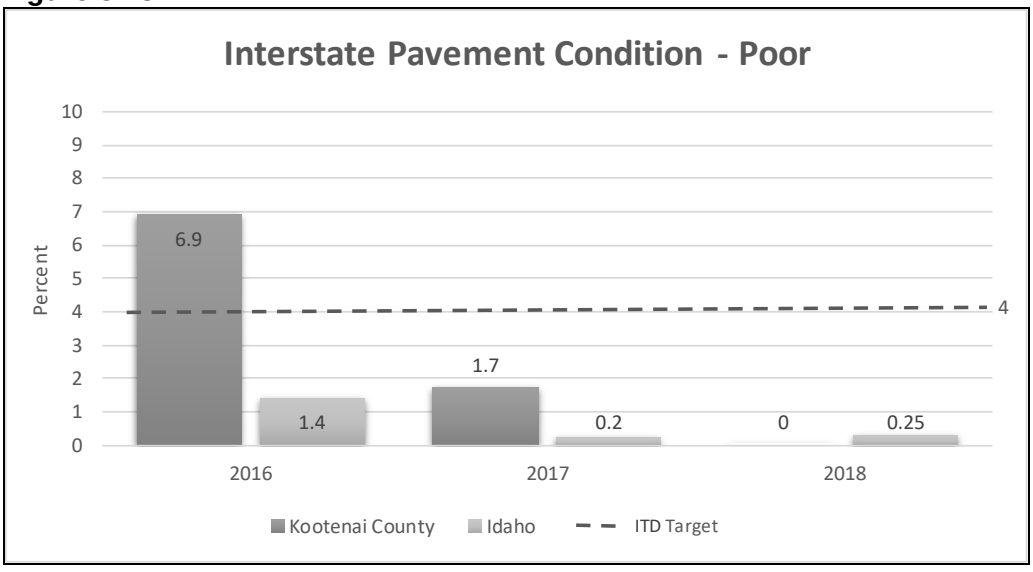


**Figure 3.29**

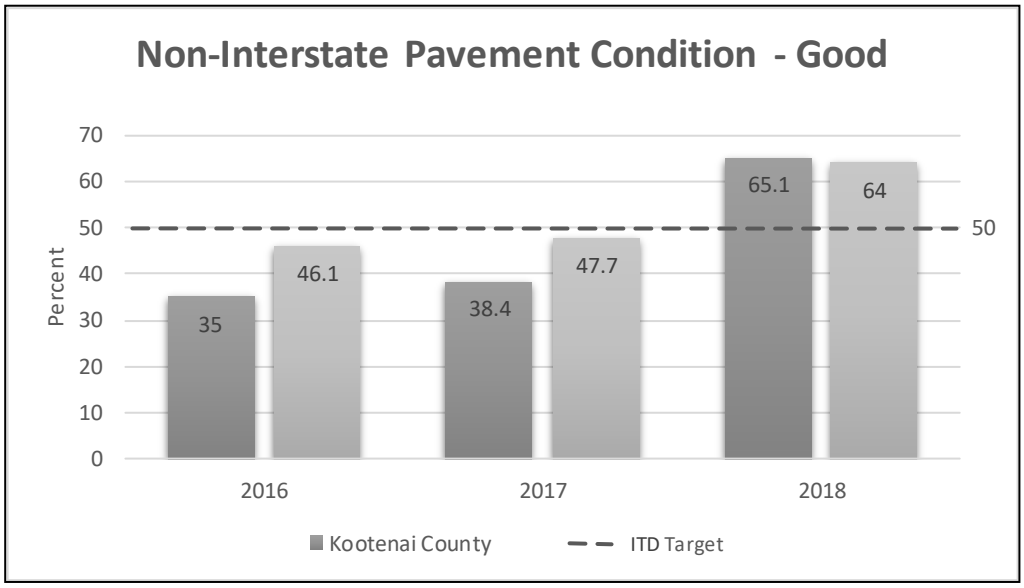
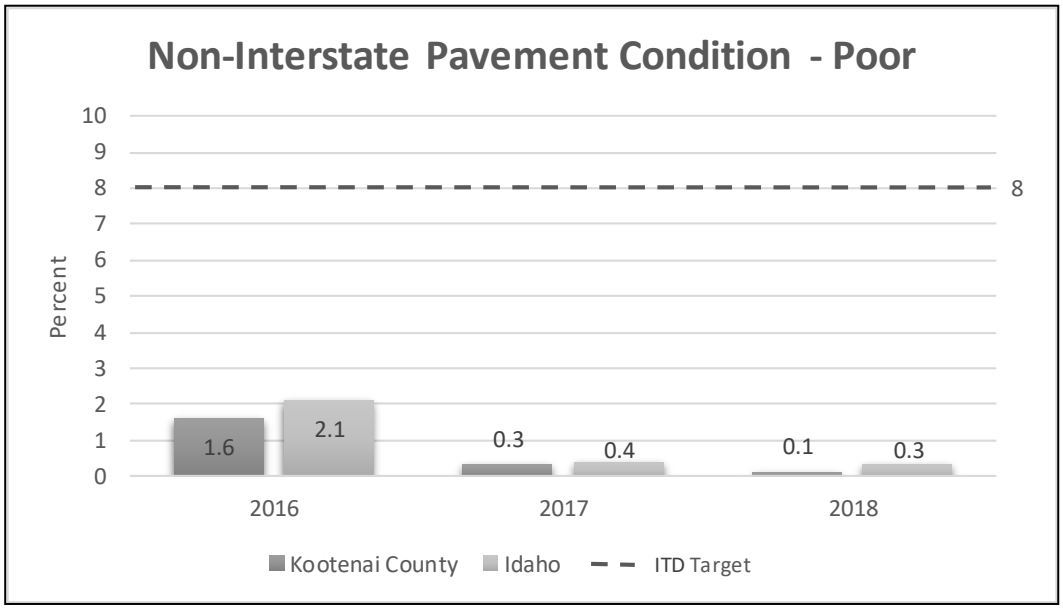



**Figure 3.30**



*Bridge Condition*

Bridge condition is classified as either 'Good', 'Fair' or 'Bad, and are assessed for the NBI (National Bridge Inventory) items of Deck, Superstructure, and Substructure. Culverts are also assessed. A bridge (or culvert) receives a 'Good' rating when it receives a 7 or higher for the NBI items. A bridge receives a 'Fair' rating when it receives a score of 5 or 6, and a 'Poor' rating is received when a bridge or culvert scores a 4 or below. A bridge that scores a 4 or less in these items is considered 'Structurally Deficient'.

The table below shows ITD's Bridge Condition targets and data from Kootenai County bridges. Kootenai County NHS bridges reported as 'Good' falls well below ITD's target of 19%. However, 96.1% of bridges in Kootenai County are rated as in 'Fair' condition, and the number of bridges in 'Poor' condition are within ITD's target of 3%.

**Table 3.19 ITD Bridge Condition Targets and Kootenai County Existing Conditions, 2019**

| | 2019 ITD Performance Targets | Kootenai County 2018 |
|---|---|---|
| NHS Bridge Percent Good | 19% | 2.75% |
| NHS Bridge Percent Poor | 3% | 1.12% |

Figures 3.31 through 3.32 illustrate Kootenai County's annual performance for each measure.

**Figure3.31**

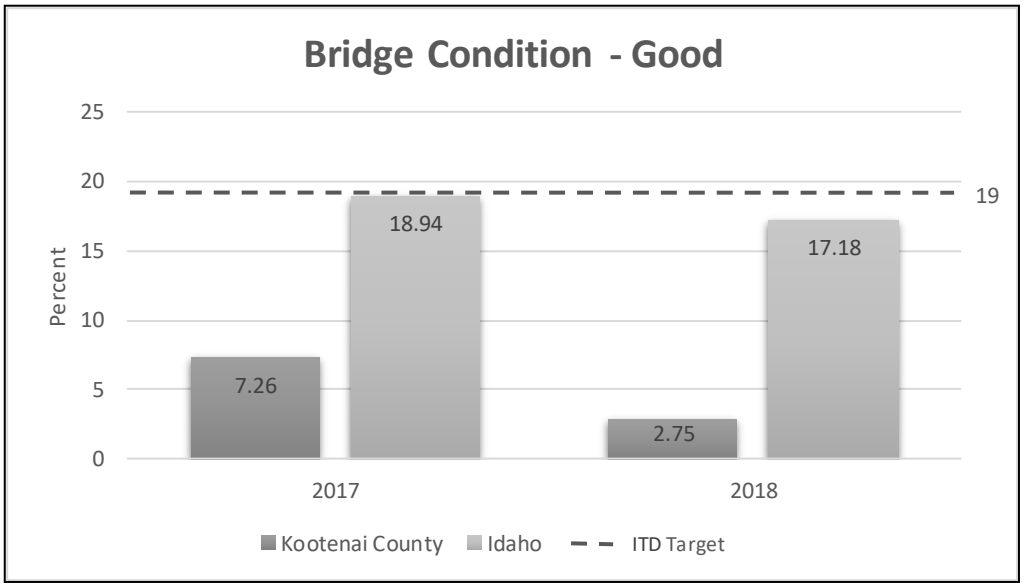
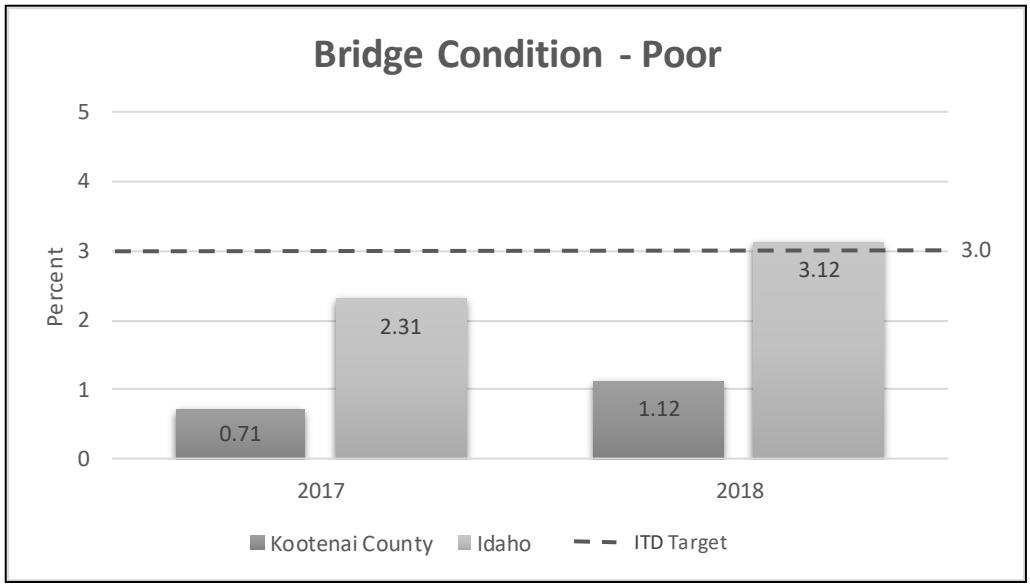


**Figure 3.32**




**Performance Measure: System Reliability**

Two measures have been established for monitoring progress under System Reliability. Performance is measured by the reliability person miles on the NHS, both on the interstate and non-interstate roadways.

ITD used the NPMRDS (National Performance Management Research) Data Set available through FHWA to calculate travel time reliability for the state. The NPMRDS consists of GPS, cellphone, and other probe speed data collected from 2014 to present on the NHS.
Travel Time Reliability is defined by Federal highways as “the consistency or dependability of travel times from day to day or across different times of the day.” The Level of Travel Time Reliability (LOTTR) is a comparison of the 80$^{th}$ percentile travel time to the “normal” (50$^{th}$ percentile) travel time. This is done for each segment of the roadway for each time period of the day (morning peak, evening peak, midday and overnight). If any time period has a ration over 1.5, the segment is considered “Not Reliable”. “Reliable” and “Not Reliable” segments are then calculated by the total annual volumes, segment length and occupancy rate to get the “Percent of Person-miles Traveled.”

The table below shows ITD’s reliability targets and data from Kootenai County current travel-time reliability. Due to concerns of data reliability, ITD has set more conservative targets for travel time reliability to “assure success early on.” Kootenai County’s current travel time reliability meets ITD’s targets.

**Table 3.20 ITD System Reliability Targets and Kootenai County Existing Conditions, 2019**

| | 2019 ITD Performance Targets | Kootenai County 2018 |
|---|---|---|
| Percent of the Person-Miles Traveled that are Reliable - Interstate | 90.0% | 100.0% |
| Percent of the Person-Miles Traveled that are Reliable - Non-Interstate | 70.0% | 96.8% |

Figures 3.33 through 3.34 illustrate Kootenai County's annual performance for each measure.

**Figure 3.33 Level of Travel Time Reliability, Interstate**

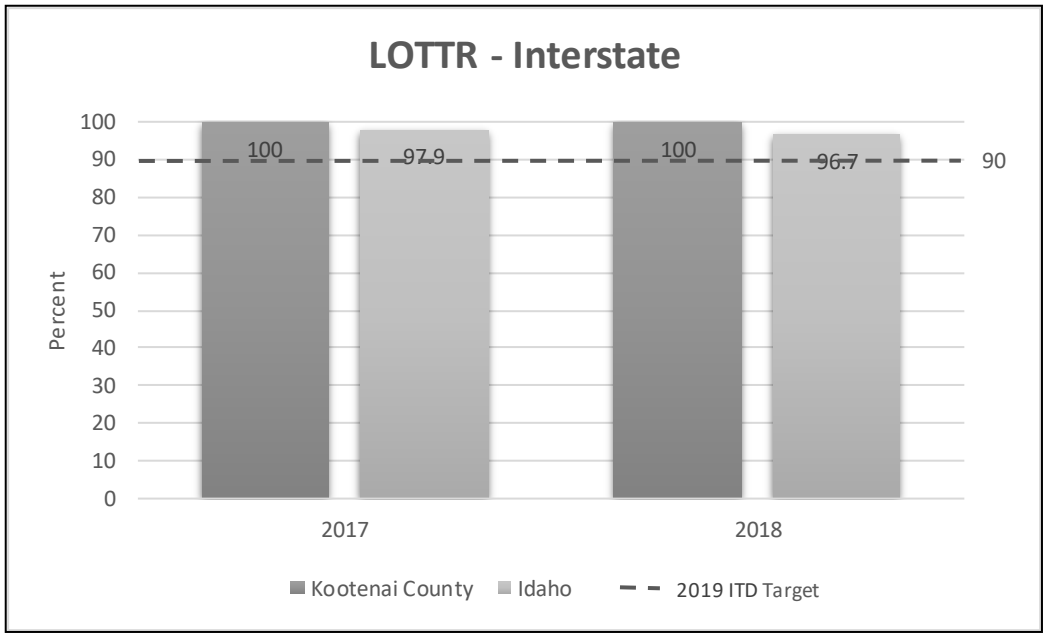
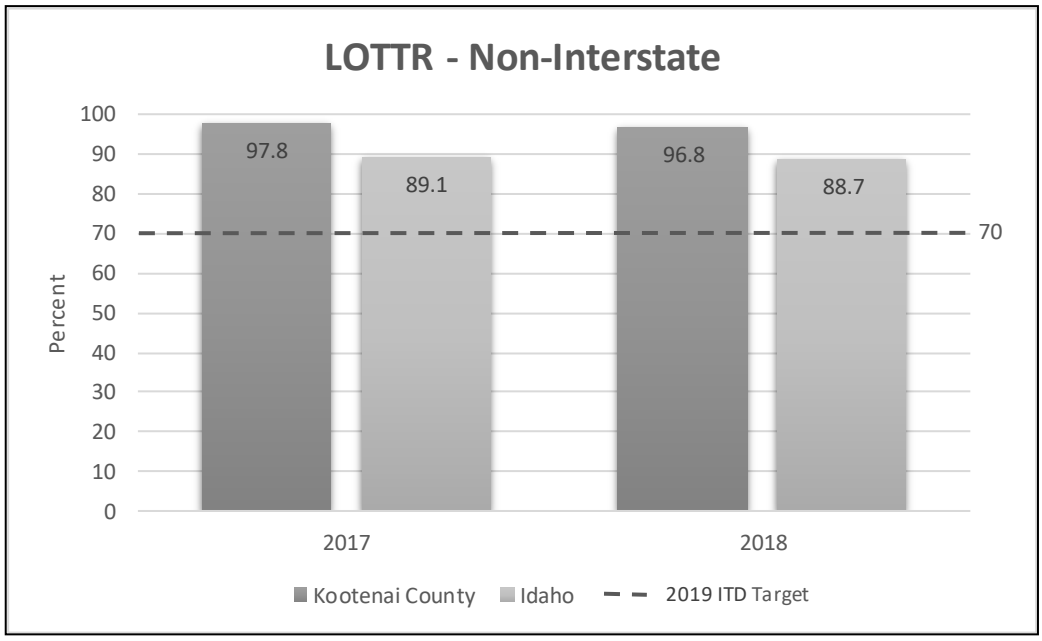


**Figure 3.34 Level of Travel Time Reliability, Non-Interstate**




## Performance Measure: Freight Reliability

Truck Travel Time Reliability (TTTR) Index is the measure used to gauge freight reliability. TTTR represents the 95th percentile of truck travel time compared to the "normal" (50th percentile) of travel time for each of the four daily time periods. An average is calculated of all the segments worst TTTR ratios, resulting in the TTTR Index. This measure is vital for freight industry to predict reliability and ensure deliveries are made on time.

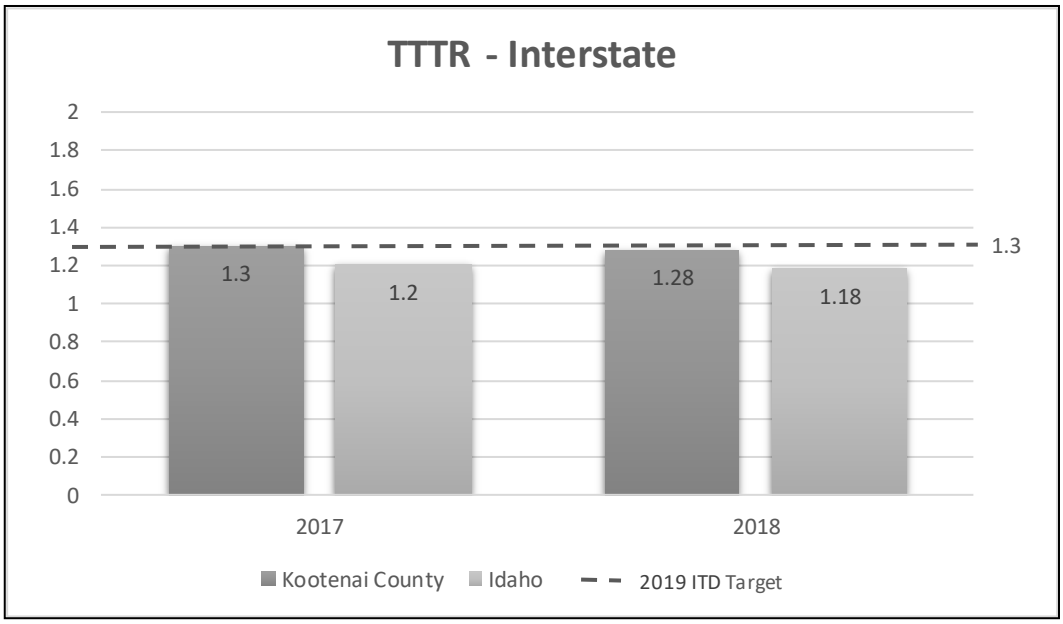
Similar to the measures above, ITD, used NPMRDS dataset, as well, to calculate the TTTR Index. The table below shows ITD's freight reliability targets and Kootenai County's current TTTR Index. Kootenai County's TTTR currently meets ITD's target.

**Table 3.21 ITD System Reliability Targets and Kootenai County Existing Conditions, 2019**

| | 2019 ITD Performance Targets | Kootenai County 2018 |
|---|---|---|
| Interstate Truck Time Reliability | 1.30 | 1.28 |

Figure 3.35 illustrates Kootenai County's annual performance for each measure.

**Figure 3.35 Truck Travel Time Reliability Index, Interstate**




## Transit Performance Management

In addition to performance management requirements outlined for roadways under FHWA, MAP-21 and the FAST Act also included regulations for monitoring transit performance. The Federal Transit Administration (FTA) oversees the development of the Transit Asset Management (TAM) and Public Transportation Safety programs by public transportation agencies. As with the TPM requirements, transit agencies are required to develop TAM and Safety plans and establish performance targets for safety and state of good repair (SGR). They must also monitor and report their progress in achieving their targets. Transit agencies must also coordinate with local MPOs and the DOTs and share information regarding transit performance.

Citylink is the primary transit provider in Kootenai County. Citylink North provides urban fixed-route and paratransit services and is managed by Kootenai County. The County is the designated recipient of FTA 5307 funds and a subrecipient of 5310 and 5339 funding through ITD and KMPO.

*Transit Asset Management*

Any agency that owns, operates or manages capital assets used to provide public transportation, must develop a Transit Asset Management (TAM) Plan. Transit Asset Management (TAM) seeks to address the growing backlog of transit assets in poor condition, which ultimately impact safety and the ability for agencies to serve their customers. Under the TAM requirements, transit agencies are required to collect data

and monitor performance measures for rolling stock and equipment, infrastructure, and facilities.
The TAM Plan must include the following elements:

- An inventory of the agency's capital assets
- Condition assessment of inventoried assets
- Description of the decision support tool used to prioritize investments
- A list of prioritized investments

Currently, Citylink North's only assets include Revenue Vehicles, which they use for their urban fixed-route, paratransit, and Ring-a-Ride services. However, the construction of the Citylink Transfer Station was completed in September 2019, and will be included in the agencies future TAM Plan. The table below includes Citylink's 2019-2021 targets for Revenue Vehicles.

**Table 3.22 Transit Asset Management Performance Measures**

| Performance Measure | Asset Class | 2019 Target | 2020 Target | 2021 Target |
|---|---|---|---|---|
| Revenue Vehicles | | | | |
| Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB) | BU - Bus | 50% | 40% | 20% |
| | CU – Cutaway Bus | 50% | 20% | - |

*Public Transportation Safety*

FTA requires transit agencies to have an approved Public Transportation Agency Safety Plan (PTASP) by July 2020. The purpose of the PTASP is to assist transit agencies to manage safety risks by developing and implementing a proactive system to address potential hazards and create a culture of safety within each agency. PTASP's, once approved, much be updated and certified by FTA annually. The PTASP must include the following elements:

- Safety Risk Identification and Evaluation
- Established Performance Targets
- Safety management Policy
- Safety Performance Monitoring process
- Safety training and communication
- Annual review and update
- Plan Approval

To monitor safety performance, agencies must set and monitor safety targets for the four performance measures have been established, which include:

- **Fatalities** – Total number of reportable fatalities and rate per total unlinked passenger trips by mode

- **Injuries** – Total number of reportable injuries and rate per total unlinked passenger trips by mode
- **Safety Events** – Total number of reportable events and rate per total vehicle miles, by mode
- **System Reliability** – Mean distance between failures by mode

Citylink North is currently in the process of developing their PTASP, in order to have an approved plan by the required deadline.