

## SECTION 6

### Planned Projects

## Project Prioritization Process

The identification and prioritization of transportation projects is completed through a process of coordinating with area jurisdictions, analyzing the regional travel demand model, and working with the public through transportation studies and surveys.

### Project Prioritization

As part of the funding process, proposed projects are prioritized by relative importance (i.e. regional significance, safety, congestion mitigation, etc). Given the extensive list of recommended future projects at any one-time, regional prioritization is critical to assuring that transportation improvements are initiated and accomplished in accordance with their regional significance.

Several critical elements were used to define the priority of each project. Those elements are found in Table 6.1.

**Table 6.1 Priority Array Scoring Criteria**

Scoring Criteria High Points = Higher Priority			
Priority Factors	1-3 Points	4 to 6 Points	7-10 Points
Cost	High Cost Per Mile	Moderate Cost Per Mile	Low Cost Per Mile
Environmental Constraints	Significant Impacts	Mitigated Impacts	Minimal Issues
Right of way Availability	R/W Significantly Developed	R/W Undeveloped Private	Agency Owned R/W
Development Pressures	Undeveloped Area	Moderately Developed Area	Densely Developed Area
Regional Importance	1 Agency	2 or 3 Agencies	Countywide
Capacity Problems	Based on 10 times the set volume to capacity ration set at design year.		
Community Support	Significant Resistance	No Positive or Negative Support	Significant Support
Available Funding (likely)	Unfunded/Does not Quality for Known Funding Sources	Unfunded/Qualified for Funding Sources	Funded or High on Agency Priority for Funding
Ability to Construct	Low	Moderate	High
Safety	Minimal Safety Issues	Moderate Safety Issues	Significant Safety Issues
Impacted Utilities	Significant Utility Impacts	Moderate Utility Impacts	Minimal Utility Impacts

### Transportation Improvement Plan

Once projects have been prioritized, they are adopted into KMPO's Transportation Improvement Plan (TIP). The TIP is a short range, six-year program of highway and transit projects for KMPO's Planning Area (Figure 1.1). The TIP is updated annually; most recently, the FY 2020-2026 TIP was adopted by the KMPO Board in September 2019.

The TIP is an identification of projects from various Federal, State and local funding programs that have been selected for implementation. Thus, the projects included in the TIP are financially constrained; only those projects that can reasonably anticipate full funding based on historical funding trends are included.

### **State Transportation Improvement Plan**

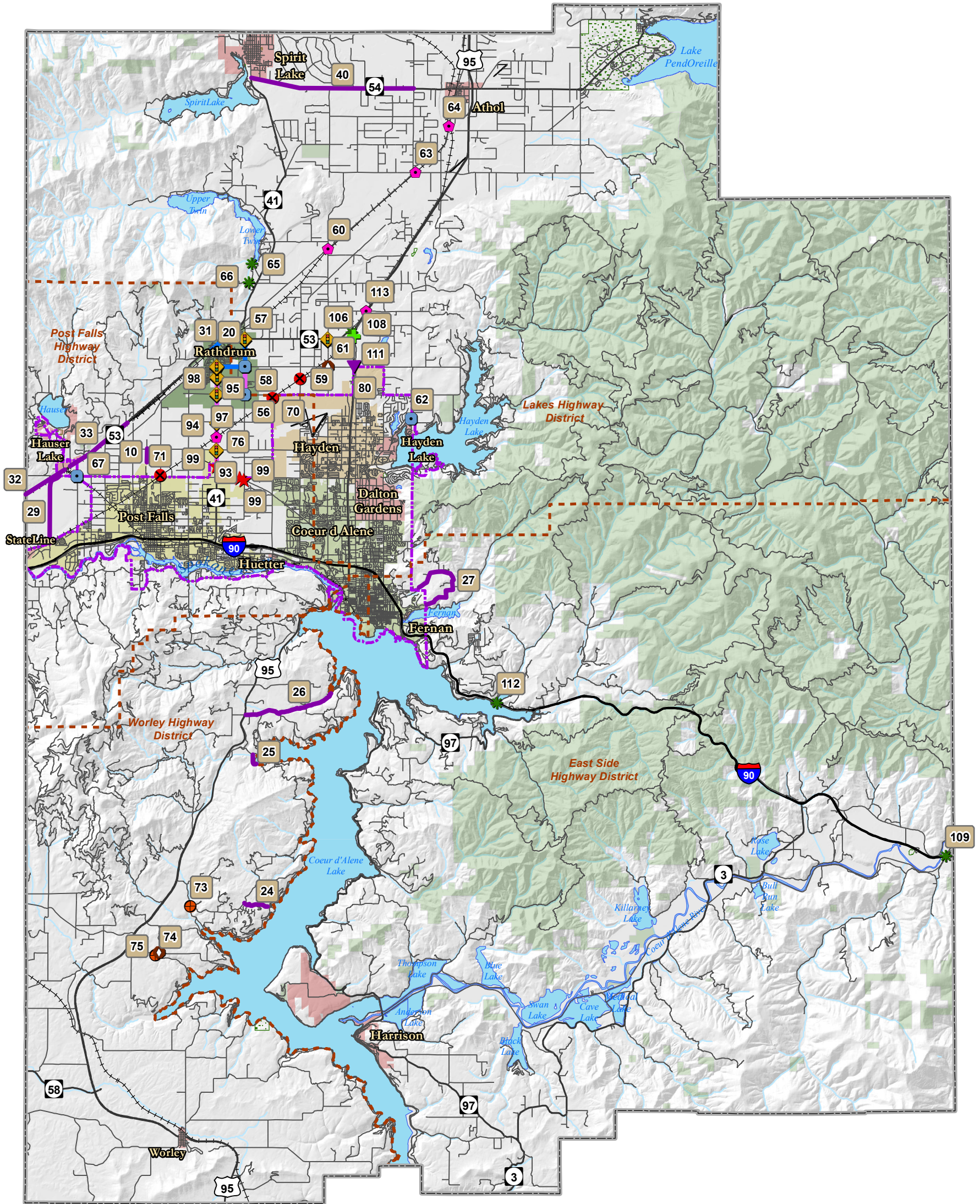
Upon adoption of the regional TIP by KMPO, the project lists are reviewed for inclusion in the Statewide Transportation Improvement Program (STIP) by the Idaho Transportation Department. Only projects included in the STIP (and the regional TIP) can be awarded federal funding. The current STIP for FY 2020-2026 was adopted by the ITD Board in September 2019.

### **Short-term Projects**

Short-term projects are programmed projects that have been adopted into the Statewide Transportation Improvement Program for the FY 2020-2026 or are future projects that can reasonably anticipate being fully funded by 2025. The following maps depict the region's overall transportation plan through 2025 (Figures 6.1a -6.1e). Individual project descriptions can be found in Appendix E.

For bicycle and pedestrian projects, see Existing and Proposed Non-Motorized Pathways maps (Section 3, Figures 3.22a-3.22e).

# KOOTENAI METROPOLITAN TRANSPORTATION PLAN 2020 - 2040



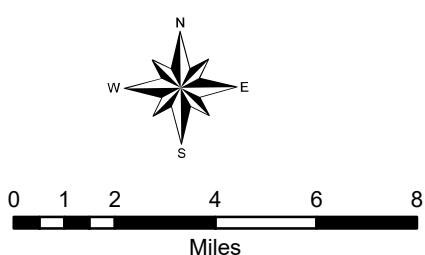
## SHORT RANGE 2025 TRANSPORTATION PLAN RURAL, KOOTENAI COUNTY

### Short Term Projects

- |         |                             |                       |
|---------|-----------------------------|-----------------------|
| 6 Lanes | Interchange                 | Turn Restrictions     |
| 5 Lanes | Signal                      | Intersection Closure  |
| 4 Lanes | Roundabout                  | Overpass              |
| 3 Lanes | RR Xing                     | Bridge                |
| 2 Lanes | Intersection Reconstruction | Geometric Improvement |

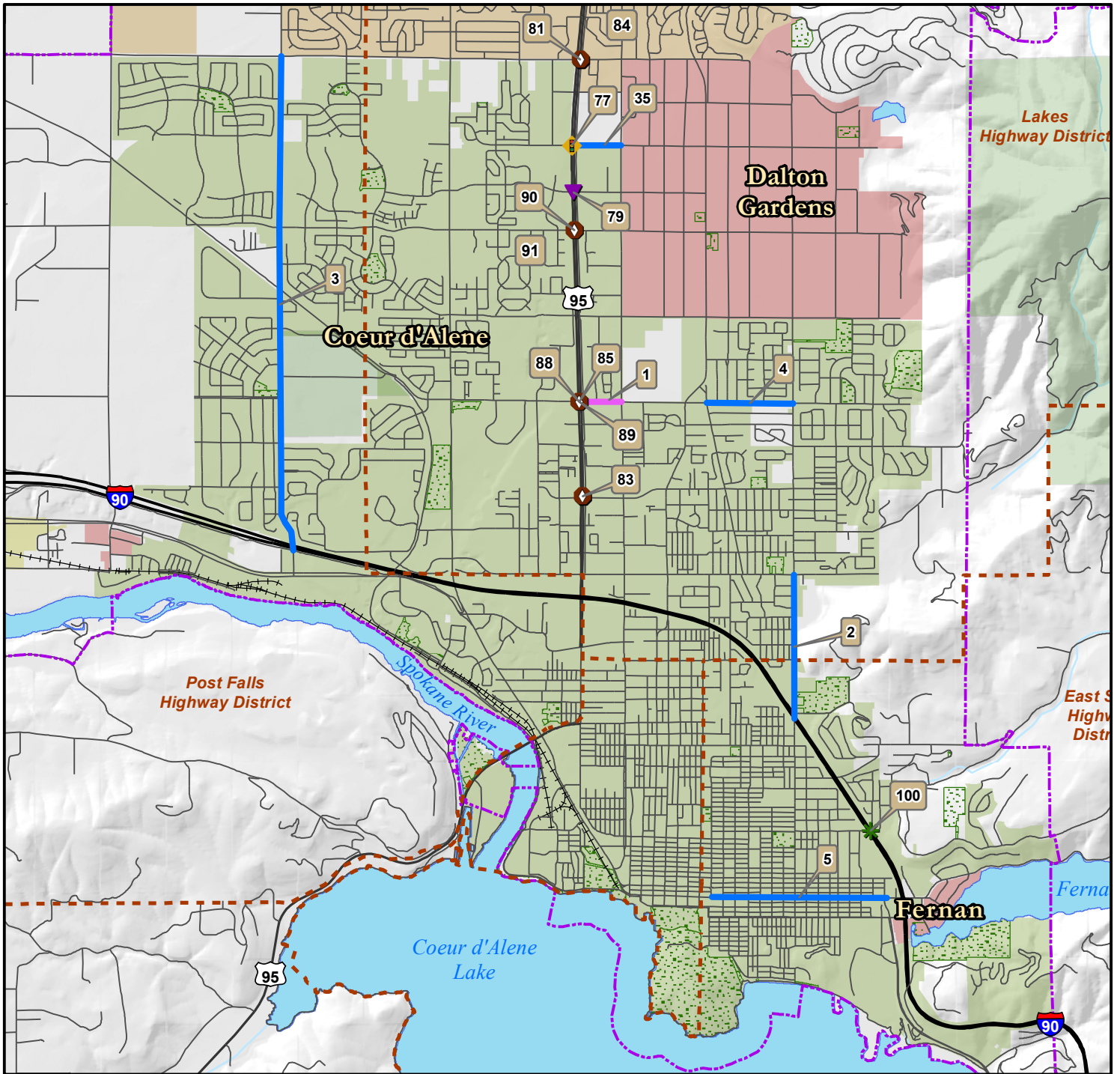
### Physical Characteristics

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



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

KOOTENAI METROPOLITAN TRANSPORTATION PLAN  
2020 - 2040



KOOTENAI METROPOLITAN TRANSPORTATION PLAN  
2020 - 2040

**SHORT RANGE 2025 TRANSPORTATION PLAN  
COEUR D'ALENE AREA**

**Short Term Projects**

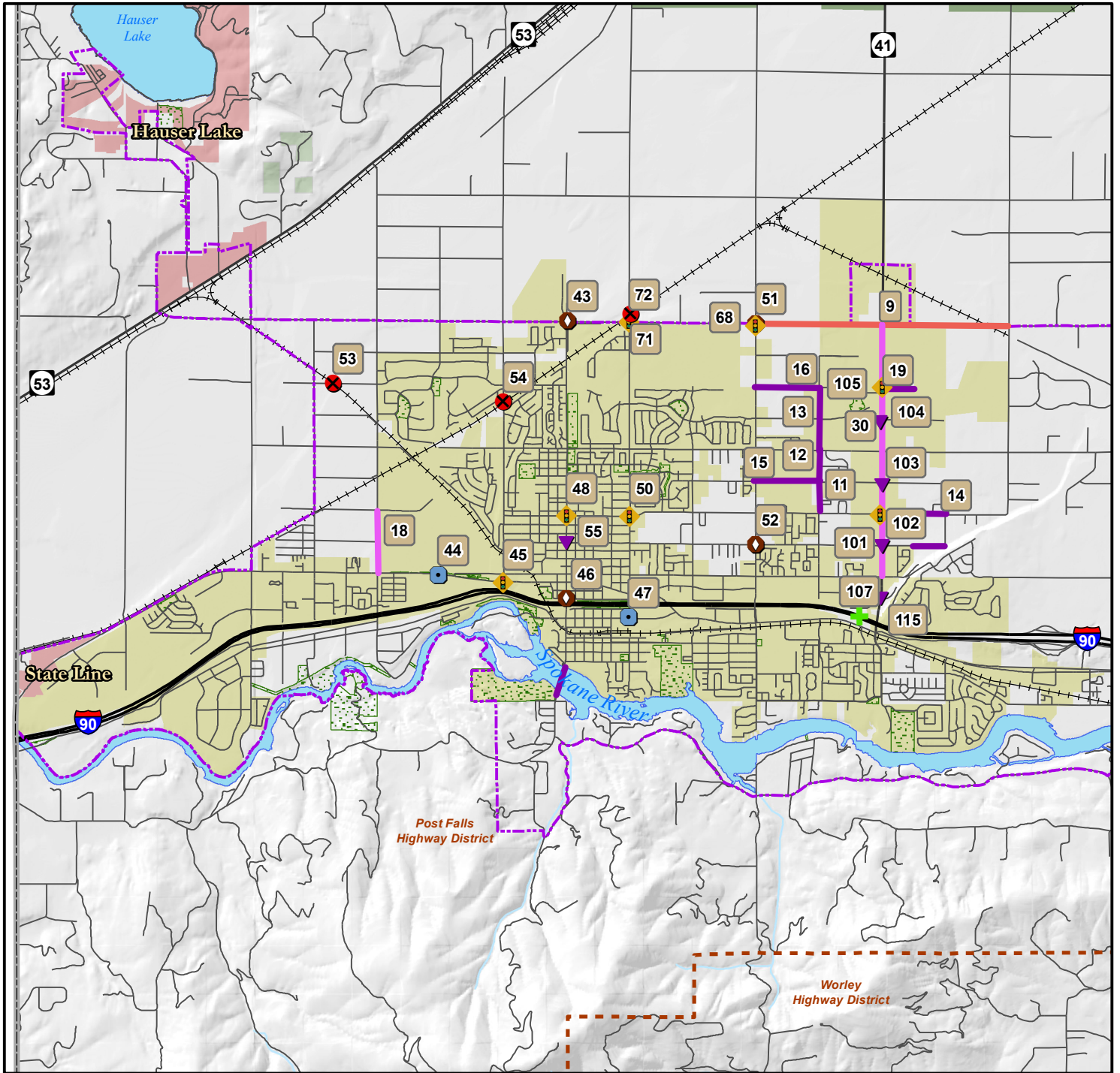
- 6 Lanes
- 5 Lanes
- 4 Lanes
- 3 Lanes
- 2 Lanes
- Interchange
- Signal
- Roundabout
- RR Xng
- Intersection Reconstruction

**Physical Characteristics**

- Geometric Improvement
- Turn Restrictions
- Intersection Closure
- Overpass
- Bridge
- Highway Districts
- Interstate
- US/State Highways
- Local/Seasonal Roads
- Railroad
- Urban Area Boundary
- National Forest
- Water Features
- Parks

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**KOOTENAI METROPOLITAN TRANSPORTATION PLAN  
2020 - 2040**



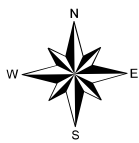
**SHORT RANGE 2025 TRANSPORTATION PLAN  
POST FALLS AREA**

**Short Term Projects**

- 6 Lanes
- 5 Lanes
- 4 Lanes
- 3 Lanes
- 2 Lanes
- + Interchange
- ⬮ Signal
- ⦿ Roundabout
- ⊗ Railroad Crossing
- ⦿ Intersection Reconstruction
- ⦿ Geometric Improvement

**Physical Characteristics**

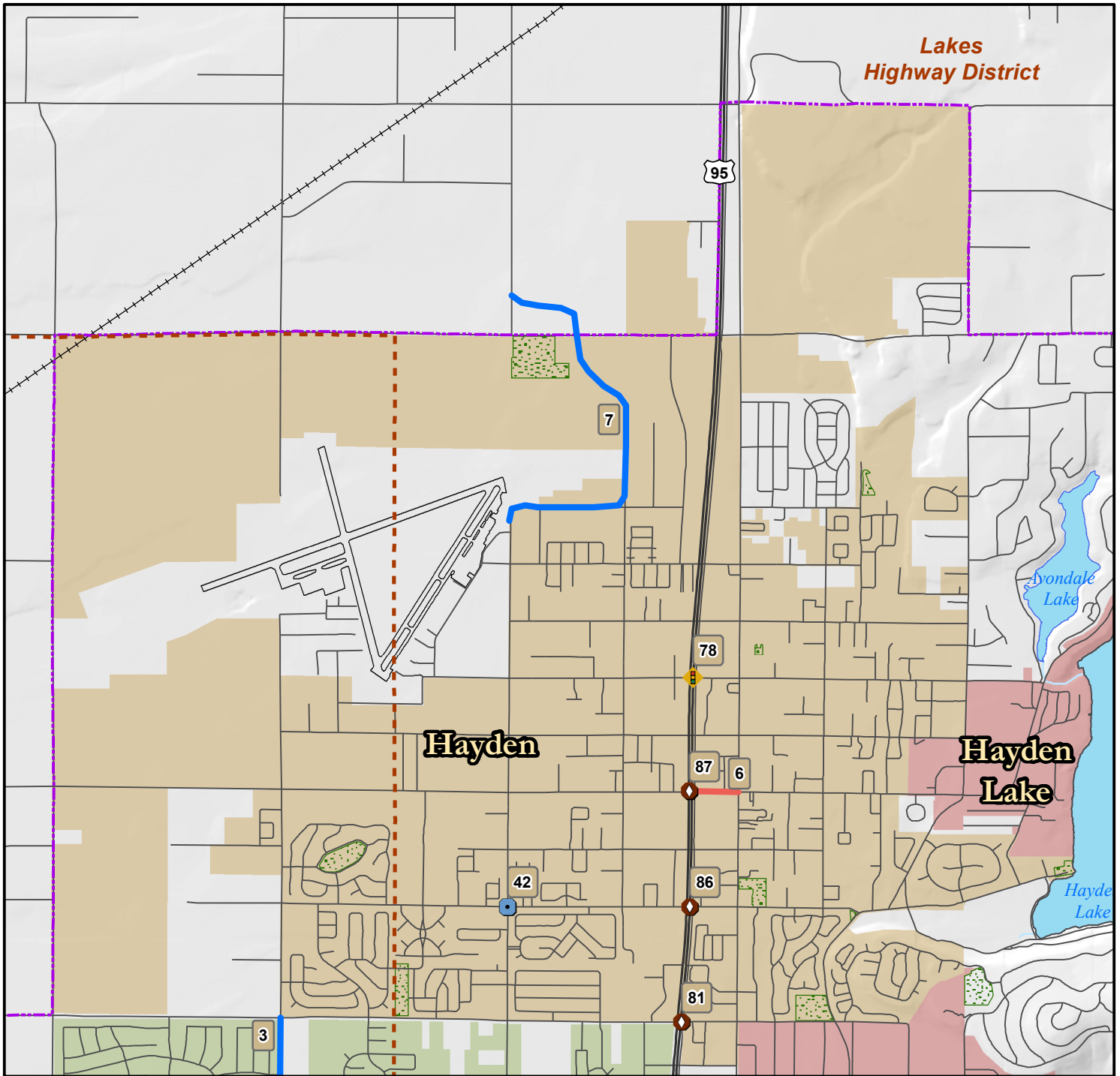
- - - Highway Districts
- Interstate
- US/State Highways
- Local/Seasonal Roads
- + + + Railroad
- ▽ Turn Restrictions
- ★ Intersection Closure
- ⬮ Overpass
- \* Bridge
- County Boundary
- Urban Area Boundary
- National Forest
- Water Features
- Parks



KOOTENAI METROPOLITAN TRANSPORTATION PLAN  
2020 - 2040

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KOOTENAI METROPOLITAN TRANSPORTATION PLAN  
2020 - 2040



KOOTENAI METROPOLITAN TRANSPORTATION PLAN  
2020 - 2040

**SHORT RANGE 2025 TRANSPORTATION PLAN  
HAYDEN AREA**

**Short Term Projects**

- 6 Lanes
- 5 Lanes
- 4 Lanes
- 3 Lanes
- 2 Lanes
- Interchange
- Signal
- Roundabout
- RR Xing
- Intersection Reconstruction

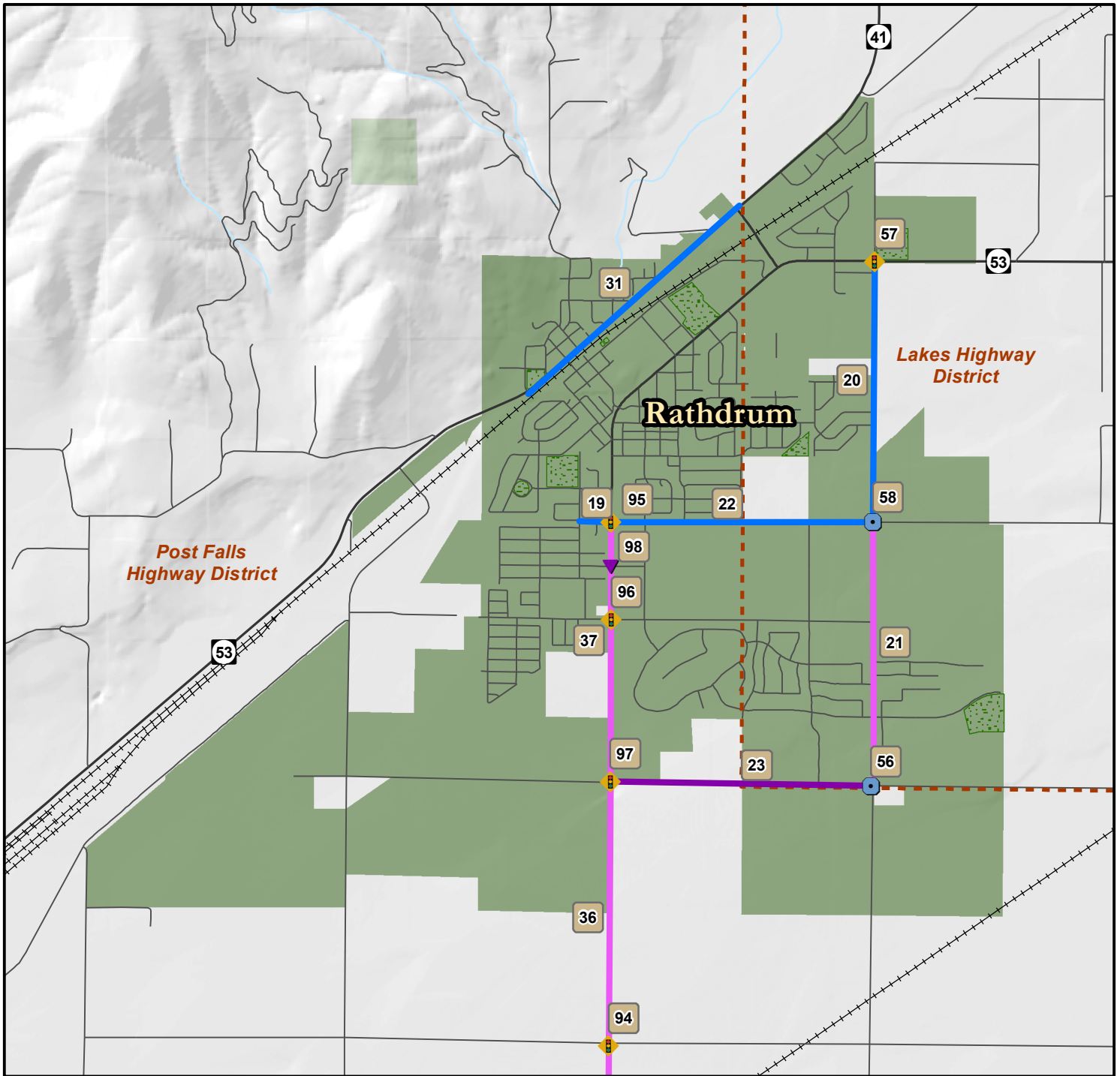
- Geometric Improvement
- Turn Restrictions
- Intersection Closure
- Overpass
- Bridge

**Physical Characteristics**

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

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KOOTENAI METROPOLITAN TRANSPORTATION PLAN  
2020 - 2040



**SHORT RANGE 2025 TRANSPORTATION PLAN  
RATHDRUM AREA**

**Short Term Projects**

- 6 Lanes
- 5 Lanes
- 4 Lanes
- 3 Lanes
- 2 Lanes
- + Interchange
- ⬇ Signal
- ⊙ Roundabout
- ⊗ Railroad Crossing
- ⊕ Intersection Reconstruction
- ⬇ Geometric Improvement
- ▼ Turn Restrictions
- ★ Intersection Closure
- ⬆ Overpass
- ✱ Bridge

**Physical Characteristics**

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

See Table 6.3 For Complete Project Identification

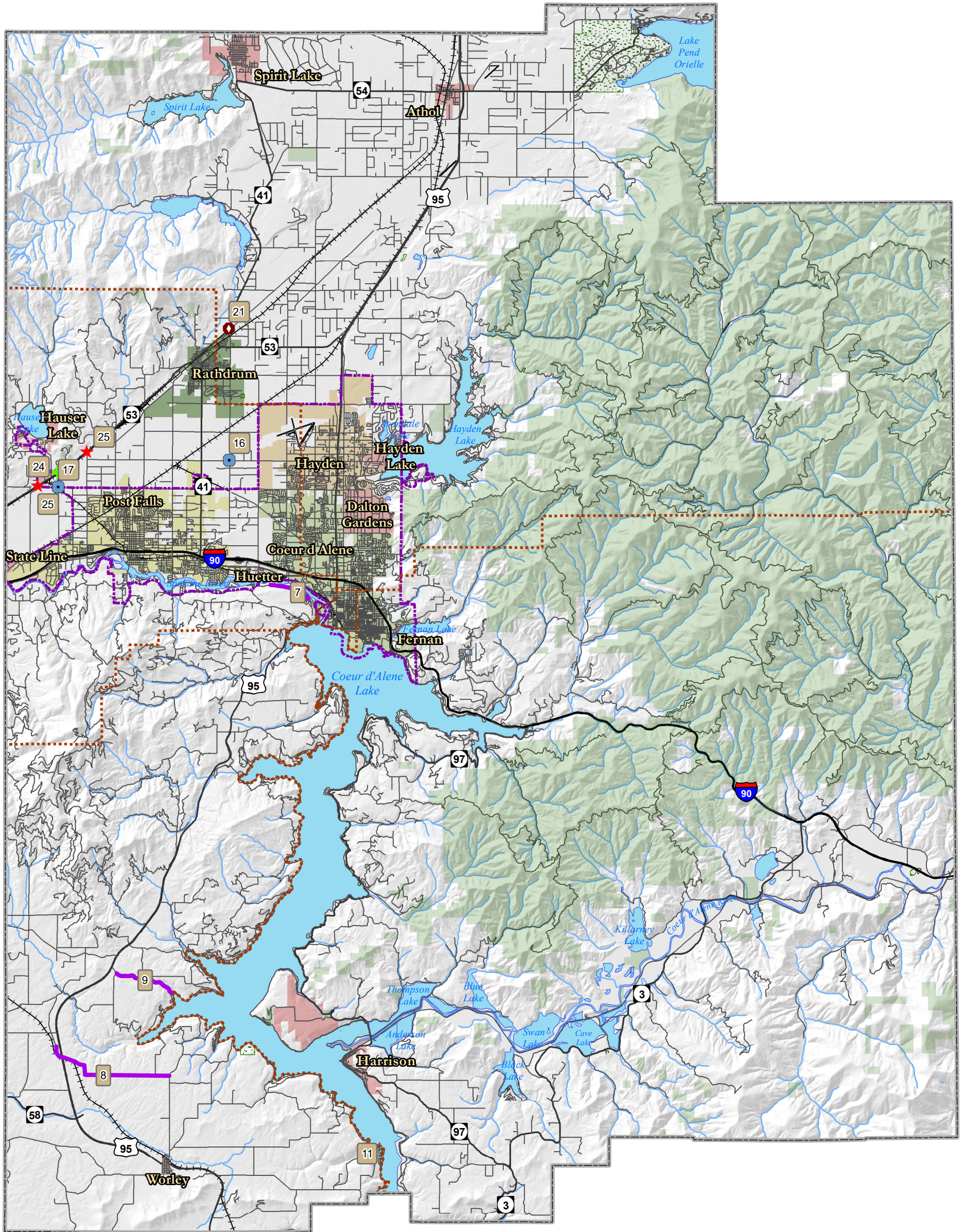
\*Data based on best available information. \*Data for illustrative purposes only.



## **Mid-term Projects**

Mid-term projects are projects that may be in preliminary design or are expected to be funded within the next 10 years. The following maps depict the region's overall mid-term transportation plan (Figures 6.2a - 6.2e). Individual project descriptions can be found in Appendix E.

# KOOTENAI METROPOLITAN TRANSPORTATION PLAN 2020 - 2040



## MID RANGE 2030 TRANSPORTATION PLAN RURAL, KOOTENAI COUNTY

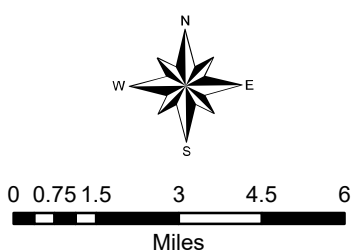
### Mid Term Projects

- 6 Lanes
- 5 Lanes
- 4 Lanes
- 3 Lanes
- 2 Lanes
- + Interchange
- ⬮ Signal
- ⦿ Roundabout
- ⊗ Railroad Crossing
- ⊕ Intersection Reconstruction

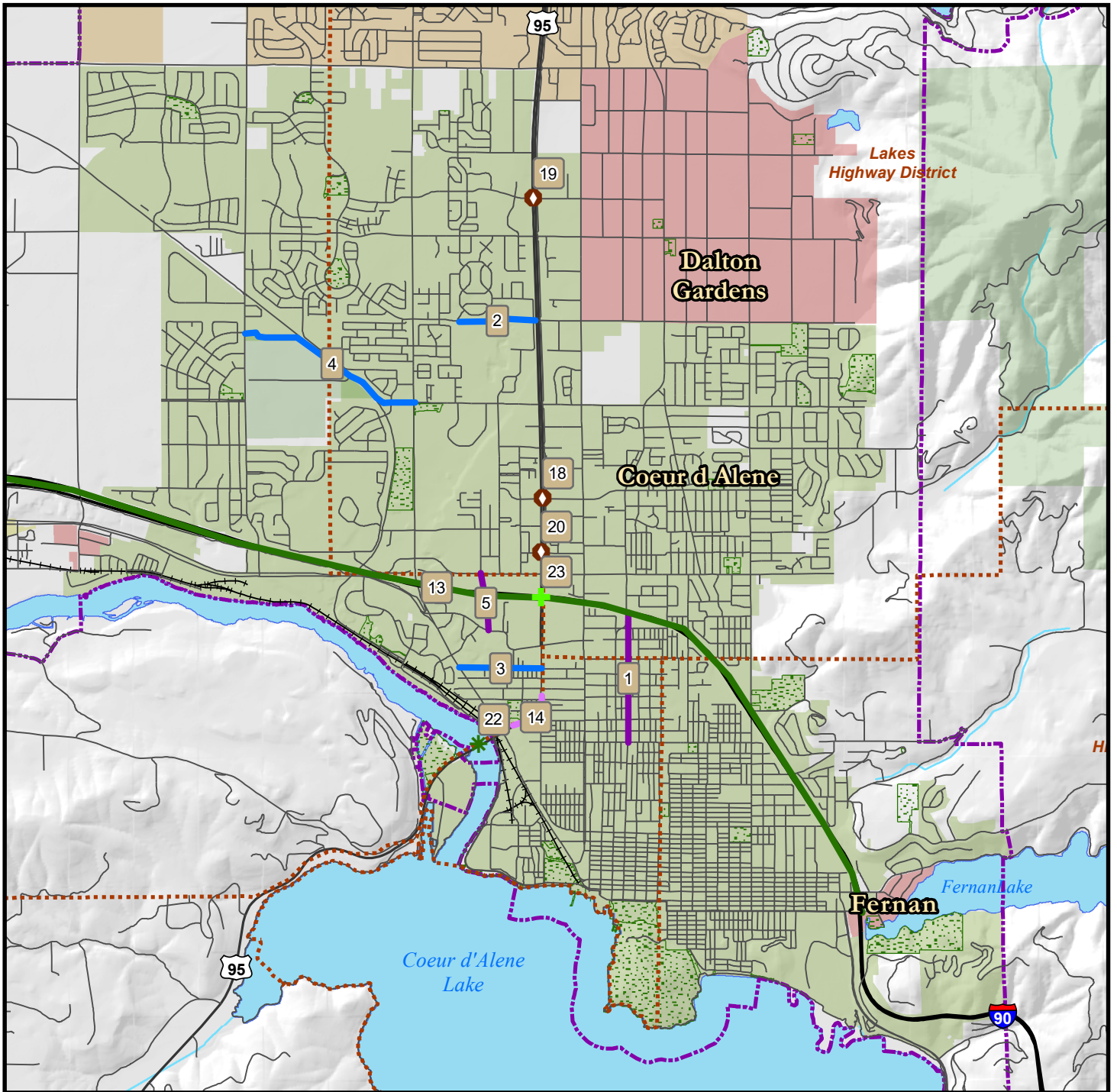
- ⬮ Geometric Improvements
- ⬮ Overpass
- ⬮ Turn Restrictions
- ★ Intersection Closure
- ★ Bridge

### Physical Characteristics

- - - - HwyDist\_Arcs
- Interstate
- US/State Highways
- Local/Seasonal Roads
- + + + + Railroad
- County Boundary
- Urban Area Boundary
- National Forest
- Water Features
- Parks



KOOTENAI METROPOLITAN TRANSPORTATION PLAN  
2020 - 2040



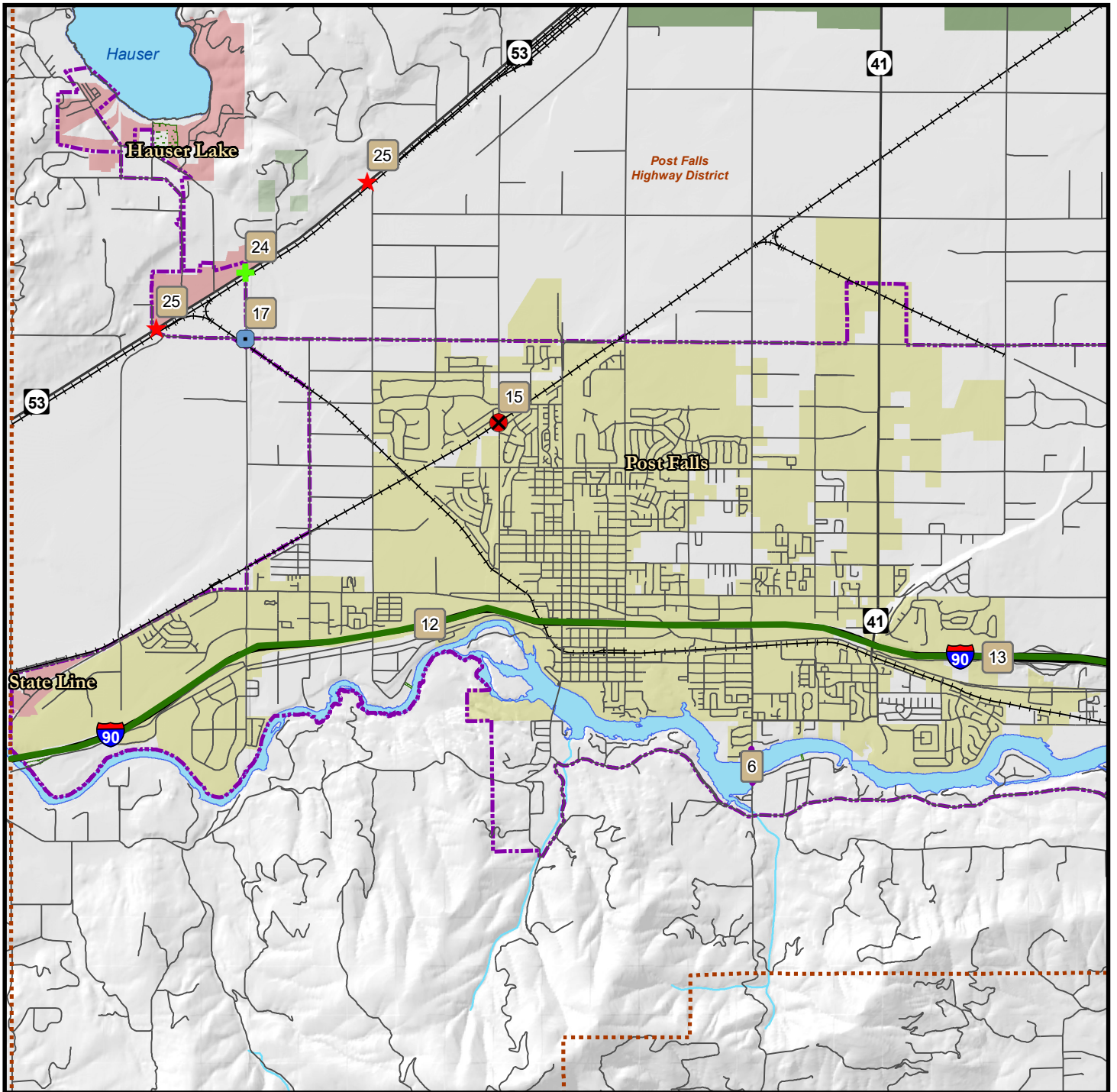
KOOTENAI METROPOLITAN TRANSPORTATION PLAN  
2020 - 2040

### MID RANGE 2030 TRANSPORTATION PLAN COEUR D'ALENE AREA

Mid Term Projects		Physical Characteristics	
6 Lanes	Interchange	Geometric Improvements	Highway Districts
5 Lanes	Signal	Intersection Closure	Urban Area Boundary
4 Lanes	Roundabout	Overpass	National Forest
3 Lanes	Railroad Crossing	Bridge	Water Features
2 Lanes	Intersection Reconstruction	Turn Restrictions	Parks
		Interstate	US/State Highways
		Local/Seasonal Roads	Railroad

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

**KOOTENAI METROPOLITAN TRANSPORTATION PLAN  
2020 - 2040**



KOOTENAI METROPOLITAN TRANSPORTATION PLAN  
2020 - 2040

**MID RANGE 2030 TRANSPORTATION PLAN  
POST FALLS AREA**

**Mid Term Projects**

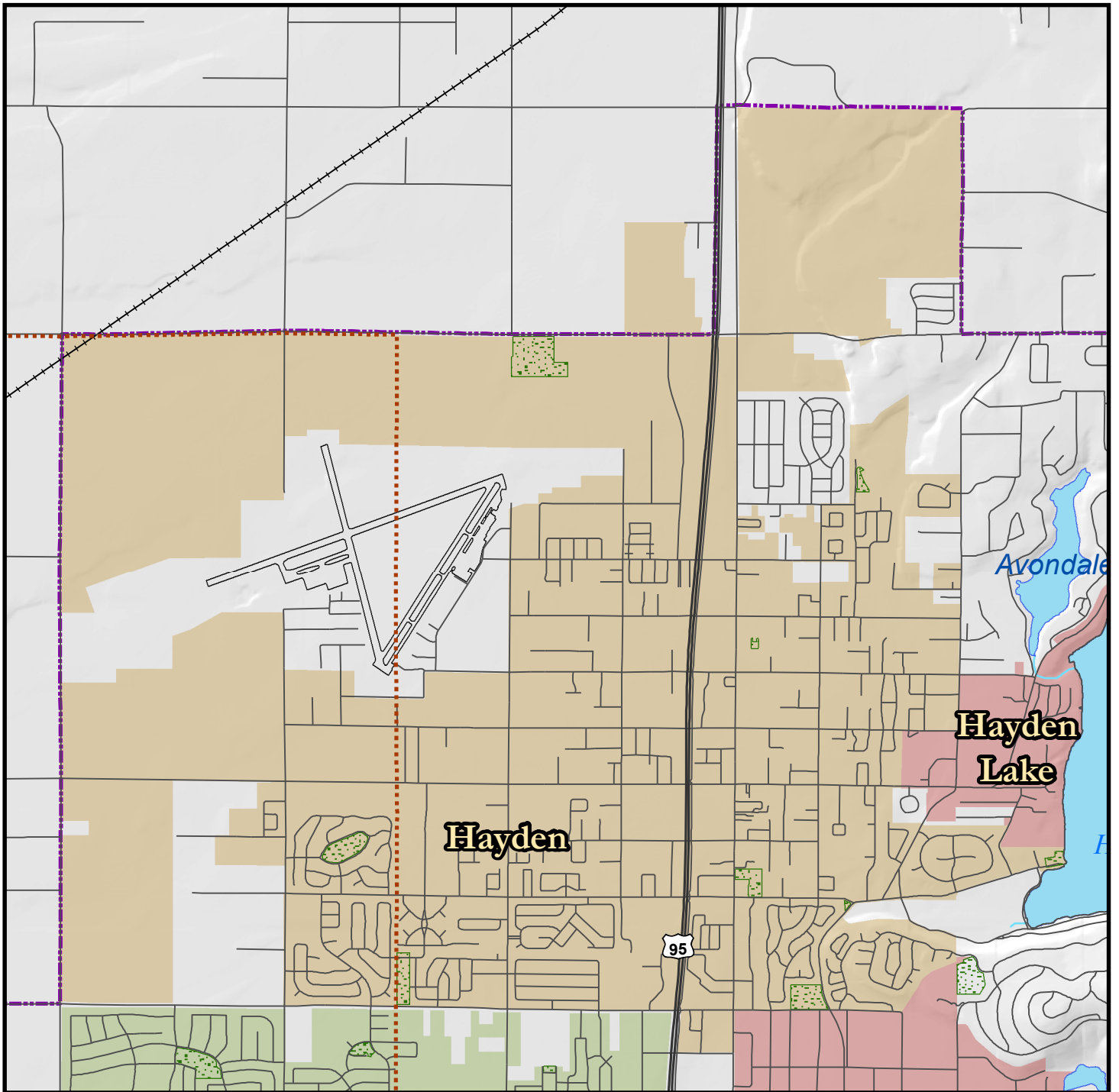
- 6 Lanes
- 5 Lanes
- 4 Lanes
- 3 Lanes
- 2 Lanes
- Interchange
- Signal
- Roundabout
- Railroad Crossing
- Intersection Reconstruction

**Physical Characteristics**

- Geometric Improvements
- Intersection Closure
- Overpass
- Bridge
- Turn Restrictions
- Highway Districts
- Interstate
- US/State Highways
- Local/Seasonal Roads
- Railroad
- Urban Area Boundary
- National Forest
- Water Features
- Parks

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KOOTENAI METROPOLITAN TRANSPORTATION PLAN  
2020 - 2040



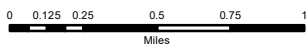
MID RANGE 2030 TRANSPORTATION PLAN  
HAYDEN AREA

Mid Term Projects

- 6 Lanes
- 5 Lanes
- 4 Lanes
- 3 Lanes
- 2 Lanes
- + Interchange
- ⬡ Signal
- ⬢ Roundabout
- ⊗ Railroad Crossing
- ⊕ Intersection Reconstruction

Physical Characteristics

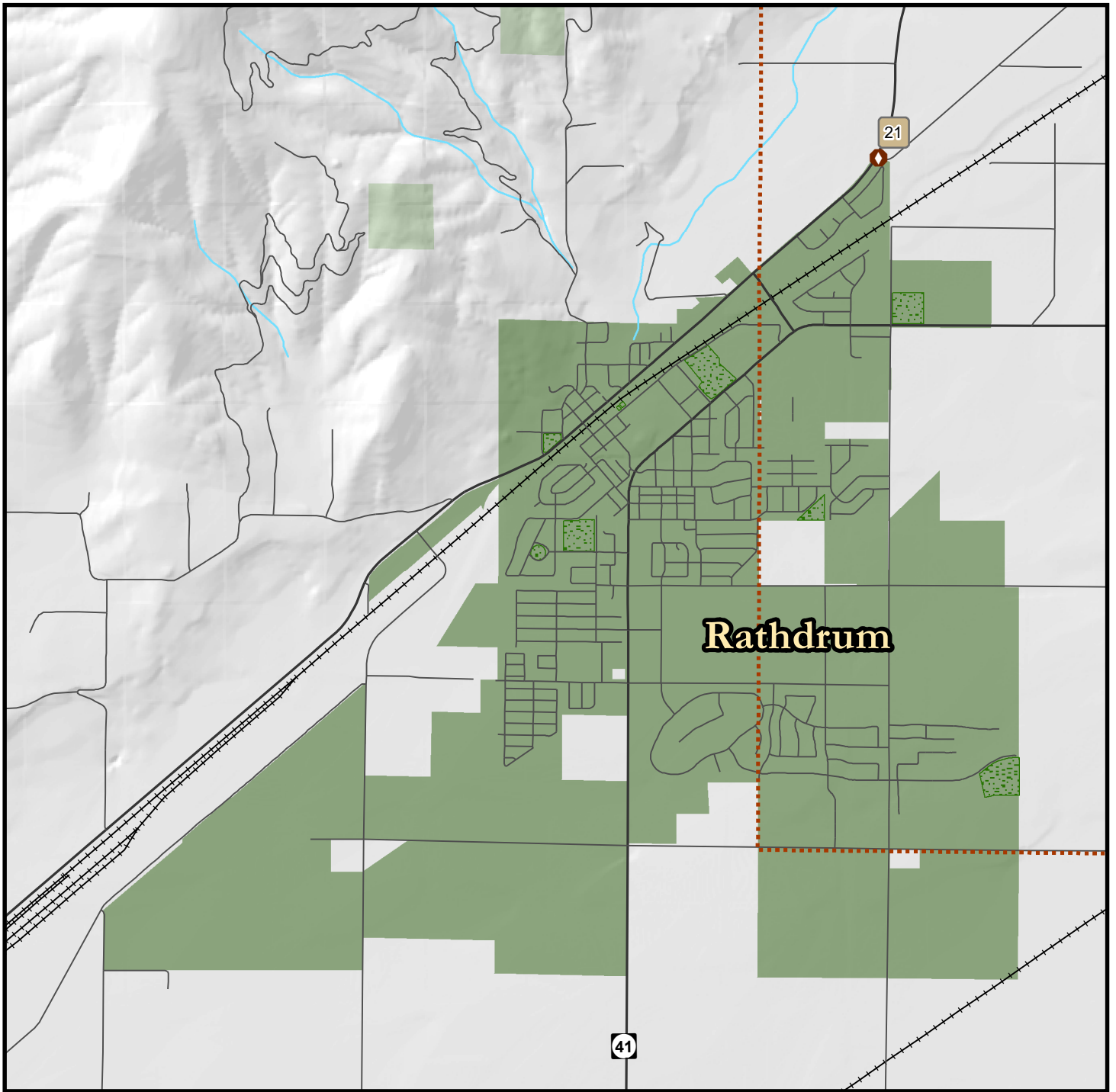
- ⬢ Geometric Improvements
- ★ Intersection Closure
- ⬢ Overpass
- \* Bridge
- ▼ Turn Restrictions
- - - Highway Districts
- Interstate
- US/State Highways
- Local/Seasonal Roads
- + + + Railroad
- - - Urban Area Boundary
- National Forest
- Water Features
- Parks



KOOTENAI METROPOLITAN TRANSPORTATION PLAN  
2020 - 2040

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**KOOTENAI METROPOLITAN TRANSPORTATION PLAN  
2020 - 2040**



KOOTENAI METROPOLITAN TRANSPORTATION PLAN  
2020 - 2040

**MID RANGE 2030 TRANSPORTATION PLAN  
RATHDRUM AREA**

**Mid Term Projects**

- 6 Lanes
- 5 Lanes
- 4 Lanes
- 3 Lanes
- 2 Lanes
- Interchange
- Signal
- Roundabout
- Railroad Crossing
- Intersection Reconstruction

**Physical Characteristics**

- Geometric Improvements
- Intersection Closure
- Overpass
- Bridge
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- Local/Seasonal Roads
- Railroad
- Urban Area Boundary
- National Forest
- Water Features
- Parks

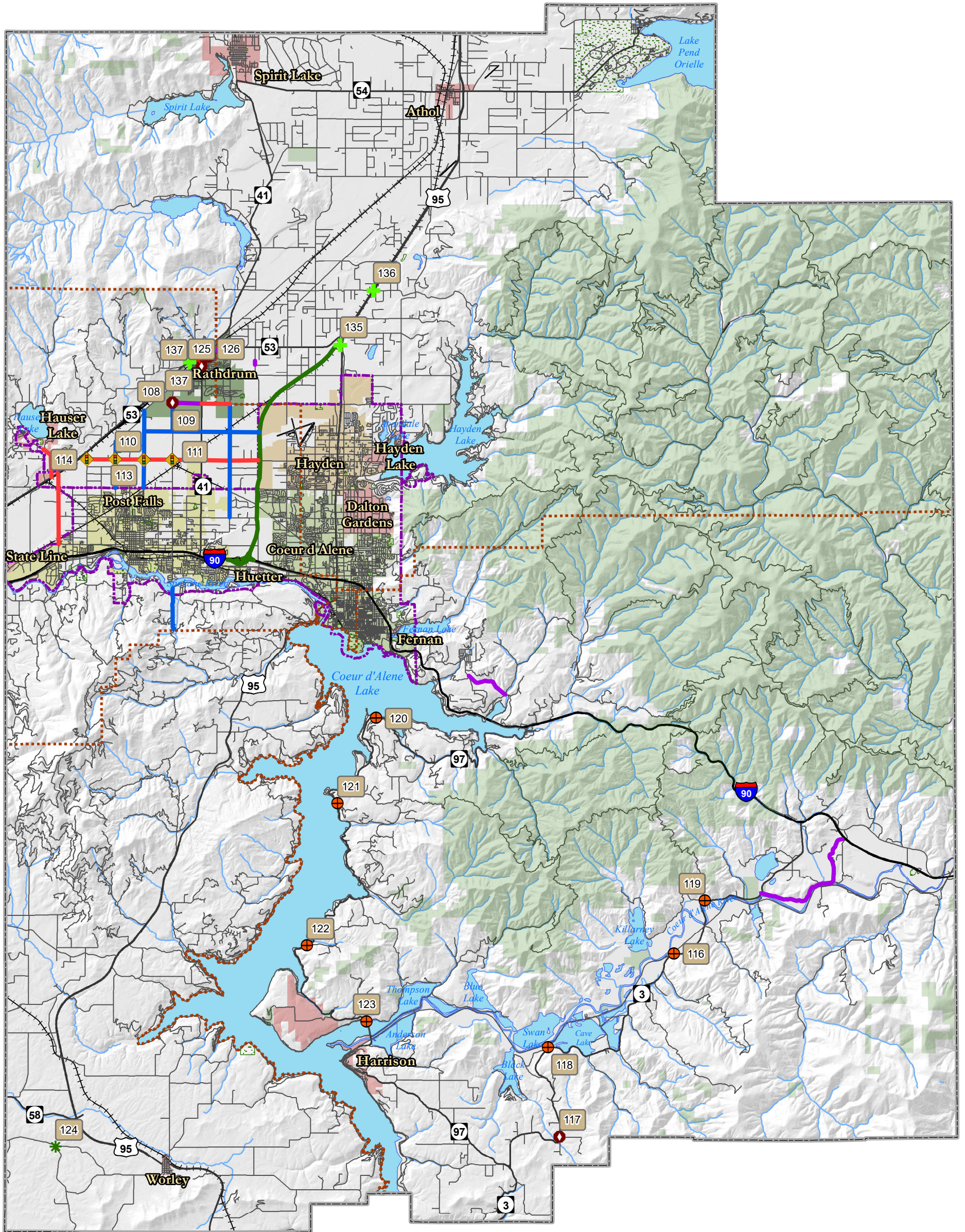
\*Data based on best available information. \*Data for illustrative purposes only.

## **Long-term Projects**

Figures 6.3a-6.3e depict the transportation plan for the long-term, through 2040. Projects included in the long-term transportation plan must be financially constrained. In other words, for a project to be included in the MTP's long-term transportation plan, it must be reasonable to anticipate it being fully-funded by 2040, based on historical funding trends.

Individual project descriptions can be found in Appendix E.

# KOOTENAI METROPOLITAN TRANSPORTATION PLAN 2020 - 2040



## LONG RANGE 2040 TRANSPORTATION PLAN RURAL, KOOTENAI COUNTY

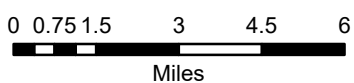
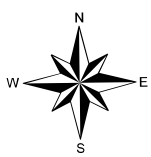
### Long Term Projects

- 6 Lanes
- 5 Lanes
- 4 Lanes
- 3 Lanes
- 2 Lanes
- + Interchange
- ◆ Signal
- Roundabout
- ⊗ Railroad Crossing
- ⊕ Intersection Reconstruction

- ◊ Geometric Improvements
- ◊ Overpass
- ▼ Turn Restrictions
- ★ Intersection Closure
- ★ Bridge

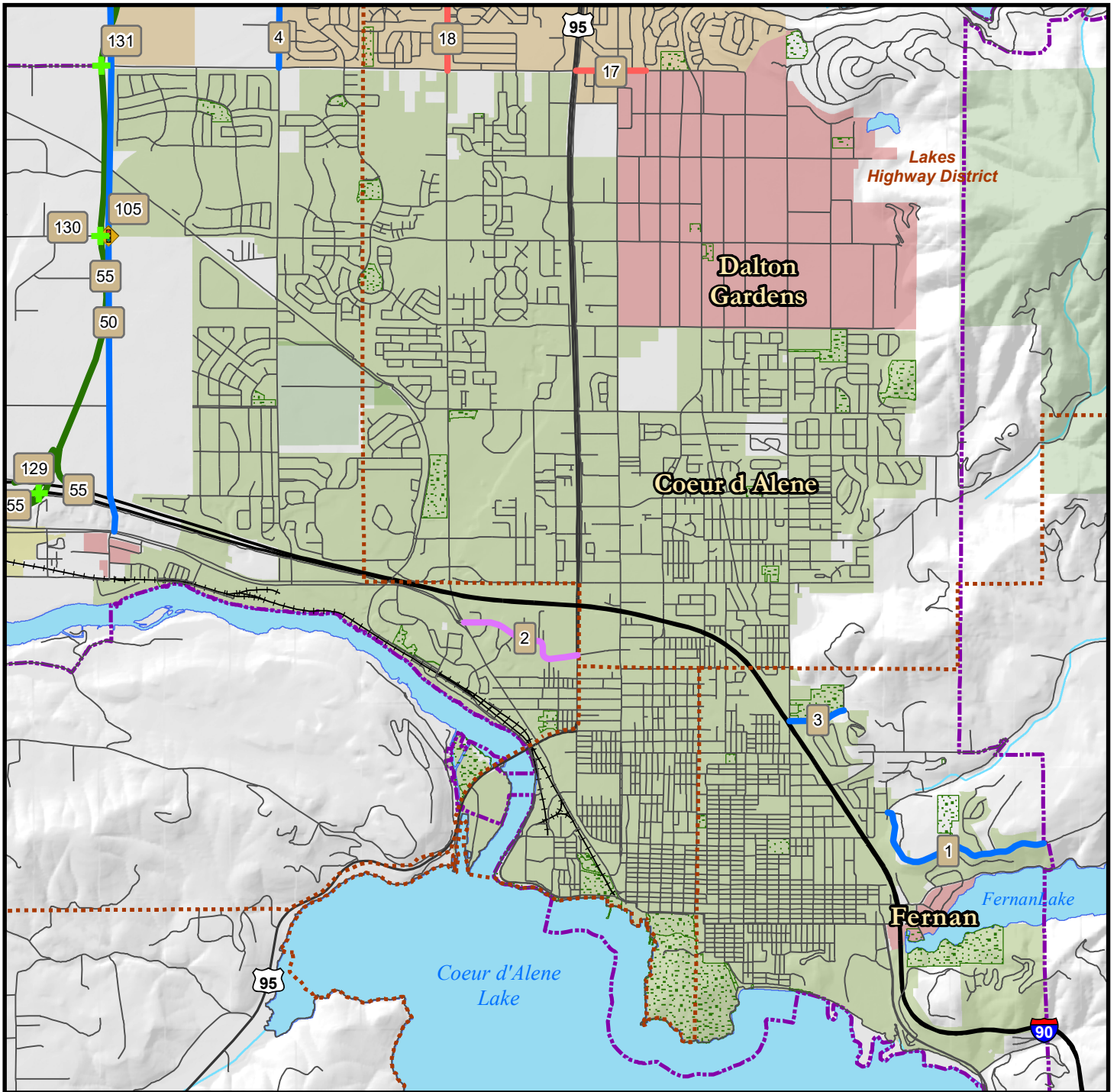
### Physical Characteristics

- - - HwyDist\_Arcs
- Interstate
- US/State Highways
- Local/Seasonal Roads
- + + + Railroad
- County Boundary
- Urban Area Boundary
- National Forest
- Water Features
- Parks





KOOTENAI METROPOLITAN TRANSPORTATION PLAN  
2020 - 2040



KOOTENAI METROPOLITAN TRANSPORTATION PLAN  
2020 - 2040

**LONG RANGE 2040 TRANSPORTATION PLAN  
COEUR D'ALENE AREA**

**Long Term Projects**

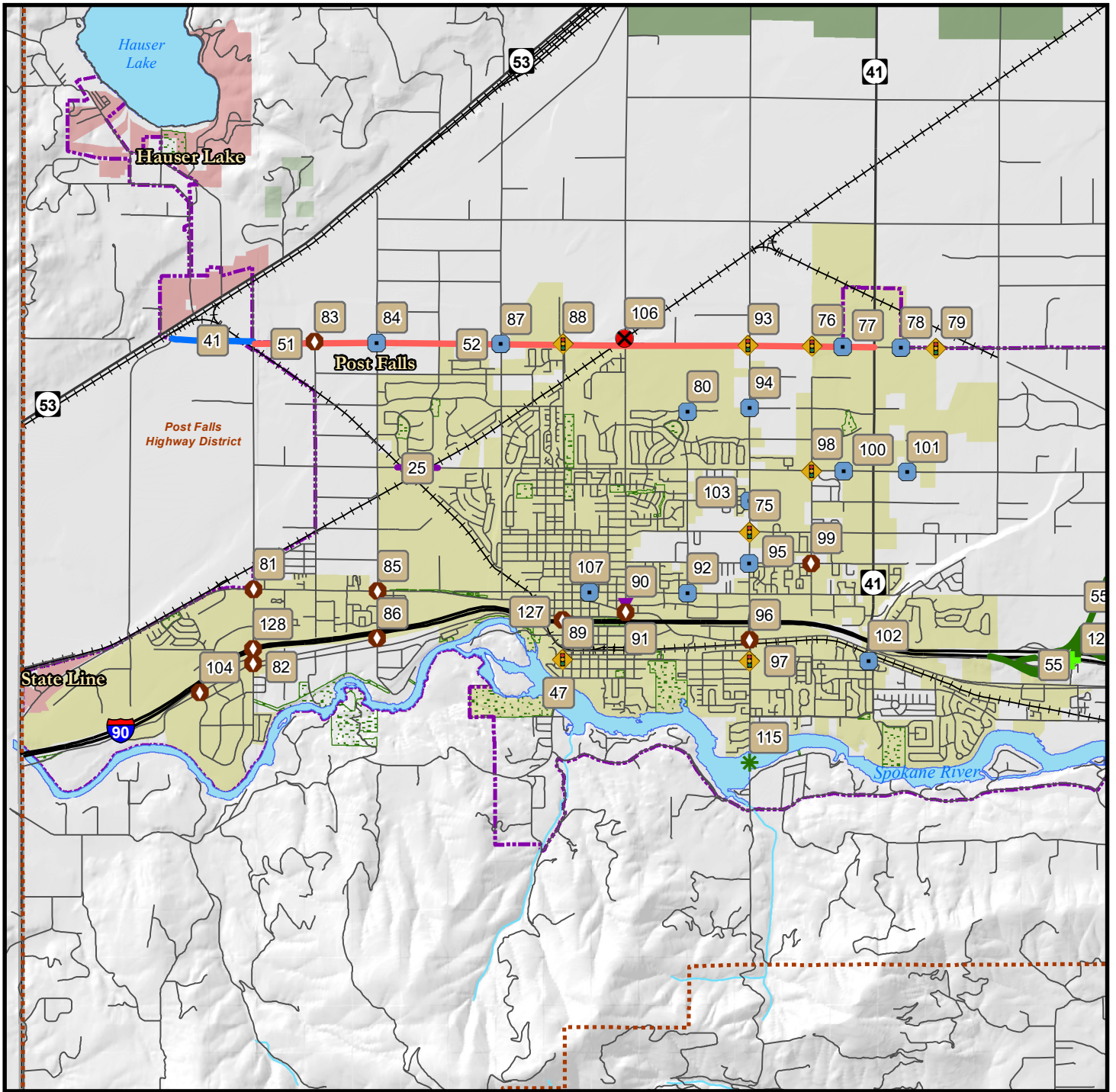
- 6 Lanes
- 5 Lanes
- 4 Lanes
- 3 Lanes
- 2 Lanes
- + Interchange
- ◆ Signal
- Roundabout
- ⊗ Railroad Crossing
- ⊕ Intersection Reconstruction
- ◆ Geometric Improvements
- ★ Intersection Closure
- ◆ Overpass
- \* Bridge
- ▼ Turn Restrictions

**Physical Characteristics**

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

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KOOTENAI METROPOLITAN TRANSPORTATION PLAN  
2020 - 2040



0 0.25 0.5 1 1.5 2  
Miles

KOOTENAI METROPOLITAN TRANSPORTATION PLAN  
2020 - 2040

**LONG RANGE 2040 TRANSPORTATION PLAN  
POST FALLS AREA**

**Long Term Projects**

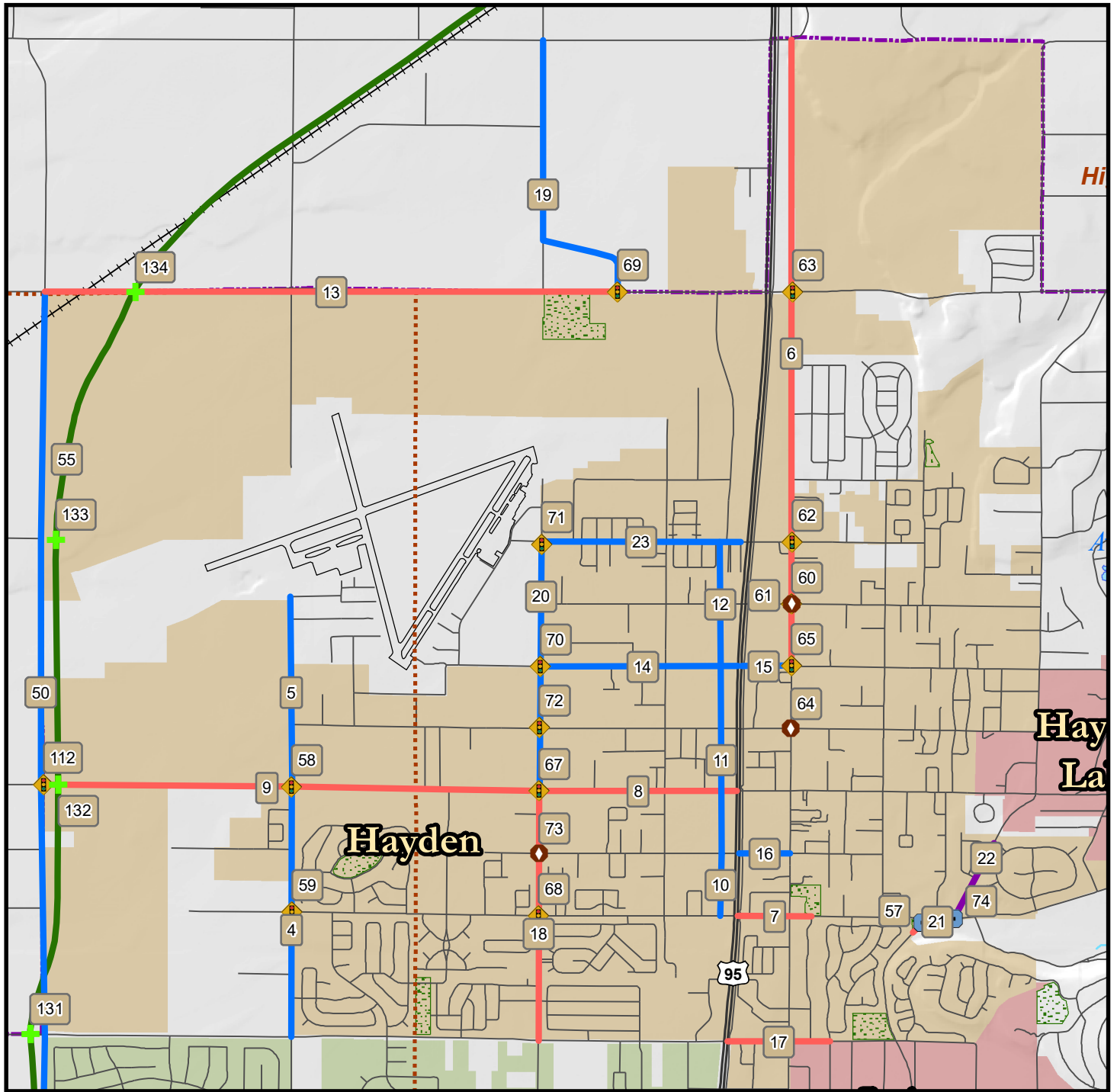
- 6 Lanes
- 5 Lanes
- 4 Lanes
- 3 Lanes
- 2 Lanes
- + Interchange
- ⬮ Signal
- ⦿ Roundabout
- ⊗ Railroad Crossing
- ⊕ Intersection Reconstruction
- ⦿ Geometric Improvements

**Physical Characteristics**

- ★ Intersection Closure
- ⬮ Overpass
- \* Bridge
- ▼ Turn Restrictions
- - - Highway Districts
- Interstate
- US/State Highways
- Local/Seasonal Roads
- + + + Railroad
- County Boundary
- Urban Area Boundary
- National Forest
- Lakes
- Parks

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**KOOTENAI METROPOLITAN TRANSPORTATION PLAN  
2020 - 2040**



KOOTENAI METROPOLITAN TRANSPORTATION PLAN  
 2020 - 2040

**LONG RANGE 2040 TRANSPORTATION PLAN  
HAYDEN AREA**

**Long Term Projects**

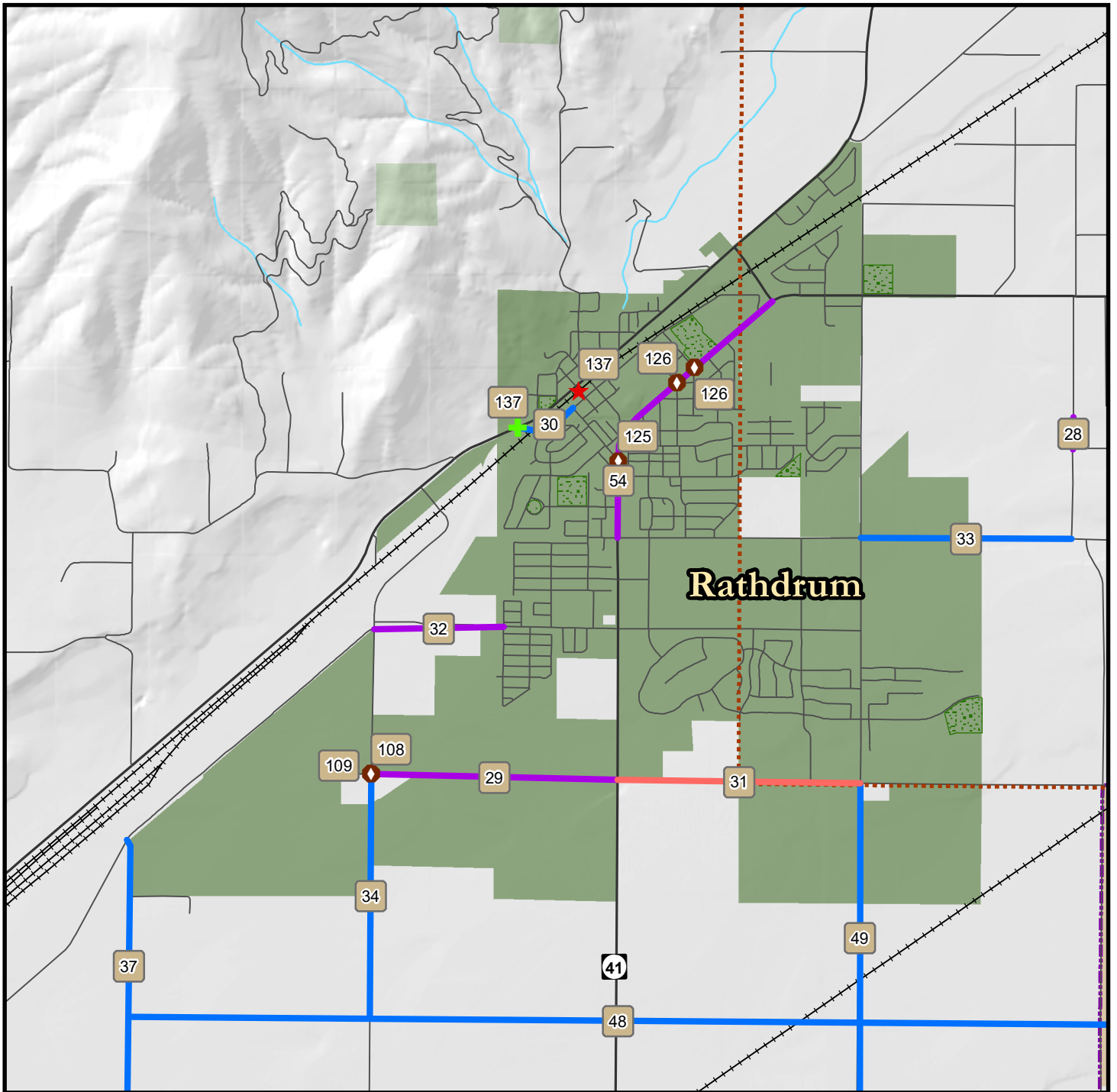
- 6 Lanes
- 5 Lanes
- 4 Lanes
- 3 Lanes
- 2 Lanes
- + Interchange
- Signal
- Roundabout
- Railroad Crossing
- Intersection Reconstruction
- Geometric Improvements

**Physical Characteristics**

- ★ Intersection Closure
- Overpass
- Bridge
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- Highway Districts
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- US/State Highways
- Local/Seasonal Roads
- Railroad
- National Forest
- Lakes
- Parks

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**KOOTENAI METROPOLITAN TRANSPORTATION PLAN  
2020 - 2040**



**LONG RANGE 2040 TRANSPORTATION PLAN  
RATHDRUM AREA**

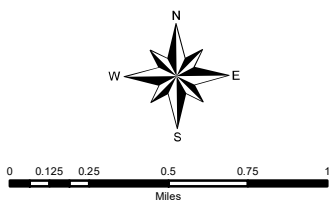
**Long Term Projects**

- 6 Lanes
- 5 Lanes
- 4 Lanes
- 3 Lanes
- 2 Lanes
- + Interchange
- ⬡ Signal
- ⬢ Roundabout
- ⊗ Railroad Crossing
- ⊕ Intersection Reconstruction

- ⬢ Geometric Improvements
- ★ Intersection Closure
- ⬢ Overpass
- ✱ Bridge
- ▼ Turn Restrictions

**Physical Characteristics**

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



KOOTENAI METROPOLITAN TRANSPORTATION PLAN  
2020 - 2040

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

## Project List Summary

Based on the list of short, mid, and long-term projects compiled from local agencies, the total estimated costs for project needs in the Kootenai County region is:

<b>Long-Term Road Improvement Projects Through 2040 Cost Total</b>	<b><u>\$ 674,055,700</u></b>
<b>Mid-Term Road Improvement Projects Through 2030 Cost Total</b>	<b><u>\$ 558,802,000</u></b>
<b>Short-Term Road Improvement Projects Through 2025 Cost Total</b>	<b><u>\$ 342,816,000</u></b>
<b>TOTAL</b>	<b><u>\$ 1,575,673,700</u></b>

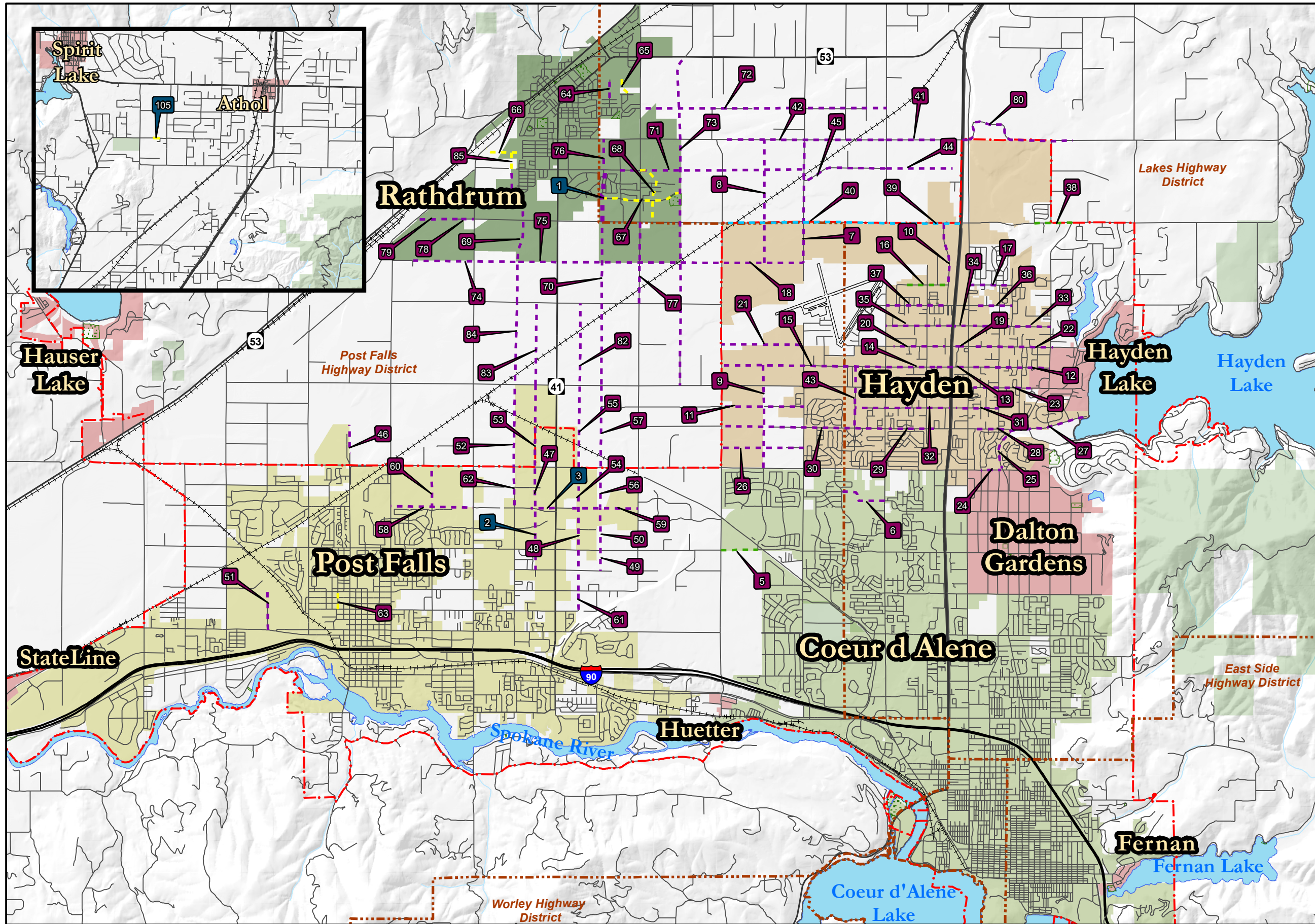
## Development-Driven Projects

The need for transportation improvements often exceeds the amount of funding available. One way to implement from transportation improvements outside of traditional governmental funding sources is through the private sector.

New roadways are included and shown in Table 6.6 that are a part of the planned roadway system but are not currently funded by the jurisdiction. These planned roadway projects are development-driven within the jurisdictions. These roadways are part of the local jurisdictions transportation plan and will most likely be funded through subdivision projects.

*The roadway projects have been modeled to exist at the request of the jurisdictions and are included in both the KMPO modeling forecasts and the federal functional classification (FFC) maps. However, because these projects are not required to be financially constrained, they are illustrated on a separate map from the 2025, 2030 and 2040 transportation plan maps.*

# KOOTENAI METROPOLITAN TRANSPORTATION PLAN 2020 - 2040



## DEVELOPMENT DRIVEN TRANSPORTATION PLAN

### Proposed Functional Classification

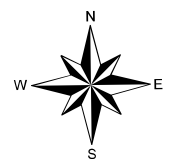
- - - Proposed Rural Major Collector
- - - Proposed Rural Minor Collector
- - - Proposed Urban Principle Arterial
- - - Proposed Urban Minor Arterial
- - - Proposed Urban Collector

- 2025 Development Projects
- 2040 Development Projects

### Physical Characteristics

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

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



0 0.25 0.5 1 1.5 2 Miles



KOOTENAI METROPOLITAN TRANSPORTATION  
PLAN 2020 - 2040

## Visualizations

Information on financing available for projects follows the Transportation Improvement Plan, as well as visualizations of a few of the regional projects, such as adding a two way left turn lane on a portion of Huetter Rd to three lanes from Seltice Way to Lancaster Rd , widening Meyer Road to four lanes from Lancaster Rd to Boekel, reconstructing 1.9 miles of Kidd Island Road, reconstructing and paving 1.64 miles of Diagonal Road and improvements to Fernan Hill Road from Coeur d 'Alene City Limits to 1 mile east.



**Huetter Road from Seltice Way to Lancaster Rd (Post Falls Highway District)**

Present



Visualization – Three lane frontage road



**Meyer Road from Lancaster Rd to Boekel (Lakes Highway District)**

Present



Visualization – Reconstruct and Pave; 1.64 miles, SW to Ramsey



**Kidd Island Bay Road (Worley Highway District)**

Present



Visualization – Reconstruct; 3.21 miles, Old US95 to Westway Drive



**Meyer Road (City of Rathdrum)**

Present



Visualization – Reconstruct to 4 lanes; Meyer Road, Lancaster Rd to Boekel



**Fernan Hill Rd (East Side Highway District)**

Present



Visualization – Fernan Hill Road; partial reconstruction 1 mile to City limits



## Conclusion

Today, the Kootenai area transportation system continues to experience the effects of growth and development. Arterials built to serve developments are absorbing the traffic coming in from outlying suburban areas, as well.

Current traffic operations within the regional transportation system have a high overall operating performance. However, this performance is expected to decline as growth and development continue to have an impact in the outlying areas.

In the 2018 Base Model, some roads such as Ironwood Drive, Lakewood Drive, Government Way, and 15<sup>th</sup> Street are nearing capacity, primarily at intersections. Other state highways in Kootenai County-- Interstate 90 and Highway 95 -- are also showing signs of increased congestion with additional trips, from growth and development.

In the 2040 No-Build model, the following roads are shown to be operating over their capacity on Ironwood Drive, Northwest Boulevard, Lakewood Drive, 15th Street, Emma Avenue, I-90 east of Washington state line, portions of Government Way, and Highway 95 south of I-90 and across the Spokane River.

The 2040 Build forecast model shows an overall regional decrease in congestion compared with some congestion problems existing along Seltice Way, Ramsey Road, Highway 95, Huetter Road, Northwest Boulevard, Harrison Avenue, Lincoln Way, Government Way, and Highway 41 north of I-90.

To be proactive and prevent this decline, it is important that each jurisdiction do its part to construct projects that meet transportation needs identified in this Metropolitan Transportation Plan. If the key to the success of the MTP is to strategically invest in projects that meet those deficiencies, it is important to defer non-essential capacity increasing projects that are inconsistent with the goals and policies of the comprehensive land use plans being developed pursuant to growth management,