SECTION 1

Overview and Key Policy Issues

THE REGIONAL TRANSPORTATION PLANNING PROCESS

Kootenai Metropolitan Planning Organization (KMPO) is the federally-designated Metropolitan Planning Organization (MPO) for Kootenai County. The purpose of KMPO is to coordinate transportation planning and project programming among the various transportation agencies within the County.

Prior to the formation of KMPO in 2003, various roadway jurisdictions in Kootenai County were independently responsible for their own transportation planning. Although there was no federal requirement for these jurisdictions to engage in cooperative planning before 2003, highway districts in Kootenai County teamed up with adjoining cities and the Idaho Transportation Department (ITD) in the 1980s to create a forum, Kootenai County Area Transportation Team (KCATT) for countywide coordination of transportation projects.

KMPO was formed in 2003 to meet federal requirements that were triggered when the areas of Coeur d'Alene, Post Falls and Hayden exceeded a combined population of 50,000. According to federal statute, urban areas with populations greater than 50,000 are required to form an MPO to coordinate regional transportation planning. Although only the urban portion of Kootenai County was required to participate in an MPO, at the time of its formation, elected officials chose to shape KMPO as a county-wide transportation planning body. This is in large part due to the history of successful coordination brought about through KCATT.

KMPO is overseen by a Board of Directors, which includes one elected or appointed official from each of the following:

City Councilmember

City Councilmember

Mayor

City Councilmember

County Commissioner

Highway District Commissioner

Highway District Commissioner

Highway District Commissioner

Highway District Commissioner

Appointed by the Tribal Council

Appointed by the ITD Director

Smaller cities in Kootenai County have KMPO representation through their respective highway districts. KCATT was also retained by the KMPO Board as a technical committee to the Board, which provides recommendations on proposed plans, programs and project activities.

KMPO PLANNING AREA AND FUNDING COMPLEXITIES

As stated above, KMPO was established as a county-wide MPO, with the agency's planning area extending into the rural areas, in addition to the areas designated as "urban" by the latest Census Bureau information. Figure 1.1 shows KMPO's planning area and the current urban area boundary. The federally-designated urban area of Kootenai County includes Coeur d'Alene, Post Falls, Hayden, Dalton Gardens, Hayden Lake, Huetter, Hauser, Stateline and Fernan, along with adjoining portions of the unincorporated county.

KMPO'S RESPONSIBILITIES

This document fulfills one of KMPO's main responsibilities listed above: creating and maintaining a long-range regional transportation plan. The Metropolitan Transportation Plan (MTP) is a comprehensive "blueprint" for regionally-significant transportation projects and investments planned within Kootenai County through the year 2040.

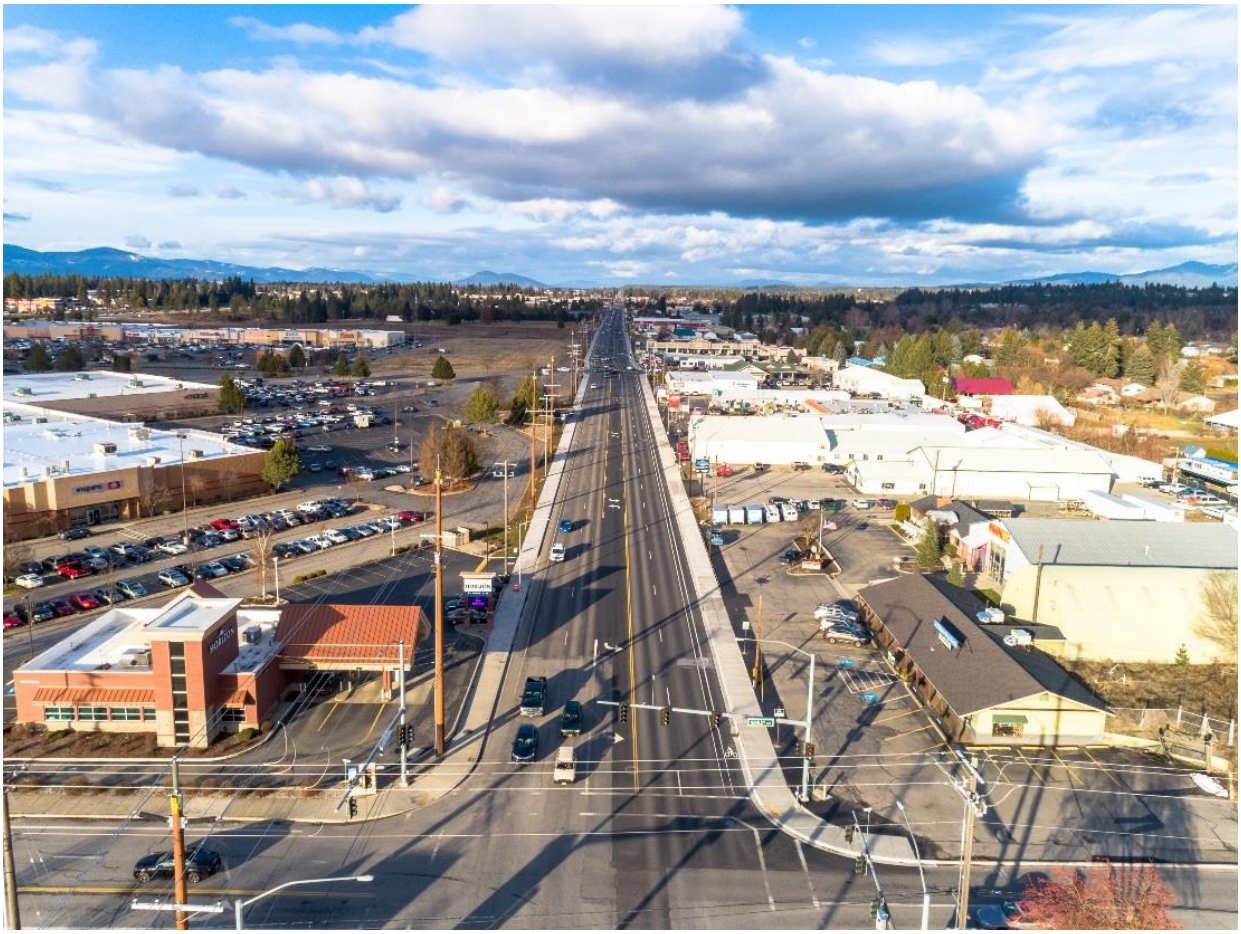
There are six core functions of an MPO*:

1. **Establish a setting**. Establish and manage a fair and impartial setting for effective regional transportation decision-making in the metropolitan area
2. **Look at today and into the Future.** Using data collected from various sources, assess the regional transportation system's existing condition and then look forward at what future growth and development demands are expected to be placed on the current transportation infrastructure.
3. **Identify and evaluate reasonable alternative transportation improvement options**. Use data and planning methods to generate and evaluate alternatives. Planning studies and evaluations are included in the Unified Planning Work Program (UPWP).
4. **Prepare and maintain a Metropolitan Transportation Plan (MTP).** Develop and update a long-range transportation plan for the metropolitan area covering a planning horizon of at least 20 years that fosters (1) mobility and access for people and goods, (2) efficient system performance and preservation, and (3) good quality of life.
5. **Develop a Transportation Improvement Program (TIP).** Develop a short-range (four-year) program of transportation improvements based on the long-range transportation plan; the TIP should be designed to achieve the area's goals, using spending, regulating, operating, management, and financial tools.

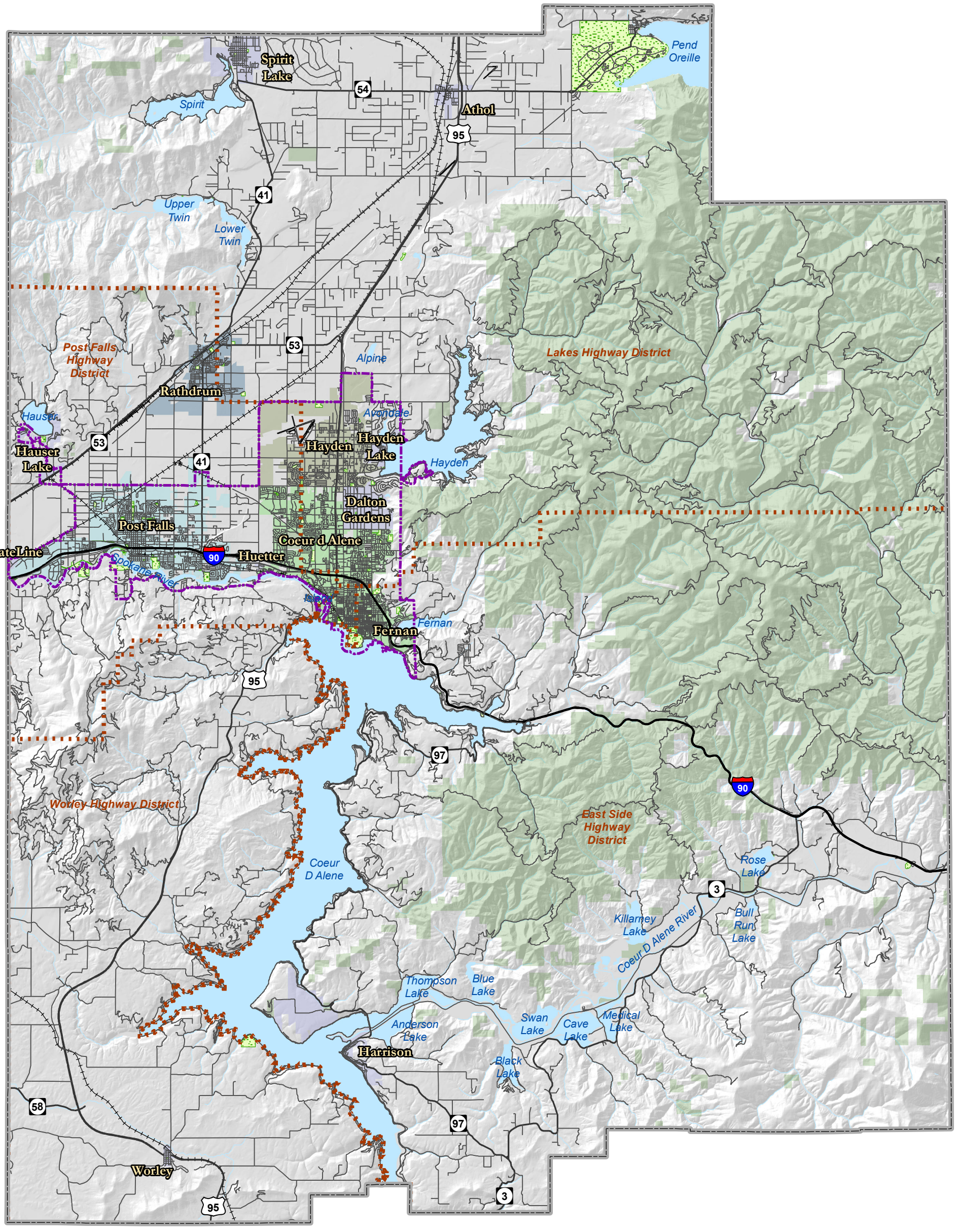
* *The Transportation Planning Process Key Issues: A Briefing Book for Transportation Decision-makers, Officials, and Staff. U.S. Department of Transportation. A Publication of the Transportation Planning Capacity Building Program. (2007). With edits.*

6. **Involve the community.** Involve the general public and other affected constituencies in the essential functions listed above. This is accomplished by maintaining a website, email notices, public open houses on plans, programs, and projects, providing presentations to various community groups throughout the metropolitan planning area, as well as having representatives from other modes of transportation participating on the Kootenai County Area Transportation Team (KCATT) technical committee.

A county-wide approach to regional transportation planning helps ensure transportation policies are consistently applied; however, it also carries added complexities due to the structure of how federal transportation funding is distributed in the State of Idaho.



KOOTENAI METROPOLITAN TRANSPORTATION PLAN
2020 - 2040



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Kootenai MPO

Kootenai Metropolitan Planning Organization Planning Area

Planning Related Boundaries

- Planning Area/County Boundary

Physical Characteristics

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

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

Figure 1.1

FEDERAL FUNDING IN RURAL AND URBAN AREAS

Federal rural highway funds are restricted for use in rural areas and cities with populations less than 5,000. These funds are distributed by the statewide Local Highway Technical Assistance Council (LHTAC) outside the purview of KMPO; however, selected projects must be approved by KMPO for inclusion to the regional transportation improvement program (TIP). This is also true for local bridge and safety projects selected throughout the State.

Federal urban transportation funding may be spent for projects anywhere within a metropolitan planning organization's planning area. Since KMPO's planning area encompasses the entire County, this would theoretically allow urban highway funds to be spent on rural projects. However, as a matter of policy, KMPO allocates urban transportation funding to projects within the urban area.

Federal Transit Administration (FTA) Section 5311 ("Rural and Small Areas") funding is restricted for use outside the urban area. FTA Section 5307 ("Urban Area Formulation Program") funding may be used only within the urban area; and FTA Section 5310 as well as Section 5339 funds have both a rural and urban component. KMPO prioritizes and selects projects for Section 5310 and 5339 Urban funds, while the ITD Public Transportation Division in collaboration with a Public Transportation Advisory Committee (PTAC) prioritizes and selects projects for the rural areas of the State.

ITD has access to a wide variety of Federal Transportation funding programs such as National Highway System (NHS), Bridge, Safety, Interstate Maintenance and Transportation Alternatives (TAP). ITD manages these programs through ITD Headquarters and projects selected for funding must be approved by KMPO for inclusion in the regional transportation improvement program (TIP) prior to submittal to FHWA for obligation.

MAJOR POLICY AND PLANNING ISSUES

KMPO focuses primarily on transportation facilities that are considered regionally significant. As a general rule, roadway projects are included in the MTP if they are functionally classified as a collector or higher on the Federal Functional Classification System (FFCS). Likewise, other modal facilities and projects (bicycle, pedestrian, transit) are included if they represent a significant element and included in their respective regional system plans.

It is expected that all local jurisdictions will consider the elements of the regional non-motorized transportation plan as referenced in the MTP, when planning regionally significant transportation projects for all uses: pedestrian, bicycle, transit, motor vehicles and freight.

Major policy and planning issues discussed below set the stage for future development of the transportation system.

CAPITAL INVESTMENT STRATEGIES

The need for future capacity can generally be expected to outpace available funding. As a result, funding that is available should be optimized through concerted and coordinated

planning efforts. KMPO has embraced several strategic initiatives intended to maximize the use of available funding, mitigate the public cost of private development, leverage private-public partnerships, and control future costs by preserving transportation corridors for future regional facilities, as well as improve modal choices for the citizens of Kootenai County:

- Priority corridors for capacity improvements
- Developer-funded traffic impact mitigation
- Huetter Corridor right-of-way preservation and acquisition
- Rail crossing investment program
- Citylink transit service
- Non-motorized transportation investments in regionally significant projects

PRIORITY CORRIDORS

The greatest public benefit from transportation investments can only be realized if agencies work together to develop consistent cross-jurisdictional corridors. Using this approach, congestion problems may be managed and significant accomplishments in regional mobility, as well as travel time reliability, can be realized despite funding limitations.

KMPO has identified several priority transportation corridors where Federal-aid funding for major capacity improvements (additional lanes) will be focused over the next 20 years.

NORTH – SOUTH CORRIDORS

- US Highway 95
- State Highway 41
- Pleasant View Rd
- Ramsey Rd
- Greensferry Rd
- Government Way
- Huetter Corridor from I-90 to US 95

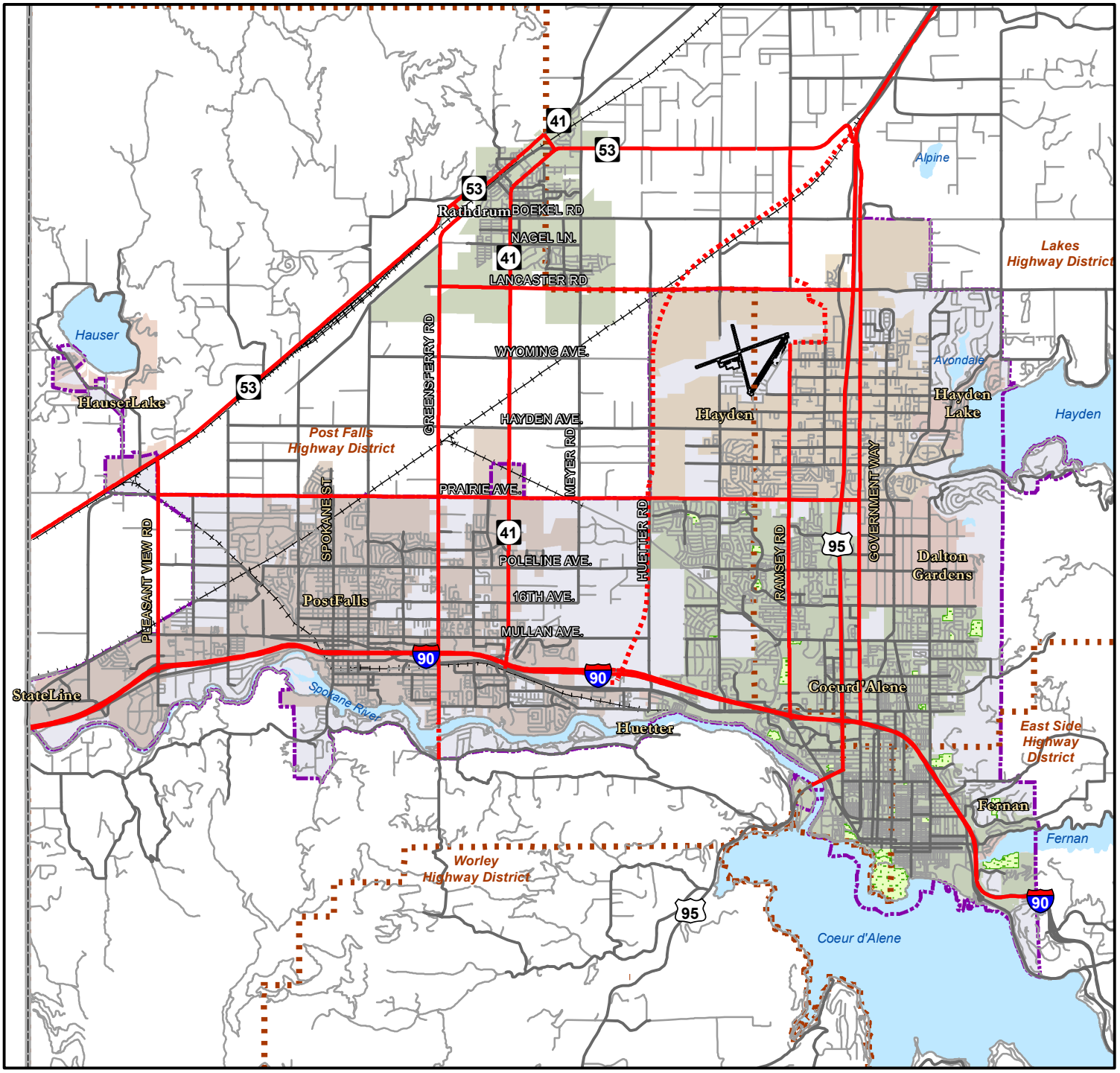
EAST – WEST CORRIDORS

- Interstate 90
- Prairie Ave
- Lancaster Ave
- State Highway 53

Priority corridors are shown in Figure 1.2.

This strategy does not preclude the use of Federal-aid funding for other complimentary roadways in the network, nor is it meant to imply that only these roads will receive capacity improvements. KMPO also intends to assign Federal-aid funds for safety and operational improvements throughout the planning area over the next 20 years. Also, projects to add capacity to other roadways may be developed using non-federal funding sources.

KOOTENAI METROPOLITAN TRANSPORTATION PLAN
2020 - 2040



Kootenai MPO

KMPO - Priority Project Corridors

Priority Project Corridors

- Existing
- Proposed

Physical Characteristics

- Highway Districts
- 2018Kcroad
- Railroads
- Urban Area Boundary
- County Boundary
- National Forests
- Lakes
- Parks

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

DEVELOPMENT-RELATED TRAFFIC IMPACTS

When large-scale developments are proposed, most local agencies in Kootenai County require developers to provide project specific transportation improvements. The goal is having private developers mitigate congestion and safety issues that may be induced or worsened as a result of their development. KMPO encourages this practice as a means to ensure development related transportation impacts are addressed as growth occurs.

For smaller, incremental development activities, most cities within the planning area have developed impact fees; however, a transportation impact fee policy for unincorporated areas of the County does not yet exist.

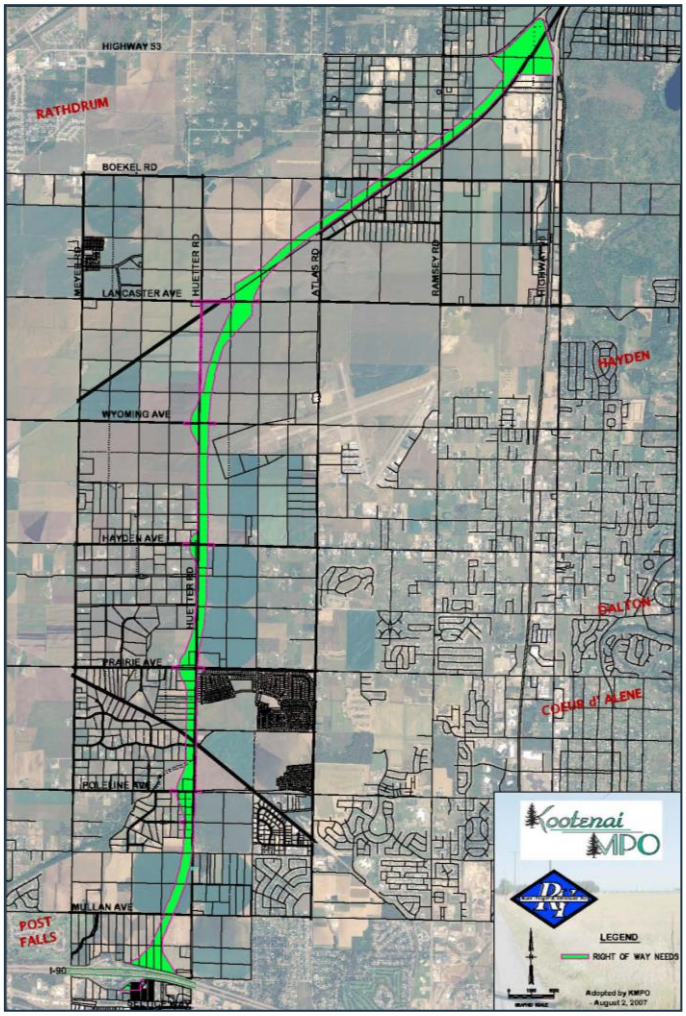
HUETTER CORRIDOR

The KMPO Policy Board has identified the need for a future high-speed north-south transportation facility between US 95 and SH-41 to serve anticipated regional growth on the Rathdrum Prairie and surrounding area, as well as broader regional mobility needs. The Huetter Road corridor was initially discussed as a potential corridor for a new major route in the 1980's and 1990's by ITD and KCATT prior to the creation of KMPO in 2003.

A Huetter Corridor Alignment Study was undertaken between 2007 and 2009 to determine a location and conceptual design for a future limited access facility. Figure 1.3 shows a map of the Huetter Corridor alignment that was adopted by the KMPO Board in 2009. The alignment has been subsequently incorporated by the City of Hayden, Post Falls Highway District, and Coeur d' Alene Airport as a part of their Comprehensive and Transportation Plans. Additional information on this study is available from KMPO.

Most local agencies have adopted specific land use policies designed to protect the right of way needed in the Huetter Corridor from development. A combination of building set back requirements, zoning requirements, right of way dedication through annexation, and property acquisition is expected to secure the Corridor for the future.

Figure 1.3 Huetter Corridor Right-of-Way Needs Map



RAIL CROSSINGS - BRIDGING THE VALLEY

In the mid 1990's, with 75 roadway/rail crossing locations between Spokane, Washington and Athol, Idaho, rail crossing safety was a serious concern in the region. As residential and commercial land uses were expected to dramatically increase on the Rathdrum Prairie so was the potential for serious conflicts between cars, trucks, bicycles, and pedestrians with the two Class 1 railroads operating through the area.

The "Bridging the Valley" initiative was a collaborative partnership between the Burlington Northern-Santa Fe (BNSF) Railroad, the Union Pacific (UP) Railroad and numerous governmental agencies at the state and local level within both Kootenai and Spokane counties. This partnership resulted in plans for strategic actions that would have separated vehicle traffic from train traffic in a 42-mile corridor between Spokane and Athol, significantly improving rail and highway safety on the Rathdrum Prairie.

The concept involved relocating the existing Union Pacific (UP) mainline into the BNSF mainline corridor, and then constructing primarily railroad overpasses for roadway traffic on the combined rail corridor. In addition to significant safety enhancements, the proposal would have substantially improved rail freight and vehicle mobility, and virtually eliminated train whistle noise.

In March 2007, the BNSF notified local agencies, KMPO and SRTC that they were no longer interested in pursuing the Bridging the Valley program of projects after 30% design completion of the 11 grade separations, 60% design of the rail/track improvements, Federal Environmental Approval of the Project, and obtaining the Army Corps of Engineers 404 permits. BNSF cited the need to maintain a competitive balance with the Union Pacific as a reason for no longer participating.

Nevertheless, local jurisdictions, LHTAC and ITD have continued to support the need for constructing the identified grade separations in the BNSF rail corridor. The SH-41 Bridge in Rathdrum has been completed. The Ramsey Road and Pleasant View overpasses are currently programmed for construction in 2020 and 2026, respectively.

In addition, agencies have been adding safety enhancements along the UP mainline, as well. The city of Post Falls and Post Falls Highway District have updated several UP at-grade crossings with signals and gates, with plans for additional upgrades at Huetter Road, Atlas Road, and Idaho Road in the next five years. ITD will be constructing a grade separation at SH-41 and the UP mainline during the 2020-21 SH-41 widening project. Additionally, ITD is also working with UP to close all crossings along the UP spur line from SH 41 to Meyer Road.

CITYLINK

The Citylink public transportation system is a fixed-route and demand responsive transit service that is a unique and creative partnership between the Coeur d'Alene Tribe, Kootenai County, Kootenai Health, local jurisdictions and KMPO that began in November 2005. The partnership initially leveraged the Tribe's existing transportation resources in order to provide urban, intercity and rural fixed route service in Kootenai County. The partnership makes creative use of

existing medical transport services as matching funds for Federal Transit Administration funding. The coordinated effort has received national attention as a best practices model.

KMPO is committed to the continued improvement of public transportation service in Kootenai County and also recognizes that funding limitations will likely influence both the configuration and rate of the system and its expansion. The Public Transportation Committee, managed by Kootenai County, provides a forum for coordination between Citylink operators and other public transportation and paratransit providers and is challenged with exploring cost-effective ways of improving service and access to transit information for customers and maximizing available funding through coordinated programs.

Public transportation is guided by both the Regional Public Transportation Plan required by U.S.C Title 49 Section 5303 and adopted by the KMPO Board (available at www.kmpo.net), as well as the Citylink North (Kootenai County Public Transportation) operating plan developed and approved by Kootenai County.

TRANSPORTATION OPERATIONS AND MANAGEMENT STRATEGIES

Roadway capacity expansions and the development of new routes are always expensive and often cost prohibitive to construct in a timely manner. Nevertheless, as Kootenai County's population grows and traffic increases, KMPO will be seeking to implement new strategies to prolong the service life of existing facilities to accommodate demand on the system. Adding auxiliary lanes and constructing intersection improvements on an existing highways and arterials are not the only strategies available to address congestion and travel time reliability.

In transportation industry jargon, "Access Management", "Transportation System Management" (TSM) and "Travel Demand Management" (TDM) are strategies that often extend the life of the existing transportation system by improving operational efficiencies. As KMPO looks to the future, all three of these will be expected to play an essential role in the way our regional transportation system operates; however, alone, they will not eliminate the need for the additional capacity necessary to address future travel demand. They may simply buy time until new capacity projects are constructed.

ACCESS MANAGEMENT

The number of driveways and other access points allowed on a street has a direct impact on the capacity and speed of traffic the street can safely carry.

For example, the intent of a "higher" classified facility, such as a principal arterial, is to provide for regional mobility rather than access to private property. Higher speeds are associated with arterial routes, and in order for traffic to flow efficiently on an arterial, it is necessary to limit the number of access points created by driveways and signalized intersections.

Conversely, a "lower" classified roadway, such as a collector, has a different focus. The job of collector roads is to collect and distribute traffic to and from neighborhoods, employment centers and service areas and provide connections to higher functioning arterials. Speeds are typically lower on

collector routes and, while access must still be carefully managed, more access points can be safely permitted.

KMPO does not control access policies for each roadway jurisdiction, but does encourage member agencies to adopt access management policies that are consistent with the intended functional classification of each roadway. In May 2019, the KMPO Board adopted the KMPO's Critical Arterial Corridor Policy, which specifically addresses access management on regional arterials. This policy designated 11 regional corridors that local agencies identified as critical to control access, in order to ensure safe and efficient movement of people and goods, minimize conflict points, and maintain the health, safety and welfare of the public.

In addition to identifying and defining critical corridors in the region, the Policy also sought to provide a tool for local agencies to ensure all parties involved (impacted transportation agencies and the development community) were aware of potential development and its impacts prior to formal development applications. The Policy included a pre-development checklist that agencies can provide to a project proposer to ensure all impacted parties are notified, as well as to provide an opportunity for involved parties to clearly articulate and understand the implications of development along or connecting to a CAC. The Policy can be found in its entirety at www.kmpo.net.

Attributes of a Critical Arterial Corridor

1. CAC's will be limited access arterials with controlled access locations no less than on ½ mile spacing.

2. Controlled access locations will be designed to achieve the purpose and need of the corridor and will be consistently applied to the extent possible to achieve consistent expectations from users.

3. Access to and from developing properties are to be taken from existing roads that provide access to the CAC that meet the minimum spacing requirements or from a new road that is to be constructed in order to meet the requirements.

4. Where a larger, high-traffic development is being proposed (light industrial, commercial, etc.), and adjacent roadways are not available (presently built or physically limited), access to the CAC will be considered as a temporary access until such time as adequate roadway infrastructure is in place to re-establish the ½ mile spacing requirements. Temporary access will be designed in way to ensure through traffic is not impeded and that adequate acceleration and deceleration distances are provided with necessary safety measures incorporated. The Developer will be responsible for demonstrating how long-term access will be achieved to remove the temporary access and may require a recorded agreement between the Developer, adjoining Jurisdiction, and/or highway district to acknowledge the "temporary" nature of the access point.

5. New accesses (that meets the minimum spacing requirements) that are required on the CAC as a result of growth and development, but are not part of a jurisdiction's arterial street system, will be funded by others as a condition of development.

Source: KMPO Critical Arterial Corridor Policy, pg. 3

Additionally, an important exercise for each local planning department and highway district is to review the functional classifications of their roadways for compatibility with current and future adjoining land uses. When federal funds are being used to construct or rebuild a functionally classified roadways, minimum standards and federal requirements related to roadway design, safety, Americans with Disabilities (ADA), and alternate modes of transportation must be considered. This includes the project's consistency with the Metropolitan Transportation Plan, Regional Public Transportation Plan, Regional Non-motorized Transportation Plan, local transportation master plans, and when applicable, the Coeur d' Alene Airport Master Plan.

TRANSPORTATION SYSTEM MANAGEMENT (TSM)

Transportation System Management (TSM) focuses on improving efficiency through the use of operational strategies, such as advanced traffic signal control systems, roadway surveillance control and driver information systems, channelization or intersection reconfiguration, freeway ramp metering, advanced signal timing plans, incident detection and response teams, traffic management centers, etc. These techniques reduce overall delay on the system through active rather than passive traffic management. These techniques and can help ensure travel time reliability is maintained in highly congested corridors such as I-90, US 95, Northwest Blvd, and SH-41. KMPO encourages coordination between member agencies to implement TSM strategies.

TSM strategies will become even more important as the County continues to grow in the coming years. In anticipation of the need, KMPO and ITD, in coordination with local agencies, have selected a consultant to develop a feasibility study for a Regional Traffic Management Center (TMC) for Kootenai County. The study with outline what the scope, design, operational model, and timing of such a facility would look like. The study is anticipated to be completed in July 2020.

TRAVEL DEMAND MANAGEMENT (TDM)

Travel Demand Management (TDM) are strategies used to affect the travel patterns of transportation system users. One such strategy is to increase the number of options available, for example through carpool and vanpool programs, bicycle and pedestrian improvements, increased transit service, and workplace programs for tele-working and flexible work schedules. TDM strategies focus primarily on the work commute trip, due to the routine nature of commute trips having the highest probability of being affected.

The Riverstone Transit Center and operational improvements to the Citylink transit system are among the most significant TDM efforts to be implemented in Kootenai County in recent years. However, system ridership monitoring indicates that Citylink ridership levels have experienced some decline since 2017. According to Citylink ridership reports, annual systemwide ridership in Kootenai County in 2019 was 248,749. This amounts to a 4.6% decrease from 2018 ridership levels (260,831) and 12.9% decrease from 2017 levels (285,519). This decrease is likely due to the

changes to the urban routes and decreased hours of operation implemented during the fall of 2017. The urban system has recovered over the last two years, with average monthly ridership numbers (11,888) for 2019 exceeding 2017 levels (11,692) prior to the system changes. Ridership on Citylink South's Link Route has continued to decline over the three-year period.

KMPO encourages coordination between transit providers and companies that benefit from transit service for their employees and customers. Kootenai Health and Spokane Transit provide vanpool and carpooling opportunities help to reduce the use of the single occupant vehicle for commuting purposes; Kootenai County is also looking into opportunities to partner with local vanpool operators. Another excellent example of local coordination is the City of Post Falls' requirement for dedication of property for a park and ride facility near Beck Road as a condition of development approval in that area.

The adoption of the Regional Non-Motorized Transportation Plan (RNMTP) by KMPO's Board in 2018 is another significant asset for active travel demand management. By creating a region-wide prioritized list of bicycle, pedestrian and transit access improvements, the RNMTP serves as an important step towards making non-motorized travel a safe and attractive choice.

As KMPO looks to the future, TDM efforts will continue to play an increasingly important role in managing travel demand. TDM will not eliminate or meet the needs associated with the growth in travel demand or congestion on the region's transportation system. TDM will, however, provide opportunities for people to have transportation choices to meet their unique needs and opportunities.

ENVIRONMENTAL CONSIDERATIONS

To ensure that projects recommended through the transportation planning process may ultimately be implemented, KMPO endeavors to anticipate and address environmental issues that may impact a project's design.

Regional and corridor-level planning studies undertaken by KMPO typically include an environmental scanning effort. To the extent possible, future construction projects are scoped during the planning process with an eye toward minimizing environmental impacts or avoiding them altogether, if possible.

Environmental considerations include:

- Noise
- Access and travel pattern changes
- Historic and archaeological sites
- Flood plains and floodways
- Minorities and low-income populations
- Displacements
- Wildlife/fish habitat and movements
- Neighborhood impacts
- Economic disruption
- Stream alterations
- Prime farmland
- Wetlands
- Visual and aesthetic impacts
- Airport airspace intrusion
- Hazardous materials risks
- Federally protected lands - 4(f) and 6(f)
- Aquifer issues
- Threatened/endangered species
- Water quality and stormwater runoff
- Navigable waters
- Air quality impacts

Of these, two primary areas where KMPO may have regional influence are air quality and stormwater quality.

AIR QUALITY

The federal Environmental Protection Agency (EPA) has established national ambient air quality standards for states to use in monitoring air quality. Areas with persistent air pollution problems are designated as "non-attainment areas", which means that the area does not meet the national standards for outdoor air quality.

Carbon monoxide and carbon dioxide, ground-level ozone, and other vehicle-related emissions, as well as re-suspended road dust from unpaved roads and winter sanding activities, are serious concerns. At the present time, Kootenai County has not been designated as a federal "non-attainment" area for air quality; however, we must continue to be vigilant in order to stave off this designation in the future.

SURFACE AND GROUND WATER QUALITY

Storm water runoff from roadways can carry pollutants that, if not addressed properly, can end up in our lakes, rivers and streams.

Additionally, roadway runoff may enter the Rathdrum Prairie Aquifer through recharge areas.

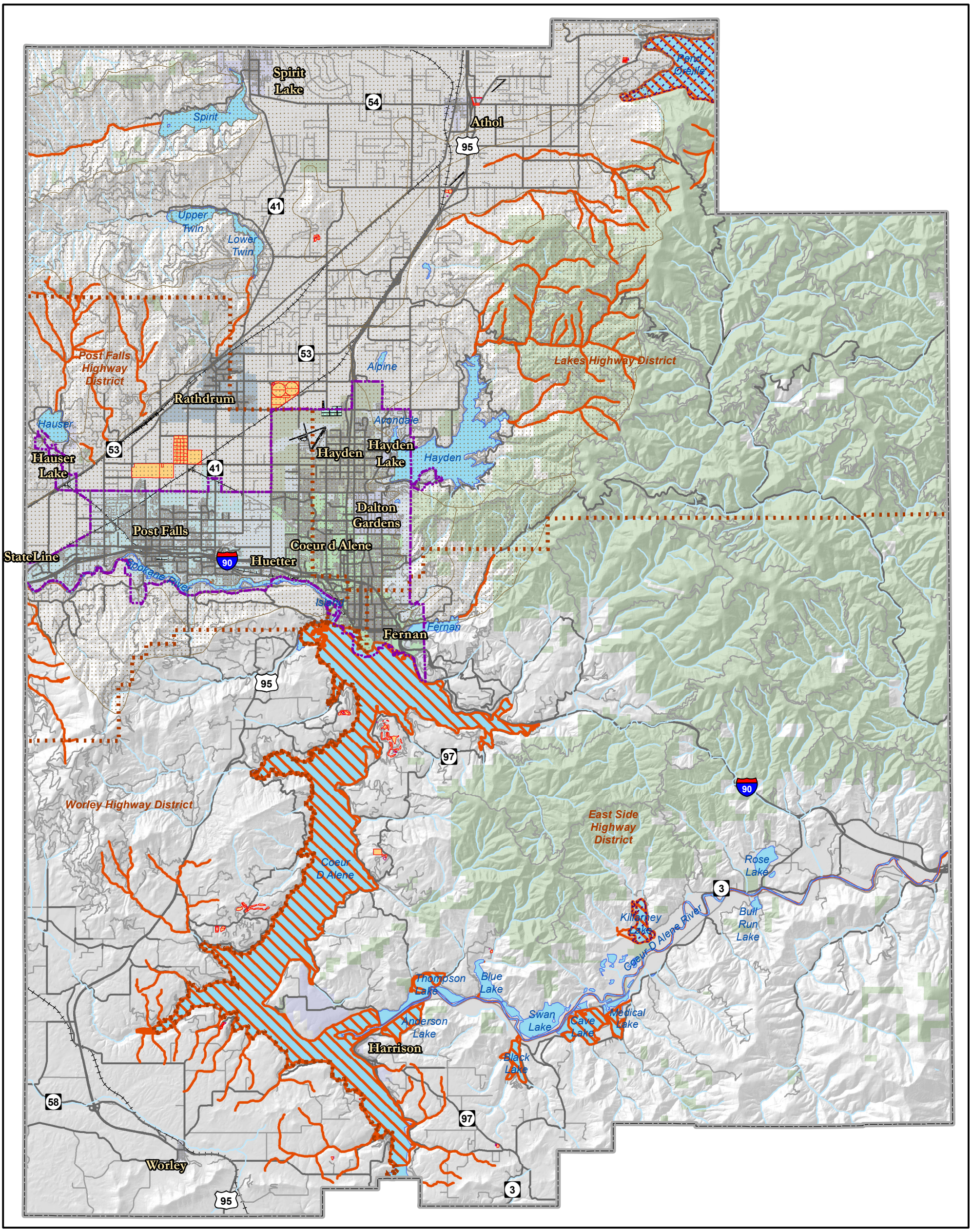
The Rathdrum Prairie Aquifer was designated a "sole source" for drinking water by the EPA in 1978. This designation provides special protection under the federal Safe Drinking Water Act and requires all federally-assisted projects to use aquifer protection measures. In 1980, the aquifer was further designated as a Special Resource Water in Idaho, which resulted in increased protections for this critical resource.

KMPO is committed to addressing the impacts of any regional initiatives sponsored by KMPO on surface and ground water quality. Additionally, KMPO encourages the use of stormwater best management practices recommended by the Idaho Department of Environmental Quality for all construction projects. IDEQ's *Catalog of Stormwater BMPs for Idaho Cities and Counties* is available online at www.deq.idaho.gov.

Figures 1.4a and 1.4b identify locations of some of the current environmental concerns in Kootenai County, including air quality monitoring locations, waste remediation sites, impaired lakes and open mitigation sites.


Source: Spokesman Review

KOOTENAI METROPOLITAN TRANSPORTATION PLAN
2020 - 2040



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Kootenai MPO

ENVIRONMENTAL MITIGATION, RURAL, KOOTENAI COUNTY

Environmental Sensitivities

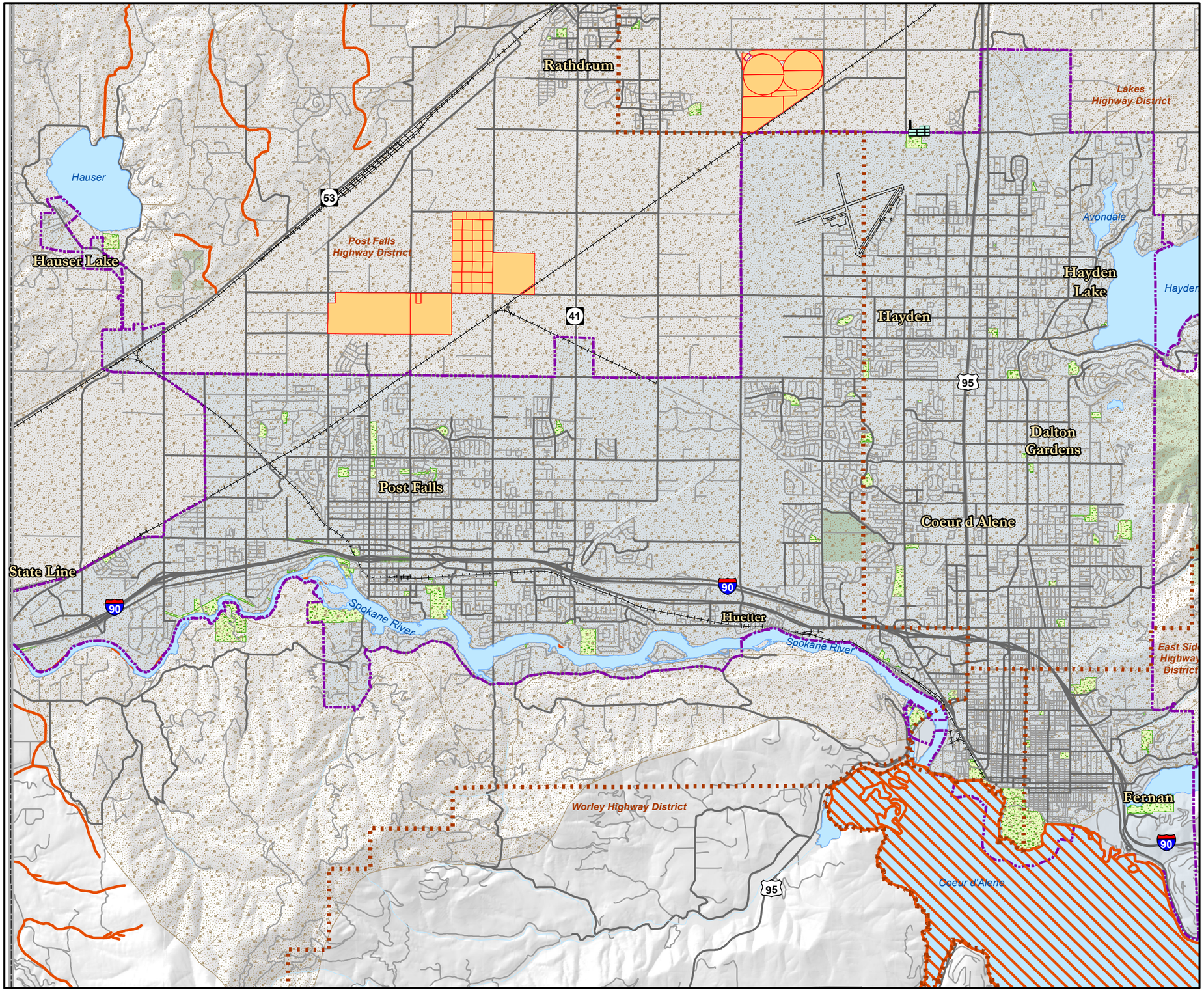
- Rathdrum Prairie Aquifer
- AQ Monitoring Stations 2016
- Wastewater Land Application Sites
- Wastewater Lagoon Sites
- Mercury Impaired Lakes
- Impaired Lakes 2016
- Impaired Streams 2016

Physical Characteristics

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

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

Figure 1.4a



KOOTENAI METROPOLITAN TRANSPORTATION PLAN
2020 - 2040

ENVIRONMENTAL MITIGATION, URBAN

Environmental Senstivities

- AQ Monitoring Stations 2016
- Wastewater Land Application Sites
- Wastewater Lagoon Sites
- Mercury Impaired Lakes
- Impaired Lakes 2016
- Impaired Streams 2016
- Rathdrum Prairie Aquifer

Physical Characteristics

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

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Miles

Kootenai MPO

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

SAFETY

Metropolitan Transportation Plans are encouraged to be consistent with the State's Strategic Highway Safety Plan (SHSP) and other transit safety and security planning and review processes, plans and programs.

The Idaho Transportation Department's SHSP is available through ITD's Office of Highway Safety webpage www.itd.idaho.gov/safety. There are eight focus areas in the State's SHSP, targeted at reducing traffic-related deaths, life-altering injuries and the related economic losses on Idaho's roadways:

- Aggressive Driving
- Traffic Records; Emergency Medical Services
- Alcohol/Drugs and Impaired Driving
- Motorcycle Safety
- Occupant Protection/Seat Belts
- Occupant Protection/Child Passenger Safety
- Pedestrian and Bicycle Safety
- Teen Drivers

Many of the projects recommended for funding in Section 6 will consider the eight emphasis areas during project development and construction.

TRANSPORTATION SYSTEM SECURITY

Following a renewed national focus on homeland security, federal guidelines for MPO's were changed to require consideration of transportation system security in the long-range planning process. Several agencies have developed emergency preparedness plans that may be used to address the possibility of emergencies on roads in our planning area.

The Idaho Transportation Department (ITD) has a variety of security and emergency preparedness plans. Depending on the severity of the emergency, plans are available to deal with everything from catastrophic conditions requiring restricted travel to resuming business after an incident has been dealt with:

- ITD's *'Emergency Highway Traffic Regulation Plan*' sets forth policies, responsibilities and procedures for the regulation and use of the highway network within the State of Idaho during an emergency.
- The '*Idaho Emergency Plan, Emergency Support Function #1*' assists state and local government agencies and voluntary organizations requiring transportation capacity to perform response missions following a major disaster or emergency. It also serves as a coordination point between response operations and restoration of the transportation infrastructure.
- The '*Idaho Hazardous Materials Incident Command and Response Support Plan'* provides effective, coordinated emergency support to local government by state, federal, and private agencies for incidents involving the release or potential release of hazardous materials in the State of Idaho.
- The '*Transportation Incident Management Plan*' provides effective, coordinated emergency response support at transportation incidents on the State of Idaho highway system.

For reasons of security, some of these plans may not be available for public distribution. For more information on security and emergency preparedness plans, contact ITD's Emergency Programs office.

Kootenai County also has a division dedicated specifically to safety and security. The County's Emergency Preparedness Plan covers a number of possible emergencies and natural disasters, and has an entire section dedicated specifically to transportation and transportation facilities. The County's plan outlines steps to follow to mitigate, prepare for, respond to and recover from emergencies and disasters, including:

- Coordinating task forces responsible for implementing mitigation plans.
- Assisting with local funding sources for mitigation projects.
- Designing and conducting multi-agency training exercises that test emergency plans.
- Activating the Kootenai County Emergency Operations Center to provide interagency coordination for managing disaster response and recovery.
- Obtaining and allocating necessary manpower, equipment, and supplies needed for emergency response.
- Facilitating public meetings for local, state, and federal agencies to discuss recovery and post-disaster mitigation assistance for citizens and businesses.

For more information on Kootenai County's Emergency Preparedness Plan, contact the Kootenai County Office of Emergency Management at (208) 446-1775.

Other agencies concerned with transportation security on the roads is Citylink bus service, which includes both services managed by Kootenai County and the Coeur d' Alene Tribe. Citylink addresses potential security threats through their respective 'Safety, Security and Emergency Preparedness Plan' (SSEPP) and 'Threat and Vulnerability Assessment.'

While problems have been rare to date on Citylink buses, if a problem *does* develop, the agency's managers take a personal approach to solving the problem and will either ride the problematic route themselves, or follow it to gauge the problem and determine how to deal with it. While dropping off and picking up riders at the Coeur d'Alene Casino, Citylink drivers can contact casino security to deal with problems. While on the road, drivers are instructed to contact dispatch in the event of an incident, and the dispatch center will send law enforcement to the location to remove disruptive passengers or address other problems. The same applies for medical emergencies. Drivers are also instructed to watch for suspicious packages brought or left on-board.

Further information on Citylink's Safety, Security and Emergency Preparedness Plan can be obtained by calling the Citylink offices at 1-877-941-RIDE.

PUBLIC INVOLVEMENT IN THE MTP PROCESS

Community participation is essential to good transportation planning. A proactive outreach program helps to ensure that adopted plans, policies, programs and projects are consistent with the current and future needs of the community it is being implemented to service. KMPO's goal is to provide complete and transparent information to the public and to provide a fair and open process for community involvement in transportation decision-making process. KMPO's process of community involvement allows everyone the chance to be heard and affords the KMPO Board the opportunity to make reasonable and responsible adjustments to proposals before they are adopted.

Throughout development of the MTP and its sub-components, KMPO has used a variety of techniques to involve the public. This has been conducted in compliance with KMPO's adopted Public Involvement policies (See Appendix A).

Public Involvement Techniques used:

- Met with area jurisdictions involved in the MTP update process;
- Held a public comment period of 30+ days from February 6 to March 9;
- Advertised the public comment period through public access channels, paid advertising, press releases, and on the KMPO website;
- Hosted a public meeting to collect public comment on the MTP during the public comment period on March 4 at the Coeur d'Alene Library;
- Provided presentations to community groups such as Chambers of Commerce, service organizations, and associations; and
- Provided copies of the MTP in various forms of media and formats.

SECTION 1 SUMMARY

Substantial growth and development are currently being experienced in Kootenai County and is expected to continue into the foreseeable future. Similarly, our local and regional transportation system is operating mostly on transportation capacity investments made in the late 1960's and 1970's; while these investments have been maintained, they have reached the end of their ability to meet both current and future needs.

Source: ITD

Continued reliance on this "Legacy Transportation System" currently shows its effects on the communities it serves.

1. Continuously worsening congestion.
2. Traffic Signal timing plan failures as traffic on competing legs of intersections place demands for green time.
3. Traffic incidents on heavily used highways and arterials stall traffic, as incident response vehicle attempt to reach the location and close lanes to address the problem.
4. Reduced travel time reliability on highways and arterials induce traffic to find new routes, which then introduces congestion onto previously underutilized roadways.
5. Reduced travel time reliability adversely impacts economic growth and development. Siting decisions are based on the ability to ship and receive products from destinations outside the region in an efficient, timely and reliable manner.
6. Driver, bicyclist and pedestrian frustration causes poor choices, resulting in adverse impacts to the health, safety and general welfare of the public and themselves.

This MTP is intended to provide direction on ways to alleviate the adverse effects showing up today on our regional transportation system and prepare for the future.