



Our Transportation Future

Opportunities and Challenges

By: Glenn F. Miles, Executive Director
Kootenai Metropolitan Planning Organization
Coeur d' Alene, ID
www.kmpo.net



Today's Overview

1. Verbal Intro – What is KMPO & Two Questions to Ponder
 - Are you satisfied with the roads & traffic congestion in Kootenai County?
 - Would you pay a 14 cents a day for better, less congested roads?
2. Review Currently Planned Projects – 2020 thru 2026
3. Describe Unmet Need – the Big 5
4. Introduce the Proposed Plan

II. Currently Planned Projects

2020 - 2026

What's Happening This Year

I-90 from Coeur d' Alene to Wolf Lodge Road (a season of challenges)

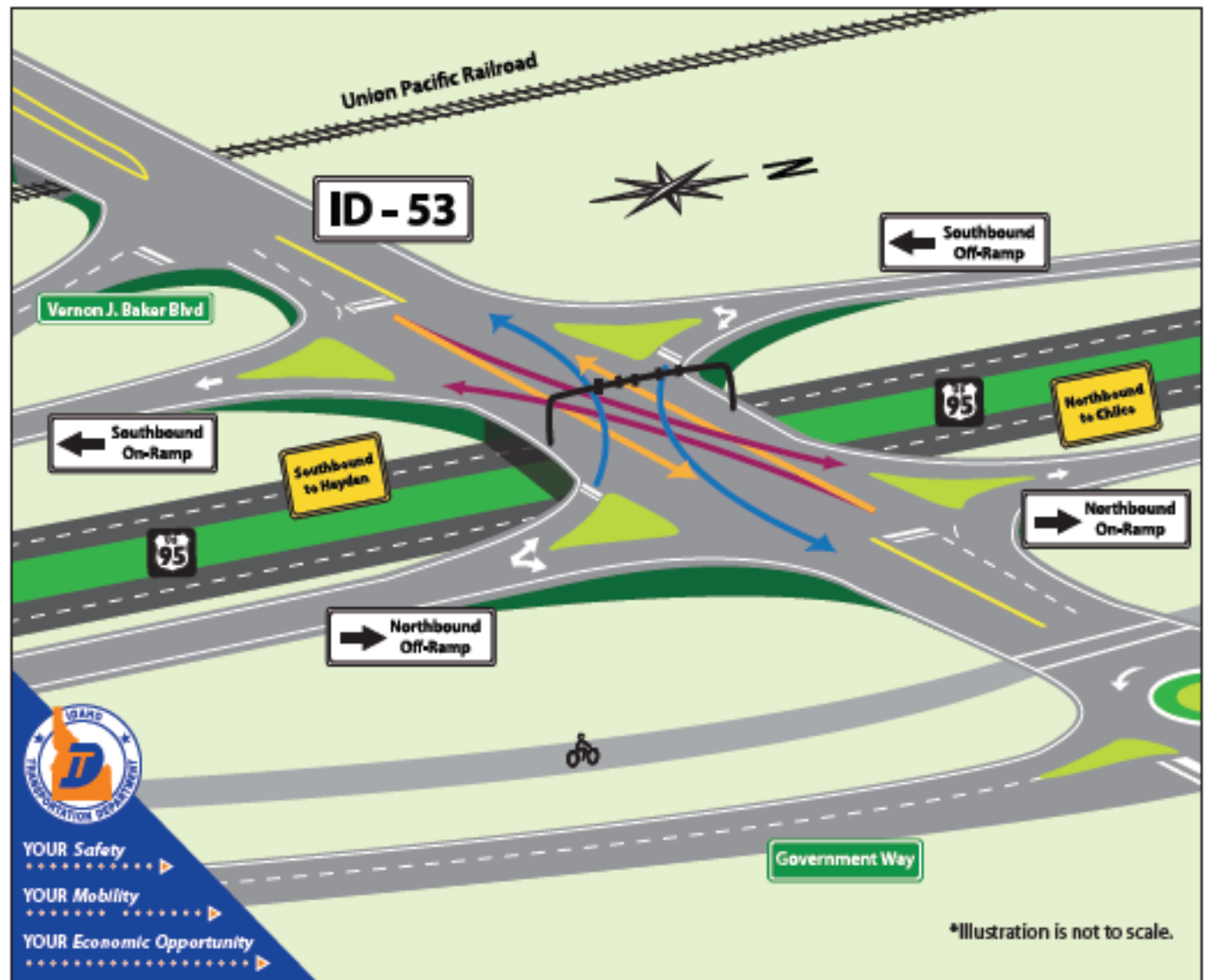
- ✓ I-90 blue creek to wolf lodge is being repaved (15 working days)
- ✓ Blue creek bridge grinding and joint work underway (April – August)
- ✓ Travel lane restrictions are being mitigated with I-90 crossovers during construction

US-95 North from I-90 to State Highway 53 – New Signal & Intersection Changes (SPUI)

- ✓ Travel restrictions at select intersections impacted travel times through the corridor. Will continue to
- ✓ Canfield signal being removed, Wilbur and miles signals installed to improve signal timing and traffic flow
- ✓ The new Wilbur road will be opened to connect U.S. 95 to government way
- ✓ New U.S. 95 interchange with state highway 53 will continue through 2021-22

North Idaho's First Single Point Urban Interchange (SPUI) North of Hayden

- Removal of U.S. 95 Signals!
- Continues Bike/Pedestrian Trail N.
- Better access to SH-53
- Safer Connection to Gov't Way



What's Happening Next Year

Continuation of U.S. 95 Highway Widening Improvements to north of Granite Hill

- ✓ Completion of SH-53 & US 95 Interchange and Garwood Overpass
- ✓ Travel lane restrictions should be expected in 2020 and 2021

SH-41 Corridor Access Widening And Access Control From I-90 To Rathdrum

- ✓ This Will Become an Access Controlled 4 Lane Divided Highway
- ✓ Signals Installed At No Less Than Quarter Mile Spacing
- ✓ New Bicycle And Pedestrian Trail On The East Side Of SH-41

SH-53 Corridor Safety Projects from Latah Street to Ramsey Road

- ✓ This will provide for reconstruction, improved intersections and a signal at Ramsey Road
- ✓ Ramsey Road Extension from Wyoming to Lancaster (New Road on new alignment)

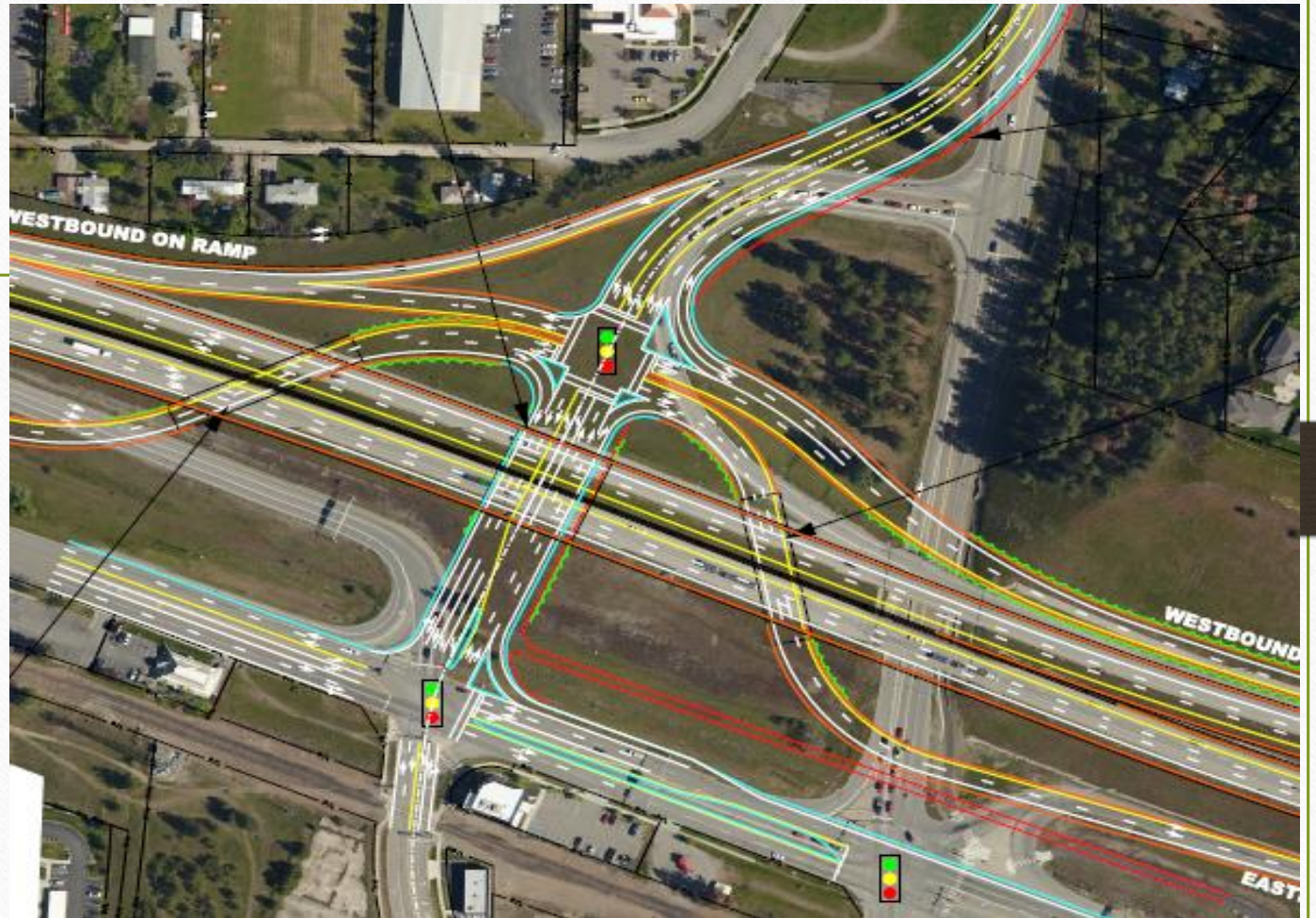
What's Happening in 2023-26+

- ✓ Pleasant View Grade Separation of BNSF Mainline and SH-53 Interchange
- ✓ Sh-41 Corridor Will See A New Interchange At I-90
 - ✓ This Will Become A Completely New Interchange Slightly West And North Of Today's Location
 - ✓ Signals Installed At The Interchange Will Provide Access To I-90, SH-41 And Seltice Way.
 - ✓ New Bicycle And Pedestrian Trails Will Be An Integral Part Of The Project
- ✓ SH-41 AND DIAGONAL ROAD TURN BAYS
- ✓ US-95 INTERCHANGE WITH I-90 RECONSTRUCTION
- ✓ I-90 EASTBOUND LANE IMPROVEMENTS FROM ATLAS TO 4TH STREET INTERCHANGE

New SH-41 Interchange to I-90 in Post Falls

Offset SPUI

- Improved Driver expectation
- Improved Truck performance
- Better signal performance
- Bike and pedestrian trail continuity



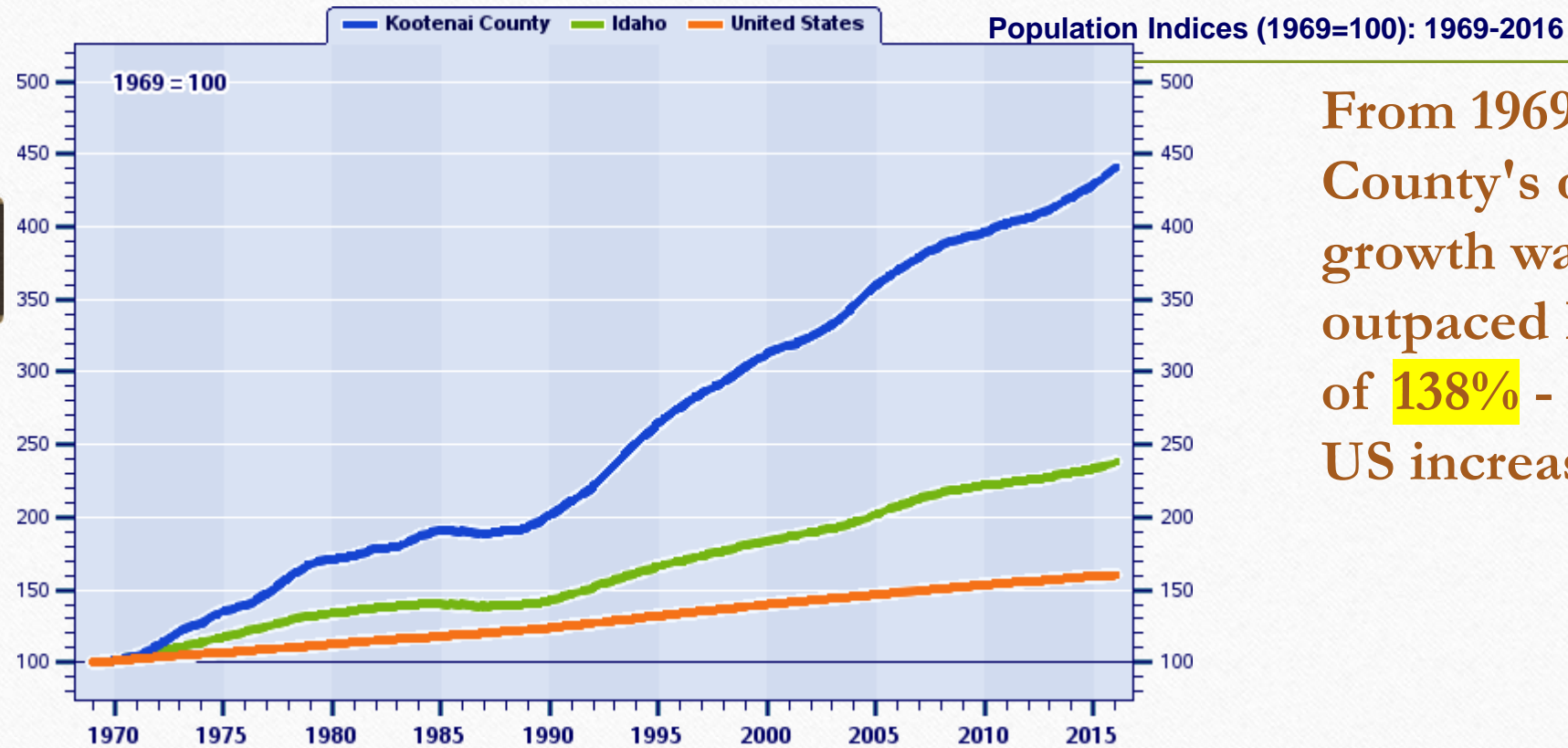
III. The Unmet Need

So, Do you still rely on.....?



- Didn't think
SO.....

County Population Growth - % Change



Source: Idaho.REAPProject.org
Data: Regional Income Division, BEA(11-16-2017)

From 1969 to 2018, Kootenai County's overall population growth was **340%** - which outpaced Idaho's increase of **138%** - and dwarfed the US increase of **60%**.

Post Falls & Coeur d'Alene's Longer-Term Transportation Future?

Some Facts to consider about OUR transportation system:

- We are currently driving and relying on a legacy Transportation system (800+ miles).
- Most recently improved in the 60's and 70's.
- System Performance, Resiliency and Reliability has become an Issue



What we're seeing

August 14, 2019

8:30 am

3-hour Road Closure



Detour Length 67 or 102 miles

What we're seeing Today



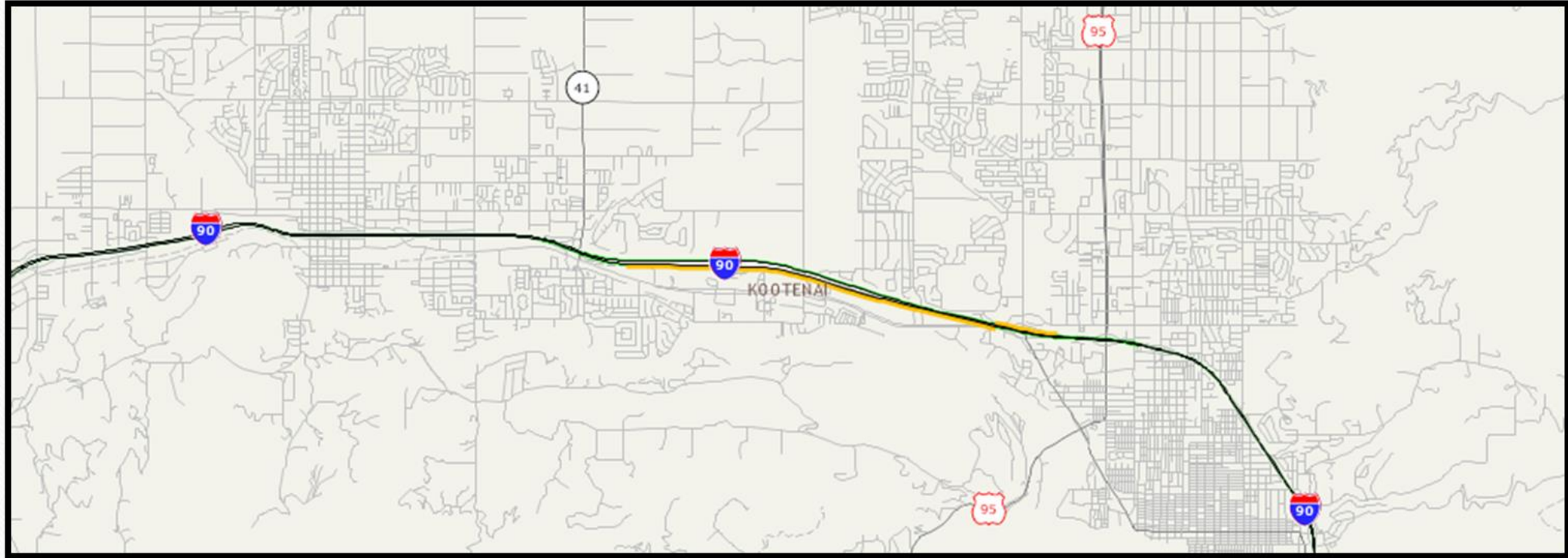
**1.5-hour Lane
Closure**

**August 14, 2019
1:30 pm**

Detour Length: 0

Zero Detour's

What we're seeing Today



I-90 Truck Travel Time Worst Reliability

SH-41/Port of Entry to Northwest Blvd.

Source: FHWA, [https://hepgis.fhwa.dot.gov/fhwagis/ViewMap.aspx?map=State+Performance+Metrics|Truck+Maximum+\(Worst\)+Reliability+Index+-+2018](https://hepgis.fhwa.dot.gov/fhwagis/ViewMap.aspx?map=State+Performance+Metrics|Truck+Maximum+(Worst)+Reliability+Index+-+2018)

What we're seeing Today

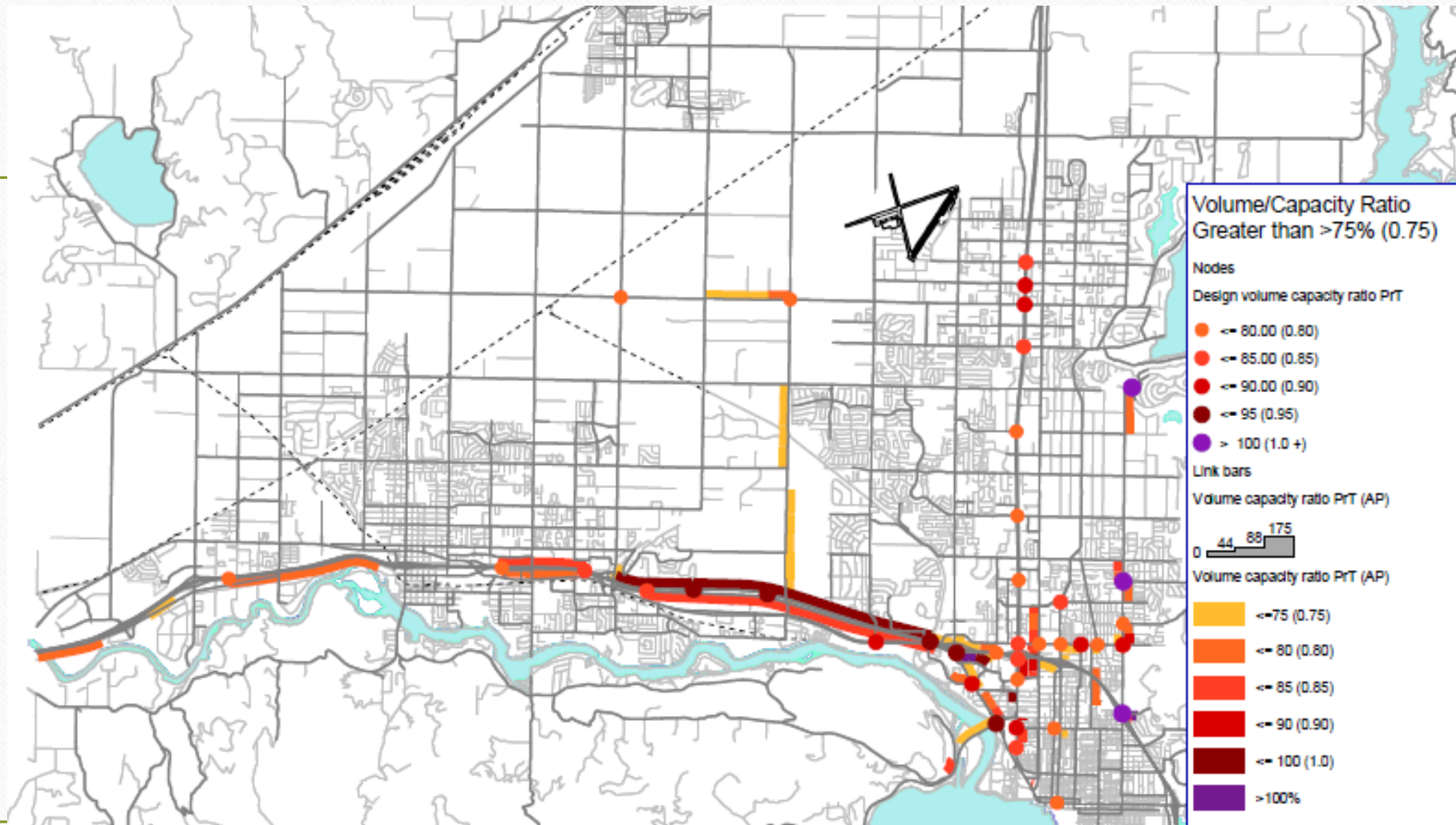


Interstate 90 Pavement Condition

State-Line to Northwest Blvd (Fair)

Source: FHWA, <https://hepgis.fhwa.dot.gov/fhwagis/ViewMap.aspx?map=State+Performance+Metrics|Interstate+Pavement+Condition+Metric+Data-2018>

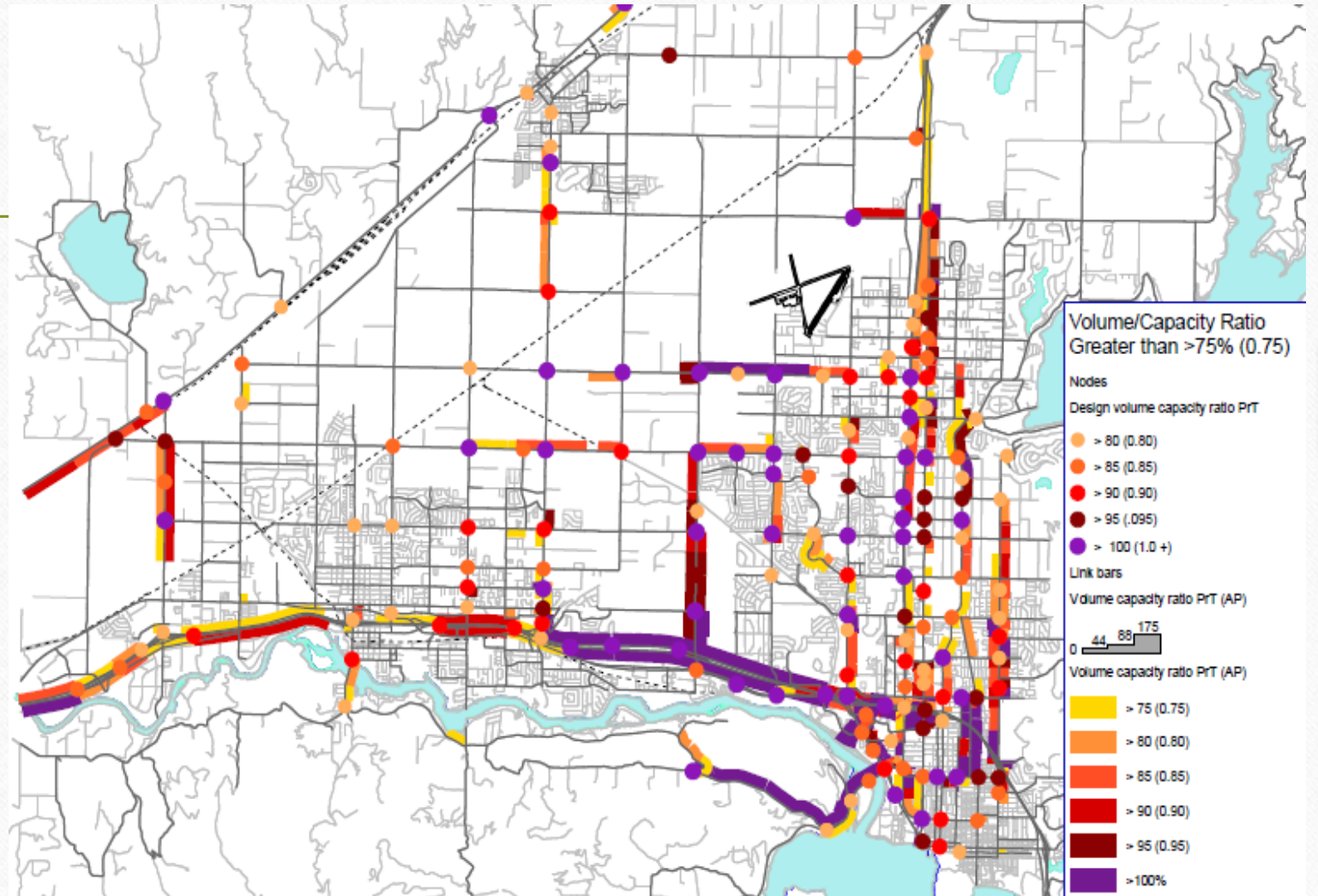
Today's Travel Demand



Tomorrows Travel Demand

2040 No Build Scenario

(If only currently funded projects are completed – **RED & PURPLE** are **NOT GOOD**)



IV. The Proposed Plan

BIG 5 Regional Projects Identified

Sorely Needed But Currently Unprogrammed & Unfunded

1. Increase I-90 to Six Lanes from State Line to Sherman Ave
2. Build Out Huetter Corridor (Bypass) from I-90 to US 95/SH 53 SPUI Interchange
3. Relocate I-90 Port of Entry to McGuire Road
4. Create a Regional Traffic Management Center
5. Widen US 95 Spokane River Bridge and Approaches

Local Option Registration Fees

Help Leverage Additional Key Projects

- Idaho Code Allows Local Counties To Impose A Special Use Road Improvement Fee
- KMPO Proposes A \$50/Year/Vehicle Local Fee – Only 14 Cents Per Day
- Adding New Local Funds Would Allow an Incredibly Increased Ability For State & Federal Matching Funds

Would there be Support for Local Option Transportation Funding in Kootenai County?

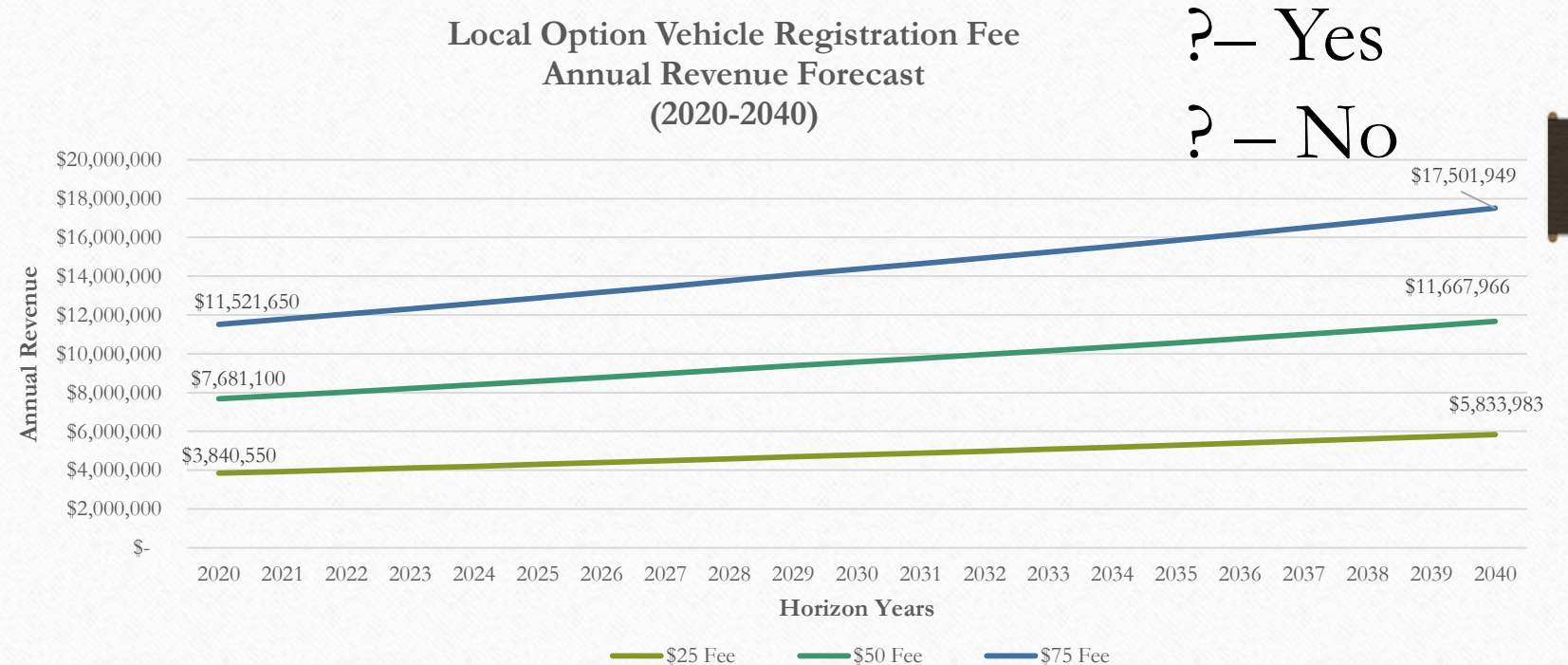
	2020
\$ 25	\$ 3,840,550
\$ 50	\$ 7,681,100
\$ 75	\$ 11,521,650

20 Year Revenue Total

\$	100,775,041
\$	201,500,083
\$	302,325,124

20 Year Leverage Potential

\$	432,354,095
\$	864,708,189
\$	1,297,062,284



Local Option Vehicle Registration Fee Transportation Project Funding List Multi-year Program

Local Option Transportation Project Funding List Five Year Funding Program	Estimated Total Project Cost 100%	Local Option Share Variable	Local Share URD/LID Variable	State/Formula Share Variable	Federal Competitive Grant Variable
Huetter Corridor - I-90 to U.S. 95	\$ 295,000,000	\$ 88,500,000	\$ -	\$ 88,500,000	\$ 118,000,000
I-90 - Stateline to Sherman Ave (widening to 6 lanes)	\$ 375,000,000	\$ 75,000,000		\$ 150,000,000	\$ 150,000,000
ITD I-90 Port of Entry Relocation	\$ 20,000,000	\$ 4,000,000		\$ 8,000,000	\$ 8,000,000
Regional Traffic Management Center	\$ 7,500,000	\$ 1,500,000		\$ 1,500,000	\$ 4,500,000
Prairie Avenue - Meyer Road to SH-41	\$ 5,000,000	\$ 3,000,000	\$ 2,000,000		
Pleasant View Road - Seltice Way to SH-53	\$ 15,000,000	\$ 9,000,000	\$ 6,000,000		
Hayden Avenue - U.S. 95 to Huetter Road	\$ 16,000,000	\$ 9,600,000	\$ 6,400,000		
SH-54 - UPRR & BNSF Underpass, Athol ID	\$ 21,000,000	\$ 6,300,000		\$ 6,300,000	\$ 8,400,000
Atlas Road - Seltice Way to Hanley Avenue	\$ 8,000,000	\$ 4,800,000	\$ 3,200,000		
Poleline Avenue - SH-41 to Huetter Road	\$ 8,500,000	\$ 5,100,000	\$ 3,400,000		
U.S. 95 Spokane River Bridge Davidson Ave. to Upriver Dr.	\$ 59,000,000	\$ 11,800,000		\$ 11,800,000	\$ 35,400,000
Julia I-90 Overpass - Ironwood Drive to Appleway Avenue	\$ 7,500,000	\$ 1,875,000	\$ 3,375,000	\$ 2,250,000	
	\$ 837,500,000	\$ 220,475,000	\$ 24,375,000	\$ 268,350,000	\$ 324,300,000
Approved 08/13/2020		26%	3%	32%	39%
	ITD - Regional	\$ 92,300,000			
	Cities	\$ 21,075,000			
	Highway District	\$ 17,100,000			
	Local - Regional	\$ 90,000,000			
		\$ 220,475,000			

Source: KMPO Metropolitan Transportation Plan May 2020,

V. In Closing

Thanks for listening today!

And, for our FUTURE, please

VOTE this November!