



US-95 INTERSECTION IMPROVEMENTS: FAQs

July 2017

In response to comments received at the June 2017 open house, ITD developed this FAQ sheet.

Why can't ITD just time its signals better?

ITD has optimized timing for the existing signal configuration. Signals are complex traffic control devices that affect mobility throughout the entire corridor. Balancing the competing needs of keeping northbound and southbound traffic continually moving becomes more difficult when signals are spaced closely, especially with the need to accommodate heavy side street traffic. Signals use various timing schedules throughout any given day to be as responsive as possible to traffic movements on the highway.

To further optimize signal timing and mobility, ITD will remove two signals to create uniform spacing that will move traffic efficiently through the corridor. Signals operate best when traffic is divided into platoons, or fleets of vehicles with spaced gaps.

Why rely on studies from 2005 and 2008? Aren't they outdated?

Projects take time to develop and must go through multiple phases before reaching construction. In the case of this project, ITD began authorizing studies on the corridor as traffic volumes increased. Discussion about removing signals began after the studies in 2005 and in 2008, and ITD held events to involve the public in these discussions. The studies identified solutions, such as uniform signal spacing, that could not be implemented immediately due to funding levels.

Identifying funding for a multi-jurisdictional project can become challenging as each entity must support the outcome and willing to prioritize the funding. Fortunately, ITD was able to partner with other stakeholders (the Kootenai Metropolitan Organization and the cities of Coeur d'Alene and Hayden) to apply for a grant to address mobility issues for this freight-heavy corridor, and in 2016, the project was awarded \$5.1 million in federal funding.

Will removing signals at Bosanko and Canfield avenues make the intersections unsafe?

ITD projects are designed to improve safety, mobility and economic opportunity along state highways. In this case, ITD will remove these signals to improve mobility throughout the corridor. After removing the signals, ITD will construct raised islands to control the type of movements allowed at non-signalized intersections. Vehicles will no longer be able to cross or turn left onto the highway from side streets as these movements can lead to vehicle conflicts, especially when there are high volumes of traffic.

Instead, vehicles will be able to make right-in and right-out movements from the side streets onto the highway. Vehicles can still turn left from the highway onto the side street as these movements will be allowed due to the lower number of lanes to cross and potential conflict points with other vehicles.

Will extend Wilbur Avenue to Government Way?

Extending Wilbur Avenue will strengthen the local road network. Drivers will have more opportunities to travel alternate routes.

Can the curbed median at Boekel Avenue be delayed to support truck traffic in the area?

The curbed median at Boekel Avenue will now be built during the construction of a new interchange for US-95 and ID-53. ITD delayed the construction of the curbed median to allow the department to detour traffic, including trucks, during the construction of other projects.

Will curbed medians impede emergency response teams?

ITD has coordinated with emergency response teams in the area to ensure that response times will not be negatively affected by the removal of signals throughout the corridor, especially at Bosanko Avenue and US-95. Representatives from emergency response teams do not believe that curbed medians, which will replace signals and be constructed at non-signalized intersections, will impede emergency traffic from entering or exiting.

More information on projects in design and construction can be found at itdprojects.org.

