Transportation Master Plan

2017 Update

FINAL

Prepared for the

City of Post Falls, Idaho

DEA Project No. POST0000-0022

December, 2017

DAVID EVANS AND ASSOCIATES INC.

663 W. Canfield Avenue

Coeur d'Alene, ID 83815

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Contents

1 INTRODUCTION

In 2004, the City of Post Falls adopted a Transportation Master Plan that established goals, project priorities and design standards for the City's transportation facilities. This update of the Transportation Master Plan was undertaken to revise and refine elements of the previous plan.

The purpose of the City's Transportation Master Plan is to:

- Support economic growth and vitality.
- Address and improve all modes of transportation: vehicle, bike, pedestrian and transit.
- Focus on long term cost effectiveness and minimize future operation and maintenance costs for the design and construction of new transportation facilities.
- Ensure that transportation improvement projects included in the plan can be funded and built with expected transportation revenue.
- Provide a concise, straight forward and useful plan document that is easy for City staff to apply and easy for the development community and general public to understand.

Planning work for this update was founded on the 2004 vision and goals for the City's transportation system. The updated plan renews the City's emphasis on a multi-modal approach to transportation investment, including strategies for improving travel by motorized vehicles, bicycles, walking, and transit. The update of the Transportation Master plan was guided by nine objectives:

1) Strive to improve livability while addressing the needs of all modes of transportation by taking in to account complete streets and road diet concepts; this is an overarching consideration of all aspects of the transportation plan update.
2) Develop a fiscally constrained Capital Improvement Plan (CIP).
3) Attain buy-in and consensus from the community and stakeholders.
4) Provide a concise, straight forward, and useful plan document that is easy for staff to apply.
5) Comply with current City codes.
6) Focus on long term cost effectiveness as it relates to operation and maintenance (O & M) costs.
7) Provide for a sound transportation network that encourages and supports economic growth and vitality.
8) Consideration of district planning efforts.
9) Where feasible, summarize data and analysis results using GIS as a basis and with the intent of providing the GIS files to the City for its use and inclusion in the City's existing GIS system.

The plan guides the City's capital improvement program and facilitates the effective investment of public funds for transportation system improvement. This plan is intended to be a living document, with updates and adjustments anticipated approximately every five years in the future.

Throughout this document, there are numerous maps and displays designed for display in an 11"x17" format. Reduced-size images of these displays are included with their accompanying text and full-size versions are provided at the conclusion of each chapter. Additionally, the electronic version of this document contains links to the full size exhibits.

2 PLANNING CONTEXT

The framework for this Plan is defined by the context of the City. Post Falls is situated between Coeur d'Alene, ID and Spokane, WA along Interstate 90. In addition to Coeur d'Alene, the Cities of Rathdrum to the north and Hayden to the northeast jointly populate the Rathdrum Prairie land area, which is expected to continue the transition from agricultural land to residential, industrial, retail, and other commercial uses. This continued development will result in increased traffic across the transportation network, ultimately requiring improvements to that network. This chapter defines the framework used in developing the Transportation Master Plan Update.

2.1 Planning Area

The Transportation Master Plan update considers facilities within the existing City limits, as well as areas within Post Falls' Shared Tier area. The Shared Tier is defined by an agreed upon boundary between the Cities of Post Falls, Hayden, and Rathdrum and is beyond the current Area of City Impact (ACI). This shared tier area is the planning area boundary because it is expected to be annexed in the future. The planning area is shown in Figure 2-1.

Click Here for Figure 2-1

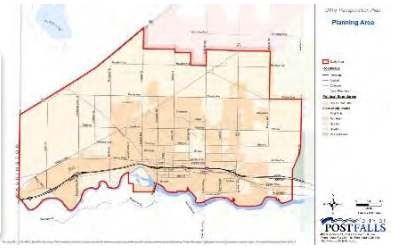


Figure 2-1. Planning Area

2.2 Demographics

At the time of this plan, the population of Post Falls was just over 30,000 people, making it the 10th largest city in Idaho. Overall, the region including-Coeur d'Alene and Spokane-amounts to a population of 600,000. As of the 2010 Census, there were nearly 11,000 households in Post Falls with an average size of 2.68 people. At the time of this document, there are estimated to be over 12,000 households in the City. The 2010 Census population was 27,574. At the time of this document it is mid-way through another Census period. As such, the City has grown approximately 2.93% per year to 33,709 by 2017. There are currently over 1,100 acres of vacant industrial or commercial zoned land within the City and 600 acres of residential land. Given the development of these land uses, the population of Post Falls is projected to increase to 43,500 by 2020 and 91,500 by 2035, as illustrated in Figure 2-2.

Click Here for Figure 2-2

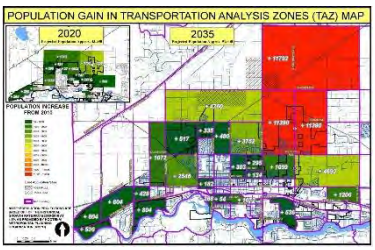


Figure 2-2. Post Falls Projected Population Growth

2.3 Current and Future Land Use

The development of traffic volume forecasts for this plan is based on how many trips occur between one area and another. The determination of how many trips travel from an area of production to an area of attraction is defined using a *gravity model* (i.e. a mathematical formula that distributes trips between areas of trip productions to the areas of trip attractions). A gravity model is a component of an overall Travel Demand Model, which incorporates the components of the land use and transportation network of a geographic area. A travel demand model is built by taking into account the size of the production (in terms of land use size or population), the size of the attraction (in terms of land use size or employees), location of competing attractions, socio-economic characteristics, and roadway friction, such as the physical impediments and potential traffic congestion between the production and the attraction.

The *relationship* between population (e.g. residential areas) and employment (e.g. retail, commercial, industrial, and office zones) is that of *production* and *attraction*. Traffic is *produced* in the areas of population and *attracted* to the different employment-based land use areas. The nature of this relationship is determined by the size of the population and the intensity and variation of the land use. Areas with greater population tend to produce more traffic and areas with higher density land use (i.e. higher numbers of jobs, more shopping space and opportunities) tend to attract more traffic. As a result, it is imperative to accurately define the land use of an area to obtain reasonable traffic volume forecasts using a travel demand model.

A regional travel demand model has been developed the Kootenai Metropolitan Planning Organization (KMPO), which encompasses the Post Falls, Coeur d'Alene, Hayden, and Rathdrum geographic areas. A regional model typically defines land use using large *zones* (geographic boundaries) to aggregate the data. For this Plan, a sub-area model was created for the City of Post Falls planning area (see Appendix C: Travel Demand Modeling). Within this planning area, the land use was broken up into smaller zones for higher accuracy in predicting the trips from those land uses. As part of this process, City staff members were highly involved in allocating the projected land uses to the smaller zones for three planning horizons. The future land use within the Post Falls planning area is illustrated in Figure 2-3 and is also available on the City's website.

(http://gis.postfallsidaho.org/GIS_Docs/PDFs/PostFallsFutureLandUse.pdf).

Click Here for Figure 2-3

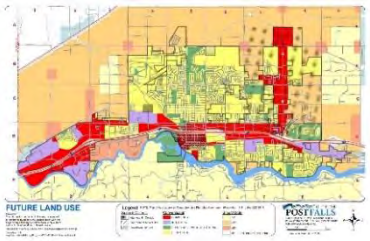


Figure 2-3. Post Falls Future Land Use

2.4 Goals and Objectives

As part of the development of the previous (2004) Transportation Master Plan (TMP), a comprehensive list of goals and objectives were established to guide the outcomes of the Plan. The 2004 goals and objectives were met in the previous planning effort and have been supported over the past 12 years as the City has continued to develop infrastructure. During that window of time the foundational vehicular needs of the community have remained steady. However, maturation of the community's multi-modal orientation has further developed, leading to a sharper focus herein on multi-modal needs. As such, this TMP update maintains the same

foundational goals and objectives identified for the original plan, but with a renewed emphasis on multi-modal planning.

The primary goal of the TMP Update is to update all aspects of the City's current Transportation Master Plan. The goals of the 2004 Transportation Master Plan are provided as follows, with summaries of the accomplishments driven by each:

Goal 1: Develop access management standards that provide a balance between access to adjoining lands and safe and efficient traffic flows.

a. *The City of Post Falls adopted and implements Access Management Standards as part of the Subdivision Design and Improvement Standards (City Code 17.28)*

b. *(The access management standards developed for the 2004 TMP are maintained and included with this update in Section 8.4)*

Goal 2: Improve and enhance safety and traffic circulation and preserve an acceptable level of service (LOS) on local street systems.

a. *The City has completed several projects that enhance safety, traffic circulation and preserved and acceptable level of service o local streets. Projects have been done with a number of funding sources including: general fund, impact fees, State / Federal Grants, Urban Renewal, Private Development*
b. *Over $5.7 million in impact fees invested in projects identified in the 2004 TMP*
c. *Over $3 million in State and Federal Grants received and invested in projects identified in the 2004 TMP and other safety improvements*
d. *Some of the Major projects completed (various funding sources):*
    i. Mullan Avenue Widening and Overlay – SH41 to Idaho Street
    ii. Idaho Street Widening – Mullan to Poleline Ave.
    iii. 16th Avenue Realignment
    iv. Beck Road Interchange
    v. Greensferry Overpass
    vi. 15th Ave. Bike / Ped
    vii. SH41 Bike / Ped
    viii. Spencer Street extenstion
    ix. Traffic Signals
        1. Poleline / Greensferry
        2. Seltice Way / Cedar
        3. 4th Ave. / Spokane
        4. Mullan / Greensferry
        5. Seltice Way / Beck
        6. Seltice Way / Spencer
        7. 2015 Signal Timing revisions
    x. Roundabouts
        1. Poleline / Spokane
        2. Poleline / Idaho
        3. Poleline / Syringa

Goal 3: Develop procedures to minimize negative impacts to- and protect transportation facilities, corridors, or sites during the development review process.

a. *City of Post Falls reviews proposed projects during site plan review and subdivision review for conformance to the TMP and City Design and Improvement Standards. When applicable, the City requires projects to perform additional Traffic Impact Analysis to identify in greater detail the impacts of specific projects to the transportation system and necessary mitigations. This City is a member of the KMPO and KCATT.*

Goal 4: Improve and enhance rail freight movement, truck routes, air service, and emergency services.

a. *The City maintains a truck routing map within the City Limits, works in conjunction with UPRR and BNSFRR to maintain rail crossing safety, and works on regional issues as part of the KMPO and KCATT*

Goal 5: Increase opportunities to use alternative modes of transportation (walking, bicycling, rideshare/carpooling, and dial-a-ride transit) through improved access, safety, convenience, and service.

a. *The City adopted in 2011 a Bicycle and Pedestrian Prioritization Plan as part of a refinement of the recommendations of the 2004 TMP. Some of the projects the City has pursued to improve opportunities for the use of alternative modes includes: the Centennial Trial, the 15th Ave. Bike / Ped Project, SH41 Bike / Ped Project, inclusion of bike lanes along Collector and Arterial Streets, Park & Ride Lot near Cabela's, work with the County and KMPO on the City Link system.*

b. *This update of the TMP includes an increased emphasis on multimodal transportation with a focus on facilities and policies. A multimodal Capital Improvement Plan is included to identify projects for continued development.*

Goal 6: Minimize adverse impacts and enhance user experience related to the transportation system.

a. *Implementation of projects within the CIP portion of the TMP in conjunction with growth patterns to limit the impacts of congestion and maintain a safe and efficient roadway network.*

Goal 7: Preserve adequate right-of-way for future roadway corridors and improvements.

a. *Require dedications of rights-of-way and easements at the time of annexation, subdivision, and site development in conformance with the identified functionally classified roadways within the City's system.*

b. *Reviewing local roads to provide appropriate levels of service for the anticipated built environment.*

Goal 8: Consider all available options to fund roadway improvements and maintenance projects.

a. *In addition to general funds and the utilization of collected impact fees, the City has actively pursued and utilized available State and Federal Grant dollars, collaborated with the Post Falls Urban Renewal Agency, and worked with development in providing required frontage improvements.*

Goal 9: Continue coordination among the Idaho Transportation Department, Kootenai County, the City of Post Falls, Post Falls Highway District, and nearby cities.

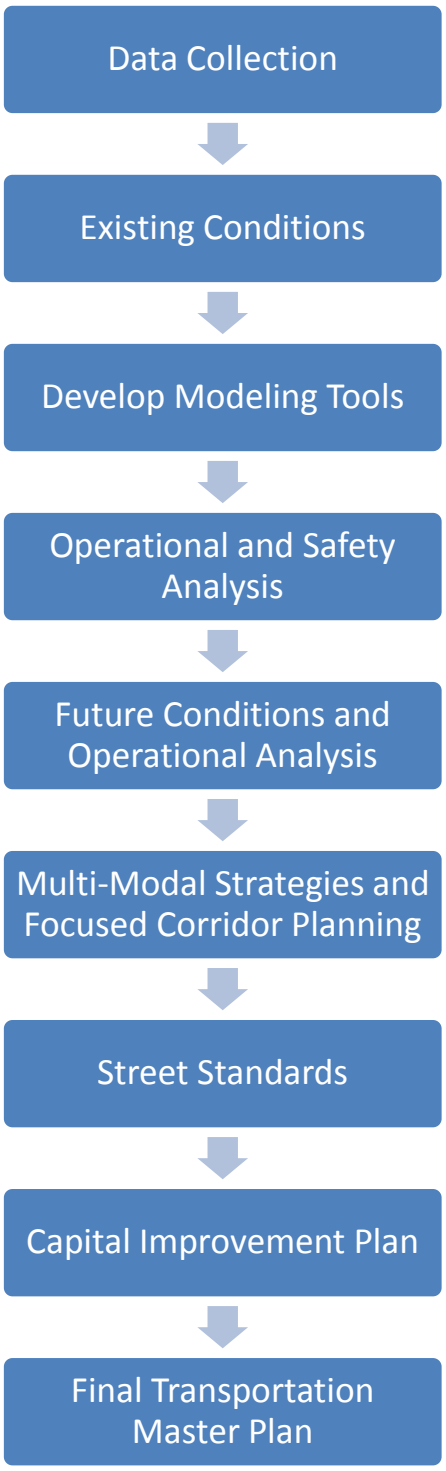
a. *The City continues to do this thru involvement with the KMPO and KCATT.*

2.5 Regional Considerations

Post Falls is a member of the Kootenai Metropolitan Planning Organization (KMPO), which is the federally-designated agency responsible for identifying and prioritizing regionally significant transportation investments across Kootenai County. The City's TMP fits under KMPO's regional planning umbrella by providing a more detailed understanding of regionally significant projects in Post Falls as well as other local transportation investments and standards that are not covered in the regional plan. The City also participates in the Kootenai County Area Transportation Team (KCATT) which provides technical guidance to KMPO and is comprised of representatives from local roadway jurisdictions and advocates for aviation and non-motorized transportation.

2.6 Transportation Planning Process

This Plan was developed through a series of technical analyses combined with systematic input and review by city staff, adjoining agency stakeholders, multimodal experts, and the public.



2.6.1 Methodology

Given the framework of the objectives, a technical strategy was formulated to map out the plan. First, the existing conditions of the transportation network were evaluated for operations and safety based on 2014 traffic volumes. Next, the regional travel demand model (TDM) was used to create a more refined sub-area model for the City of Post Falls and its portion of the Shared Tier area of city impact (ACI), which includes areas between the ACIs of Post Falls, Rathdrum, and Hayden. Next, the sub-area model – along with land use growth dictated by the KMPO – was used to project network trips to three future planning years: 2020, 2025, and 2035. The TDM is used to assign the trips generated by future land use through the network, which provides an estimate of traffic volumes. Given an estimate of volumes, operational analyses were conducted for the current year and the future horizons. In addition to overall City population, land use, and traffic growth mitigation, a more detailed analysis was completed for a focused corridor through the downtown core. Finally, mitigation projects were identified to address the aforementioned deficiencies and assembled into a Capital Improvement Plan.

Concurrently with the aforementioned quantitative analyses, a qualitative assessment of the multimodal transportation network was being conducted. This assessment included area stakeholders, bicycle and pedestrian advocates, City staff, and the public. Given the results of the focused corridor analysis, the multimodal policy and facility assessment, and the capacity and safety-based analysis, the Transportation Master Plan was compiled for adoption by the City.

2.6.2 Operational Measures of Effectiveness

Reviewing the volume to capacity ratio for a roadway and the intersection level of service in conjunction with delay allows one to determine where deficiencies in the roadway network might lie and suggest improvements for such deficiencies.

V/C Ratio

Volume to capacity ratio, also known as V/C Ratio, is a metric that compares the vehicular volume on any given roadway to the designed capacity of the roadway segment. Vehicle volume is an output of the modeling process while the capacity of a roadway is based on the number of lanes, roadway width, speed, and number of access points. A V/C ratio of 1.0 indicates the roadway is operating at capacity. Typically, a V/C ratio of 0.8 means the roadway is functioning near capacity and is starting to see congestion, while a V/C ratio of 0.4 indicates the roadway is under capacity with vehicles experiencing little to no delay. City of Post Falls standards state that no road shall have a V/C ratio greater than 0.9, which indicates the roadway is nearing capacity.

For the purposes of this study, a V/C deficiency requiring mitigation was defined as 0.9 or higher. The standardized roadway capacities from the KMPO regional travel demand model were used in this planning process and are provided with the Model Documentation in Appendix A. This information is used to identify segments with potential mitigation requirements.

LOS and Delay

Level of Service (LOS) depicts how well an intersection is functioning taking into account factors that include, speed, delay, frequency of interruptions in traffic flow, relative freedom for traffic maneuvers, driving comfort and convenience, and operating cost. Six standards have been established, ranging from Level A (where intersection traffic flows smoothly and there is no delay) to Level F (where the intersection is saturated and movement is very difficult). Figure 2-4 details the varying levels of service with their associated parameters. As discussed in Section 8.3, a minimum standard of LOS D for signalized intersections and LOS E for un-signalized intersections was established for the evaluation of the intersections in Post Falls. It should be noted that these standards constitute a slight departure from the 2004 TMP which planned for LOS C at project completion and LOS D at 10 years beyond completion. This change was instituted to achieve optimal balance between peak hour capacity and off-peak mobility. A consequence of planning for better LOS during the peak hour has been increased pavement width, which requires additional right-of-way, construction cost, and long-term maintenance cost. The change of LOS proposed with the TMP update allows for a slightly higher level of congestion during the peak hour while operations remain below capacity.

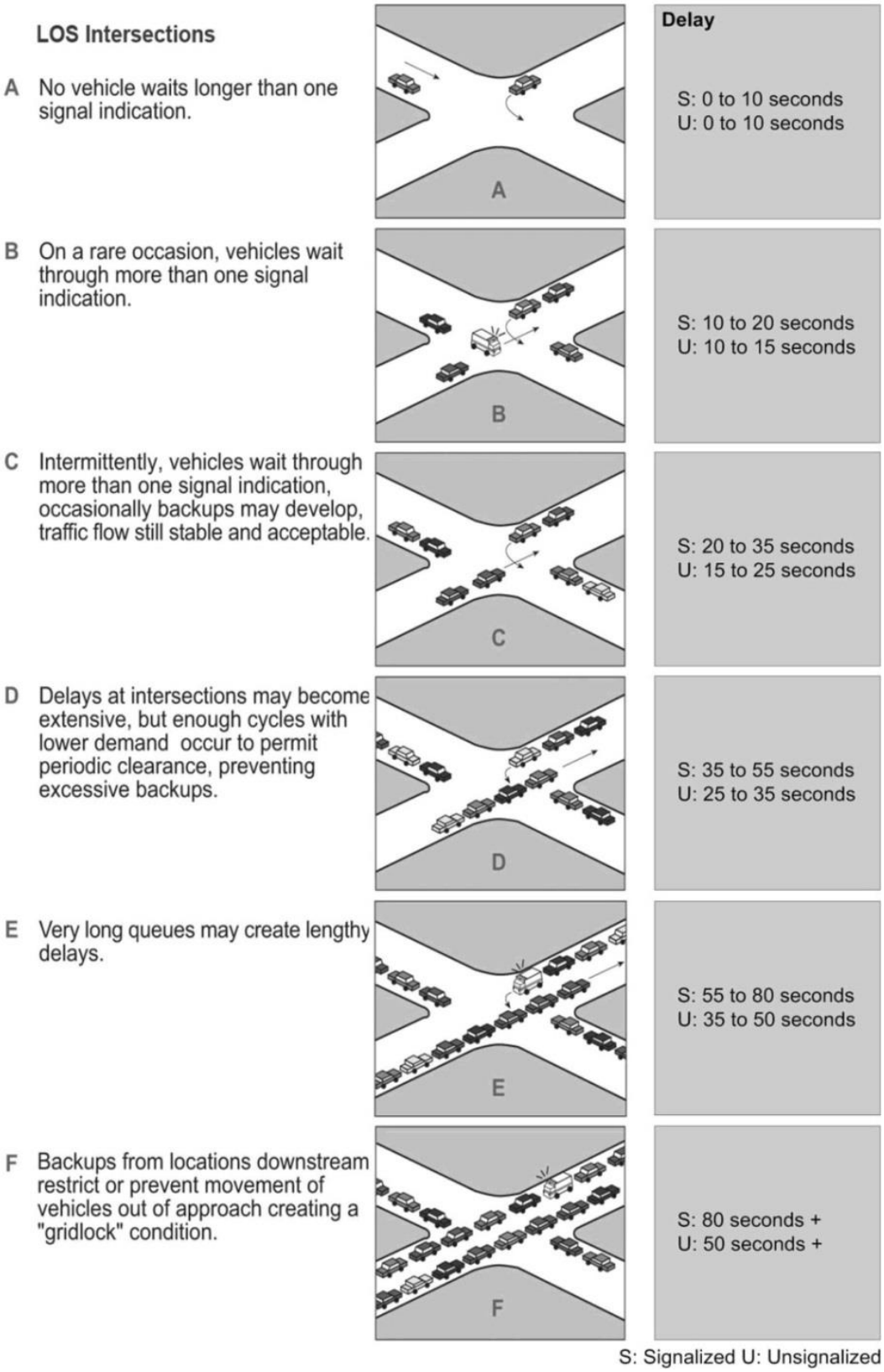


Figure 2-4. Intersection Level of Service (LOS) Criteria

2.7 Community Engagement Process

Public involvement strategies were designed to collect input throughout the planning process. Outreach events were timed to coincide with major phases of the technical work and key decision points. Community outreach events are briefly summarized below, and complete documentation of all public feedback and meeting documentation is provided in Appendix F.

Project Kickoff Open House – January 27, 2015. The initial public meeting for the project was held to introduce the project to the community and to initially identify areas of concern by the residents and City staff. An all-day open house format allowed City staff and members of the public to stop by at their convenience to provide input. A survey was also provided on paper and electronically to provide participants further opportunity for comments. There were 66 total attendees including 6 project team members. A total of 78 surveys were completed, providing valuable feedback for the planning process.

Existing Conditions Open House – September 17, 2015. The second public meeting of the project was held to provide the community with a glimpse of how the transportation system will function in future years without planning for improvement. There were 20 attendees of the Open House who provided 24 comments at the function with 5 citizens completing surveys online.

Multimodal Stakeholder Meeting – November 3, 2015. A forum was held to gather feedback from the walking, biking, and transit stakeholders in the community. This forum included 14 attendees from adjacent jurisdictions, law enforcement, schools, advocacy groups, and Post Falls staff. The roundtable discussion following a project summary provided several key targets for the multimodal improvements developed for this update, including policy recommendations, project priorities, and preferred routes.

Interagency Coordination Meeting – March 15, 2016. The jurisdictions adjacent to Post Falls with transportation responsibilities were consulted at City Hall with a goal of creating a plan in concurrence with the region. This meeting was held to present the initial findings of the future analyses of the plan and to identify planned projects for the Idaho Transportation Department (ITD), the Post Falls Highway District (PFHD), and the Kootenai Metropolitan Planning Organization (KMPO). The result of this meeting was an understanding of the current planning projects underway by ITD and their impact on the City's efforts.

Multimodal Stakeholder Follow-up Meeting – June 28, 2017. A follow-up to the November, 2015 forum was held to present recommendations for the City's multimodal network. Recommendations included the proposed policies summarized in Section 7.5 and the proposed improvements summarized in Section 9.3. Further discussion included the types of facilities likely to be installed in Post Falls (Chapter 0) and the continuation of the Kootenai Transit study and recommendations as they pertain to Post Falls' network.

Planning & Zoning / City Council Workshop – July 17, 2017. An overview of the development of the Transportation Master Plan update was presented at a special workshop to the Post Falls City Council by DEA staff. The presentation included background information regarding growth and planning as well as improvement recommendations for vehicular capacity and safety and multimodal mobility. A follow-up presentation was completed by City Staff to the Plan & Zoning Commission on August 8, 2017.

Recommended Improvements Open House – August 23, 2017. The third and final public meeting of the project was held to provide the community with the recommendations for the improvements to be made on the transportation network over the next 5, 10, and 20 years. There were 30 attendees of the Open House who provided largely positive feedback through map comments, comment forms, email responses, and Facebook comments.

2.8 Emerging Technologies

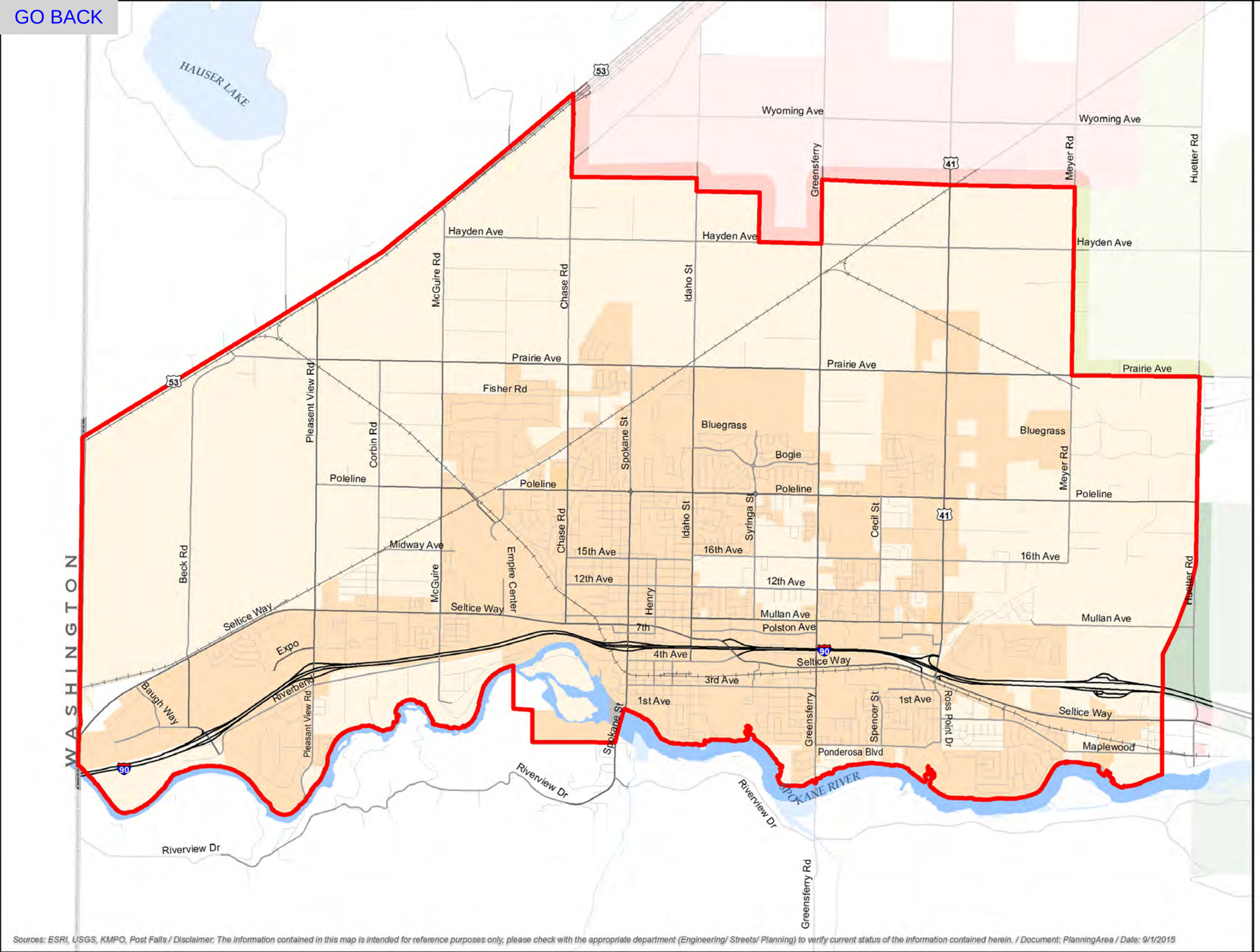
Numerous technologies are being incorporated into the Nation's transportation system and into the design of newer vehicles. Adaptive cruise control, collision avoidance detection, predictive maintenance, and parking assistance are currently deployed in numerous vehicles on the roadway and offer means to improve safety and reduce some of the ownership costs. Autonomous vehicles are being implemented onto roadways and have the potential to significantly modify the operation of transportation systems. Implementation time lines of these technologies and their potential impact to roadway capacity is currently speculative. City staff should stay abreast of technologies and infrastructure needs to facilitate changing technologies. Autonomous vehicle accommodation and impacts should be considered as a part of any future Transportation Master Plan Updates.

2.9 Chapter Figures

GO BACK

2017 Transportation Plan

Figure 2-1
Planning Area



- Study Area

Roadways

- Interstate
- Arterial
- Collector
- Local Roadway

Political Boundaries

- City of Post Falls

Areas of City Impact

- Post Falls
- Rathdrum
- Huetter
- Hayden
- Coeur d'Alene

N W E S

0 0.4 0.8
Miles

1 inch = 0.8 miles

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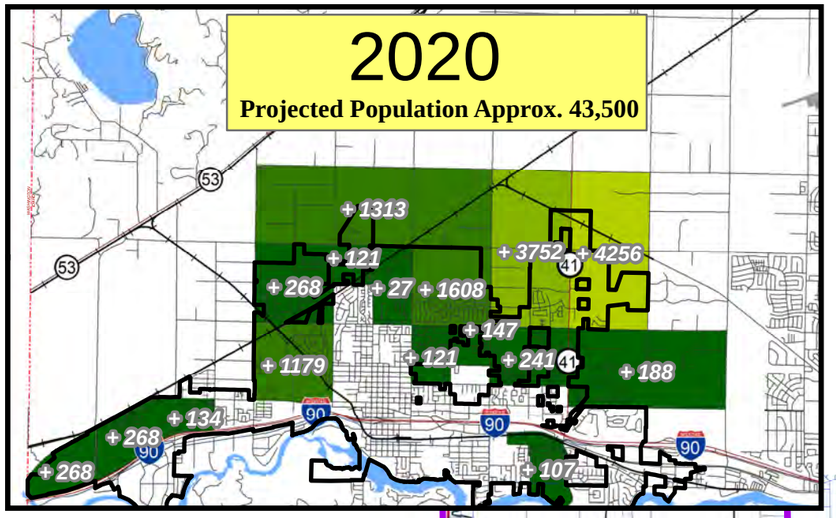
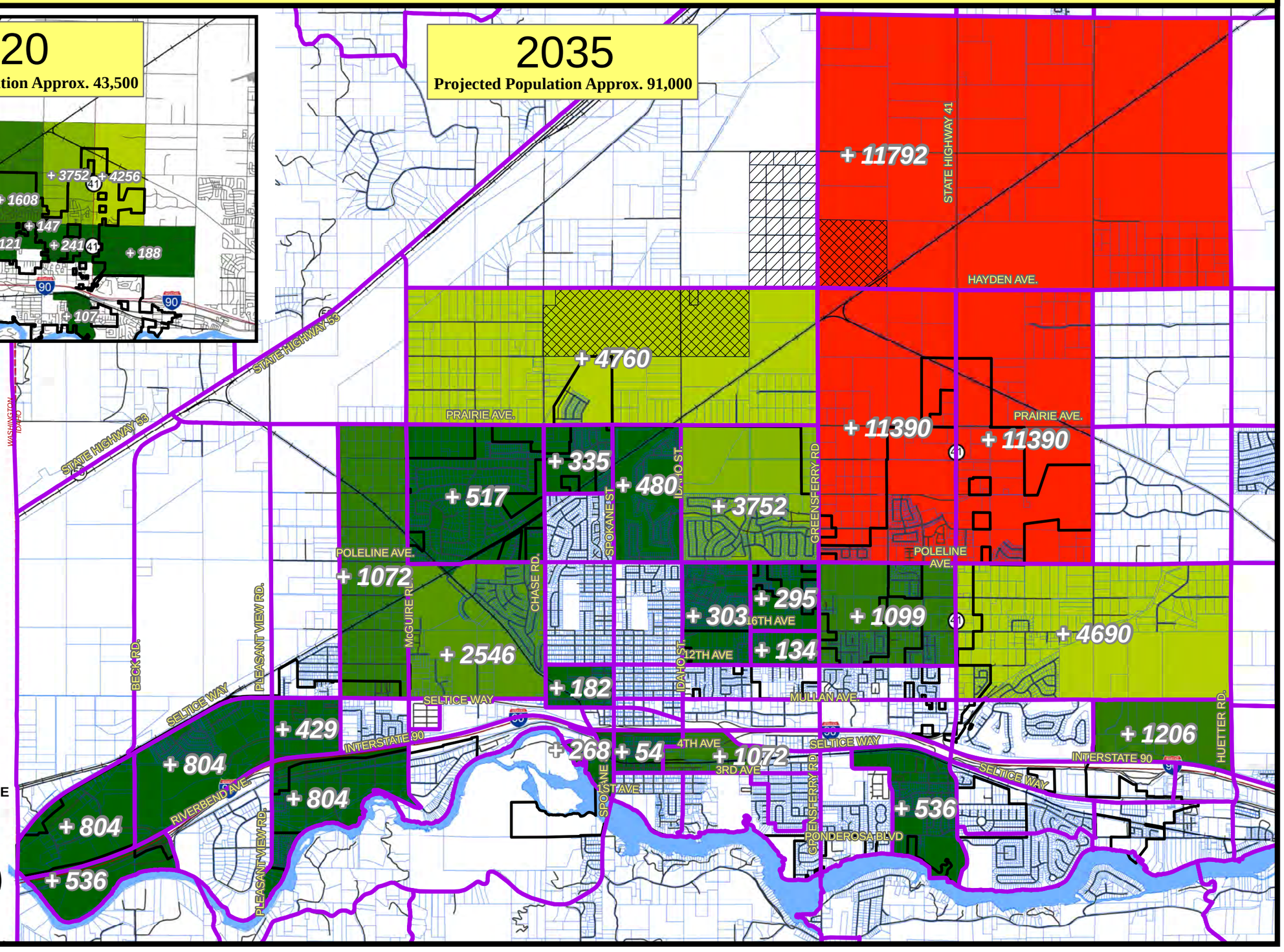
GO BACK

POPULATION GAIN IN TRANSPORTATION ANALYSIS ZONES (TAZ) MAP





POPULATION INCREASE FROM 2010

- 54 - 1000
- 1001 - 2000
- 2001 - 3000
- 3001 - 4000
- 4001 - 5000
- 5001 - 6000
- 6001 - 7000
- 7001 - 8000
- 8001 - 9000
- 9001 - 10000
- 10001 - 11000
- 11001 - 12000

Land Application Sites

- POST FALLS
- RATHDRUM

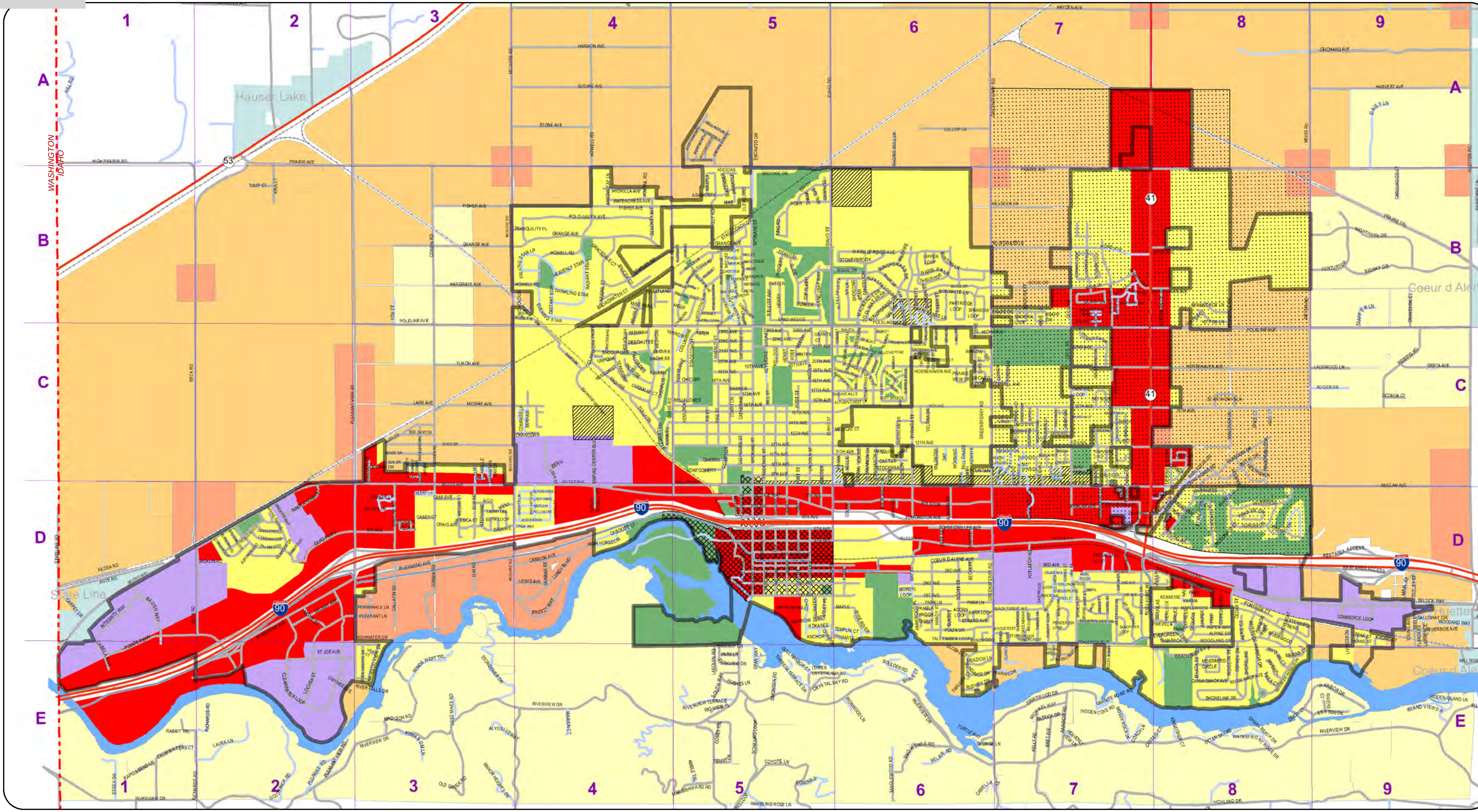
- TAZ Boundary

NOTE: POPULATION PROJECTIONS ARE BASED OFF OF THE HISTORICAL GROWTH RATE FROM 2000-2010 AT 4.8% AS PROVIDED BY KOOTENAI METROPOLITAN PLANNING ORGANIZATION (KMPO)

Figure 2-2

0 0.25 0.5 1 Miles

GO BACK



FUTURE LAND USE

Disclaimer:
The information contained in this map is intended for reference purposes only, please check with the Engineering/Planning Departments to verify current status of the information contained herein.

Prepared By: Post Falls Mapping Team (mappingteam@postfallsidaho.org)

Online Map Link:
http://gis.postfallsidaho.org/GIS_Docs/PDFs/PostFallsFutureLandUse.pdf

Figure 2-3

Legend NOTE: Map reflects approved Comprehensive Plan Map Amendment (Resolution 11-11 dated 6/23/2011)

Special Districts	Conventional	Smart Code
Highway 41 Corridor	COMMERCIAL	G1
Commercial Mixed Use	INDUSTRIAL	G2
Downtown Districts	PUBLIC RESERVE INSTITUTIONAL	G3
	RESIDENTIAL	G4 (Infill inside City Limits)

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0 0.25 0.5 1 Miles

N W E S

Revision Date: June 2016

3 EXISTING CONDITIONS

As part of the planning process for this Plan, the existing conditions of the City's transportation system were evaluated based on 2014 traffic volumes. This evaluation focused primarily on the vehicular street system with other modes handled elsewhere. Quantitative analyses were also developed for current operating conditions.

3.1 Transportation System Inventory

An inventory of the City's existing transportation system was performed, which included the street system, as well as facilities for walking, bicycling, and transit routes. The inventory of the City's system was based on a number of sources, including limited field data collection, City of Post Falls GIS data, City planning documents, and aerial photos. The following aspects of the transportation system were inventoried:

- Existing functional classification
- Existing right-of-way width
- Bicycle and pedestrian facilities
- Transit system
- Turning movement counts
- Posted speed

3.1.1 GIS Integration

A geographic information system (GIS) is an invaluable tool in managing data, data analysis, and the visual representation of information. The City maintains GIS as part of their day to operations. With such an important role, it is important to keep the system up to date and accurate. Data provided by the City and updated by the project team as well as new data created is provided to the City for incorporation back into City databases for use in future projects.

All map documents are provided for use in re-creation or updates of plan maps.

3.1.2 Existing Functional Classifications

The functional classification of a roadway is based on the intended use of a roadway. In the context of a City, it is necessary to reach a balance of access and mobility. Access refers to local connection to residential parcels and businesses. Increased access results in lower speed roadways with lower capacity. Mobility, on the other hand, is accomplished by higher capacity and/or higher speed roadways. Such roadways have minimal access to individual parcels. A mix of these functions is necessary to maintain a complete transportation system. As summarized in Figure 3-1, higher level functions (e.g. arterials) tend to emphasize route mobility, or the ease of traffic flow, while lower level functions tend to emphasize land access. In various situations these emphases appear to be at odds, especially when much land access is needed from a higher function roadway.

Figure 3-1. Access versus Mobility
Source: dot.alaska.gov/stwdplng/fclass/index.shtml

The KMPO provided the most current maps and geospatial data illustrating the most recent Federal Functional Classification. The Federal Highway Administration (FHWA) approved the 2025 Federal Functional Classification in November, 2014 as approved by the KMPO board (see Figure 3-2). In addition to the Federal Functional Classification, the City of Post Falls has developed its own roadway function map which includes several minor roads not listed on the Federal classification (see Figure 3-3). These roads were included for analysis of the future "No Build" and "Build" networks.

Figure 3-2. Federal Functional Classification Map

Figure 3-3. Post Falls Road Classification Map

3.1.3 *Existing Bicycle and Pedestrian Facilities*

Bicycle and pedestrian facilities that are integrated with the street and transit networks are essential for active transportation and a healthy community. Within Post Falls, there are approximately 98 miles of existing sidewalk, 15 miles of existing bike lanes, and 34 miles of existing shared use pathways. The majority of bicycle lanes within the city serve as portions of the Centennial Trail where a shared use pathway is not available and the trail must traverse City streets. Additional bike lanes exist within newer developments and along 15th Ave from Idaho St to Spokane St and along Spokane St from 15th Ave to Poleline Ave.

A basic inventory of the sidewalk network was performed based on received data that did not include facility condition. As such, existing facilities include those that may not currently be considered ADA compliant or built to existing standards. It is likely that most of the major sidewalk deficiencies are located in older portions of the city, while newer subdivisions have adequate pedestrian access via sidewalks and shared use pathways.

Major generators of pedestrian and bicycle traffic include parks, local elementary and junior high schools, and the centennial trail. The existing bicycle and pedestrian facilities along with the transit route and stops are depicted in Figure 3-4.

Figure 3-4. Existing Multimodal Facilities

3.1.4 Existing Transit System

Kootenai County has had a fixed route, free public transit service since November 2005 called *CityLink*. *CityLink* service extends into Post Falls and service connects to Coeur d'Alene and Hayden. Kootenai County is currently in the planning process to look at existing transit routes to determine if they are servicing the correct population and geographic area and to review potential future routes. They are also reviewing the fare structure to determine if routes will continue to be free. Other service providers include those for the elderly and veterans. Existing transit routes and stops may be seen in Figure 3-4. Note that CityLink also has paratransit service within 3/4 of a mile of fixed routes.

3.1.5 Turning Movement Counts

Intersection turning movement counts were conducted in the Fall of 2014 to assist with developing the City's traffic forecasting model. There were 40 locations identified for counts through coordination with City staff. Additionally, the KMPO provided an additional 22 traffic counts that were conducted in the Fall of 2014 for the SH-41 Corridor Master Plan. The turning movement counts are included as Appendix E – Turning Movement Counts.

3.1.6 Posted Speed

The posted speed inventory was received from the City GIS department and was verified through field reconnaissance. For the TMP update, the posted speed data was used to calibrate the regional travel demand model to local conditions. Posted speed limits are identified in Figure 3-5.

Click Here for Figure 3-5

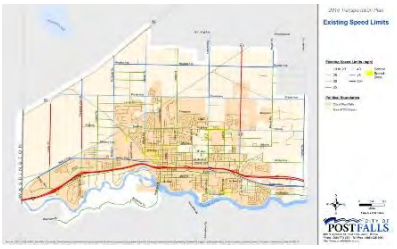


Figure 3-5. Existing Speed Limits

3.2 Existing Operations

The completion of a Post Falls Sub-Area Travel Demand Model (see Appendix C: Travel Demand Modeling) allowed for the evaluation of the classified roadway system by projecting future traffic volumes. Next, a City-wide operational traffic model was created to evaluate intersection level of service based on Highway Capacity Manual 2010 (HCM2010) methodologies (further described in Section 2.6.2). The integrated GIS system was utilized to create a graphical summary of the operational results based on the roadway segment V/C ratio and the intersection level of service, as shown in Figure 3-6. Given this format, intersections and roadway sections not meeting city defined standards were easily identified. Each of these facilities was then reviewed in detail to determine the primary issue and what mitigation could be completed in order to alleviate the deficiency.

The term *deficiency*, when used with regard to an element of Post Falls' transportation system, refers to unacceptable operating conditions when measured by various transportation industry related standards *(see Section 2.6.2)*. A current deficiency to refers elements of the transportation system that are currently operating unacceptably based on the LOS and V/C standards identified

in Section 2.6.2. A future deficiency refers to an unacceptable operating condition, at some point in the future, after traffic loading has increased due to further growth of the City and/or region.

Figure 3-6 provides an illustration of the operational V/C ratio of roadway segments and the LOS of intersections within the planning area for the base year of 2014. The existing operations of the transportation system are generally favorable. There are 6 intersections in the downtown core, two intersections along SH-41, and one in the shared-tier area that were shown to be operating below acceptable levels of service, as summarized in Table 3-1.

Table 3-1. 2014 Existing Deficiencies

ID	Name	LOS	Mitigation Eligibility
55	Spokane Street & 12th Avenue	F	Not Eligible for Impact Fee Funding
58	Spokane Street & 7th Avenue	F	Included with 2004 CIP
66	Henry Street & Seltice Way	F	Included with 2004 CIP
79	Idaho Street & 12th Avenue	F	Not Eligible for Impact Fee Funding
150	HWY 41 & 16th Avenue	F	Included with 2004 CIP, Mitigated by SH-41 Corridor Improvements
151	HWY 41 & 12th Avenue	F	Mitigated by SH-41 Corridor Improvements
177	Meyer Road & Hayden Avenue	F	Not Eligible for Impact Fee Funding, Outside of Current City Limits

Click Here for Figure 3-6

Figure 3-6. 2014 Existing Operating Conditions

3.3 Safety Analysis

The objective of the safety evaluation was to define the top areas of concern based on crash history in the City of Post Falls. Based on crash data provided between 2009 and 2013, the top 10 crash locations in the City were identified for analysis. These crash locations were identified to determine the root causes and potential for improvement or reduction in crash rate. Resultant projects were included in the City's Capital Improvement Projects. As shown in Figure 3-7, the predominant types of crashes in the City are rear-end crashes and those resulting from turning vehicles. Much of this can be attributed to the operation of signalized intersections or vehicles turning onto or off of a major roadway from or to a minor approach.

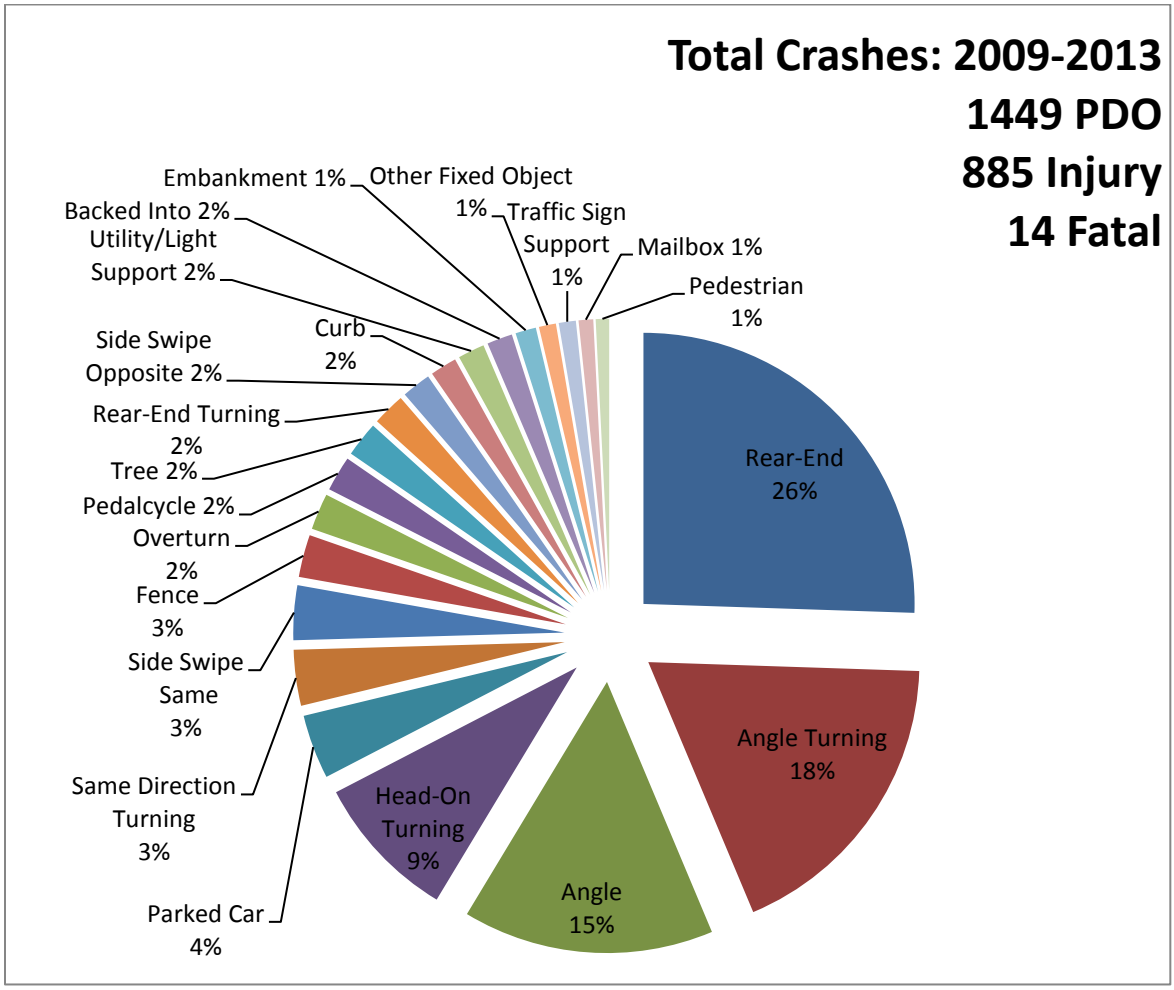


Figure 3-7. Crash Types in Post Falls

Of the top 10 locations identified in Table 3-2, several have been mitigated or have currently planned projects for their mitigation. These include Pleasant View/Seltice, Idaho/Seltice, and Spokane/15th. Additionally, the City implemented a system wide reprogramming of traffic signal timing in 2015 as part of a Local Highway Safety Improvement Program (LHSIP) grant to improve intersection safety and system efficiency. Of the remaining locations, crashes are primarily attributable to vehicles entering or exiting driveways from the major roadway. The recommended mitigation was identified based on the deficiency and the expected crash modification factors and crash reduction factors provided by the Highway Safety Manual and the Idaho Safety Evaluation Instruction Manual (SEIM), respectively.

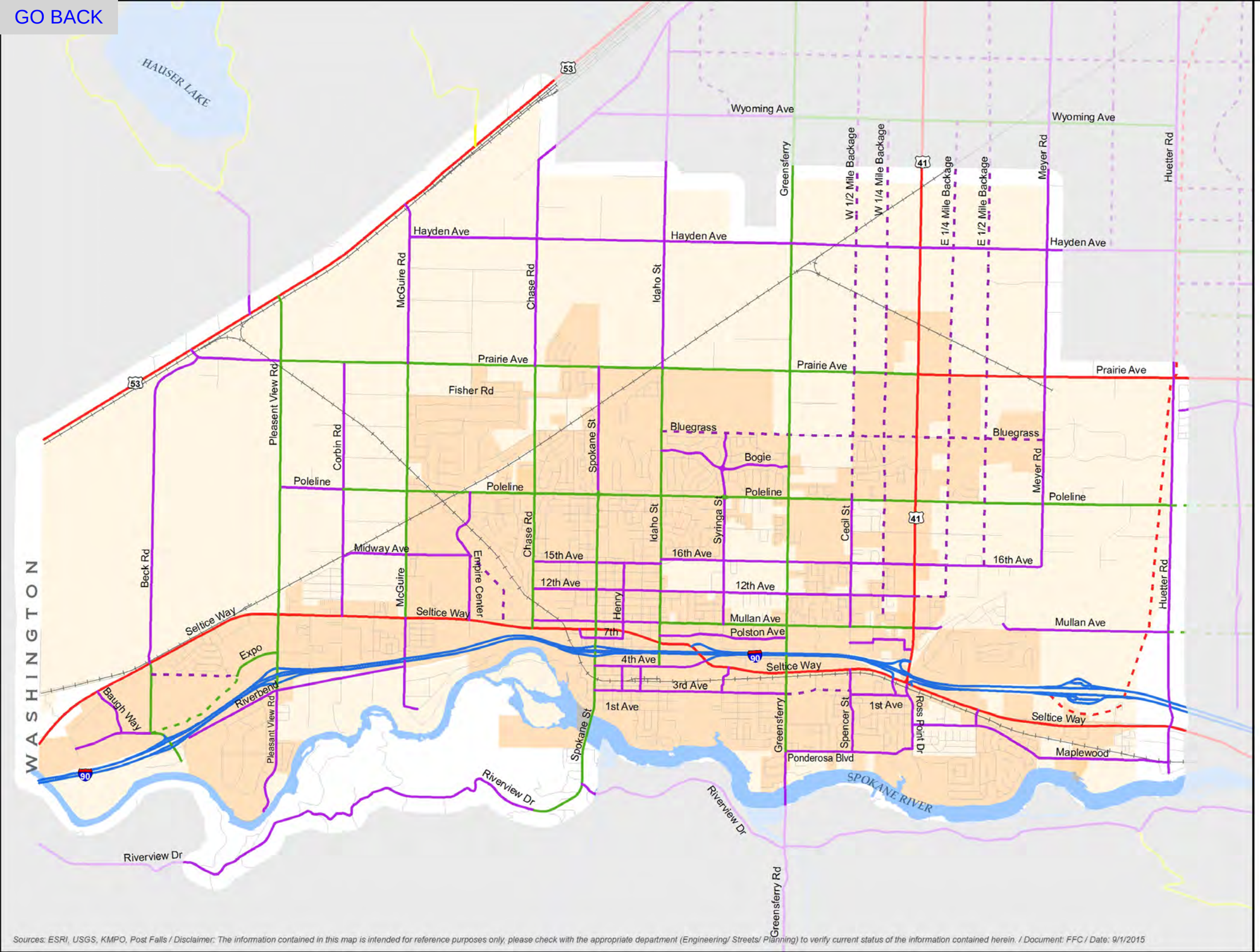
Table 3-2. Top 10 Crash Locations for Analysis

	Location	Crashes	Crash Cause Summary	Recommended Mitigation	CMF	CRF	Expected Crashes After Mitigation
1	Pleasant View Rd./ Seltice Way	32 / intersection	Head-on Turning	Flashing Yellow Arrow (FYA) Protected/Permissive Phasing implemented in 2013. Crashes reduced to 2/year	No Data Available		N/A
2	Idaho St./ Seltice Way	17 / intersection	Angle turning Rear-end	Reconfigure approaches & signal phasing, coordinate signal phasing along Idaho Road	-	0.40 0.26	7.6/int.
3	Spokane St./ 15th Ave.	13 / intersection	Angle, Failure to Yield/stop	Install signal with left turn phasing	0.56	0	7.3/int.
4	Cecil Rd./ Mullan Ave.	13 / intersection	Angle turning following too close	Rebuild north approach to include left turn lane; restrict turns from approach near signal	0.82 -	0.40 0.40	4.7/int.
5	Idaho St./ Mullan Ave.	13 / intersection	Angle turning Rear-end	Improve signal coordination along Idaho Road	-	0.26	9.6/int.
6	Pleasant View Rd./ Expo/5th Ave.	13 / intersection	Same direction turning, head-on turning	Improve signal coordination/ progression along Pleasant View; Install follow-through skip lines (tracks) for dual left turns	-	0.26	9.6/int.
7	Mullan Ave.: Cecil to Sugar Maple	186.9 / mile	Driveways, left turns	Extend raised median 300' west with turn bays at Sugar Maple; Install 100' right turn lane for commercial approach	0.78 0.86	0.40 -	112-130 /mile
8	Idaho St.: Seltice to Mullan	114.3 / mile	Left turns	Restrict/reroute Polston left turns; install raised median 350 n/o Seltice, 150' s/o Mullan	- 0.78	-	89.1 /mile
9	Seltice Way: Spokane to Henry	50.9 / mile	Rear-end; Left turns	Consolidate driveways, move access to side streets Install signal at Henry Street	0.69 0.95	0.40 0.30	21-33 /mile
10	Seltice Way: Elm to McGuire	43.9 / mile	Turning left; Enter/Exit Parking Lot	Consolidate driveways upon redevelopment; Add right turn lanes	0.71 0.86	-	26.8 /mile

CMF: Crash Modification Factor per Highway Safety Manual
CRF: Crash Reduction Factor per Idaho Safety Evaluation Instruction Manual

3.4 Chapter Figures

GO BACK



2017 Transportation Plan

Figure 3-2
Federal Functional Classification

FHWA Approved November 2014

2014, Existing System

Federal Functional Classification

- Interstate
- Other Freeways or Expressways
- Other Principal Arterials
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- dashed lines are proposed roadways

Political Boundaries

- City of Post Falls
- Area of City Impact

N
W E
S

0 0.4 0.8
Miles

1 inch = 0.79 miles

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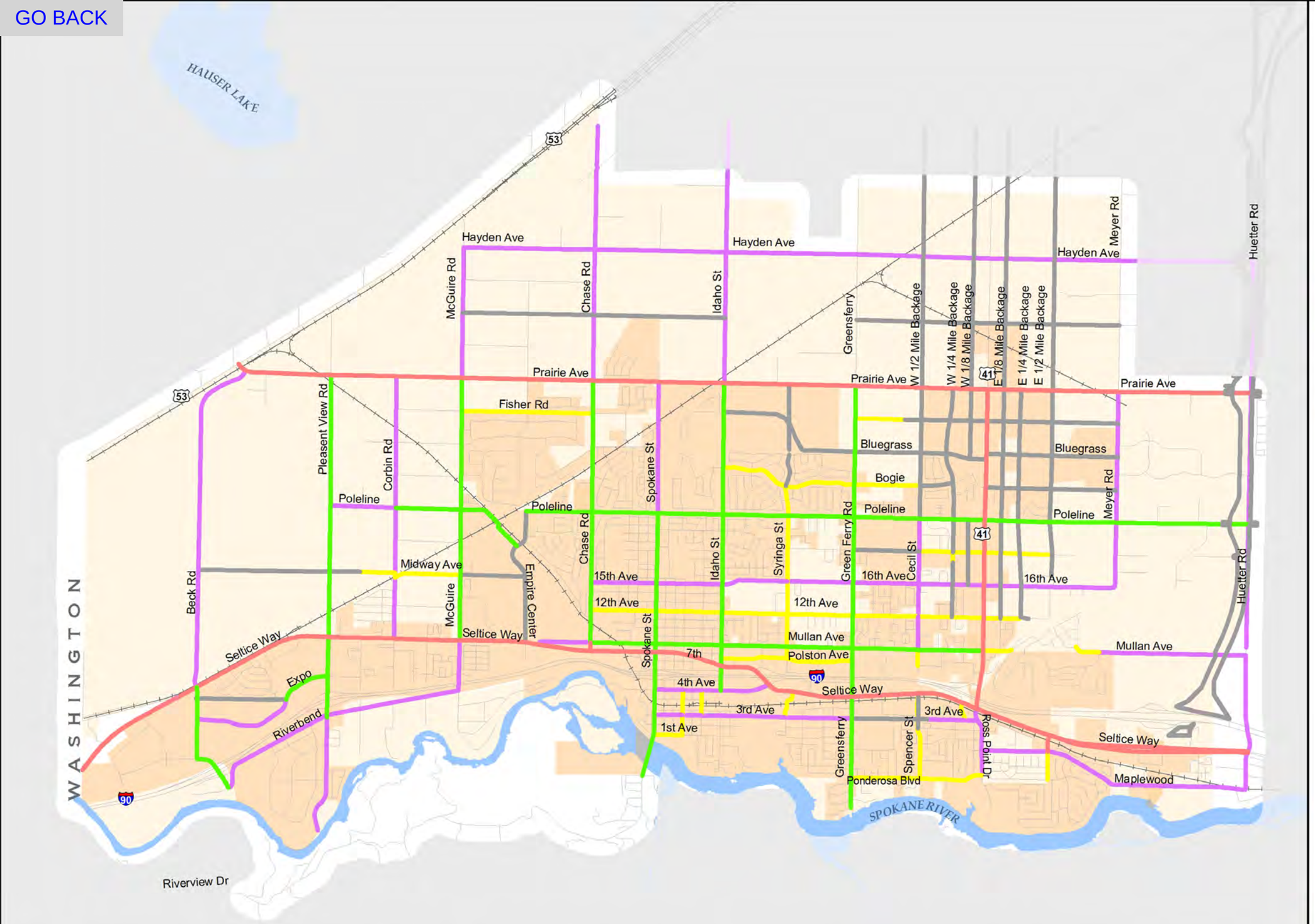
2017 Transportation Plan

Figure 3-3
Post Falls Road Classifications



Road Classification

- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Other Roadways

Political Boundaries

- City of Post Falls
- Area of City Impact

N W E S

0 0.4 0.8
Miles

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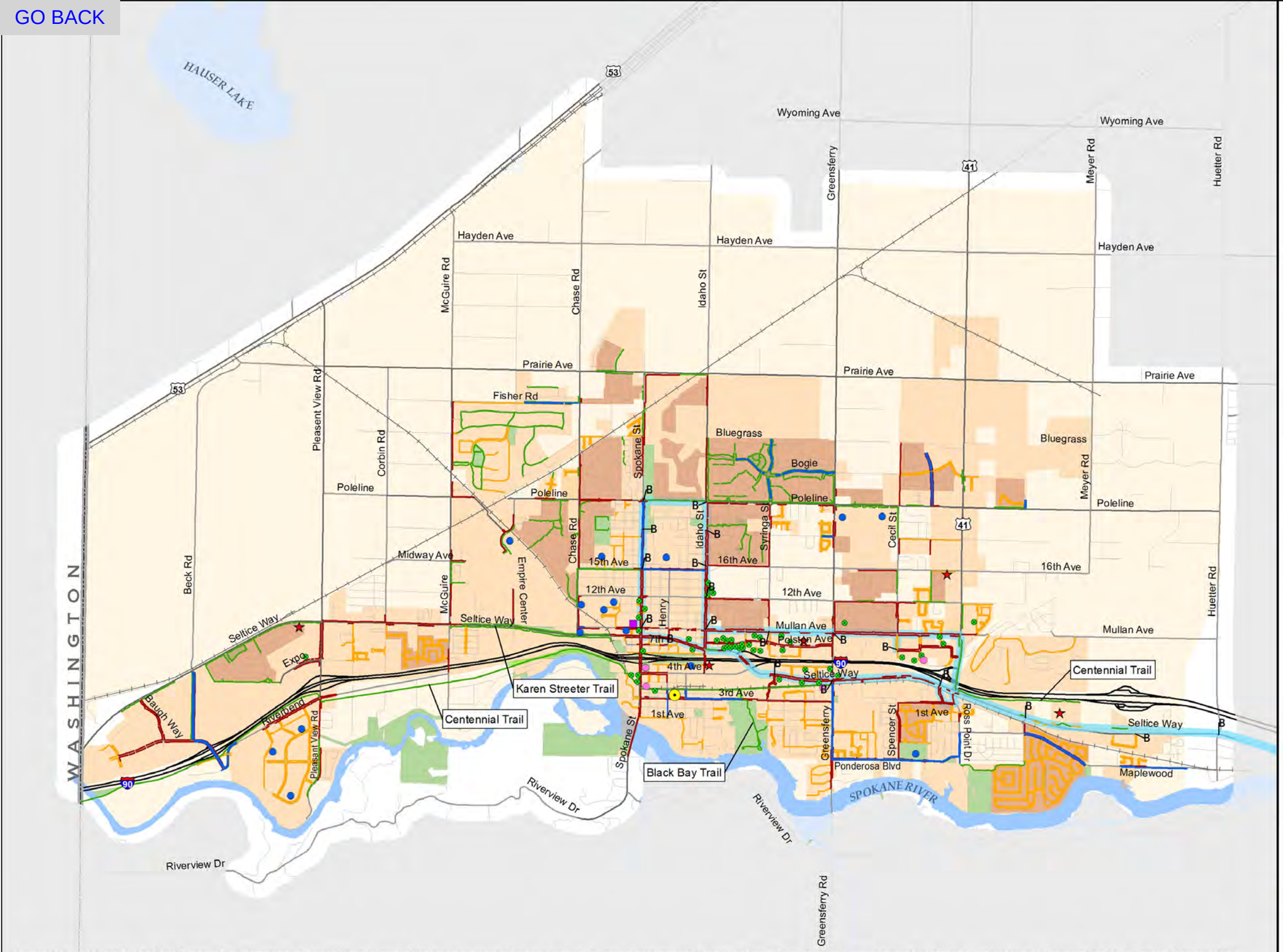

2017 Transportation Plan

Figure 3-4
Multi-Modal Facilities

Public Transit (City Link)

- Urban Blue Route "B" Bus Stops
- Urban Blue Route "B" Bus Route

Bicycle and Pedestrian Facilities

- Bike Lanes
- Multi-Use Trails
- Sidewalks along classified roadways
- Sidewalks along local roadways
- Neighborhood with Sidewalks

Political Boundaries

- City of Post Falls
- Area of City Impact

Destinations

- Park
- Public Office
- Fire / Police
- Food Bank
- Health Care
- Library
- School

N W E S

0 0.4 0.8
Miles

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2017 Transportation Plan

Figure 3-5

Existing Speed Limits

HAUSER LAKE

WASHINGTON

53

41

90

Wyoming Ave

Hayden Ave

Prairie Ave

Fisher Rd

Bluegrass

Boge

Poleline

Midway Ave

15th Ave

12th Ave

7th

4th Ave

3rd Ave

1st Ave

16th Ave

Mullan Ave

Polston Ave

Seltice Way

Ponderosa Blvd

Maplewood

Riverview Dr

Greensferry Rd

SPOKANE RIVER

Greensferry

Meyer Rd

Huetter Rd

McGuire Rd

Chase Rd

Idaho St

Pleasant View Rd

Corbin Rd

Spokane St

Beck Rd

McGuire

Empire Center

Henry

Syringa St

Cecil St

Expo

Riverbend

Baugh Way

Spencer St

Ross Point Dr

Existing Speed Limits (mph)

- 10 to 20
- 25
- 30
- 35
- 40
- 45
- 50+

Speed Zones

- School
- 15 mph

Political Boundaries

- City of Post Falls
- Area of City Impact

N W E S

0 0.4 0.8

Miles

1 inch = 0.8 miles

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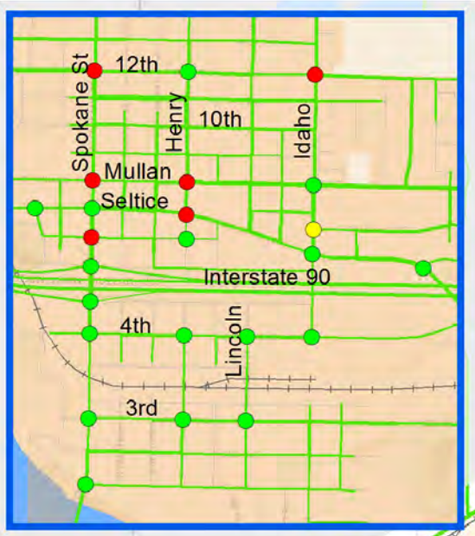
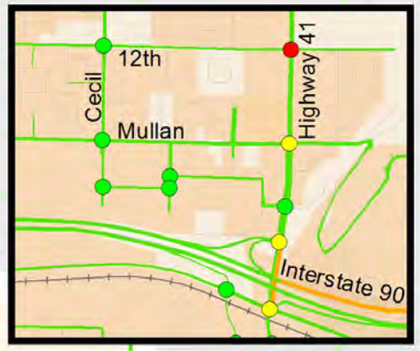
Figure 3-6

2014 Roadway Volume to Capacity Ratio and Intersection Level of Service





Available Capacity on Roadway

Wide Open — Moderate — Little to None

Intersection LOS

Good — Fair — Poor

Political Boundaries

- City of Post Falls
- Area of City Impact

N W E S

0 0.4 0.8 Miles

1 inch = 0.8 miles

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4 FUTURE CONDITIONS

Based on the land use projections defined by the KMPO travel demand model and allocated throughout Post Falls by City staff, the Post Falls sub-area travel demand model was used to project future volume across the transportation network. As detailed in Appendix C, the projected population growth rate of Post Falls is an average of 4.8% per year. The travel demand model, however, calculates trips based on the land use (not population) and how many trips it is expected generate. A trip is defined as a one-direction vehicle movement from an origin (i.e. house) to a destination (i.e. grocery store). Based on the estimated land use in 2020, Figure 4-1 illustrates the growth in trips between 2014 and the 2020 horizon year. This initial snapshot shows distinct growth areas in various areas of the City. A similar illustration is presented of the growth between 2020 and 2035. As shown in Figure 4-2, the long-range growth in trips is primarily to the northeast of the current population center.

Figure 4-1. Trip Growth: 2014 to 2020

Figure 4-2. Trip Growth: 2020 to 2035

4.1 Future Facilities

Based on the growth projected by the three horizon year sub-area travel demand models (2020, 2025, and 2035), the future operation of the existing network was evaluated to identify and mitigate capacity deficiencies. At the onset of this plan update, there were several facilities either in the process of improvements or with near-term improvements. Such facilities were revised within both the travel demand model and the operational model to accurately evaluate the performance of the "no-build" network. The changes listed below were made to the travel demand model and operational analysis models for the 2020, 2025, and 2035 horizon years. These changes are reflective of projects currently under construction or programmed projects for completion by 2020.

- Greensferry Overpass – to include improvements from Seltice/Greensferry (signal modification) to Mullan/Greensferry (signal installation).
- 7th Avenue Improvements– to include improvements from Seltice/Compton to Seltice/Henry.
- Spokane Street/Mullan Avenue Signal and Intersection Improvements
- Spencer Street extension: 2nd Avenue to Seltice Way
- Midway Avenue connection from McGuire to Clark Fork Parkway

Further, a Roadway Function Map was provided by the City, which identifies the existing functional classification of the City's roadways. This map included functions of several roadways that were not included on the Federal Functional Classification map. The following existing intersections and roadway segments were added for inclusion in the 2020 operational analysis to reflect the assumed functional classification based on the City's Roadway Function Map.

Road Segment
Clearwater Loop: Riverbend Ave. to St. Joe Ave.
St. Joe Ave: Pleasant View Road to Clearwater Loop
Horsehaven Ave.: Cecil Rd. to E ½ Mile Backage
Clark Fork Pkwy: Santium to Midway
Mullan Ave.: Chase to Seltice

Intersection
Clearwater Lp & Riverbend Ave
Clearwater Lp & St. Joe Ave
St. Joe Ave & Pleasant View Rd
Cecil Rd & Horsehaven Ave
SH-41 & Hope Ave

4.2 Future Horizon No-Build Operations

Given the 2020 land use and the vehicular trips resultant from that projected land use across the "no-build" roadway network, graphical summaries of the operational results based on the roadway segment V/C ratio and the intersection level of service were created as presented in Figure 4-3. The future horizon no-build operations were evaluated based on the "no-build" improvements in place (see previous section), which do not include any mitigation from prior horizon years. A summary of the intersection deficiencies is provided in Table 4-1 and Table 4-2. Similar analyses were conducted for the 2025 and 2035 horizon years as summarized in the following pages.

Table 4-1. 2020 No-Build Deficiencies - Signalized Intersections

ID	Name	LOS
147	HWY 41 & Prairie Avenue	E
149	HWY 41 & Poleline Avenue	E

Table 4-2. 2020 No-Build Deficiencies - Stop Controlled Intersections

ID	Name	LOS
55	Spokane Street & 12th Avenue	F
58	Spokane Street & 7th Avenue	F
66	Henry Street & Seltice Way	F
73	Idaho Street & Prairie Avenue	F
78	Idaho Street & 15th Avenue/16th Avenue	F
79	Idaho Street & 12th Avenue	F
97	Syringa Street & Mullan Avenue	F
107	Greensferry Road & Hayden Avenue	F
108	Greensferry Road & Prairie Avenue	F
113	Greensferry Road & 12th Avenue	F
127	Cecil Road & 12th Avenue	F
150	HWY 41 & 16th Avenue	F
151	HWY 41 & 12th Avenue	F
177	Meyer Road & Hayden Avenue	F
190	HWY 41 & Horsehaven Ave	F

Click Here for Figure 4-3

Figure 4-3. 2020 No-Build Conditions

Table 4-3. 2025 No-Build Deficiencies - Signalized Intersections

ID	Name	LOS
147	HWY 41 & Prairie Avenue	F
149	HWY 41 & Poleline Avenue	F
152	HWY 41 & Mullan Avenue	E
178	Meyer Road & Prairie Avenue	F
184	Huetter Road & Prairie Avenue	F

Table 4-4. 2025 No-Build Deficiencies – Stop Controlled Intersections

ID	Name	LOS
3	Prairie Avenue & SH53	F
12	Pleasant View & SH53	F
25	Corbin Road & Seltice Way	F
26	McGuire Road & SH53	F
38	Seltice Way & Empire Center Blvd	F
43	Chase Road & Prairie Avenue	F
54	Spokane Street & 15th Avenue	F
55	Spokane Street & 12th Avenue	F
58	Spokane Street & 7th Avenue	F
65	Henry Street & Mullan Avenue	F
66	Henry Street & Seltice Way	F
73	Idaho Street & Prairie Avenue	F
78	Idaho Street & 15th Avenue/16th Avenue	F
79	Idaho Street & 12th Avenue	F
97	Syringa Street & Mullan Avenue	F
107	Greensferry Road & Hayden Avenue	F
108	Greensferry Road & Prairie Avenue	F
110	Greensferry Road & Bogie Drive	F
113	Greensferry Road & 12th Avenue	F
127	Cecil Road & 12th Avenue	F
150	HWY 41 & 16th Avenue	F
151	HWY 41 & 12th Avenue	F
177	Meyer Road & Hayden Avenue	F
180	Meyer Road & Poleline Avenue	F
186	Huetter Road & Mullan Avenue	F
187	Huetter Road & Seltice Way	F
190	HWY 41 & Horsehaven Ave	F

Figure 4-4. 2025 No-Build Conditions

Figure 4-5. 2035 No-Build Conditions

Table 4-5. 2035 No-Build Deficiencies - Signalized Intersections

ID	Name	LOS
15	Pleasant View Drive & Seltice Way	F
19	Pleasant View Drive & Riverbend Avenue	E
33	McGuire Road & Seltice Way	F
57	Spokane Street & Seltice Way	E
82	Idaho Road & Seltice Way	F
111	Greensferry Road & Poleline Avenue	F
117	Greensferry Road & Seltice Way	F
146	HWY41 & Hayden Avenue	E
147	HWY 41 & Prairie Avenue	F
149	HWY 41 & Poleline Avenue	F
152	HWY 41 & Mullan Avenue	F
154	HWY41/HWY 41 & I90 On/Off Ramps	E
155	Ross Point Road/HWY41 & Seltice Way	F
167	Cedar Street & Seltice Way	F
178	Meyer Road & Prairie Avenue	F
184	Huetter Road & Prairie Avenue	F

Table 4-6. 2035 No-Build Deficiencies – Stop Controlled Intersections

ID	Name	LOS
3	Prairie Avenue & SH53	F
4	Beck Road & Prairie Avenue	F
12	Pleasant View & SH53	F
13	Pleasant View Drive & Prairie Avenue	F
25	Corbin Road & Seltice Way	F
26	McGuire Road & SH53	F
29	McGuire Road & Prairie Avenue	F
30	McGuire Road & Fisher Avenue	F
34	McGuire Road & Riverbend Avenue	F
38	Seltice Way & Empire Center Blvd	F
41	Chase Road & Hayden Avenue	F
43	Chase Road & Prairie Avenue	F
44	Chase Road & Fisher Avenue	F
48	Chase Road & Mullan Ave	F
50	N Compton St & Seltice Way	F
51	Spokane Street & Prairie Avenue	F
53	Spokane Street & Poleline Avenue	F
54	Spokane Street & 15th Avenue	F
55	Spokane Street & 12th Avenue	F
58	Spokane Street & 7th Avenue	F
62	Spokane Street & 3rd Avenue	F
64	Henry Street & 12th Avenue	F
65	Henry Street & Mullan Avenue	F
69	Henry Street & 3rd Avenue	F
72	Idaho Street & Hayden Avenue	F
73	Idaho Street & Prairie Avenue	F
75	Idaho Street & Bogie Drive	F
76	Idaho Street & Poleline Avenue	F
78	Idaho Street & 15th Avenue/16th Avenue	F
79	Idaho Street & 12th Avenue	F
81	Idaho Street & Polston Avenue	F
95	Syringa Street & 16th Avenue	F
97	Syringa Street & Mullan Avenue	F
107	Greensferry Road & Hayden Avenue	F
108	Greensferry Road & Prairie Avenue	F
110	Greensferry Road & Bogie Drive/Wheelbarrow Road	F
112	Greensferry Road & 16th Avenue	F
113	Greensferry Road & 12th Avenue	F
118	Greensferry Road & 3rd Avenue	F
125	Cecil Road & Poleline Avenue	F
127	Cecil Road & 12th Avenue	F
150	HWY 41 & 16th Avenue	F
151	HWY 41 & 12th Avenue	F
177	Meyer Road & Hayden Avenue	F
180	Meyer Road & Poleline Avenue	F
186	Huetter Road & Mullan Avenue	F
187	Huetter Road & Seltice Way	F
190	HWY 41 & Horsehaven Ave	F
201	Clearwater Loop & Riverbend Avenue	F

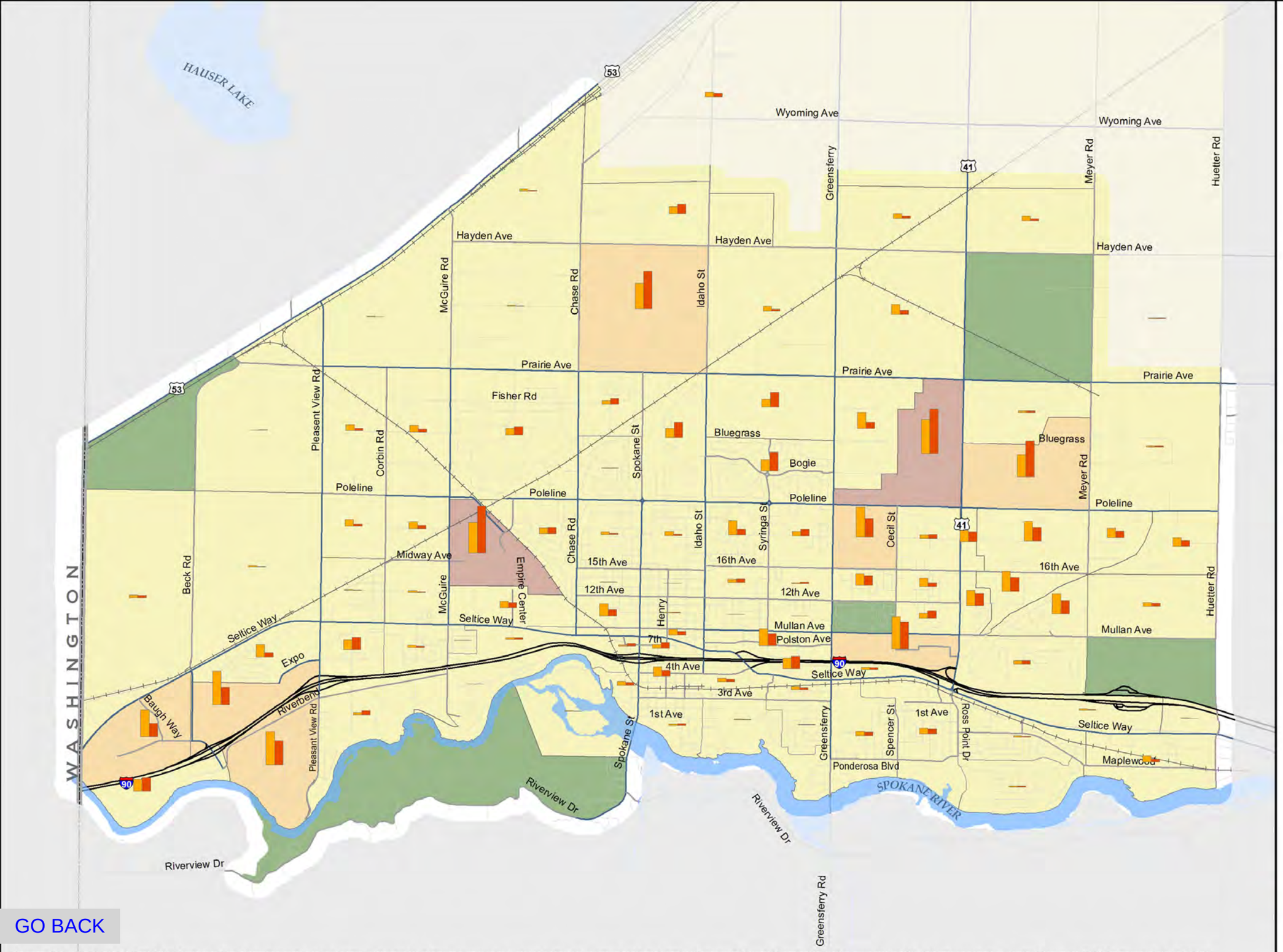
4.3 Chapter Figures

2017 Transportation Plan

Figure 4-1

PM Peak Origin and Destination Trip Growth

2014 to 2020



PM Peak Trip Growth

The PM Peak is typically the highest volume of the day and occurs between 4pm and 6pm.

A trip is defined as a one-direction vehicle movement from an origin (ie. your house) to a destination (ie. the grocery store).

Total Trip Growth

- < 0
- 0 - 200
- 201 - 370
- 371 - 574
- 575 +

A housing unit generates nine to ten trips per day.

An office building generates three to four trips per employee per day.

Type of Trip

- Origin Growth
- Destination Growth

620

*During the PM Peak, **Destination** trip ends typically signify residential areas while **Origin** trip ends typically signify retail or commercial.*

Roadways

- Interstate
- Arterial
- Collector
- Local Roadway

N W E S

0 0.4 0.8

Miles

1 inch = 0.8 miles

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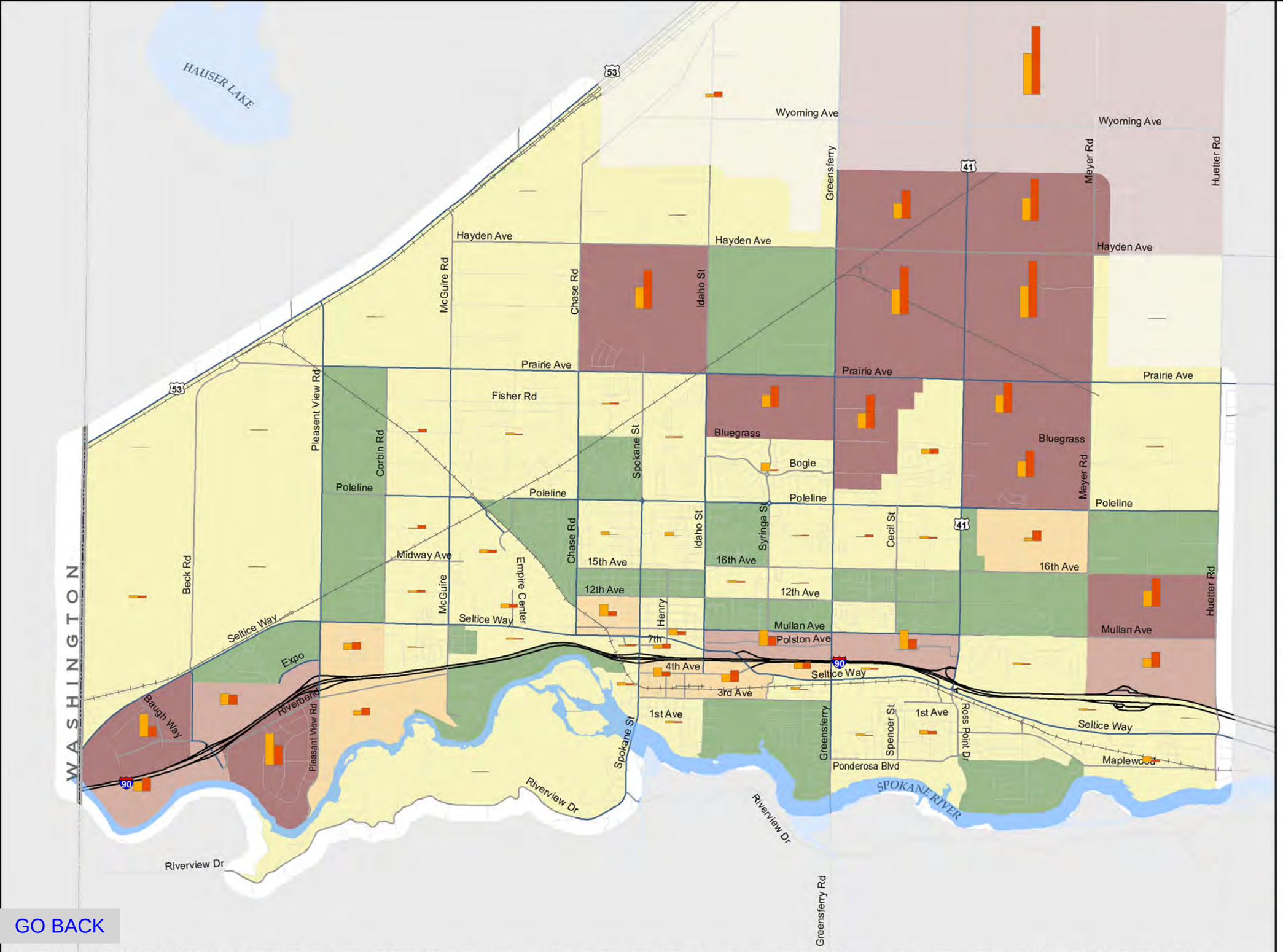
Figure 4-2

PM Peak Origin and Destination Trip Growth

2020 to 2035



PM Peak Trip Growth

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- 0 - 200
- 201 - 370
- 371 - 574
- 575 +

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An office building generates three to four trips per employee per day.

Type of Trip

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620

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Roadways

- Interstate
- Arterial
- Collector
- Local Roadway

N W E S

0 0.4 0.8 Miles

1 inch = 0.8 miles

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2017 Transportation Plan

Figure 4-3
2020 No-Build Roadway Volume to Capacity Ratio and Intersection Level of Service

Available Capacity on Roadway

Wide Open — Moderate — Little to None

Intersection LOS

Good — Fair — Poor

Political Boundaries

- City of Post Falls
- Area of City Impact

N W E S

0 0.4 0.8 Miles

1 inch = 0.8 miles

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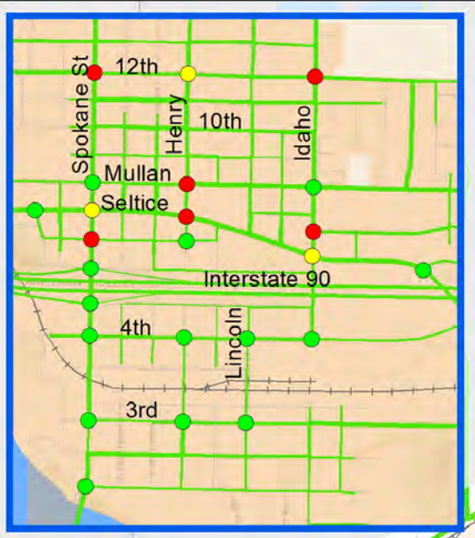
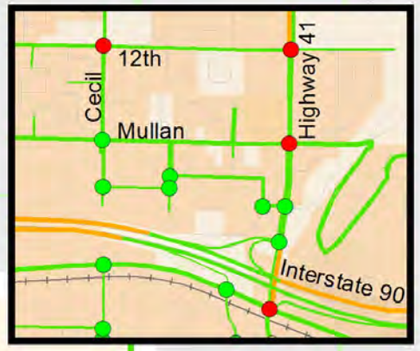
Figure 4-4
2025 No-Build Roadway Volume to Capacity Ratio and Intersection Level of Service





Available Capacity on Roadway

Wide Open — Moderate — Little to None

Intersection LOS

Good — Fair — Poor

Political Boundaries

- City of Post Falls
- Area of City Impact

N W E S

0 0.4 0.8 Miles

1 inch = 0.8 miles

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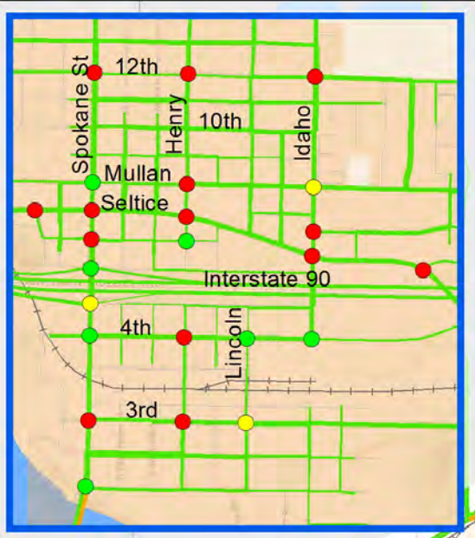
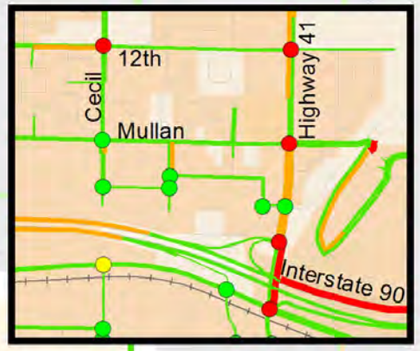
2017 Transportation Plan

Figure 4-5

2035 No-Build Roadway Volume to Capacity Ratio and Intersection Level of Service





Available Capacity on Roadway

Wide Open — Moderate — Little to None

Intersection LOS

Good — Fair — Poor

Political Boundaries

- City of Post Falls
- Area of City Impact

N
W E
S

0 0.4 0.8
Miles

1 inch = 0.8 miles

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5 COMMUNITY PERSPECTIVES

Public outreach activities throughout the project were designed to assess the community's existing impression of the transportation system and their desires for improvements. Through open houses and stakeholder meetings, input and feedback was solicited from a wide range of users. These efforts involved Post Falls' citizens and staff, local bicycle experts, adjoining jurisdiction staff, and advocacy groups. The results of the public input indicated a desire for an increased emphasis on multimodal improvements throughout the transportation plan and throughout the City.

5.1 Input on Investment Focus Areas

At an initial open house, a series of interactive displays and an online survey provided citizens and visitors with an opportunity to be heard and to guide the plan for the transportation network. For the interactive displays, attendees were given five green (most preferred) dots and five red (least preferred) dots and asked to identify their most preferred or least preferred improvements. Eleven types of Improvements were presented in three categories: Pedestrian/Bicycle, Roadway/Vehicular, and Transit. The resultant displays are illustrated in Figure 5-1 through Figure 5-3.

Responses from the online survey provided an opportunity for attendees and other interested parties to provide feedback on a wide breadth of transportation facilities and policies. The results, summarized below, helped to guide the identification and prioritization of projects for the Capital Improvement Plan. Key findings of the survey are included below:

- Nearly 70% of responses rated the City's transportation system regarding traffic flow and traffic safety as good to excellent.
- Over 75% of responses identified on-street bike facilities as fair to poor within the City. This highlights the importance of the Multimodal improvements highlighted in Chapter 0.
- Over 95% of responses identified sidewalk/path construction and/or repairs as a top priority or somewhat important. This is consistent with the display in Figure 5-1.
- Nearly 40% of residents identified improving bicycle facilities as a top priority, 30% of residents identified the widening and building or roads as a top priority.
- 2 out of 3 responses agreed that improving access to public transit as somewhat important or a top priority. This is in consistent with the results illustrated in Figure 5-3.
- Improving key or congested intersections, constructing bicycle facilities, and improving road maintenance were the top three preferences for construction. They were recommended to receive 59¢ of every improvement dollar. This is based on where attendees reported they would allocate their funds given a choice of mitigation.

Respondents were generally supportive of pedestrian and bicycle improvements.

Figure 5-1. Open House Results - Pedestrian and Bicycle Improvements

Responses supported traffic signals and complete streets practices, but they were split on roundabouts and opposed to traffic calming installations.

Figure 5-2. Open House Results - Roadway and Vehicular Improvements

Results were mixed with Transit stop locations, improvements, and route frequency.

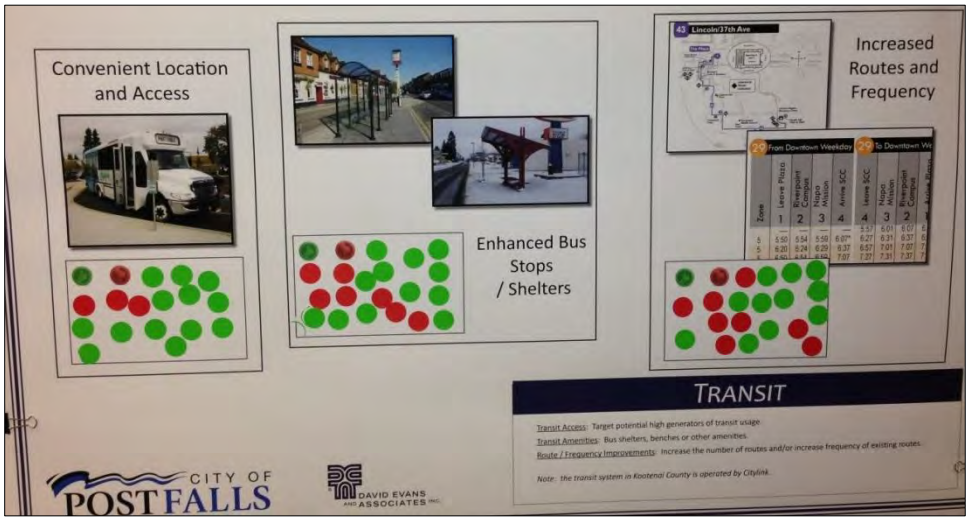

Figure 5-3. Open House Results - Transit Improvements

5.2 Feedback on Specific Improvement Strategies

A second public open house was held to provide the community with a glimpse of how the transportation system would function in future years without planning for improvement. A summary of feedback received is provided below:

- Four (4) comments were made to improve visibility and/or enforce the site triangle requirements at intersections.
- Respondents favored roundabouts in residential areas and traffic signals in commercial areas.
- Respondents preferred expanding or enhancing existing roads over building new ones.

The top priorities for transportation improvements were identified as follows:

1. Safety
2. Bicycle and Pedestrian Improvements
3. Intersection Traffic Control
4. Mass Transit Improvements

Also, display boards with multimodal improvement strategies were the most visited and received the most comments. Of the 18 comments provided on the displays, 11 of them were related to bicycles or pedestrians. Comments included:

- Consider adding more sidewalks on the south side of town.
- Provide CityLink Bus service to senior facilities.
- Improve Spokane Street bicycle lanes and install a signal at 15th.
- Improve the Centennial Trail routing and signage.

Responses supported traffic signals in commercial areas and roundabouts in residential areas. Maximized capacity is preferred over minimized right-of-way.

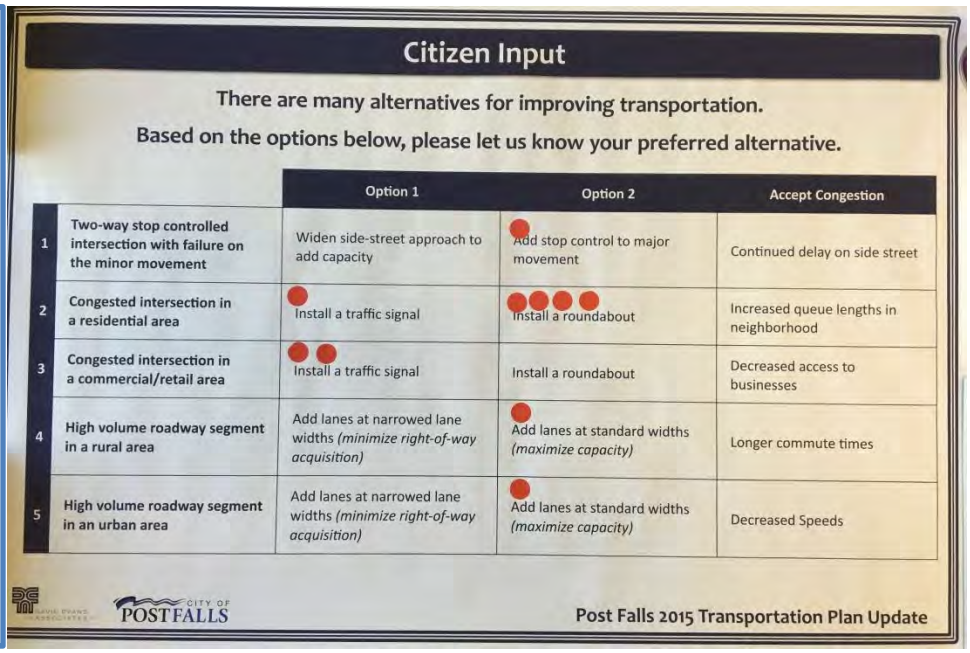

Figure 5-4. Existing Conditions Open House - Improvement Alternatives

5.3 Multimodal Panel Discussions

Two panel groups were convened specifically to discuss multimodal strategies and potential policy changes. These discussions yielded the following observations and recommendations:

- City policies and procedures are key to encouraging and supporting a multimodal approach
- Capitalize on and highlight the Centennial Trail and prioritize the implementation of additional Class 1 trails.
- A “centerpiece” project through Post Falls should be planned for along Seltice Way. This is the main East/West surface street through the City and would benefit from multimodal improvements.
- Reduced lane widths are being considered to accommodate the inclusion of multimodal elements on existing corridors.
- Transit connections, routes, and amenities are under review by Kootenai County. Recommendations of the Transportation Master Plan will be timely.

6 TRANSPORTATION IMPROVEMENT OPTIONS

Given an increase in traffic volumes without improvements to the network, the system will not operate efficiently, as shown in Section 4.2. Transportation Master Plans detail a route for improving the network to accommodate this increase in volumes, facilitate the rise in multimodal travel, and increase the safety of the transportation network.

The aforementioned analyses conducted for the update of the Transportation Master Plan (TMP) are a vital step in identifying needed improvements to the existing facilities. Where there is an intersection operating at a failing level of service but meeting warrants for a traffic signal, such an improvement should be considered. Similarly, if the volumes on a roadway segment are nearing its capacity, then additional capacity is an option for mitigation. Spot improvements such as these are effective at mitigating minor deficiencies in the network.

Looking beyond "spot" improvements, it is often the case that a project elsewhere in the network will improve a facility. For example, as the City expands to the northeast, the increased traffic in those areas would be funneled through the existing roadways. This routing of traffic will typically cause failure at the downstream intersections. By planning for the construction of new roadway segments, future growth will be provided with an alternate route, thereby resulting in more evenly dispersed traffic through the network. The dispersion of traffic through a network is an effective method to reduce congestion at major intersections. Such improvements impact the overall system.

Searching further for improvements, adjacent jurisdictions have their own plans for mitigating the roadway system. In many cases, these jurisdictions overlay with the City of Post Falls. SH- 41, for example, traverses the City but is maintained by the Idaho Transportation Department. Additionally, many areas of the Post Falls Area of City Impact (ACI) are currently maintained by the Post Falls Highway District (PFHD). Known projects by adjacent or partnering jurisdictions have been identified and included in future year analyses as "programmed projects".

6.1 Programmed Projects

There are several regionally significant transportation improvements planned by adjacent jurisdictions that will affect the operations through Post Falls. These improvements are incorporated into the planning efforts of the TMP update by modeling their completion for the assumed construction horizon.

6.1.1 SH-41 Corridor Master Plan Update

The Kootenai Metropolitan Planning Organization (KMPO) recently completed an update of the SH-41 Corridor Master Plan to plan for future improvements between I-90 and Rathdrum. The draft plan concept is to implement an expressway classification on SH-41 by constructing a four-lane divided highway with traffic signals at ½ mile spacing. This concept has been included in the planning for the Post Falls TMP update for the 2020 model and beyond. The completed plan is available on the KMPO website: (http://www.kmpo.net/SH41CorridorMasterPlanUpdate.html)

ITD is in the process of designing the widening and signal improvements along SH-41 from Mullan Avenue to Prairie Avenue. Construction is anticipated to begin in 2020 with completion prior to 2025.

Additionally, the draft corridor plan includes "A network of secondary access roads … to provide access to future development projects." 'Backage' roads would be located approximately ¼ mile from the east and west of Highway 41 and run parallel to the

highway. The plan calls for the ¼ mile- and ½ mile-backage roads to be designated as collector or local streets. The City of Post Falls is intending to allow for the narrower roadway sections that would be typical with minor collector streets and local commercial streets while restricting direct access of single family residential vehicles onto the highway. The ¼ mile backage road will be designated as a 'local commercial' street. The ¼ backage roads will serve as local access to commercial properties fronting on SH-41 and will provide access to intersecting signalized arterials for access to the highway for left turn movements. The ½ mile backage road will be designated as a 'residential collector' and will be connected to the ¼ mile backage road and SH-41 by east/west streets. Each of these classifications represents one of the City's standard street sections. Backage road design and construction is subject to change based on available funding at the time.

In addition to the backage roads, the Corridor Plan identifies grade separated crossings of the Prairie Bike Trail and SH41 over the UPRR mainline for consideration within the corridor as a need is dictated and funding is identified.

Along the SH-41 Corridor, though not a part of the adopted Corridor Master Plan, the City should consider the development of standards and the installation of 1/8 mile access roadways parallel to each side of SH-41. The roadways would be a mixture of roadways classified as "local commercial" and developed commercial drive lanes. The purpose of this additional element is to improve access to accommodate and promote commercial and multi-family development along SH-41. The access roadways would vary in distance of 500 feet to1000 feet from SH-41 and the design cross section would vary depending on the nature of adjoining development. It would be recognized that intersections with the City's east/west Minor Arterial and Collector roadways would be stop controlled on north/south movements. Further, during peak hours of traffic operation, local access roadways connecting between the 1/8 mile access roadways and the SH-41 corridor's backage road system would be relied upon by traffic for efficient circulation routes to higher capacity intersections. An illustration of the SH-41 project limits and the backage road system is provided in Figure 6-1.

Figure 6-1. SH-41 Corridor Master Plan Network

6.1.2 Prairie Avenue and Chase Road intersection improvements

At the time of this update, The Post Falls Highway District (PFHD) is in the process of developing plans for a single-lane roundabout at the intersection of Prairie Avenue and Chase Road. This intersection is shown to be operationally deficient by 2025. The roundabout is expected to be in place by 2020.

6.1.3 Seltice Way and Huetter Road intersection improvements

At the time of this update, the City of Coeur d'Alene in conjunction with the PFHD is developing plans for Seltice Way improvements. A signal is under construction at the intersection of Seltice Way and Huetter Road. Additionally, the City of Coeur d'Alene is planning to install roundabouts at Seltice Way/Atlas Road and at Seltice Way/Grandmill. These improvements are expected to be in place by 2020.

6.1.4 Pleasant View Interchange

The Idaho Transportation Department is currently in the design process of an interchange at the intersection of Pleasant View Road and SH-53. At the time of this update, the project is at preliminary design. The timing of construction is dependent upon funding; therefore, this project was not assumed to be constructed by 2035. Coupled with the installation of the Pleasant View interchange will be the requirement of other at-grade crossing closures on the BNSF system at Beck and McGuire Roads.

6.1.5 Poleline Road / Hanley Avenue Extension

At the time of this update, the City of Coeur d'Alene is planning the extension of Hanley Avenue to connect to Poleline Avenue at Huetter Road. This improvement will create a significant connection between Coeur d'Alene and Post Falls and is assumed to be in place by the 2035 horizon year.

6.2 Interagency Coordination

After developing a list of potential projects based on the operational and safety needs identified through this planning process, a meeting was held to discuss the projects planned in coordination with the adjoining jurisdictions. In addition to the City of Post Falls, participants included the Idaho Transportation Department (ITD), the Post Falls Highway District (PFHD), and the Kootenai Metropolitan Planning Organization (KMPO). Discussion topics were based on identified deficiencies within Post Falls and the shared-tier area beyond the current area of city impact (ACI). A summary of the discussion related to each agency is provided as follows:

6.2.1 ITD

There is currently a study underway along the I-90 corridor looking at access points and operations. This study will be the precursor for an Environmental Impact Statement to widen the interstate to 3-lanes in each direction from the state line to Sherman Avenue. This will likely begin in 2017 or 2018. It is expected that I-90 will be 6-lanes through the Post Falls study area by 2035. Current operations on I-90 are LOS D or LOS E. The peak ADT was recorded at 78,000 in July of 2015. Interchange revisions along this corridor may be needed to accommodate its increasing travel demand.

With any development of facilities along the I-90 corridor, consideration should be made for the support of local access and economic development. The City of Post Falls continues to see the potential need for and would benefit from the construction of a full

interchange at Greensferry Road, as well as the development of an interchange at McGuire Road.

The SH-41 Master Plan is being developed into a project that will begin design in 2017. The first phase is funded to begin construction by 2020. See Section 6.1.1.

6.2.2 PFHD

The rail crossing on Prairie Avenue east of SH-41 currently serves only one user. There have been efforts to identify a relocation area for the user to remove the rail crossing both from Prairie Avenue and from SH-41 north of Prairie. There are plans to improve Prairie Avenue to a 5-lane section but this will prove cost prohibitive with rail crossing improvements.

The Pleasant View Interchange with SH-53 is designed and awaiting funding. KMPO is seeking funding sources with a goal of 2025 construction. See Section 6.1.4.

The City of Post Falls continues to support the Highway District's efforts for providing a bridge at Greensferry Road over the Spokane River. Construction of this facility would improve local access and provide better emergency access south of the river.

6.2.3 Kootenai Metropolitan Planning Organization (KMPO)

Although currently unfunded for construction, the Huetter Road Bypass project and its accompanying right-of-way needs map has been adopted by multiple jurisdictions along its alignment. Much right-of-way has been reserved for the bypass' location and local planning reflects the corridor's planned future existence. KMPO is working diligently to identify funding for this corridor improvement. The City of Post Falls should continue to work with KMPO to refine the needs and vision implementation of the Huetter Bypass and alternative routes to support local access and regional economic development

As a result of the discussions that arose during the Interagency Coordination meeting and upon the direction of City staff, the TMP will only include detailed project planning for the short-term and medium-term projects through 2025. This is due to the extent of regional projects being undertaken by ITD that will affect the traffic through Post Falls. Given the current projections, a complete list of projects expected for construction by 2035 will be included with this update of the TMP, but only the 2020 and 2025 horizon years will be allocated with funding.

6.3 Alternatives Definition

The identification of the improvement projects resulting from the TMP update are based on one of three primary needs:

1. Vehicular Capacity Deficiency, as identified through the No Build analyses
2. Multimodal Demand, as identified through network deficiencies or public feedback
3. Safety, as identified though crash locations

Given the project identification, its timeline for completion was laid out based on several factors, including the immediacy of the need, cost, funding, and prioritization feedback by the City and the public. An array of screening criteria was developed to rank the projects, as detailed in the following section.

In addition to individual project priorities, many projects are coordinated together for an overall improvement. As an example, the installation of ½ mile and ¼ mile backage roads along SH-41 are a necessary component to implement access control on the highway.

Based on the project identification, need, and timeline, a Capital Improvement Project table was created to summarize the project priorities, costs, and criteria.

6.4 Screening Criteria

Through collaboration with City staff, the following screening criteria were developed to evaluate and prioritize the capital improvement projects. The intent of the screening criteria are not to provide a weighted score, but rather to provide a breadth of information regarding each project for evaluation on a case-by-case basis when being considered for development. The criteria are listed below and are described in further detail in Section 9.1.2:

1) Vehicular Capacity Improvements
2) Incorporation of Bike Lanes
3) Incorporation of multiuse pathway
4) Safe route to school
5) Incorporation of transit
6) Incorporation of pedestrian improvements
7) Economic benefit
8) Livability
9) Encourages infill development
10) Systemic approach
11) Safety
12) Partnering Jurisdictions
13) Right-of-way acquisition / displacement
14) Developer Driven
15) Project Cost

7 MULTIMODAL FACILITIES PLANNING

Multimodal planning refers to planning that considers various modes (walking, bicycling, driving, transit riding, etc.) and connections between these modes. This practice is reinforced by the National Complete Streets Coalition, which provides recommendations for policy-oriented planning and essential elements of streets to accommodate all modes. In the context of the City's Transportation Master Plan (TMP) Update, multimodal planning refers to the non-vehicular modes of travel through the network, also referred to as 'Active Transportation'. The TMP provides a network that accommodates travel by vehicle, by foot, by bicycle, and by transit. The TMP further promotes multimodal facilities through 5-, 10-, and 20-year capital improvement recommendations.

Active Transportation and Real Estate: The Next Frontier[1] documents a growing synergy between real estate development and multimodal infrastructure investments, reporting that

> *"Across the globe, developers are seizing a competitive advantage by leveraging growing interest in biking and walking among residents and tenants. And municipalities are promoting health, equity, and sustainability by investing in active transportation infrastructure projects, such as trails and greenways – investments which can create real estate value and promote economic developments."*

The share of commuter traffic using a non-vehicular mode is likely attributable to the access to multimodal facilities. According to the US Census Bureau 2014 American Community Survey estimates[2], the percentage of Post Falls residents commuting to work using a mode other than a personal vehicle is half of that observed in Coeur d'Alene and one-third of what is observed in Spokane – two communities with a more complete multimodal system. It should be noted that the portion of Post Falls residents using public transportation is nearly double those in Coeur d'Alene; this is likely attributable to the access to the nearby Spokane Transit Authority. Across the nation there has been a push for increased walking and cycling as indicated by outreach efforts to every age group. Across the Inland Northwest, the visibility of non-vehicular travel is on the rise with mandated "Commute Trip Reduction" efforts in Washington, bicycle and vehicle sharing systems, and expanding transit areas. Locally, too, increased multimodal facilities for commuters are enhanced by bicycle lockers at transit centers, enhanced visibility and signage for the Centennial Trail, and the installation of enhanced facilities such as buffered bicycle lanes and bicycle boulevards.

Recreational traffic, as compared to commuter traffic, has much more access to multimodal facilities. The City Parks Department maintains 27 parks totaling 456 acres and over 12 miles of asphalt trails, in addition to the Centennial Trail and other neighborhood paths. Based on data collected by the Parks Department, there were over 30,000 users counted between March and November in 2014 on the Centennial Trail in Post Falls, with greater numbers at other Parks' facilities. Participation in cycling activities such as Bike to Work Week, Spokefest, and the Coeur d'Fondo, these values illustrate a substantial use for active transportation when the facilities are present.

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[1] Urban Land Institute: *Active Transportation and Real Estate: The Next Frontier*. Washington, D.C.: the Urban Land Institute, 2016. (http://uli.org/wp-content/uploads/ULI-Documents/Active-Transportation-and-Real-Estate-The-Next-Frontier.pdf; accessed November 2016)

[2] U.S. Census Bureau; American Community Survey, 2010-2014 5-Year Estimates, Table S0801; using American FactFinder; http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_14_5YR_S0801&prodType=table; accessed January 2016)

Cultural drivers are changing the transportation industry's approach to transportation planning, integrating multi-modal planning with land development planning in response to lifestyle changes in the American urban traveler. The City of Post Falls is responding to these trends by proactively expanding multi-modal solutions. These efforts are being reinforced by incorporating additional bicycle and pedestrian pathways in the City and working with the transit agency to provide for roadways designed efficiently for transit access. The ultimate goal is to increase the multimodal proportion of trips in Post Falls, which will not only improve traffic operations by reducing vehicles on the roadway, but will also improve the health and quality of life for Post Falls' residents.

Recommended projects for improving the multimodal transportation network are included in Chapter 9.3 as Figure 9-8 and Table 9-5.

7.1 Pedestrian Travel

For most, walking is a component of every trip. Whether it is walking to the car, walking to the bus, or walking to work or the store, the pedestrian network serves nearly everyone. Sidewalks are the most common avenue of pedestrian travel. There are approximately 175 miles of roadway within the city and approximately 98 miles of existing sidewalk. This equates to only one-quarter of existing streets having a "complete" sidewalk system (sidewalks on both sides of the street). A lack of pedestrian facilities affects accessibility and public safety. It can be difficult to find a path to one's destination safely without having to walk in the street. This can be even more challenging during the winter when snowplows create snow berms pedestrians must also navigate. Ideally, children should feel and be safe walking to school on clear accessible paths.

All new roadways are required to install sidewalks or shared use paths. Any upgraded roadways or retrofits based on the Collector or Arterial typical sections would also be required to add these facilities (see the Spokane Street upgrades in Figure 7-1). Additionally, shared use paths make up a prominent share of the pedestrian network and provide a wider facility that is separated from the roadway. Regional paths such as the Centennial Trail and the Prairie Trail provide a longer distance route beyond Post Falls. The Centennial Trail serves as a regional backbone to east/west movement of bicycle and pedestrian transportation in the region. A key component to the system's effectiveness is the completion of the connection of a shared use path alignment between Greensferry Road and the SH-41 interchange at Ross Point Road. This is later identified for implementation in Section 9.3 as project #MM-24. Development of additional east/west and north/south facilities should consider connection to the Centennial Trail. Local trails, such as the Black Bay Trail and the Karen Streeter Trail (see Figure 3-4), provide connectivity within Post Falls. Pedestrian facility standards are presented in greater detail in the Transportation System Standards section of the plan.

The prioritization of pedestrian projects is based on need and summarized as follows:

1. School Zones & Safe Routes to School
2. Missing Segments Along Routes
3. ADA Compliance of Facilities
4. Connections to Regional Backbone
5. Connections to Medical Corridors and Facilities
6. Expansion of Commuting Corridors
7. Expansion of Recreational Corridors

7.1.1 ADA Compliance

The Americans with Disabilities Act (ADA) sets strict performance standards for "accessible" pedestrian routes. Examples of non-compliance areas include cracked walking surface, excessive slope, narrow width, surface texture. As part of the shift in policy discussed in this chapter, it is recommended that Post Falls formalizes existing internal policies into a plan for

addressing failing sidewalks and other multimodal facilities throughout the City by development of an ADA Transition Plan.

Figure 7-1. Pedestrian Facilities (Spokane Street and Black Bay Park trail)

7.2 Bicycle Travel

As reported by Kathleen McCormick in the Urban Land magazine[3]:

> *"The big picture in transportation and real estate trends is the growth of multiple transportation modes, shared use of bikes and cars, and enormous expansions of bike infrastructure that are driving real estate investments and urban growth...In 2014, Americans bought more bikes than cars and trucks. America now boasts 1,700 rails-to-trails projects totaling more than 22,000 miles (35,400 km), and the federal government has funded 2,500 bike infrastructure projects. More than 900 cities have Complete Streets policies benefitting all users. Bike-friendly buildings that feature bike amenities such as repair stations, showers and lockers, and community gathering spaces are attracting millennials and others interested in active lifestyles. And now trail-oriented development, such as that along the Midtown Greenway in Minneapolis, is drawing thousands of daily riders and many millions in real estate investments. This is echoed by a recent ULI report, Active Transportation and Real Estate: The Next Frontier, March 2016."*

Figure 7-2. A Bicycle Crossing to the Centennial Trail on 3rd Avenue

Bicyclists within Post Falls today are primarily recreational or school related with a low volume of commuters. Regardless of the trip purpose, however, cycling provides a quick alternative to vehicular travel through Post Falls. The backbone of the City's bicycle network is the Centennial Trail which connects from Spokane to the east end of Coeur d'Alene. This facility is a favorite for cyclists

[3] *Urban Land, The Magazine of the Urban Land Institute*, April 29, 2016

and pedestrians and will likely continue to be a portion of most cycling routes as the network grows. Both local- and tourism- related recreational use along the Centennial Trail provides opportunities for local business. A key component to the system's effectiveness is the completion of the connection of a shared use path alignment between Greensferry Road and the SH-41 interchange at Ross Point Road.

Other key components of the network appear to be the facility emerging along Poleline Avenue and the SH-41 Trail. As the City's bicycle and pedestrian network continues to mature, a clear and coordinated way finding system for users of the trail system(s) is imperative as discussed in the following sections. Other shared use paths such as those referenced in the *Pedestrian Travel* section offer more localized connections for bicyclists. Shared use paths (also referred to as Class I Trails) offer the most separation from the roadway for users. A map of existing facilities is provided as Figure 3-4. As illustrated in Figure 7-4, there are a variety of different types of bicycle facilities for the city to consider. The type of facility chosen should best meet the safety, speed, right-of-way, and transportation needs of the particular location, see Section 7.5.5 Multimodal Facility Policy for a discussion of facility selection. The type of facility chosen may also be based on the roadway typical section. New roadways with a typical section of Collector or Arterial will be required to provide some form of a bicycle facility, whether lanes or a path or both. Existing roadways that are upgraded or retrofit should be examined for the potential to include bicycle facilities. Through previous planning efforts, the City has identified approximately 51 miles of additional bicycle facilities in the multimodal network. These facilities would allow for easier and safer commuting as well as recreational riding. Many of these facilities would be along currently existing and proposed functionally classified roadways, often times with bike lanes on the road and a shared use path or other pedestrian facility on one side. Bicycle facilities and their standards are further discussed in the Transportation System Standards section.

In addition to bicycle routes across the network, the presence of bicycle "parking" is a major factor in the selection of this mode. In order to increase the attractiveness of bicycle travel, it is imperative to provide a type of secure parking: whether it is bicycle lockers (see Figure 7-3) or bicycle racks capable of accepting high security locks. Changes or additions to the development code to require bicycle amenities would guarantee availability at all future and updated development sites enhancing the attractiveness of bicycling.

Figure 7-3. Bicycle Lockers

(Photo sources, from top: Nick Foster, Eric Gilliland, Conor Semler, Kevin Lee, Karla Kingsley, Nick Foster)

Figure 7-4. Bicycle Facilities[4]

[4] Goodman, Dan, et al. *Separated Bike Lanes Planning and Design Guide*, No. FHWA -HEP-15-025. 2015

7.3 Transit Travel

Transit travel in Post Falls is provided by Kootenai County. Kootenai County's fixed route free public transit service – CityLink – has been operating since November, 2005. The CityLink system operates four routes, 16 hours a day, seven days a week, including holidays. The interconnecting network comprises over 150 stops spread across 200 miles of road and transports an average of 50,000 passengers per month[5]. The primary routes serve Post Falls and Coeur d'Alene. There are two additional routes run by the Coeur d'Alene Tribe serving communities south of Coeur d'Alene.

The Blue Route serves Post Falls and is anchored by the Riverstone Park and Ride. Based on a survey conducted from October, 2015 through January, 2016, most of the boarding activity occurs at the east and west boundaries of Post Falls (along Spokane Street and SH-41), with six stops that experience over 200 boardings per month:

- Herborn/Seltice (Westbound)
- Cecil/Jenalen
- Spokane/Mullan
- Spokane/15th
- Seltice/Bay
- Seltice/Herborn (Eastbound)

The **Blue Route** operates a 12 mile loop that begins at the Riverstone Park and Ride with service to the Cecil / Jenalen stop (see http://idahocitylink.com/route_blue.php). This route connects Coeur d'Alene and Post Falls. The line provides service in a clockwise movement, leaving from Riverstone Park and Ride seven times on weekdays and six times on weekends. Service begins at 6:00 AM and the last run leaves at 7:00 PM with two hour headways. Counterclockwise service provides similar service levels with seven runs on weekdays, beginning at 7:00 AM until 9:00 PM.

Kootenai County is currently undergoing a revision of their transit system including route planning and fare determination. As part of this, a revised route is anticipated to be implemented along with a fare in 2017. As this young transit system evolves, it will be imperative for the City to incorporate it into their transportation improvements. Specifically, the inclusion of transit improvements along the route through Post Falls is a necessary component of upgrades to Seltice Way, Mullan Avenue, and Spokane Street.

As identified through the TMP Update, there are two routes that are recommended for future development through Post Falls. The first is an adjustment of the existing Blue Route to provide access to areas of Post Falls south of Interstate 90 in the downtown core and operate with approximately one hour headways (see Figure 7-5). This area is in a state of redevelopment and would provide benefit from additional transit access. One of the recommended routes included in the Kootenai County transit study incorporates this adjustment, as described below. At the date of this document, the study has not been finalized.

> *Bus Route 'B' (see excerpt of map, below) is based on the current Blue Route, as it originates at the Riverstone Park and Ride and travels on Seltice Way to serve Huetter and Post Falls. Where the Blue Route travels east on Seltice Way until Spokane Street and then loops back to E Mullan Avenue via Poleline Avenue/Idaho Road, the potential Bus Route 'B' travels east on Seltice Way until 4th Avenue, where it continues on 4th Avenue then 3rd/2nd Avenue to serve the areas adjacent to I-90 on the south. The route loops back by traveling up Spokane Street then to E Mullen Avenue via Idaho Road/Poleline Avenue before returning to Riverstone Park and Ride via Seltice Way.*

[5] CityLink Website, http://idahocitylink.com; accessed May, 2016.

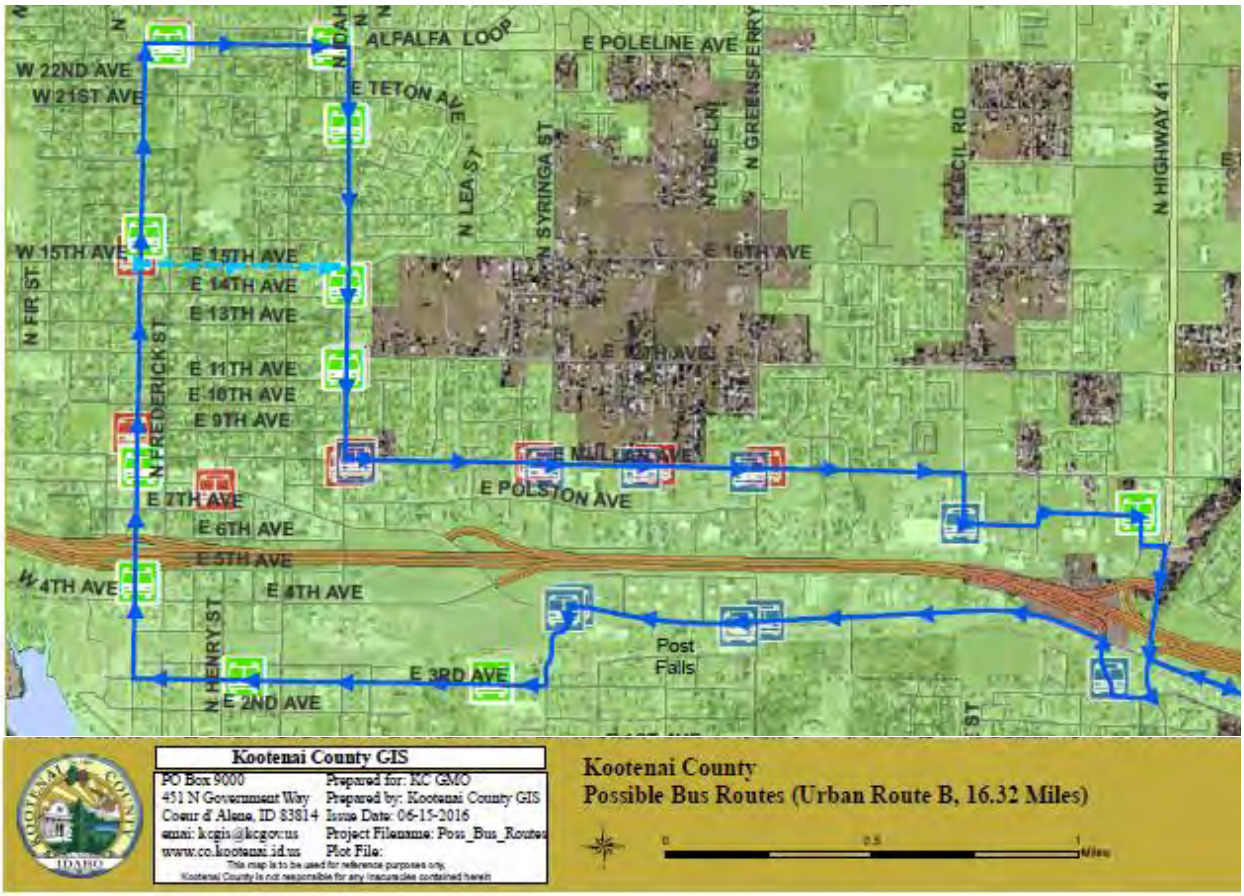


Figure 7-5. Kootenai Transit Possible Blue Route (study not finalized) (http://www.kcgov.us/departments/transit/transitpdfs/BRoute.pdf)

The second transit recommendation of the TMP update is for a connection to West Post Falls. The area surrounding the new Beck Road interchange on I-90 is likely to experience extensive development over the next 10 years, including commercial, residential, and retail uses. There is also an opportunity to provide a park and ride facility near the area at an existing lot owned by the City. Additionally, this will present an opportunity to coordinate with the Spokane Transit Authority (STA) to provide a connection to their express service to Spokane. These recommendations are a high priority as they would add greater transportation opportunities for the citizens of Post Falls.

7.4 Multimodal Network Amenities

In order to tie the network together, it is necessary to make it easier for users to understand the area's connections. In the interest of creating a more walkable community, and allowing out of town visitors an opportunity to see the region by alternate modes of transportation, signage that enhances one's experience is an advantage to the community. Traditional signage might just indicate what pathway you are on while enhanced way finding placed at trail heads and key intersections would give additional information about the trail route and different distances between destinations and services. Enhancing the network signage would allow users to know which direction to go to get to a point of interest and how long it might take to get them there.

7.4.1 General Network Amenities

There are a number of amenities that benefit multiple types of facilities, such signage, benches and trash cans. Whether along a sidewalk, next to a transit stop, or at a resting place beside a Class 1 trail, signs communicate important location information while benches and trash cans provide comfort and convenience for users. Consideration of such amenities should be included during project development, such as location, style, and maintenance responsibility. The City should formulate a plan for such amenities and their frequency along different types of facilities. The provision of utilities on the multimodal network is also a key amenity. Lighting, for example, improves the perceived safety of a facility for use outside of daylight hours. Access to sewer for restrooms and water for drinking fountains and cleansing further improves the attractiveness of a multimodal facility, whether for pedestrians, bicyclists, or transit users.

7.4.2 Pedestrian and Bicycling Amenities

Traditional signage such as the Centennial Trail signs and standard "Bike Route" signs let the user know where they are. Enhanced way finding improves the users' experience by letting them know where they can go in the City of Post Falls and beyond. Recent developments in the City – both near the trail system and farther north – will benefit and grow from increased exposure to trail users. Similarly, these same trail users will become more familiar with the area, thereby increasing commerce, community awareness, and trail use.

Figure 7-6 is an example of signage that provides consistency for a user to know they are on the right trail, but it also gives direction through arrows and distances or numbers to other trails. There is an opportunity for incorporating a "branding" for Post Falls as a whole or a unique image for specific trails throughout the City.

Figure 7-6. Multimodal Route Markers (Taken from Los Alamos County Trail Network Signage Plan)

Another alternative is a third party vendor such as the "Walk Your City" non-profit organization (https://walkyourcity.org/). This organization focuses on enhancing bicyclist and pedestrian user experiences by linking informational street signs for people with web-based campaign management and data collection to complement traditional approaches to wayfinding. Using minimal words, the signs give direction and distance by time to a specific location making it easy for pedestrians and cyclists to have new insight into their community. Quick Response (QR) codes on the signs can be scanned and provide additional details. While these signs provide the ease of a pre-established system, their size and appearance may not be palatable to all users. Figure 7-7 shows an example of a "WalkYourCity" sign.

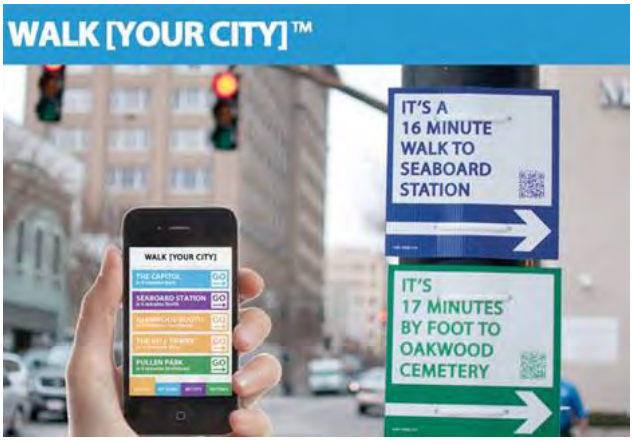


Figure 7-7. "WalkYourCity" Signage

In a similar way as the pedestrian signage, a variation of the standard bike sign (see Figure 7-8) uses QR codes to deliver additional information to cyclists through a bike route sign. The City of Spokane Valley, Washington has introduced a comparable device on their trail system encouraging users to “Dine, Discover, Shop, and Explore”. There are several locations through Post Falls that would function well as test sites. The Centennial Trail at Pleasant View Road, Spokane Street, and Ross Point Road and the SH-41 Trail at Mullan Avenue and Poleline Avenue provide opportunities to enhance the local experience for trail users.

Figure 7-8. Bike Route Signage with Local Codes

An essential part of the bicycle trip, secure bicycle parking, is another necessary amenity. Just as aesthetics have become a major component of land and streetscape development, bicycle rack parking has also improved in appearance. By creating an identity through a consistent style of rack, users will begin to associate recreation and cycling with the City. Examples of this include the WA-Bikes and Monroe Street Bridge (Spokane) racks shown in Figure 7-9. Additionally, public art provides another opportunity to bring bicycle parking to an area. The examples of non-standard and aesthetically pleasing bicycle racks provided in Figure 7-10 are each unique and functional for the multimodal user. Alternatively, bicycle friendly developments may choose to add their own character to bicycle parking areas. These may or may not match the City’s style, but should adhere to a performance-based specification for usability and consistency.

Finally, as electric-assist bicycles become more common, amenities in public spaces could include charge stations. Both metered and solar charging stations are currently available. (http://electricbikereport.com/tag/electric-bike-charging-stations/)

The addition of bicycle parking can be accomplished through two alternatives:

1. Develop a systematic approach to bicycle parking
   a. Set a goal for 2 to 5 new bicycle parking locations each year with City funding.
   b. Incorporate into street improvements adjacent to major bicycle generators.
   c. Collaborate with the Urban Renewal Agency for incorporation as “public art”.
2. Incorporate bicycle parking into new development.
   a. Require new development to supplement a percentage of their parking spots as bicycle parking.
   b. Provide incentives to developments that choose to be “bike friendly”.
   c. Examine the potential for parking or density bonuses based on providing certain amenities.

Figure 7-9. Bicycle Racks Create an Identity

Figure 7-10. Alternative Bicycle Parking

7.4.3 *Transit Amenities*

As transit routes evolve, so will the presence of transit improvements. Through discussions with a Multimodal Stakeholder panel assembled for this planning process, it was concluded that amenities at transit stops are necessary to encourage ridership. Due to long wait times combined with weather variations, bus stop shelters would provide a great benefit to transit riders. However, depending on the location, these long wait times can also create a safety concern due to loitering, sleeping, vandalism, and harassment. The adoption of a policy directing staff in the decision making process for inclusion of shelters and/or benches in developments or streetscapes would be a helpful tool. However, when their inclusion is warranted, transit shelters should include seating areas that are not conducive to lingering. Examples are provided in Figure 7-11.

Figure 7-11. Transit Shelter Seating

A standardized application of transit stop amenities is another method to plan for improvements. One such example of a tiered approach is included below:

Tier 1: All stops include signage and trash receptacles.

Tier 2: Stops with local connections and ridership above an established threshold include Tier 1 amenities as well as benches.

Tier 3: Stops with regional connections include Tier 2 amenities as well as covered shelters.

Tier 4: Stops with park and ride or connections to other transit providers include Tier 3 amenities as well as restroom facilities.

7.5 Multimodal Policy Development

The improvement of a multimodal system begins with an enhanced City policy. A consistent policy to guide agencies, residents, and developers will provide the framework for all multimodal improvements. Pedestrian travel will be highlighted for its importance in the overall network. Bicycle travel, whether for recreation or commuting, is a growing mode throughout the country and features a wide variety of types of improvements. Finally, the transit alternative will be evaluated both as it currently exists and with its planned functionality.

With the national proliferation of policies in the 1960's, 70's and 80's that encouraged transportation investments based on the passenger car, City dwellers were able to settle farther out from their town centers with a reasonable commute. After decades of this sprawl development pattern there is now a renewed national focus on transportation without a car resulting in the facilitation of modern multimodal travel options at the policy level.

The goal of a City Multimodal Policy is to provide a network that is safe, accessible, and efficient for all users. Ancillary benefits of multi-modal policies can include increased neighborhood awareness, improved health and personal fitness, and an increased life quality for many community members. Recent studies have focused on *The 5-Minute Walk*, which correlates to approximately ¼ mile. Research has shown that most people will not walk farther than 5-minutes before switching to another mode; whether it is bicycling, driving, or riding transit. According to Census data released in 2014, the average cyclist commutes 19.3 minutes, with most commutes between 10 and 14 minutes (http://bikeleague.org/content/new-census-data-bike-commuting). The City of Post Falls is 7 miles from Pleasant View to Huetter, and 3 miles from Q'emiln Park to Prairie Avenue. Short of a cultural shift in the acceptable walking distance, most non-motorized trips in Post Falls will include multiple modes of travel (e.g. transit, bike, walk).

For many agencies, roadway design standards and typical sections serve as foundational policy documents for development of a multi-modal transportation system. Other agencies, such as the City of Bellingham, adopt a much more focused policy toward non-motorized modes, as illustrated in their hierarchy in Figure 7-12. This hierarchy is based on placing an emphasis on the most vulnerable user groups in the transportation system.

A multimodal focus requires consideration of all users, current and future. Attention to the following topic areas is also recommended as the City adopts land use and transportation policies to support multi-modal travel. Recommended polices are included following each of the areas in this section.

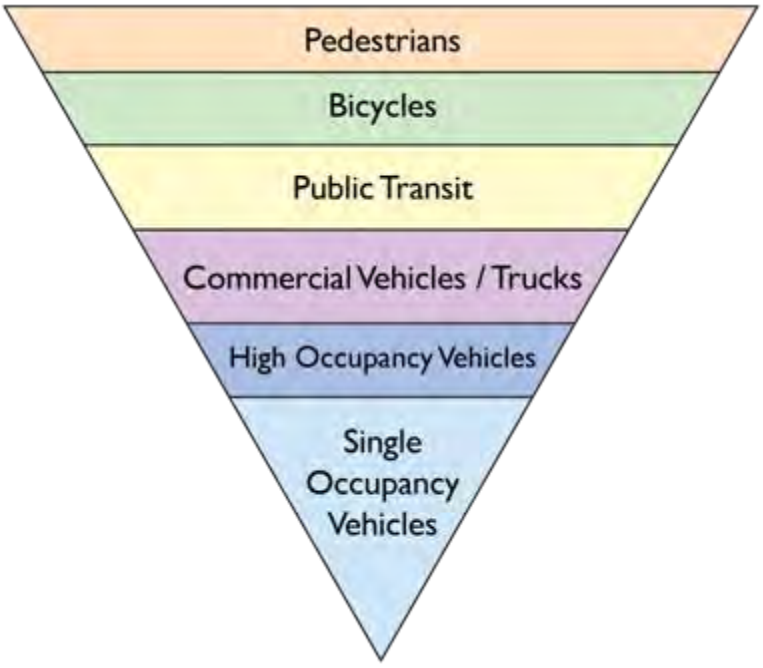


Figure 7-12. Bellingham Transportation Modal Hierarchy
(source: https://www.cob.org/services/planning/transportation/Pages/long-range-planning.aspx)

7.5.1 Maintenance Policy

In order to promote multimodal transportation, facilities must be accessible all year long. In the northwest, snow storage is an ongoing challenge through the winter. The coordination of snow plow operations with the need for pedestrian and bicycle facility accessibility is essential to maintain multimodal travel all year long. Policies for sidewalk maintenance often require supplementation with public information and community programs that provide resources to help property owners with their maintenance responsibilities. The prioritization of plowing also plays a role in the multimodal maintenance policy. Beginning with arterial streets, the City typically plows roads according to importance, leaving low-volume bicycle and pedestrian facilities at a lower priority. An example of plowing along the Centennial Trail is shown as Figure 7-13. Summer maintenance, too, is required of all facilities. While the size and speed of vehicles tends to push debris to the side of a road, it is often collected in bicycle lanes or on sidewalks. Street sweeping efforts are a valuable part of multimodal maintenance. As part of an enhanced multimodal policy, the City of Post Falls should consider committing to providing an increased priority to bicycle and pedestrians through the winter months, as well as maintenance of the concrete or asphalt year after year.

Recommended Policy

- Include multimodal facilities in the hierarchy of plowing importance.
- Initiate public outreach and hotlines to aid homeowners in the completion of snow removal on sidewalks and express concerns.
- Plan for snow removal when designing new facilities, such as the width of a protected bicycle lane or shared-use path to allow for plows.
- Complete scheduled sweeping of bicycle lanes.
- Include all pavement (including bicycle lanes and shared-use paths) in the maintenance program to include seal coating and crack sealing.
- Identify maintenance considerations in the design of separated facilities.

Figure 7-13. Multimodal Winter Maintenance

7.5.2 Project Funding Policy

With few exceptions, funding of roadway projects should require an improvement for all users. Currently, the City's transportation funding comes from either the General Fund or from Impact Fees. The General Fund is typically used for maintenance and small works projects. The Impact Fee system is based on the capacity improvements necessary to accommodate projected growth. Multimodal improvements historically have not been

considered as capacity improvements, despite their improvements to the overall transportation system. The City should pursue funding to support the development of a multimodal Capital Improvement Plan (CIP). All new roadways with a typical section of a Collector or Arterial are required to include multimodal facilities. The inclusion of multimodal components should be one of the screening criteria for capital improvement project prioritization.

Recommended Policy

- Establish criteria for multimodal project screening, including:
  - System connectivity – "missing links" that will complete a route are a higher priority.
  - Proximity to user generators such as parks, schools, healthcare facilities, government offices, etc.
- Designate a funded budget or funding program for multimodal improvements.
- Pursue grants to support funding of the multimodal CIP.

7.5.3 Future Development Policy

One of the most often cited developments during the public involvement process for this plan was the Fieldstone Development. This development is known for its use of sidewalks and shared use paths throughout the community streets. Elements such as using off-street trails to connect green space and parks enhance the street-based improvements such as sidewalks and bike lanes. Further, as redevelopment occurs on lots along identified corridors, similar facilities throughout the City should be identified for construction.

Recommended Policy

- Incorporate off-street multimodal facilities into the review of lot or neighborhood development.
- Designate routes (such as utility corridors) as future off-street facilities to be implemented upon redevelopment.

7.5.4 Roadway Retrofit Policy

As discussed in Chapter 0 of this Plan, many existing segments of roadway in and around the City were built with wide lanes and center turn lanes to meet previous design standards. Commonly referred to as a "Road Diet", agencies throughout the country have been reducing the width of lanes or number of lanes to improve roadside facilities such as bicycle lanes or parking. There are several roadway typical sections proposed with this Plan that can be applied to roadway sections to accommodate multimodal facilities such as bicycle lanes and shared-use paths. Any upgraded roadways or retrofits based on the Collector or Arterial typical sections would also be required to add multimodal facilities with an allowance for diminished roadway standards such as narrowed or reduced lanes.

Recommended Policy

- Establish a system for variances to allow for multimodal facilities in redeveloped areas.
- Incorporate Roadway Retrofit typical sections into project planning.

7.5.5 Multimodal Facility Policy

Similar to the planning of arterial and collector roadways, the installation of multimodal facilities should be based on a standardized classification system. Such a system may be

based on documented or forecasted usage, potential access to generators, or expected conflict with vehicular traffic. As an example, a recent study produced through the University of Idaho sought to correlate the stress level of bicyclists with the vehicular volume and speed of the adjacent roadway in relation. The result was a recommendation for the type of bicycle facility to install in order to achieve low-stress bicycling. As shown in Figure 7-14, an increase in vehicular volume or speed was shown to result in an increased level of bicycle facility separation in order to achieve low stress levels.

Recommended Policy

- Establish a standardized classification system for multimodal facilities based on quantitative metrics.
- Incorporate the facility classification into a funding policy.
- Consider form of adjoining land uses in determining roadway and multimodal facilities on a block to block basis.

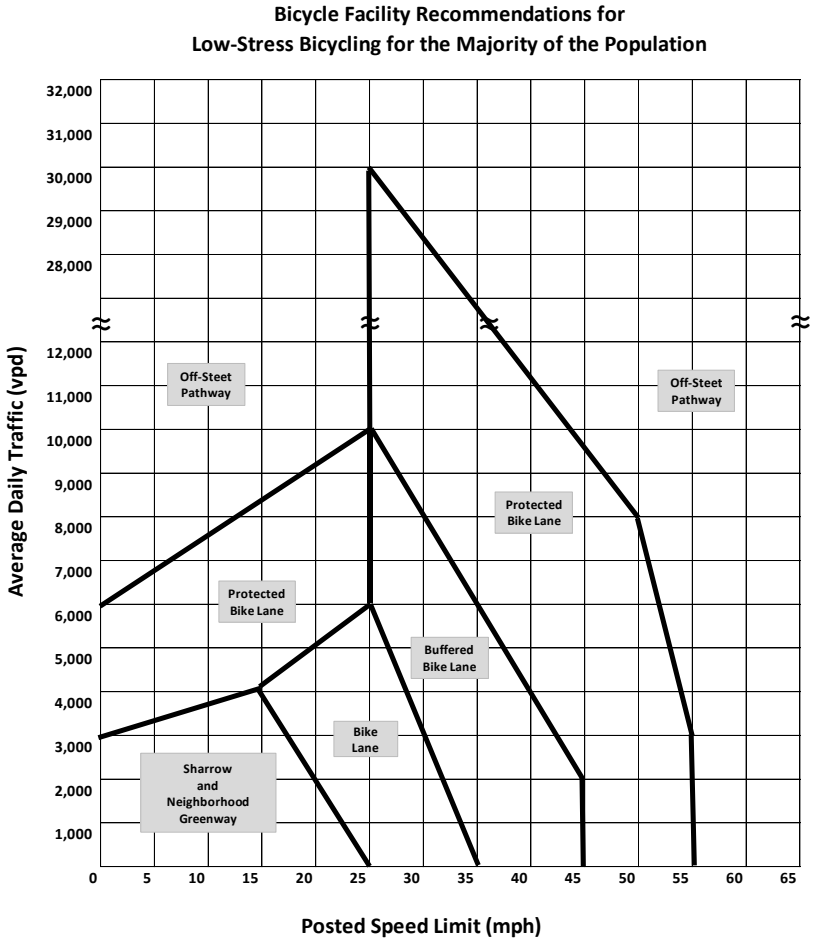


Figure 7-14. Low Stress Bicycling Facility Recommendations
Source: Page 52 of Review of Bicycle and Pedestrian Data Elements for Possible Inclusion in a Statewide Inventory - First Interim Report

8 TRANSPORTATION SYSTEM STANDARDS

This chapter provides a cumulative summary of the standards for each component of the Post Falls transportation system. The system standards cover all the transportation modes that exist and are interconnected throughout the city. Components of the plan include geometric street element standards, traffic operational standards, and access management and traffic impact study requirements.

8.1 Street Standards

The previous Transportation Master Plan (TMP) provided a robust set of street standards for use in establishing the City's roadway network. Through coordination with City staff, street standards and typical sections developed for the 2004 plan were revised and modified during this planning process. The intent was to develop practical and effective typical sections that would address transportation needs for all users while minimizing maintenance and right-of-way impacts. As a result, the established street sections were updated to reflect current volume, lane width, and lane quantity, as summarized in Table 8-1 and described in the following pages. A complete set of typical sections may be found in Appendix D.

Table 8-1. Proposed Street Sections

Classification	Daily Volume Range	No. of Thru Lanes	Minimum Lane Width	Bike Lane(1)	Parking Lane Width	Typical Speed Limit
Principal Arterial	12,000-32,000	4-5	13/12*	YES	n/a	35
Minor Arterial	6,000-15,000	2-4	11*	YES	n/a	35
Major Collector	4,000-12,000	2-3	11*	YES	8'	35
Minor Collector	1,500-5,000	2-3	11*	YES	8'	35
Res. Collector**	800-2,000	2	n/a	OPT	7'	25
Local-Residential**	0-2,500	2	n/a	n/a	6'	25
Local-Commercial/ Industrial	0-2,500	2	n/a	n/a	8'	25

(1): Bicycle or parking lanes are contingent on designated route or area.

**: Less than 12' lane widths may be considered in the adaptation of existing roadways. Typically an 11' minimum lane width would be preferred; however, 10' lane widths may be considered for use with the City Engineers discretion*

***: Maintain a minimum 20' Emergency Access*

8.1.1 *Arterial Streets*

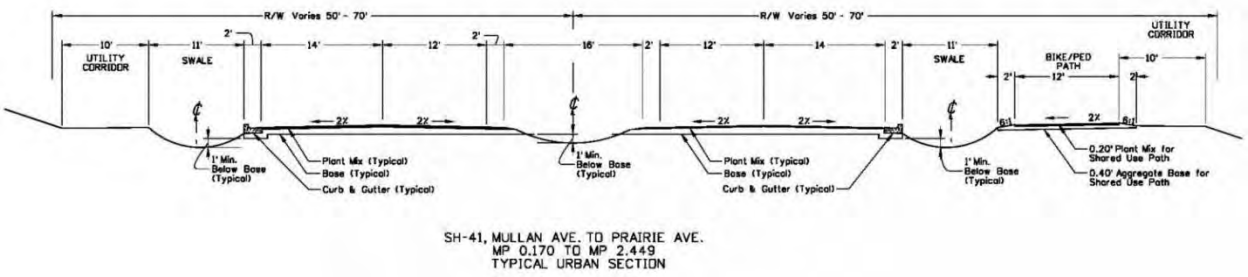
Arterial streets are intended to move traffic, loaded from collector streets, between areas and across a city or region. New residential property development or redevelopment of existing property should not face or be provided with access onto arterial streets.

Principal arterial streets are intended to serve as primary routes for travel between major urban activity centers. These streets function in a similar manner to minor arterials but

generally carry a higher traffic volume of 12,000 per day or more. The traffic carrying capacity of this section is approximately 32,000 vehicles per day.

A typical two-way principal arterial shall be a 76-foot wide roadway, which provides four 12-foot lanes, a 14-foot center left-turn lane, and two 5-foot buffered bike lanes. The right-of-way width shall be 110 feet. The 14-foot wide median could also be replaced with a raised concrete barrier instead of the center left-turn lane. The raised median shall be 10 feet wide and the adjacent travel lanes shall be widened to 14 feet. A one-way variation of this street provides three travel lanes, one on-street parking lane, a bike lane, sidewalks and/or a multi-use path. There are currently three Principal Arterials in Post Falls, each with a unique cross section: SH-41, Prairie Avenue, and Seltice Way. The speed limits vary from 35 mph to 55 mph.

The SH-41 cross section is defined by the Corridor Master Plan Update as previously discussed in Section 6.1.1. As shown in the figure below, the typical section from Mullan Ave to Prairie Ave includes two lanes in each direction separated by a median. The initial construction will include a shared-use path on the east side. The City will incorporate a shared-use path on the west side that will be built in sections as private development occurs.



Source: Highway 41 Corridor Master Plan Update, December 2016

Prairie Avenue is a principal arterial serving east/west movements between the western portions of Post Falls and Coeur d'Alene with a speed limit between 35-45 mph. The ultimate configuration of this section will include two-12' lanes in each direction with a 12' center turn lane and an 8' protected bike lane on each side (5' lane with 3' buffer). (76' curb to curb width). Prairie Avenue will also include swales and a 10' shared-use path on each side. The overall roadway width is 76' from curb to curb with a minimum right-of-way of 110'.

Seltice Way through the City currently consists of two lanes in each direction of varying width and several sections with a center turn lane with a speed limit ranging between 30 and 45 mph. The City of Post Falls has several existing cross sections along Seltice Way; with varying amounts of adjoining development, speed limits and urban improvements. A study of the Seltice Way/Mullan Ave corridor Compton to Idaho was completed as part of the TMP and is discussed in Section 10. Implementation of the multimodal policies of the Transportation Master Plan will pose significant challenges that exceed solution within the scope of the Master Plan. The City should pursue additional planning level studies for each section on how to best implement the multimodal, capacity, safety, and access goals of the transportation master plan. How any improvements tie into existing, interim, or future development will be an important consideration of any future studies. A series of

recommended configurations of Seltice Way have been defined based on the segments identified below:

Stateline to Pleasant View: 4-Lane section with a shared use path on one side

Pleasant View to McGuire: 5-Lane section with sidewalks on both sides

McGuire to Chase: 5-Lane section with 10' paths on both sides

Chase to Idaho (2-way): 5-Lane section with sidewalks on both sides

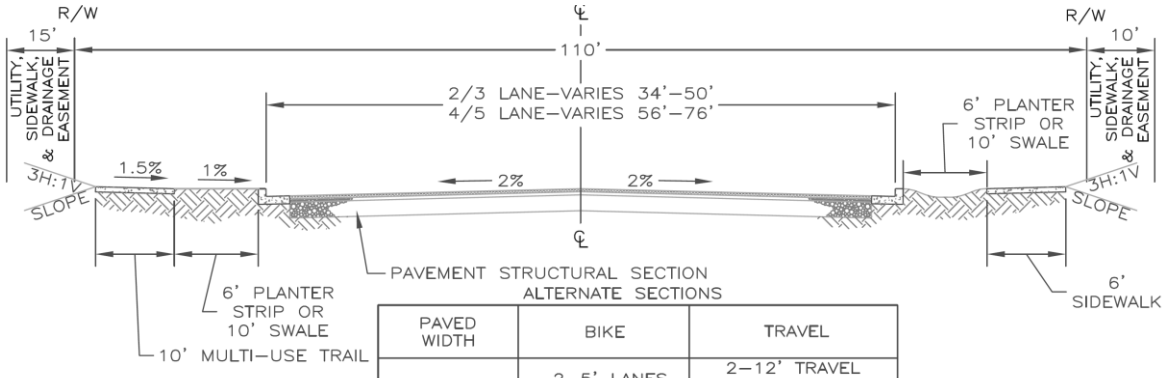
Chase to Idaho (1-way, see Chapter 10): 2-through lanes with a 2-way cycle track, on-street parking, and sidewalks on both sides.

Idaho to SH-41: 5-Lane section with sidewalks on both sides. (Alternate section includes narrowed 10' lanes with 7' bicycle lanes)

SH-41 to Huetter Rd: 5-lane section that splits to a divided facility with bicycle and pedestrian facilities.

Minor arterial streets are intended to carry between 6,000 and 15,000 vehicles per day and have speed limits varying between 25 and 35 mph. If the arterial street volume forecast is less than 1,000 vehicles per hour in the direction of heavier flow, the three lane cross-section should be used. If the volume forecast exceeds 1,000 vehicles per hour in the direction of heavier flow, then a five-lane cross section may be used.

Minor arterial streets shall consist of three- or five-lane cross sections. Therefore, 110 feet of right-of-way shall be reserved, as shown in Figure 8-1. The minimum 34-foot paved width provides two 12-foot travel lanes and two 5-foot bike lanes. The 76-foot paved width of the five-lane section includes four travel lanes, one center-turn lane, and two 5-foot buffered bike lanes. A 10-foot wide multi-use trail will be provided on one side of the roadway. On-street parking is not provided on arterial street sections.



PAVED WIDTH	BIKE	TRAVEL
34'–50'	2–5' LANES	2–12' TRAVEL 1–14' TURN (*)
	2–5' BUFFERED	2–11' TRAVEL 1–14' TURN (*)
56'–76'	2–5' LANES	2–11' TRAVEL 2–12' TRAVEL 1–14' TURN (*)
	2–5' BUFFERED	2–12' TRAVEL 2–12' TRAVEL 1–14' TURN (*)

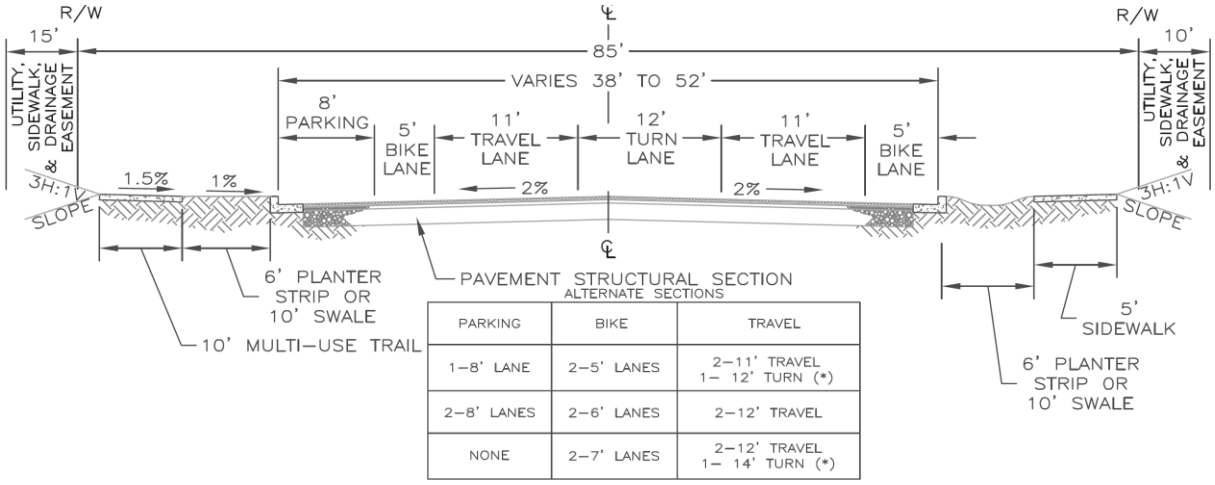
*INSTALLATION of CENTER TURN LANE DETERMINED BY CITY ENGINEER, SEE TWLTL DECISION MATRIX (8.2.2)

Figure 8-1. Minor Arterial Typical Section

8.1.2 Collector Streets

Collector streets begin the shift from mobility to access in the hierarchy of roadways. They "collect" traffic from the local street network and provide access to residences and businesses. Collector streets often include on-street parking, which provides for variation in the required pavement width. The presence of on-street parking is dependent on the corridor and adjacent land use and side development characteristics.

Major collector streets maintain more of a focus on mobility needs rather than access. They are intended to carry between 4,000 and 12,000 vehicles per day. Figure 8-2 shows a typical section with an 85-foot right-of-way and a 38-foot to 52-foot paved width. The Major Collector allows for two 11- or 12-foot travel lanes, two 5-foot bike lanes or 7-foot buffered bike lanes, an optional center turn lane, an optional on-street parking lane, and a 10-foot wide multi-use trail on one side of the roadway and a 5-foot wide sidewalk on the opposing side. In locations where more on-street parking is desired or where a continuous center turn lane is determined unnecessary (see APPENDIX D), the center turn lane can be eliminated.

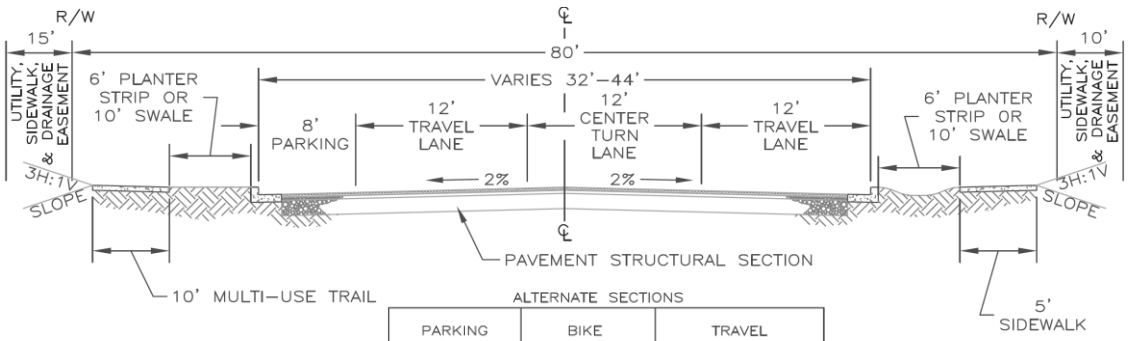


PARKING	BIKE	TRAVEL
1–8' LANE	2–5' LANES	2–11' TRAVEL 1– 12' TURN (*)
2–8' LANES	2–6' LANES	2–12' TRAVEL
NONE	2–7' LANES	2–12' TRAVEL 1– 14' TURN (*)

*INSTALLATION of CENTER TURN LANE DETERMINED BY CITY ENGINEER, SEE TWLTL DECISION MATRIX (8.2.2)

Figure 8-2. Major Collector Typical Section

Minor collector streets are primarily intended to serve abutting lands and local access needs of neighborhoods. Minor collectors are intended to carry between 1,500 and 5,000 vehicles per day, including limited through traffic. The collector could serve residential, commercial, industrial, or mixed land uses. Figure 8-3 shows the typical section with an 80-foot right-of-way and a 32 to 44-foot paved width. The paved width can be used for several different street section configurations, including on-street parking, center turn lanes, and bike lanes. The 32-foot section, for example, will accommodate two 11-foot travel lanes and two 5-foot bicycle lanes. Sidewalks are required on one side of the street with a multi-use trail on the opposing side.



ALTERNATE SECTIONS

PARKING	BIKE	TRAVEL
1–8' LANE	2–5' LANES	2–13' TRAVEL
2–8' LANES	NONE	2–14' TRAVEL
1–8' LANE	NONE	2–12' TRAVEL 1–12' TURN (*)
NONE	2–5' LANES	2–11' TRAVEL 1–12' TURN (*)

*INSTALLATION of CENTER TURN LANE DETERMINED BY CITY ENGINEER, SEE TWLTL DECISION MATRIX (8.2.2)

Figure 8-3. Minor Collector Typical Section

8.1.3 Local Streets

Local streets are intended to serve the adjacent land without carrying through traffic. These streets shall be designed to carry less than 2,500 vehicles per day. To maintain low volumes, local streets shall be designed to encourage low speed travel; typically 25 mph. Street standards have been established for the local residential streets, allowing 24 to 36 feet of paved surface. The variation in paved surface widths allows for segments with parking on one or both sides and narrower travel lanes when desired. Narrower streets generally improve the neighborhood aesthetics, and discourage speeding as well. They also reduce right-of-way needs, construction and maintenance costs, storm water run-off, and vegetation clearance. Right-of-way for local residential streets may be between 55 and 70 feet. Multi-use trails are not recommended for inclusion on a local street where driveways are frequent. Traffic calming features such as intersection traffic circles, curb extensions or bulb-outs, center medians, or chicanes shall be encouraged on local residential streets. See Appendix G for additional descriptions and applications of traffic calming measures.

The City standard Local-Residential street is 32 feet in width with parking on both sides, which includes two six-foot parking lanes and a 20-foot travel way. Additional variations of the Local-Residential street are included in Table 8-2 below:

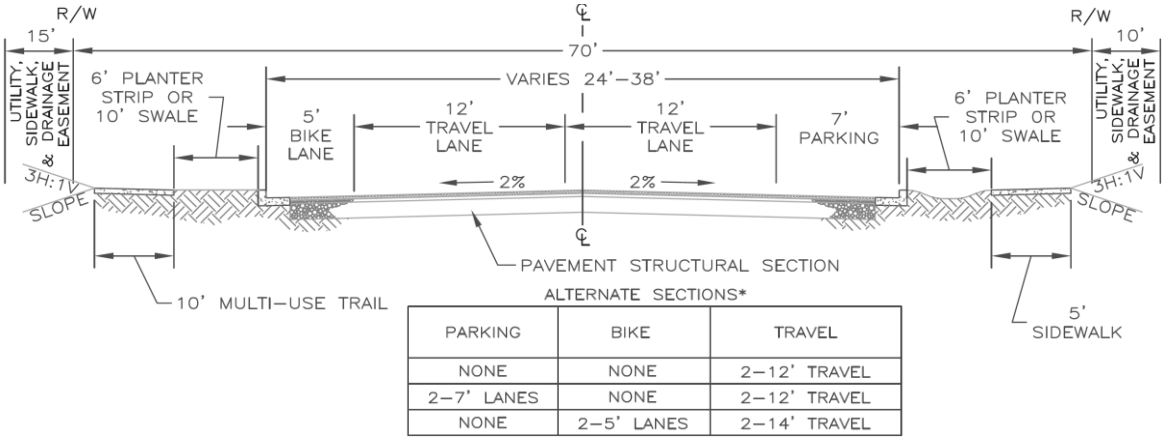
Table 8-2. Alternate Local Residential Street Typical Sections

Description	Travelled Way	Parking Lane(s)	Bicycle Lane(s)
RES-24'	24' Width	None	None
RES-28'	22' Width	1 side (6')	None
RES-36'	24' Width	2 side (6')	None

Another option for local streets summarized in Table 8-1 applies to local streets in commercial and industrial areas. These streets have a standard 40-foot paved width to accommodate two 12-foot lanes and parking lanes on both sides. Right-of-way for local industrial/commercial streets should be 75 feet. Local industrial/commercial streets should

be applied where the land use is primarily commercial, where there is a high percentage of truck traffic, and/or transit facilities are present.

As volumes increase on local streets in excess of 800 vehicles per day, the residents begin to notice the higher volumes and often complain about increasing traffic, noise, and potential accidents. With increasing traffic on a roadway dedicated to access (versus mobility), a supplemental typical section is provided in Figure 8-4, the residential collector.



ALTERNATE SECTIONS*

PARKING	BIKE	TRAVEL
NONE	NONE	2–12' TRAVEL
2–7' LANES	NONE	2–12' TRAVEL
NONE	2–5' LANES	2–14' TRAVEL

Figure 8-4. Residential Collector Typical Section

8.2 System Components

The individual components of the street standards are described in this section.

8.2.1 Travel Lanes

Travel lanes, also referred to as vehicle lanes, are the primary component of a street. These lanes accommodate travel for not only passenger vehicles, but also freight and bicycle traffic. The industry "standard" width for a travel lane is 12-feet, as referenced in numerous design guides and operational manuals. It is important to note that this design standard was derived from highway design. In the context of urban streets, lane width may vary based on roadway function, volume, and context. As the demand for additional facilities within the right-of-way increases – such as bicycle lanes and sidewalks – a decreased lane width is often used to retrofit existing roadways to accommodate multimodal travel with minimal impact to the motorist. Additionally, this narrowed width has a traffic calming effect on the drivers effectively reducing speeds through a corridor. According to the National Association of City Transportation Officials (NACTO) Urban Street Design Guide:

> *Lane widths of 10 feet are appropriate in urban areas and have a positive impact on a street's safety without impacting traffic operations.*
> *(http://nacto.org/publication/urban-street-design-guide/street-design-elements/lane-width/)*

The standard lane width in the City of Post Falls is 12-feet with an 11-foot minimum on collectors and minor arterials and 12-foot minimum on principal arterials. Narrower lane

widths may be allowed upon approval by the City Engineer. A 20-foot minimum width shall be provided for emergency services.

8.2.2 Center Turn Lane

In the past, it has been standard practice to include continuous two-way left-turn lanes (TWLTL) in the Collector and Arterial roadway sections, primarily to increase capacity and separate left turns from the through lanes. However, this practice has resulted in many miles of underutilized pavement significantly increasing maintenance costs. A methodology was devised for the update of the TMP to more efficiently incorporate TWLTLs into roadway sections. The TWLTL Decision Matrix employs speed, volume, access density, and number of through lanes as variables to evaluate the need for center turn lanes. For example: on a 45 mph road with access points every 500', it isn't feasible to install isolated turn lanes for each access; so a TWLTL is recommended. The TWLTL Decision Matrix is included with the Typical Sections in APPENDIX D.

8.2.3 Sidewalks

A complete pedestrian system shall be implemented in the city. Every new street shall have sidewalks on at least one side of the roadway as shown on the street sections. Although the addition of sidewalks is not typically required during roadway resurfacing or reconstruction projects, such projects should consider the installation of sidewalks in the vicinity of schools or other high pedestrian generators. Arterials have a minimum barrier-free sidewalk width of 6-feet and all other roadways have a minimum five-foot width. Wider sidewalk widths may be used in commercial zones, school zones, or other high pedestrian generators, depending on the land use and as required by City staff.

8.2.4 Shared-Use Path (Class 1 Trail)

Shared use paths are physically separated from vehicular traffic by an open space or barrier and either resides within the roadway right-of-way or within their own right-of-way, as shown in Figure 8-5 and Figure 8-6. Used for pedestrian or bicycle travel, they encourage more walking and bicycling than other types of facilities. The minimum width of a shared-use path within the City of Post Falls is 10 feet.

Shared use paths within the City not only provide access within a neighborhood, but through the city, as well. With 70 miles of proposed shared use paths, the city will drastically increase access across the City for bicyclists and pedestrians. Some of the proposed shared use paths include those next to major roadways such as Prairie and on proposed roads that would be built based on development and growth. The network of shared use paths should be formed from the existing foundation of the Centennial Trail, the Prairie Trail, and the SH-41 Trail. The extension of the Prairie Trail from Meyer Rd to Greensferry Rd is one of the projects being considered. The eastern terminus in Coeur d'Alene is shown in Figure 8-6. The Prairie Trail goes from east of Coeur d'Alene, through downtown Coeur d'Alene, through Ramsey Park, and continues northwest to the eastern edge of the Post Falls ACI. Class 1 paths are required on one side of minor arterials and collector roadways and on both sides of principal arterials (with the exception of Seltice Way). However, consideration of the potential conflicts with driveways should be considered in residential areas or other areas with frequent driveway approaches. Section 7.5.3 Future Development Policy recommends a policy to ensure connectivity through residential areas where local street sections are implemented.

Figure 8-5. Centennial Trail Segment in Post Falls

Figure 8-6. Shared-Use Path - Prairie Trail

8.2.5 Bicycle Lanes

Bicycle lanes are one of the most often used types of non-motorized facilities. They are relatively inexpensive and easy to maintain. The minimum width of bicycle lanes on curbed sections is 5 feet and 4 feet on sections without curbing. The City standard bicycle lane width is 5 feet with an additional 2 feet buffered section on high volume or high speed roadways. Figure 8-7 shows a typical bicycle lane configuration. See also Figure 7-14.

Figure 8-7. Bicycle Lane

In cases where a bikeway is proposed within the existing street right-of-way, the roadway pavement shall be widened, or travel lane widths adjusted within design standards, to provide a minimum five-foot bike lane on each side of the street as shown on the typical sections. Bike lanes on one-way streets shall be located on the right side of the roadway

and shall be one-way. On-street bike lanes must always flow in the same direction as vehicular traffic. The striping of the bike lane shall be completed in conformance with the Manual on Uniform Traffic Control Devices. In cases where curb parking will exist with a bike lane, the bike lane will be located between the parking and travel lanes. In some situations, curb parking may have to be removed to permit a bike lane.

An additional option for a bike lane is the buffered bike lane. A buffered bike lane still has a minimum width of 5 feet, but also has a painted buffer area of at least 2 feet. A painted buffer in excess of 3 feet is an element of a "protected" bicycle lane (see Section 8.2.6). As taken from the NACTO *Urban Bikeway Design Guide,* buffered bike lanes should be considered where:

- A standard bike lane is being considered
- Street with traffic volumes greater than 8,000 vpd, high truck volumes, or speeds greater than 30 mph
- Streets with extra width

Additional benefits of a buffered bike lane versus a standard bike lane include:

- Appeals to a wider cross section of bicyclists
- Provides a greater shy distance between bicyclists and motorists
- Encourages bicycling by contributing to the perception of safety
- Provides greater space for bicycling without making the bike lane appear as though it may be an additional vehicle travel lane
- Provides additional space for bicyclists to pass

Figure 8-8 shows an example of a buffered bike lane.

Figure 8-8. Buffered Bicycle Lane

8.2.6 Protected Bike Lanes

Protected bike lanes are another form of bicycle improvement that combine the user experience of both a bike lane and a shared use path. A protected bike lane can be one- or two-directional and can be raised or at street level. Also referred to as "separated bicycle lanes" or "cycle tracks", they provide a space specifically for a bicyclist and are separated from both vehicular and pedestrian traffic. Protected bike lanes are physically separated from vehicle traffic by vertical element, such as traffic bollards, tubular markers,

planters, or a parking lane. This makes protected bike lanes attractive to a wider demographic of cyclists as there is a higher sense of safety (adapted from the NACTO *Urban Bikeway Design Guide*).

A one-way cycle track is similar to a buffered bicycle lane in that there is a 5-foot minimum width. However, the difference is in the separation from traffic. Whereas a buffered bike lane has a 2-foot painted buffer, a cycle track typically employs a physical barrier or a wider buffer (3' minimum), as shown in Figure 8-9.

Figure 8-9. One-Way Protected Bike Lane

The preferred width of a two-way protected bike lane is 12', with 8' being the minimum width. When used, two-way cycle tracks should be placed on the side of the street with the fewest driveways or approaches. As shown in Figure 8-10, few approaches result in fewer conflict points for cyclists, pedestrians, and motorists.

Figure 8-10. Two-Way Protected Bike Lane - Minimal Approaches

On a two-way street, it may be necessary to install additional treatment to ensure the safe operation of the cycle track, such as additional signage or pavement markings, a bicycle signal phase, or a combination of the two. Figure 8-11 illustrates alternatives for protected bike lane treatment at intersections and approaches.

Figure 8-11. Two-Way Protected Bike Lane – Intersection and Approach Examples

8.3 Operational Standards

The operating conditions experienced by motorists are described as Levels of Service (LOS). LOS is a qualitative measure of the effect of a number of quantitative factors, including speed and travel time, traffic interruptions, ability to maneuver, and driving comfort and convenience. Levels-of-service are designated "A" through "F," from best to worst, and cover the entire range of traffic operations that might occur. Levels-of-service "A" through "E" generally represent traffic volumes at less than roadway capacity, while LOS "F" represents over-capacity and /or forced flow conditions. A facility operating at LOS E is commonly referred to as at capacity. When a development project is proposed, the operation standard is for the build out plus 10 years; meaning a project should not exceed the LOS for at least 10 years beyond the completion of the project.

The LOS requirements established in the previous transportation plan are set at LOS C or better for all major movements with no minor movements operating below LOS D during the peak hour. These standards represent a conservative approach, an approach which tends to result in underutilized facilities during the non-peak hours. A consequence of planning for better LOS during the peak hour has been increased pavement width, which requires additional right-of-way, construction cost, and long-term maintenance cost. Through discussion with City staff, the LOS requirements have been revised to LOS D for signalized intersections, with no major movements below LOS E. For unsignalized intersections, the requirement is set at LOS E. This change was instituted to achieve optimal balance between peak-hour capacity and off-peak mobility, allowing a slightly higher level of congestion during the peak hour while operations remain below capacity. For many two-way stop controlled intersections, the failing approach has a very low volume. In these situations, additional measures of effectiveness may be allowed upon the City's discretion such as V/C ratio, delay or queue length. The recommended operational requirements are presented in Table 8-3. The City may choose to waive some of these requirements and accept a

lesser LOS if other factors such as neighborhood context or cost make such improvements infeasible.

Table 8-3. Operational Standards

Classification	Location	Signalized LOS	Unsignalized LOS	Low Volume Approach V/C	Queue Length
Principal Arterial	CBD	LOS D for overall intersection; no major movements below LOS E	LOS E	For failing minor approaches with very low volumes, alternative measures such as v/c ratio and queue length will be evaluated.	200'
	non-CBD				300'
Minor Arterial	CBD				150'
	non-CBD				300'
Major Collector	CBD				150'
	non-CBD				250'
Minor Collector+	CBD				150'
	non-CBD				250'

8.4 Access Management Standards

As established in the previous Plan, requirements for Access Management standards are recommended to continue as detailed in the Municipal Code and summarized in Table 8-4. Intersection spacing is typically measured from center to center of intersections or approaches. Additionally, restrictions to left turn movements should be considered within the functional area of intersections. Where Local Residential roadways run parallel to Collector or higher classified roadways, the distance of the first Local/Local roadway intersection back from a Local/Collector (or higher) roadway can be reduced to 150 feet.

Table 8-4. Access Management Standards

Functional Classification	Spacing Between Approaches	Spacing Between Intersections
Principal Arterial	*300 feet*	*1320 feet (1/4 mile)*
Minor Arterial	*200 feet*	*500 feet*
Major Collector	*150 feet*	*250 feet*
Minor Collector	*75 feet*	*250 feet*
Local (residential)	*Each Lot*	*250 feet*
Local (commercial/industrial)	*50 feet*	*250 feet*

In addition to these recommended standards, the City should consider the expansion of access restrictions to private property to and from roadways (driveways) within 600 feet of Principle Arterial Roadways. Such installations have been shown to create safety hazards and negatively impact efficient roadway operations.

8.5 Traffic Impact Study Standards

As established in the previous TMP, requirements for Traffic Impact Studies are recommended to continue as detailed in this section. A traffic impact study (TIS) is a comprehensive study that analyzes all surface transportation modes, including pedestrians, bicycles, vehicles, and other public transportation services, that would be affected by a development. The impact analysis area is generally larger than just the immediate project site. The TIS describes the transportation

improvements necessary to accommodate traffic volumes generated by the development. The TIS documents the extent of impact of the proposed development on the surrounding transportation network, including additional trips, resulting level of service during AM and PM peaks, and the need for auxiliary lanes or other special capacity or safety features.

- The TIS shall be prepared in accordance with the latest version of the Idaho Transportation Board's Policy B-12-06, Requirements for Transportation Studies. This policy requires that the TIS be funded by the developer and conducted by an engineer licensed by the State of Idaho.
- The TIS shall document the extent of the impact of the proposed development on the surrounding transportation system, including additional trips, resulting level of service during AM and PM peaks, and the need for auxiliary lanes or other special capacity or safety features. Any required changes in traffic control, land use, access, pedestrian, or bicycle usage shall also be discussed.
- A "full" TIS is required for developments that will generate 100 or more trips per hour (total two-way traffic) during the highway's peak hour, or when the total added volume will equal or exceed 1,000 vehicles per day (or a lesser volume when specified by the City).
- A "minor" TIS is required for developments that will generate between 25 and 99 new peak hour trips or that will add from 250 to 999 vehicles per day.

While the number of trips described above is designed to define the type of TIS required, the ADT and level of service of the existing roadway in combination with the number of trips may dictate the need for a "full" TIS.

In addition the City Engineer has discretion for foregoing or requiring TIS's beyond these standards based on project location, adjoining improvements, scheduled projects from the CIP, and how the project fits into the modeling assumptions of this master plan.

9 TRANSPORTATION SYSTEM PLANS

The system plans for the City's Transportation Master Plan (TMP) update have been formulated using information collected and analyzed through a physical inventory, lane use and travel forecasts, the goals and objectives, and input from area residents. The system plans have been split into two categories: Capital Improvements and Multimodal Improvements. The current language of the City's impact fee program is such that the funding can only be allocated to projects mitigating identified capacity deficiencies. Improvements to provide additional capacity and address safety include multimodal facilities as identified to bring the section of roadway or intersection into compliance with current standard sections (sidewalk, storm water, illumination, landscaping, and curb and gutter). While many projects in the Capital Improvement Plan (CIP) include multimodal components, there are many projects that are solely dedicated to bicycle, pedestrian, or transit improvements. As a result, the multimodal improvement plan was created independently from the CIP.

Both of the plans consider transportation system needs for the City during the next 20 years, assuming the growth projections discussed in Chapter 4 and further detailed in Appendix B. The timing for individual improvements was guided by the land use patterns and population growth forecasted for each of the 2020, 2025, and 2035 planning years. Specific projects and improvement schedules may need to be adjusted, depending on when growth occurs.

9.1 Capital Improvement Plan

The proposed improvement projects on the street system are summarized as the Capital Improvement Plan. This list identifies improvements needed on the area's arterial and collector street system to serve the long-range needs for mobility and accessibility based upon anticipated development through year 2035. The project list was based on an evaluation of the existing roadway system, projected traffic growth and resultant deficiencies, and the goals and objectives of the community. The project improvements were evaluated based on construction costs and ability to meet identified transportation needs. Other factors, including potential environmental impacts, were not considered.

Projects in the list are aimed at improving some or all of the following four travel modes: vehicle, bicycle, pedestrian, and transit. Most of the improvement projects are planned specifically to improve travel by vehicular mode. These include street projects that would add through or turning lanes, as well as those projects that would upgrade the street to City standards. Most of the street projects include pedestrian and bicycle enhancements.

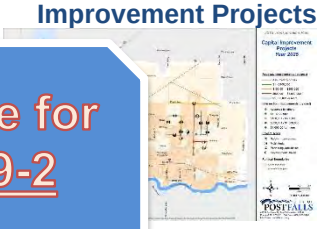
As illustrated by the maps in Figure 9-1 and Figure 9-2, the identified improvement projects follow a similar pattern to the growth patterns identified in Chapter 4. In addition to project location, the improvement maps identify estimated project cost and other classifying data including if the project is a safety or multimodal improvement and if the project could be funded by a partnering jurisdiction or development in the area. Project improvement cost estimates are provided which include brining the facility within the project limits into compliance with current roadway design standards including ADA, multimodal, stormwater, etc.

Figure 9-1. Short Term (2020) Capital Improvement Projects

Click Here for Figure 9-1

Figure 9-2. Medium Term (2025) Capital Improvement Projects

Click Here for Figure 9-2



9.1.1 Project Costs

A planning-level construction cost estimate was developed for each project in the CIP. Project mitigation costs include bringing the identified project, within the project limits, into compliance with current roadway design standards (e.g. ADA, multimodal, stormwater, street trees, etc.) A summary of the costs of the primary components of the CIP projects is provided as Table 9-1. Planning level cost estimate are provided in Appendix H – Project Cost Estimates.

Table 9-1. Improvement Unit Costs

Improvement Type	Unit Cost (2015 dollars)
Install new traffic signal (not including roadway improvements)	$310,000 / intersection
Install single lane roundabout	$350,000 / intersection
Install dual lane roundabout	$365,000 / intersection
Add 12' lane to existing roadway	$49 / ft
Add 5' sidewalk to existing roadway	$28 / ft
Add 8' sidewalk to existing roadway	$44 / ft
Add 10' shared-use path to existing roadway	$22 / ft
Remove and replace pavement markings	$3 / ft
Rebuild existing roadway to major collector Existing paved width > 20'	$192 / ft
Construct new major collector Interim section with 30' paved width and 10' path	$134 / ft
Construct new major collector 42' paved width with 5' sidewalk and 10' path	$241 / ft
Right-of-Way	
Rural Environment	$5 / SF
Urban Environment	$10 / SF
ROW Acquisition	$1500 / parcel
Key Bid Items (for larger projects)	
Concrete sidewalk	*$30 / SY*
Concrete Curb & Gutter	*$15 / ft*
Curb Ramps (urban approaches)	*$1,340 / each*
Asphalt Pavement	*$63 / ton*
¾" Aggregate Base	*$20 / ton*
Remove existing pavement	*$1.75 / SY*

9.1.2 Project Prioritization

The screening criteria presented in Section 6.4 were used to develop a prioritization methodology using graphical measures. The ranking of each respective screening criteria was placed within the Capital Improvement Project matrix to provide a quick glimpse at how each project compares to other projects. Rankings for each scoring criterion captured under each heading are as follows:

Improves Travel for/by

1) Vehicular Capacity Improvements

●	Mitigates an identified capacity deficiency for vehicular travel
◒	Improves vehicular capacity

2) Incorporation of Bike Lanes

●	Bike lanes in each direction and identified in the multimodal plan
◒	Bike lanes not included in the multimodal section of the plan

3) Incorporation of separated multiuse pathway

●	Multiuse pathway identified in the multimodal plan
◒	Multiuse pathway not identified in the multimodal plan

4) Safe route to school

●	Located along a priority route in the school district's safe routes to school plan and incorporates the appropriate multimodal facilities for children utilizing the route
◒	Located within 2 blocks or ¼ miles of existing or planned route, school, or crossing

5) Incorporation of transit

●	Located on an existing or planned transit route or incorporating facilities to support and encourage use of transit
◒	Located within 2 blocks or ¼ miles of existing or planned transit route or stop

6) Incorporation of pedestrian improvements

●	Includes new sidewalk or shared-use path
◒	Improves sidewalk or shared-use path

Project Criteria

7) Economic benefit: Does the project promote or support efficiencies of the transportation system to maintain or improve the economic value of property and business within the City of Post Falls?
8) Livability: Does the project consider the impact to the existing and future land uses in the vicinity to the work to support the community's priorities (comprehensive plan) for complete streets, preserving neighborhoods, etc?
9) Encourages infill development: Does the project remove barriers to underdeveloped lands and foster the extension of City services in an orderly and cost effective manner?

10) Systemic approach: Does the project have the ability to provide improved efficiencies in capacity, safety, livability, economic and other identified criteria at more than one location?
11) Safety: Does the project address identified safety concerns or anticipate likely future concerns?

●	Expected to greatly improve metric
◒	Expected to improve metric

Financing

12) Partnering Jurisdictions:
Many of the roadways through Post Falls or on its fringe are maintained by other agencies, such as the Post Falls Highway District (PFHD), the Idaho Transportation Department (ITD), or the Urban Renewal District (URD). As these roadways and their intersections are identified for mitigation projects, it is expected that the associated partnering jurisdiction will share in the improvement costs. Project with partnering jurisdictions will stretch the City's construction impact fees farther by sharing the expense.

●	Multiple jurisdictions/agencies
◒	One partnering jurisdiction/agency

13) Right-of-way acquisition / displacement.
There are several existing and proposed roadways with rights-of-way already acquired by the City. ROW for others, however, has not been procured. As the City continues to develop, the cost for right-of-way will be a prominent component of project cost. As a result, those projects with right-of-way either wholly owned by the City or partially owned by the City are identified for consideration in prioritization

●	No right-of-way acquisition expected
◒	Minimal right-of-way acquisition expected

14) Developer Driven:
There are many projects that are likely to be constructed through the development or redevelopment of properties within the ACI. As an example, the current development occurring on either side of SH-41 north of Poleline will include many of the roadway segments identified in this plan. As a result, the City will not bear the entirety of the direct construction costs for these projects.

●	Expected to be wholly constructed through land development
◒	Expected to be partially constructed through land development

15) Project Cost: Total cost of project, no additional ranking.
16) Estimated CIP Cost: Estimated cost to the City after funding from development, grants, or adjacent jurisdictions; no additional ranking.

9.1.3 Project Numbering

Project numbers for each of the proposed capital improvements have been developed to identify details about the project such as implementation horizon, funding source, or responsible agency. The project identifiers are described below:

S-xxx	Short term project (2020 horizon year)
M-xxx	Medium term project (2025 horizon year)
L-xxx	Long term project (2035 horizon year)
MM-xxx	Multimodal project
S-Rxxx	Roadway project. "S" will vary by short, medium, or long term
S-RRxx	Railroad project. "S" will vary by short, medium, or long term
D-xxs	Project fully funded or constructed through development. "s" will vary by term
A-xxs	Project funded or constructed by adjacent jurisdiction. "s" will vary by term

9.1.4 Short Term Projects (2020)

The improvement projects identified for the 2020 planning year are summarized in Table 9-2. Additionally, detailed descriptions of the projects are provided on the subsequent pages.

Figure 9-3. 2020 Build Operations

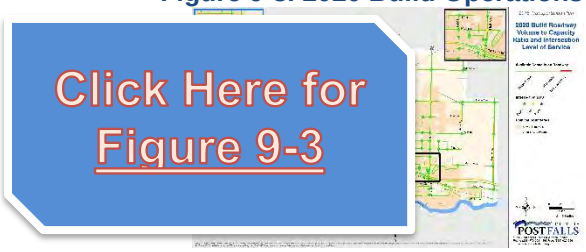
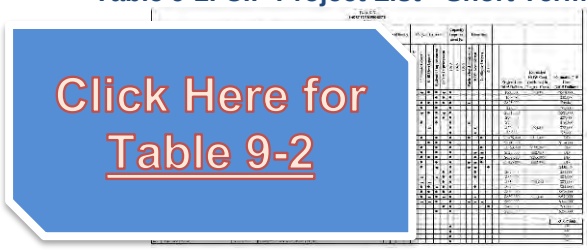


Table 9-2. CIP Project List - Short Term



(S-51) – Spokane Street @ Prairie Avenue – *Align Approaches and Reconstruct Intersection - $304,000*. This stop-controlled intersection of a major collector and a minor arterial currently operates at LOS B. As the extension of Spokane Street north of Prairie Avenue is expected to be completed with development, it will be necessary to make improvements to the intersection. The alignment of the north and south legs with the installation of turn bays will maintain operations at LOS E by 2025.

Construction of this project will work in tandem with the proposed improvements north of Prairie Avenue. It will provide a systemic improvement by reducing volumes and improving operations on existing streets and will also impact economic growth, livability, and infill development by creating additional access to the north.

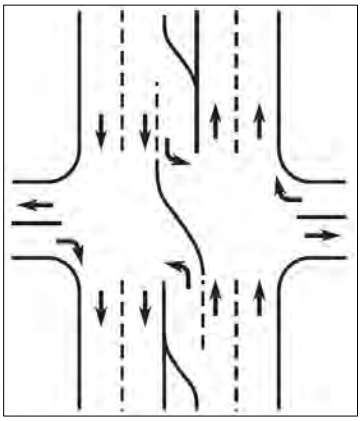
Additional right-of-way is required for this improvement with a total acquisition of the parcel on the southwest corner.

(S-54) – Spokane Street @ 15th Avenue – *Install Traffic Signal - $568,000*. This stop-controlled intersection of a minor arterial and major collector currently operates at LOS C. By 2025, the average delay on the westbound approach will result in an LOS F. Installation of the identified mitigation is projected to improve the intersection to LOS B.

This intersection was identified as #3 of the top 10 crash locations. This project is recommended to be constructed by 2020 to mitigate the safety deficiency; it is estimated that the installation of a traffic signal will reduce the crashes by half (crash modification factor = 0.56). This project will also supplement the safety improvements at the adjacent Spokane Street/12th Avenue intersection (S-55). Connections to existing bicycle and pedestrian facilities at the intersection will facilitate safety improvements for non-motorized transportation through protected crossings. This project is utilized for school access at River City Middle School (0.25 miles west), Mullan Trail Elementary (0.4 miles southwest), and Post Falls Middle School (0.25 miles east). City parks and public library are located less than 0.5 miles north and south of the project, respectively.

Additional rights-of-way or easements will be required for placement of the signal equipment and sidewalk improvements.

(S-55) – Spokane Street @ 12th Avenue – *Install Turn Restrictions – $20,000*. This stop-controlled intersection of a minor arterial and major collector currently operates at LOS F due to the delay experienced by the westbound left turning movement. Given the proposed installation of a signal at 15th Avenue, it is expected that motorists will utilize an alternate route to avoid delay. The intersection should be monitored for operations and safety after the construction of the signal at Spokane/15th. Given a continued need, it is recommended that left turn and through movements be restricted on 12th with that traffic utilizing the signal at 15th. It is expected that the restrictions would be incrementally phased to minimize the impact to drivers and the network. First, the restrictions would be indicated by signage. If compliance isn't observed, curbing should be installed on the 12th Avenue approaches to allow only right turns. If further mitigation is required, a center median should be installed. (See typical installation, right). Although this project was identified as an existing deficiency, the improvements are included in the CIP as a systemic improvement associated with project S-54.



(S-55a) – Compton Street: 12th to 15th – *Upgrade to Minor Collector - $114,000*. The segment of Compton between 12th and 15th is currently a local street with a paved width of approximately 24-feet and a 60-foot right of way. The segment will be upgraded to a minor collector to facilitate connectivity between 12th and 15th west of Spokane Street and add a sidewalk.

This project is recommended to be constructed by 2020 to supplement the Spokane Street/15th Avenue intersection (S-54) and Spokane Street/12th Avenue intersection (S-55) improvements. This segment is utilized for access at four school facilities west of Spokane Street and will provide a route for bicycles and pedestrian travel as an alternate

to Spokane Street. This project is recommended to move forward only if the 12th Avenue turn restrictions are installed.

The project is planned to utilize a typical section retrofitted into the existing right-of-way.

(S-66) – Henry Street @ Seltice Way – *Install Traffic Signal - $625,000*. This stop-controlled intersection of a major collector and a principal arterial currently operates at LOS F due to the southbound Henry Street approach. By 2020, the average delay continues to increase. Installation of the identified mitigation is projected to improve the intersection to LOS C. This project includes the addition of a southbound left turn lane on Henry Street.

This project was identified as a component of the Seltice/Mullan Congestion Mitigation Study and is currently funded for construction in 2018 by a State of Idaho TIP grant. This intersection provides access to the residential areas northwest of the Spokane Street/Seltice Way intersection, which is expected to reduce the congestion at that intersection. The project connects to the 7th Avenue improvements currently being constructed, which complete an alternate route to the Spokane Street/Seltice Way intersection. The installation of a signal will also provide protected crossing movements for bicycle and pedestrian traffic.

The project is planned to be completed within the existing right-of-way.

(S-73, M-73) – Idaho Street @ Prairie Avenue – *Install northbound left turn lane - $1,000*. This stop-controlled intersection of a minor arterial with a proposed principal arterial currently operates at LOS C. By 2020, the operations at this intersection are anticipated to degrade to LOS F due to the delay on the northbound Idaho Street approach. Installation of the identified mitigation is projected to improve the intersection to LOS E. The recommended turn lane can be retrofitted into the existing width of the approach. As the area grows and traffic increases on the two arterials, additional mitigation such as a roundabout or traffic signal will be necessary by 2025 (see project M-73). Prairie Avenue at this location is expected to widen to a 5-lane section by 2035.

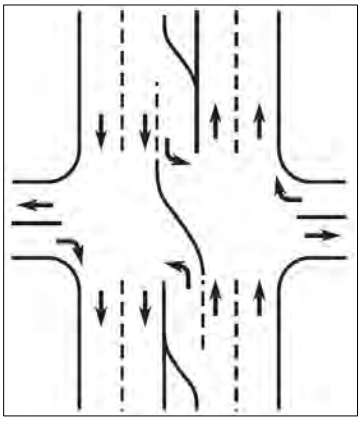
The construction of this project is an operational improvement that will impact economic growth and livability by reducing delay and encouraging traffic to utilize this intersection instead of other routes. This project improves the access to the northeastern areas of Post Falls, which are expected to experience the most growth.

(S-78) – Idaho Street @ 15th/16th Avenue – *Install Traffic Signal - $581,000*. This stop-controlled intersection of a minor arterial and major collector currently operates at LOS D. By 2020, the average delay on the westbound approach will result in an LOS F. Installation of the identified mitigation is projected to improve the intersection to LOS B.

This project is recommended to be constructed by 2020 to complement the safety improvements at the adjacent Idaho Street/12th Avenue intersection (S-79). Connections to existing bicycle and pedestrian facilities at the intersection will facilitate safety improvements for non-motorized transportation through protected crossings. This project provides school access for Post Falls Middle School to the west. The signal installation finalizes the previous improvements to realign 16th Avenue to intersect with 15th Avenue. City parks are located less than 0.5 miles north of the project and a school is located approximately 0.25 miles west of the project.

Additional right-of-way or an easement will be required for placement of the signal equipment on the northwest corner.

(S-79) – Idaho Street @ 12th Avenue – *Install Turn Restrictions – $20,000*. This stop-controlled intersection of a minor arterial and major collector currently operates at LOS F due to the delay experienced by the westbound left turning movement. Given the proposed installation of a signal at 15th/16th Avenue, it is expected that motorists will utilize an alternate route to avoid delay. The intersection should be monitored for operations and safety after the construction of the signal at Idaho/15th/16th. It is recommended that left turn and through movements be restricted on 12th with that traffic utilizing the signal at 15th/16th. It is expected that the restrictions would be incrementally phased to minimize the impact to drivers and the network. First, the restrictions would be indicated by signage. If compliance isn't observed, curbing should be installed on the 12th Avenue approaches to allow only right turns. If further mitigation is required, a center median should be installed. (See typical installation, right). These improvements are included in the CIP as a systemic improvement associated with project S-78.



(S-108) – Greensferry Road @ Prairie Avenue – *Install Left Turn Bays - $22,000*. This stop-controlled intersection of two minor arterials currently operates at LOS C. By 2020, operations at this intersection are anticipated to degrade to LOS F. The addition of the identified mitigation will reduce the delay on the Greensferry approaches in the near term until proposed Prairie Avenue improvements in 2025. By 2025, the intersection will require additional mitigation with a dual lane roundabout or traffic signal, improving it from LOS F to LOS E (RDB) or LOS B (Signal) with the expansion of Prairie Avenue at this location to a 5-lane section (see project M-R216). The final determination of a roundabout or a traffic signal will be made with analysis conducted during the design phase.

The construction of this project is an operational improvement that will impact economic growth and livability by reducing delay and encouraging traffic to utilize this intersection instead of other routes. This project improves the access to the northeastern areas of Post Falls, which are expected to experience the most growth.

The project is planned to be completed within the existing right-of-way.

(S-113) – Greensferry Road @ 12th Avenue – *Install Westbound Left Turn Lane - $22,000*. This two-way stop-controlled intersection of a minor arterial and a major collector currently operates at LOS B. By 2020, operations at this intersection are anticipated to degrade to LOS F. The installation of the identified mitigation is projected to bring the intersection up to LOS E. By the year 2035, operations are projected to degrade to LOS F and consideration for the installation of a roundabout should be examined (see project L-113).

The construction of this project is an operational improvement that will impact livability by reducing delay. This project improves the access to the northeastern areas of Post Falls, which are expected to experience the most growth.

Additional right-of-way or easement will need to be acquired in the northeast quadrant.

(S-127) – Cecil Road @ 12th Avenue – *Convert to All-Way Stop Control - $2,000*. This two-way stop controlled intersection of two major collectors currently operates at LOS B. By 2020, operations at this intersection are anticipated to degrade to LOS F. The completion of the identified mitigation is projected to bring the intersection up to LOS C. By the year 2035,

operations are expected to again degrade to LOS F and consideration of turn lanes on 12th Avenue should be examined to maintain LOS E (see project L-127).

This project is an operational improvement that will impact livability by reducing delay.

Additional right-of-way is not required for this improvement.

(D-R10s) – Hope Avenue: Charlesville to SH-41 – *Build as Major Collector - $1,075,000*. The segment of Hope Avenue between Charlesville (W. ¼ Mile) and SH-41 is planned to be a major collector. The construction of this project is expected to be completed by development occurring in the area. As the developments complete construction on either side of SH-41, this intersection will require signalization by a separate project (S-148).

Construction of this project will provide a systemic improvement by reducing volumes and improving operations on existing streets. It will also impact economic growth and livability by creating additional access to SH-41.

Additional right-of-way is required for this improvement but is assumed to be provided by the development.

(D-R15s) – E. ¼ Mile: 12th to Horsehaven – *Build as Local Commercial Street - $2,134,000*. In order to improve circulation east of SH-41 and minimize access onto the highway, the completion of the ¼ mile and ½ mile backage roads are necessary. This segment of the E. ¼ Mile road is planned to be a local commercial street with sidewalks. The construction of this project is expected to be completed as development occurs in the area. This project includes improvements at the terminal and internal intersections.

Construction of this project will provide a systemic improvement by reducing volumes and improving operations on existing streets and will also impact economic growth, livability, and infill development by creating alternate access from SH-41.

Additional right-of-way is required for this improvement but is assumed to be provided by development.

(D–R12s) – E. ½ Mile: 16th to Horsehaven – *Build as Residential Collector - $352,000*. In order to improve circulation east of SH-41 and minimize access onto the highway, the completion of the ¼ mile and ½ mile backage roads are necessary. This segment of the E. ½ Mile road is planned to be a residential collector with multimodal facilities. The project is assumed to connect to St. Anthony Lane north of 16th Avenue. The construction of this project is expected to be completed as development occurs in the area. This project includes improvements at the terminal and internal intersections.

Construction of this project will provide a systemic improvement by reducing volumes and improving operations on existing streets and will also impact economic growth, livability, and infill development by creating alternate access from SH-41.

Additional right-of-way is required for this improvement but is assumed to be provided by development.

(D–R03s) – W. ¼ Mile: 16th to Horsehaven – *Complete as Local Commercial Street - $649,000*. In order to improve circulation east of SH-41 and minimize access onto the highway, the completion of the ¼ mile and ½ mile backage roads are necessary. This segment of the W. ¼ Mile road is planned to be a local commercial street with sidewalks. The construction of this project is expected to be completed as development occurs in the area. This project includes improvements at the terminal and internal intersections. There is an existing segment (Enterprise Street) that will be upgraded with this project.

Construction of this project will provide a systemic improvement by reducing volumes and improving operations on existing streets and will also impact economic growth, livability, and infill development by creating alternate access from SH-41.

Additional right-of-way is required for this improvement but is assumed to be provided by development.

(D–R17s) – W. ½ Mile: Hope to Prairie – *Build as Residential Collector - $1,192,000*. In order to improve circulation east of SH-41 and minimize access onto the highway, the completion of the ¼ mile and ½ mile backage roads are necessary. This segment of the W. ½ Mile road is planned to be a residential collector with multimodal facilities. The construction of this project is expected to be completed as development occurs in the area. This project includes improvements at the terminal and internal intersections.

Construction of this project will provide a systemic improvement by reducing volumes and improving operations on existing streets and will also impact economic growth, livability, and infill development by creating alternate access from SH-41.

Additional right-of-way is required for this improvement but is assumed to be provided by development.

(S–R110) – 2020 Frontage Road Grant Programming – *Match Funding to Complete Frontage Roads - $338,521*. The frontage roads programmed for construction by 2020 are expected to be completed through development occurring in the area. It is likely that sections of the roadways may not be completed or they may only be partially constructed. This project allocates funding as matching dollars to apply for grants for the completion of the SH-41 frontage road system.

(S-128) – Mullan: Sugar Maple to Cecil – *Extend Median 300' - $67,000*. The segment of Mullan Avenue west of Cecil Street was identified through the safety analysis as one of the top 10 locations in the city with a rate of 187 crashes per mile between 2011 and 2014. A major factor in these crashes was identified as vehicles turning into and out of driveways west of the intersection. Installation of the identified mitigation is projected to reduce this type of crash.

Construction of this project is a safety improvement based on crash history. The proposed improvement is expected to result in a reduction of nearly 30 crashes per mile per year based on a crash modification factor of 0.78.

Additional right-of-way is not required for this improvement.

(S–R142) – Idaho: Seltice to Mullan – *Install Raised Median Sections and Interconnect Signals - $82,000.* The segment of Idaho Street between Seltice Way and Mullan Avenue was identified through the safety analysis as one of the top 10 locations in the city with a rate of 114 crashes per mile between 2011 and 2014. A major factor in these crashes was identified as vehicles turning into and out of driveways west of the intersection. Installation of the identified mitigation is projected to reduce this type of crash.

Construction of this project is a safety improvement based on crash history. The proposed improvement is expected to result in a reduction of nearly 18 crashes per mile per year based on a crash modification factor of 0.78.

Additional right-of-way is not required for this improvement.

(S–R137) – Seltice: Elm to McGuire – *Consolidate and improve access driveways and install median - $83,000*. The segment of Seltice Way west of McGuire was identified through

the safety analysis as one of the top 10 locations in the City with a rate of 44 crashes per mile between 2011 and 2014. A major factor in these crashes was identified as vehicles turning left into driveways and entering or existing parking lots. Installation of the identified mitigation is projected to reduce this type of crash.

Construction of this project is a safety improvement based on crash history. The proposed improvement is expected to result in a reduction of 6 crashes per mile per year based on a crash modification factor of 0.71.

Additional right-of-way is expected to be required for this improvement

(S–R154) – Seltice: Spokane to Henry – *Consolidate access points and relocate to side streets - $84,000*. The segment of Seltice Way between Spokane Street and Henry Street was identified through the safety analysis as one of the top 10 locations in the City with a rate of 51 crashes per mile between 2011 and 2014. A major factor in these crashes was identified as vehicles turning left into driveways and rear-ending. Completion of the identified mitigation is projected to reduce this type of crash. This segment of Seltice is part of the I-90 Business Loop for ITD.

Construction of this project is a safety improvement based on crash history. The proposed improvement is expected to result in a reduction of 7 crashes per mile per year based on a crash modification factor of 0.69.

Additional right-of-way is not required for this improvement

(S-91) – Seltice Way @ 4th Avenue/I-90 EB – *Install Traffic Signal - $636,000*. This stop-controlled intersection of a principal arterial with a major collector and an interstate ramp currently operates at LOS B with turn left restrictions to and from 4th Avenue. This segment of Seltice is part of the I-90 Business Loop for ITD. Given the associated improvements identified by the Seltice/Mullan Congestion Mitigation Study aimed at reducing volumes along Seltice Way, providing full access from 4th Avenue to Seltice Way and the interstate entrance ramp will require improvements to maintain an acceptable level of service and safety. Installation of the identified mitigation is projected to maintain LOS B through 2035 with the installation of a traffic signal. An alternative improvement of a roundabout installation would eliminate the need for left turn storage on the existing bridge and should be considered during project development.

This project was identified as a component of the Seltice/Mullan Congestion Mitigation Study and provides a systemic improvement reducing volumes and improving operations on existing streets and will also impact economic growth, livability, and infill development by creating alternate access to and from Seltice Way and the interstate. The installation of a signal will also provide protected crossing movements for bicycle and pedestrian traffic.

The project is planned to be completed within the existing right-of-way.

(S-65) – Henry Street @ Mullan Avenue – *Install Roundabout - $625,000*. This stop-controlled intersection of two major collectors currently operates at LOS E. By 2025, the average delay on the southbound approach degrades to LOS F. Installation of the identified mitigation is projected to improve the intersection to LOS B through 2035. This project is identified as a component of a proposed the Seltice/Mullan couplet, as detailed in the Focused Corridor Chapter. The roundabout would be built for two-directional travel in 2020 and retrofitted for a couplet if it moves forward.

This intersection provides access to the residential areas northwest of the Spokane Street/Seltice Way intersection, which is expected to reduce the congestion at that intersection. Combined with the proposed signal at Seltice/Henry, this project also improves the connections to the 7th Avenue improvements currently being constructed, which complete an alternate route to the Spokane Street/Seltice Way intersection. The installation of a signal will also provide protected crossing movements for bicycle and pedestrian traffic. The construction of this project is an operational improvement and provides systemic improvement by reducing volumes on existing streets. Overall, the couplet would impact economic growth and promote infill development while providing for multimodal improvements.

Additional right-of-way or an easement will be required in the northeast, northwest, and southwest quadrants to accommodate the footprint of a roundabout.

(S–RR1) – Chase Road RR Crossing – *Widen Crossing - $460,000*. This existing crossing between Mullan Avenue and 12th Avenue is approximately 24' wide with gravel shoulders. This project is planned to widen the crossing to accommodate the future expansion of Chase Road to its Minor Arterial typical section.

This project is a safety improvement that will improve livability by accommodating additional capacity for multimodal facilities. The City of Post Falls has acquired grant funding for this project; therefore, it is assumed that the widening will be accomplished through a grant. Identified funds are the estimated project match at 7.34% of the total project cost, which includes multimodal improvements serving the community and the adjoining elementary school. Grant funding is being pursued for this project, the City's match is estimated at $34,000.

Additional right-of-way is not required for this improvement.

(S-RR2) – Grange Avenue RR Crossing – *Install Gated Crossing and Urban Improvements - $214,000*. This project will remove the existing crossing on Guy Road and install a crossing signal at the existing Grange Avenue crossing. This project is scheduled for construction in 2017 by ITD. ITD will replace the existing planking and install a gated and signalized crossing. The City of Post Falls will provide funding for the construction of urban improvements on the south side of Grange Avenue, which includes pavement widening, curb, and sidewalk. Future development will be responsible for similar improvements on the north side of Grange Avenue.

This project is a safety improvement that will improve livability by accommodating additional capacity for multimodal facilities.

Additional right-of-way is not required for this improvement.

(S-RR3) – Spokane Street RR Crossing – *Install Gated Crossing - $166,000*. This existing crossing north of Stagecoach Drive accommodates approximately 22' of roadway and a shared use path on the east side. This project will install a crossing signal at the existing crossing. This project is scheduled for construction in 2017 by ITD. ITD will replace the existing planking and install a gated and signalized crossing. The City of Post Falls will provide funding for the construction of urban improvements on the west side of Spokane Street, which includes pavement widening, curb, and a shared use path. Grant funding is being pursued for this project, the City's match is estimated at $25,000.

This project is a safety improvement that will improve livability by accommodating additional capacity for multimodal facilities.

Additional right-of-way is required on the north side of the crossing for this improvement.

(S-RR4) *– Chase: Grange to UPRR – Reconstruct vertical alignment to improve safety for the approach to the grade crossing – $282,500.* This roadway safety project has been moved forward from the 2011 Capital Improvement Plan and Development Impact Fee study as requested by City staff. The vertical alignment of the roadway will be modified to address safety issues. The project is partially funded by impact fees ($212,500) and supplemented by developer improvements ($70,000).

(S-122) – Seltice Way Corridor Study: State Line to Coeur d'Alene – *Evaluate geometry of Seltice Way through Post Falls - $300,000*. Given the regional significance of the Seltice Way corridor and recommendation of the focused corridor analysis, it is recommended that a cumulative study be completed to establish the preferred configuration of the various segments of Seltice Way through the City of Post Falls.

This project is a systemic improvement that will result in a more defined vision for this regional Arterial.

(S-TMPU) – Transportation Plan Update – *Update Transportation Plan - $250,000*. Given the numerous ongoing projects in the region including the I-90 corridor study and associated improvements and the SH-41 Master Plan and associated improvements, it is recommended that this Transportation Master Plan be updated on a 5-year basis to remain current with regional transportation planning.

This project is a systemic improvement that will result in a more accurate long range plan.

(A-107s) *– Greensferry Road @ Hayden Avenue – Convert to All-Way Stop Control*. This intersection of two major collectors is currently located in the jurisdiction of the Post Falls Highway District and is unlikely to be annexed into the City by the year of anticipated mitigation need. The two-way stop controlled intersection currently operates at LOS B. By 2020, operations at this intersection are anticipated to degrade to LOS F. Installation of the identified mitigation is projected to bring the intersection up to LOS C.

(A-177s) – Meyer Road @ Hayden Avenue – *Convert to All-Way Stop Control*. This intersection of two major collectors is currently located in the jurisdiction of the Post Falls Highway District and is unlikely to be annexed into the City by the year of anticipated mitigation need. The two-way stop controlled intersection currently operates at LOS F and will further degrade by 2020. Installation of the identified mitigation is projected to bring the intersection up to LOS D and will maintain LOS E by 2035.

(A-187s) *– Huetter Road @ Seltice Way – Install Traffic Signal*. This intersection of a major collector and a principal arterial is currently located in the jurisdiction of the Post Falls Highway District and operates at LOS B. By 2025, operations at this intersection are anticipated to degrade to LOS F. There is a current project underway to design and install a traffic signal by the Post Falls Highway District. This improvement is expected by be in place prior to 2020. Installation of the identified mitigation is projected to improve operations to LOS C in 2020 and maintain LOS D through 2035.

(A-43s) *– Chase Road @ Prairie Avenue – Install Single Lane Roundabout*. This intersection of two minor arterials is currently located in the jurisdiction of the Post Falls Highway District and operates at LOS B. By 2025, operations at this intersection are anticipated to degrade to LOS F. There is a current project underway to design and install a single-lane roundabout by the Post Falls Highway District. This improvement is expected by be in

place by 2020. Installation of the identified mitigation is projected to improve operations to LOS A.

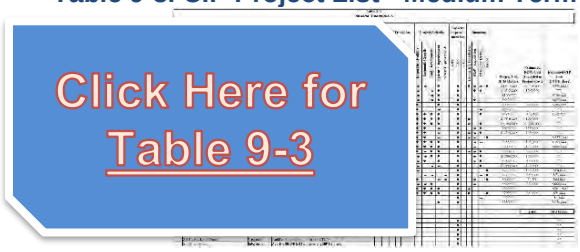
(A-56s) *– SH-41: Mullan to Prairie – Rebuild to 5-Lane Principal Arterial*. There is a current project by the Idaho Transportation Department that will improve SH-41 to a 5-lane section between Mullan Avenue and Prairie Avenue. The ITD project also includes new signal installations at SH-41/16th and SH-41/Hope and upgrades at SH-41/Poleline and SH-41/Prairie as well as access restrictions throughout the corridor. Multimodal improvements include protected crossings at the signals and a shared-use path on the east side of the road. The project is anticipated to be completed and in-place by 2020.

9.1.5 Medium Term Projects (2025)

The improvement projects identified for the 2025 planning year are summarized in Table 9-3. Additionally, detailed descriptions of the projects are provided on the subsequent pages. Effective mitigation of projected deficiencies and system operations by 2025 are predicated on the completion of the short term projects summarized in the previous section.

Figure 9-4. 2025 Build Operations

Table 9-3. CIP Project List - Medium Term



(M–R216) – Prairie: Meyer to Greensferry – *Rebuild to 5-Lane Minor Arterial - $4,973,000.* The segment of Prairie Avenue between Meyer Road and SH-41 is a principal arterial. The segment between SH-41 and Greensferry Road is a minor arterial. Based on projected growth by 2025, the intersections along Prairie Avenue as far west as Greensferry will need the additional capacity of a 4 to 5-lane section on Prairie Avenue to maintain operations. As a result, it is recommended that the expansion of Prairie Avenue extend from the current terminus west of Meyer Road to the west through the Greensferry Road intersection. The expansion of Prairie Avenue includes the improvements at Greensferry Road to include a dual-lane roundabout or traffic signal. This project will complement improvements to intersection of SH-41 at Prairie Avenue (see project A-56s).

Construction of this project is an operational improvement and will also impact economic growth and livability by improving east-west mobility. Additional improvements to multimodal facilities are included. This project improves the access to the northeastern areas of Post Falls, which are expected to experience the most growth. This project is expected to be funded by a variety of sources: right-of-way will be collected as development occurs, partnering jurisdictions such as ITD and PFHD are assumed to play a role, and grant funding will be pursued.

Additional right-of-way is required for this improvement.

(D-R20m) – Spokane Street: Prairie to Bodine – *Build as Major Collector - $1,612,000.* In order to improve connectivity from the downtown core to the northern areas of the ACI, it is recommended to extend Spokane Street from Prairie Avenue to Hayden Avenue (1-mile). The ½-mile segment of Spokane Street north of Prairie Avenue is proposed to continue as a major collector with center turn locations determined during preliminary engineering and multimodal facilities. The construction of this project is expected to be completed as development occurs in the area and is assumed to incorporate an interim typical section including travel lanes, bicycle lanes, and a shared use path on one side per City standard.

Construction of this project will provide a systemic improvement by reducing volumes and improving operations on existing streets and will also impact economic growth, livability, and infill development by creating additional access to the north.

Additional right-of-way is required for this improvement but is assumed to be provided by development.

(M–R223) – Spokane Street: Bodine to Hayden – *Build as Major Collector - $652,000.* In order to improve connectivity from the downtown core to the northern areas of the ACI, it is recommended to extend Spokane Street from Prairie Avenue to Hayden Avenue (1-mile). The construction of this project is expected to be concurrently with or after the completion of the segment from Prairie to Bodine. The ½-mile segment of Spokane Street from Bodine to Hayden Avenue is proposed to continue as a major collector with center turn locations determined during preliminary engineering and multimodal facilities. This project is assumed to incorporate an interim typical section including travel lanes, bicycle lanes, and a shared use path per City Standard.

Construction of this project will provide a systemic improvement by reducing volumes and improving operations on existing streets and will also impact economic growth, livability, and infill development by creating additional access to the north.

The City currently owns the property north of Bodine that would be required for right-of-way.

(M–R248) – Cecil (W. ½ Mile): 16th to Horsehaven – *Rebuild as Major Collector - $205,000*. With the proposed connection of Cecil (W. ½ Mile) to Prairie Avenue in 2020 (project D-R17s), it is recommended that the existing segment of Cecil between 16th and Horsehaven be upgraded to provide the typical section of a major collector including multimodal facilities. This segment of Cecil is partially improved with sidewalks and full pavement width in sections. The northern half has landscaping and sidewalk on the east shoulder.

Construction of this project will provide a systemic improvement by reducing volumes and improving operations on existing streets and will also impact economic growth, livability, and infill development by creating alternate access from SH-41.

Additional right-of-way is required for this improvement.

(M–R263) – Cecil (W. ½ Mile): Horsehaven to Poleline – *Rebuild as Major Collector - $294,000*. With the proposed connection of Cecil (W. ½ Mile) to Prairie Avenue in 2020 (project D-R17s) and additional improvements to Cecil in 2025 (projects M-R228 and M-R248), it is recommended that the existing segment of Cecil between Horsehaven and Poleline be upgraded to provide the typical section of a major collector including multimodal facilities. This segment of Cecil is partially improved with curbing, landscaping, and a shared-use path on the west shoulder. The construction of this project is expected to be completed as redevelopment occurs in the area.

Construction of this project will provide a systemic improvement by reducing volumes and improving operations on existing streets and will also impact economic growth, livability, and infill development by creating alternate access from SH-41.

Additional right-of-way is required for this improvement.

(M–R228) – Cecil (W. ½ Mile): Poleline to Hope – *Rebuild as Residential Collector - $393,000*. With the proposed connection of Cecil (W. ½ Mile) to Prairie Avenue in 2020 (project D-R17s) and additional improvements to Cecil in 2025 (projects M-R248 and M-R263), it is recommended that the existing segment of Cecil between Poleline and Hope be upgraded to provide the typical section of a residential collector including multimodal facilities. This segment of Cecil is partially improved on the eastern shoulder with curb, landscaping, and

sidewalks. The construction of this project is expected to be completed as development occurs in the area west of Cecil.

Construction of this project will provide a systemic improvement by reducing volumes and improving operations on existing streets and will also impact economic growth, livability, and infill development by creating alternate access from SH-41.

Additional right-of-way is required for this improvement.

(D-R24m) – W. ¼ Mile: Horsehaven to Poleline – *Build as Local Commercial Street - $1,316,000*. In order to improve circulation west of SH-41 and minimize access onto the highway, the completion of the ¼ mile and ½ mile backage roads are necessary. This segment of the W. ¼ Mile road is planned to be a local commercial street with sidewalks. With the proposed connection of Charlesville (W. ¼ Mile) south to 16th Avenue by 2020, this is the remaining segment to provide connectivity to the north. The construction of this project is expected to be completed as development occurs in the area. This project includes improvements at the terminal and internal intersections. This project is assumed to incorporate an interim typical section including travel lanes and bicycle lanes.

Construction of this project will provide a systemic improvement by reducing volumes and improving operations on existing streets and will also impact economic growth, livability, and infill development by creating alternate access from SH-41.

Additional right-of-way is required for this improvement but is assumed to be provided by development.

(D-R26m) – E. ¼ Mile: Horsehaven to Kildeer – *Build as Local Commercial Street - $3,284,000*. In order to improve circulation east of SH-41 and minimize access onto the highway, the completion of the ¼ mile and ½ mile backage roads are necessary. This segment of the E. ¼ Mile road is planned to be a local commercial street with sidewalks. With the proposed completion of E. ¼ Mile from Horsehaven to 12th by 2020, this segment provides connectivity to the north. The construction of this project is expected to be completed as development occurs in the area. This project includes improvements at the terminal and internal intersections. This project is assumed to incorporate an interim typical section including travel lanes and bicycle lanes.

Construction of this project will provide a systemic improvement by reducing volumes and improving operations on existing streets and will also impact economic growth, livability, and infill development by creating alternate access from SH-41.

Additional right-of-way is required for this improvement but is assumed to be provided by development.

(D-R23m) – E. ½ Mile: Horsehaven to Poleline – *Build as Residential Collector - $656,000*. In order to improve circulation east of SH-41 and minimize access onto the highway, the completion of the ¼ mile and ½ mile backage roads are necessary. This segment of the E. ½ Mile road is planned to be a residential collector with multimodal facilities. With the proposed connection of E. ½ Mile from Horsehaven to 16th by 2020, this segment provides connectivity to the north. The construction of this project is expected to be completed as development occurs in the area. This project includes improvements at the terminal and internal intersections. This project is assumed to incorporate an interim typical section including travel lanes and bicycle lanes.

Construction of this project will provide a systemic improvement by reducing volumes and improving operations on existing streets and will also impact economic growth, livability, and infill development by creating alternate access from SH-41.

Additional right-of-way is required for this improvement but is assumed to be provided by development.

(D-R28m) – E. ½ Mile: Poleline to Hope – *Build as Residential Collector - $1,244,000*. In order to improve circulation east of SH-41 and minimize access onto the highway, the completion of the ¼ mile and ½ mile backage roads are necessary. This segment of the E. ½ Mile road is planned to be a residential collector with multimodal facilities. With the proposed connection of E. ½ Mile from Horsehaven to 16th by 2020, this segment provides connectivity to the north. The construction of this project is expected to be completed as development occurs in the area. This project includes improvements at the terminal and internal intersections. This project is assumed to incorporate an interim typical section including travel lanes and bicycle lanes.

Construction of this project will provide a systemic improvement by reducing volumes and improving operations on existing streets and will also impact economic growth, livability, and infill development by creating alternate access from SH-41.

Additional right-of-way is required for this improvement but is assumed to be provided by development.

(M–R274) – 2025 Frontage Road Grant Programming – *Match Funding to Complete Frontage Roads - $477,100*. The frontage roads programmed for construction by 2025 are expected to be completed through development occurring in the area. It is likely that sections of the roadways may not be completed or they may only be partially constructed. This project allocates funding as matching dollars to apply for grants for the completion of the SH-41 frontage road system

(M–R269) – 12th: E. ¼ Mile to E. ½ Mile – *Build as Major Collector - $458,000*. In order to improve circulation east of SH-41 and minimize access onto the highway, the completion of the ¼ mile and ½ mile backage roads are necessary. This segment of the 12th Avenue is planned to be a major collector with center turn lanes as determined through preliminary engineering and multimodal facilities. With the proposed connection of the E. ¼ Mile and E. ½ Mile roads to the north by 2025, 12th Avenue is recommended to be extended from its current terminus at E. ¼ Mile to the E. ½ Mile Road. The construction of this project is expected to be completed concurrently with development in the area. This project includes improvements at the terminal and internal intersections. This project is assumed to incorporate an interim typical section including travel lanes and bicycle lanes.

Construction of this project will provide a systemic improvement by reducing volumes and improving operations on existing streets and will also impact economic growth, livability, and infill development by creating alternate access from SH-41.

Additional right-of-way is required for this improvement but is assumed to be provided by development.

(M–R271) – 16th: SH-41 to E ½ Mile – *Widen to 40' Optional Retrofit Section - $800,000*. In order to improve circulation east of SH-41 and minimize access onto the highway, the completion of the ¼ mile and ½ mile backage roads are necessary. This segment of 16th Avenue is a major collector that is planned to be widened to accommodate a 40' paved width per the retrofitted typical sections to include center turn lanes, bicycle lanes, and sidewalks. With the proposed signal at SH-41/16th in 2020 and connection of the E. ¼

Mile and E. ½ Mile roads to the north by 2025, these improvements will provide improved access to the backage road system.

Construction of this project will provide a systemic improvement by reducing volumes and improving operations on existing streets and will also impact economic growth, livability, and infill development by creating alternate access from SH-41.

Additional right-of-way is required for this improvement.

(M-R244) – Horsehaven: Cecil to Greensferry – *Build as Residential Collector - $928,000*. Horsehaven Avenue is currently classified as a minor collector in the Post Falls Master Plan and is disconnected between Cecil Road and Greensferry Road. With the proposed improvements to Cecil north and south of Horsehaven and its connection to SH-41, it is recommended to connect Horsehaven between Cecil and Greensferry as a residential collector typical section including multimodal facilities. The completion of this project will improve east-west connectivity and provide increased multimodal access to Post Falls High School. This project includes improvements at the terminal intersections including a left turn lane at Greensferry Road. The construction of this project is expected to be completed as development occurs in the area. The City will fund the installation of the north half of the improvements along the school property; the south half improvements will be funded by development in the area.

Construction of this project will provide a systemic improvement by reducing volumes and improving operations on existing streets by providing an alternate route and will also impact economic growth, livability, and infill development by creating alternate access to and from SH-41.

The majority of the right-of-way necessary for this improvement is already reserved. There is a 20' strip on the southwest quadrant of Cecil and Horsehaven that may be obtained through development.

(M-R215) – Bluegrass/Hope: Cecil to Greensferry – *Complete as Major Collector - $1,236,000*. The segment of Hope Avenue (Bluegrass) between Cecil and Greensferry is classified as a major collector. This segment currently serves as a paved driveway access to 10 parcels from Greensferry. With the improvements to Hope Avenue west of Cecil and its connection to SH-41, it is recommended to extend Hope to Bluegrass between Cecil and Greensferry north of the elementary school. This segment is recommended as a major collector with center turn locations determined during preliminary engineering and multimodal facilities. The construction of this project is expected to be completed as redevelopment occurs in the area.

Construction of this project will provide a systemic improvement by reducing volumes and improving operations on existing streets and will also impact economic growth, livability, and infill development by creating alternate access to and from SH-41.

The majority of the right-of-way necessary for this improvement is already reserved. There is a strip on the south half of the improvement that is expected to be obtained through redevelopment.

(M-R293) – Hope: SH-41 to E. ¼ Mile – *Complete as Major Collector - $686,000*. The segment of Hope Avenue (Bluegrass) west of SH-41 is classified as a major collector. The eastern 1,000' of this segment currently serves as driveway access to several parcels from SH-41. With the installation of a signal at SH-41/Hope in 2020 (project S-148) and the backage road system in place, it is recommended to extend Hope from SH-41 to the E. ¼ Mile Road as a major collector with center turn locations determined during preliminary

engineering and multimodal facilities. The construction of this project is expected to be completed as development occurs in the area.

Construction of this project will provide a systemic improvement by reducing volumes and improving operations on existing streets and will also impact economic growth, livability, and infill development by creating alternate access to and from SH-41.

The majority of the right-of-way necessary for this improvement is already reserved; additional right-of-way is expected to be obtained through development.

(D-R21m) – Clark Fork: Seltice to Midway – *Complete as Major Collector - $2,870,000*. The segment of Clark Fork Street north of Midway Avenue near West Ridge Elementary is a major collector that terminates at Midway Avenue. This segment is recommended to be extended to connect with Seltice Way as a major collector with center turn locations determined during preliminary engineering and multimodal facilities. The construction of this project is expected to be completed by development occurring in the area. This project is a component of the Focused Corridor analysis in Chapter 10 with a roundabout intersection at the west end of the couplet.

The construction of this project will impact economic growth and livability by reducing delay and encouraging traffic to utilize this route instead of other existing routes. This project would also increase multimodal access to schools north of Seltice Way and the residential developments in the area.

Additional right-of-way is required for this improvement but is assumed to be provided by the development.

(M–R227) – McGuire: Seltice to Midway – *Expand to 4-lane Section - $737,000*. McGuire Road north of Seltice Way is a minor arterial. Overall, McGuire provides system connectivity north to SH-53 and is one of few roadways in Post Falls to cross I-90. The street section between Seltice Way and Midway Avenue currently varies from two lanes to three lanes with bicycle and pedestrian improvements on the east side. The installation of this improvement will expand McGuire Road to a 4-Lane minor arterial typical section and provide multimodal improvements to Midway Avenue, which connects to developing residential areas to the east and west. This project is planned to be completed through grant funding. Cost estimates for this project do not include modifications to existing signal structures, if needed.

The construction of this project is a systemic improvement that will impact economic growth and livability in the areas accessed by McGuire Road.

Additional right-of-way or easements will be required for this improvement.

(M-38) – Clark Fork @ Seltice Way – *Install Roundabout - $717,000*. This proposed intersection of a major collector with a principal arterial is projected to provide a connection from residential areas to the City Center. With the new connection to Seltice Way, the average delay on the southbound approach is expected to be below acceptable levels. Installation of the identified mitigation is projected to improve the intersection to LOS A. A variation of this project is identified as a component of a proposed the Seltice/Mullan couplet, combining the roundabout with the Seltice/Mullan intersection and the west end of the couplet. If the couplet alternative is selected, the access point would operate at LOS C through 2035. As part of the couplet, funding is expected to be pursued through grants.

This intersection is a primary access point to an area of expected development north of Seltice Way. The construction of this project is an operational improvement that will impact

economic growth and livability by reducing delay and encouraging traffic to utilize this intersection instead of other routes. The roundabout would also promote infill development near the downtown core.

Additional right-of-way or an easement may be required in the quadrants to accommodate the footprint of a roundabout, which is expected to be acquired as development occurs.

(M-73) – Idaho Street @ Prairie Avenue – *Install traffic signal or roundabout - $602,000*. This stop-controlled intersection of a minor arterial and a proposed principal arterial currently operates at LOS C. Despite the northbound turn lane recommended by 2020 (project S-73), the intersection is projected to degrade to LOS F by 2025. Installation of the identified mitigation is projected to improve the intersection to LOS B.

The construction of this project is an operational improvement that will impact economic growth and livability by reducing delay and encouraging traffic to utilize this intersection instead of other routes. The installation of a signal will provide a protected crossing for bicycle and pedestrian traffic.

Additional rights-of-way or easements will be required for placement of the signal equipment and sidewalk improvements.

(M-25) – Corbin Road @ Seltice Way – *Add Southbound Left Turn Bay; Install Signal When Warranted - $668,000.* This intersection of a major collector and principal arterial currently operates at LOS C. By 2025, operations at this intersection are anticipated to degrade to LOS F. The installation of the identified left turn bay is projected to bring the intersection up to an operating LOS B. With continued growth, it is projected that additional mitigation will be necessary by 2035 such as a traffic signal. Such improvements should be reevaluated in 2025 for need and warrant and are included in the cost estimate.

The construction of this project is an operational improvement that will impact economic growth and livability by reducing delay and encouraging traffic to utilize this intersection instead of other routes. The installation of a signal will provide a protected crossing for bicycle and pedestrian traffic.

Additional rights-of-way or easements will be required for placement of the signal equipment and sidewalk improvements.

(M-59) – Spokane Street @ I-90 WB/6th Avenue and 6th Avenue: Frederick to Spokane – *Modify Traffic Signal and Improve Frontage Road - $509,000*. This existing signalized intersection of a minor arterial and interstate ramp currently operates at LOS B. Given the associated improvements identified by the Seltice/Mullan Congestion Mitigation Study aimed at reducing volumes along Spokane Street and Seltice Way, the creation of a frontage road system between Spokane Street and Idaho Road is recommended. This project will modify the westbound approach and signal timing plan to include movements and phasing from 6th Avenue. This modification is projected to result in 217 vehicles using 6th Avenue resulting in a redistribution of 194 southbound vehicles from Spokane Street during the PM peak hour by 2035. The intersection is expected to operate at LOS C in 2025 and LOS D by 2035. This project also includes an upgrade of 6th Avenue to accommodate additional traffic.

This project was identified as a component of the Seltice/Mullan Congestion Mitigation Study and provides a systemic improvement reducing volumes and improving operations on existing streets and will also impact economic growth, livability, and infill development by creating alternate access to and from Seltice Way and the interstate.

The project is planned to be completed within the existing right-of-way

(M-83) – Idaho Street @ 4th Avenue – *Construct Single Lane Roundabout - $700,000*. This intersection of a minor arterial and a major collector currently operates at LOS A. Given the associated improvements identified by the Seltice/Mullan Congestion Mitigation Study aimed at reducing volumes along Spokane Street and Seltice Way, the improvement of east-west travel south of I-90 with connections to the interstate at 4th/Seltice (project) is recommended. The installation of this improvement will reduce delay and increase capacity for travel through Post Falls on the south side of I-90, which is aimed at effectively reducing traffic on Spokane Street and Seltice Way north of I-90. The roundabout is expected to operate at LOS A in 2025 and LOS B by 2035. This project is expected to be funded through grants or development in the area.

This project was identified as a component of the Seltice/Mullan Congestion Mitigation Study and provides a systemic improvement reducing volumes and improving operations on existing streets and will also impact economic growth, livability, and infill development by creating alternate access to and from Seltice Way and the interstate.

Additional right-of-way or an easement may be required in the quadrants to accommodate the footprint of a roundabout (see Figure 9-5), which is expected to be acquired as development occurs.

Figure 9-5. Idaho Street at 4th Avenue Conceptual Layout

(M-110) – Greensferry Road @ Bogie Drive – *Convert to All-Way Stop Control - $2,000*. This two-way stop controlled intersection of a minor arterial and a major collector currently operates at LOS B. By 2025, operations at this intersection are anticipated to degrade to LOS F. The completion of the identified mitigation is projected to bring the intersection up to LOS E. An optional improvement of a single lane roundabout would further improve operations to LOS C.

This project is an operational improvement that will impact livability by reducing delay.

Additional right-of-way is not required for this improvement.

(M-TMPU) – Transportation Plan Update – *Update Transportation Plan - $250,000*. Given the ongoing regionally significant projects in and around Post Falls, it is recommended that this Transportation Master Plan be updated on a 5-year basis to remain current with regional transportation planning.

This project is a systemic improvement that will result in a more accurate long range plan.

(A-3m) – Prairie Avenue @ SH-53 – As volumes increase on the stop-controlled Prairie Avenue approach, it will be improved from LOS F to LOS D by adding the capacity of a left turn lane by 2025.

(A-12m) – Pleasant View Road @ SH-53 – As volumes increase on the stop-controlled Pleasant View approach, it will be improved from LOS F to LOS C by adding the capacity of a two-way left-turn lane on the west leg of SH-53 by 2025. As part of the "Bridging the Valley" plan, a grade separated interchange has been designed at this intersection. It is planned for construction as funding becomes available. The installation of this project would result in the closing of adjacent at-grade railroad crossings at Prairie Avenue and McGuire Road.

9.1.6 Long Term Projects (2035)

As referenced in the Interagency Coordination section of Chapter 6, the projects currently in process for the Idaho Transportation Department and the Post Falls Highway District are expected to have a significant impact on the long-term traffic volumes through the Post Falls network. As a result, the projects identified for Long Term planning should be revisited through the transportation plan updates identified in 2020 and 2025. The list of projects provided in Table 9-4 may be moved up in horizon year for a number of factors including ongoing development in the area, regionally planned projects, or available funding. The effective mitigation of projected deficiencies and system operations by 2035 are predicated on the completion of the short term projects and medium term projects summarized in the previous sections.

Figure 9-6. 2035 Build Operations

Click Here for Figure 9-6

Table 9-4. Long Term Recommended Project List

Project Name	Project Description	Funding	Project Cost
Cecil, Prairie to Hayden	Build as Major Collector**	Development	$2,567,000
W 1/4 Mile, Kildeer to Prairie	Build as Major Collector	Development	$1,082,000
W 1/4 Mile, Prairie to Hayden	Build as Major Collector**	Development	$4,325,000
E 1/4 Mile, Kildeer to Prairie	Build as Major Collector	Development	$1,082,000
E 1/4 Mile, Prairie to Hayden	Build as Major Collector**	Development	$4,325,000
E 1/2 Mile Hope to Prairie	Build as Major Collector	Development	$1,808,000
E 1/2 Mile, Prairie to Hayden	Build as Major Collector**	Development	$4,325,000
Bluegrass/Hope, Idaho to Greensferry	Build as Major Collector	Partial Development	$3,495,000
Bluegrass/Hope, E 1/4 Mile to Meyer	Build as Major Collector	Development	$3,112,000
Syringa, Bluegrass to Prairie	Build as Major Collector	Development	$1,689,000
Poleline, McGuire to Clark Fork Pkwy	Build as Minor Arterial, including grade separation	Grant	$7,776,000
Prairie, Greensferry to Pleasantview	Rebuild to 5-Lane Minor Arterial	PFHD, ITD, Grant	$9,583,000
Cecil and Prairie	Add left turn lanes, install signal when warranted	Partial Development	$591,000
W 1/4 Mile and Prairie	Install dual lane RDB	Partial Development	$663,000
E 1/4 Mile and Prairie	Install dual lane RDB	Partial Development	$663,000
E 1/2 Mile and Prairie	Add left turn lanes, install signal when warranted	Partial Development	$654,000
Bluegrass and Syringa	Install single lane RDB	Development	$636,000
Pleasantview and Seltice	Add NB and SB right turn lanes. Adjust signal timing	City Funds	$31,000
Pleasantview and Riverbend	Add NB through lane, adjust approaches	City Funds	$47,000
Corbin Road and Prairie	Add NB left turn lane	City Funds	$13,000
McGuire Road and Prairie	Expand to dual lane RDB	PFHD, Grant	$313,000
McGuire Road and Poleline	Convert to all-way stop	City Funds	$2,000
McGuire Road and Seltice	Add NB thru/right turn lane, SB receiving lane	City Funds	$81,000
McGuire Road and Riverbend	Add EB left turn lane	City Funds	$13,000
Chase Road and Prairie	Expand to dual lane RDB	PFHD, Grant	$313,000
Spokane St and Prairie	Install signal or RDB as warranted	City Funds	$690,000
Spokane St. and 3rd	Install signal when warranted	City Funds	$563,000
Henry and 3rd	Convert to all-way stop	City Funds	$2,000
Idaho and Polston	Restrict WB left turns	City Funds	$9,000
Idaho and Seltice	Add 2nd NB thru lane	City Funds	$31,000

Project Name	Project Description		Project Cost
Syringa and 16th	Convert to all-way stop	City Funds	$2,000
Syringa and 12th	Convert to all-way stop	City Funds	$2,000
Syringa and Mullan	Install single lane RDB	City Funds	$690,000
Greensferry and Prairie	Install signal when warranted	PFHD, City	$600,000
Greensferry and Bluegrass/Hope	Install single lane RDB	Partial Development	$690,000
Greensferry and 16th	Install signal or RDB as warranted	City Funds	$608,000
Greensferry and 12th	Install single lane RDB	City Funds	$690,000
Greensferry and Seltice	Add SB right turn, convert NB right turn to thru/right	City Funds	$200,000
Greensferry and 3rd	Install traffic signal when warranted	City Funds	$663,000
Cecil and Bluegrass/Hope	Convert to all-way stop	City Funds	$2,000
Cecil and Poleline	Install RDB or signal when warranted	City Funds	$663,000
Cecil and 12th	Add EB/WB left turn lanes	City Funds	$22,000
W 1/4 Mile and Poleline	Install single lane RDB	Partial Development	$690,000
E 1/4 Mile and Poleline	Install single lane RDB	Partial Development	$690,000
E 1/2 Mile and Poleline	Convert to all-way stop	Partial Development	$2,000
Ross Point and 3rd	Install single lane RDB	Partial Development	$636,000
Greensferry and Horsehaven	Install single lane RDB with NB right turn lane	City Funds	$672,000
Clearwater Loop and Riverbend	Add NBL turn lane	City Funds	$9,000
Cecil Road and Horsehaven	Convert to all-way stop	City Funds	$2,000
Poleline and Huetter	Install signal when warranted	City Funds	$618,000
Poleline, Greensferry to Charleville	Complete 4-lane section (north 1/2)	Partial Development	$625,000
Idaho Street UPRR Crossing	Install planking, gates, and lights	PFHD	$579,000
Pleasant View Interchange	Interchange at Pleasant View/SH-53	ITD	(by others)
Poleline Rd connection to Hanley	Poleline extended west to connect to Hanley	Coeur d'Alene	(by others)
Beck Rd and Prairie Ave	Add NB left turn lane	PFHD	(by others)
Pleasantview Rd and Prairie Ave	Install dual lane roundabout	PFHD	(by others)
Chase Rd and Hayden	Convert to all-way stop	PFHD	(by others)
Idaho and Hayden	Convert to all-way stop	PFHD	(by others)
Greensferry Bridge over the river	Install Bridge	PFHD	(by others)
Greensferry Interchange at I-90	Install entrance/exit ramps	City, ITD	(by others)
I-90/SH-41 Interchange	Evaluate and replace I/C	ITD	(by others)
Poleline and Chase	Install roundabout	City Funds	$690,000

**: Indicates project contingent upon UPRR Spur Railroad removal

9.2 Land-Use Buildout Volumes

Given the projects listed in the previous section for roadway improvements, an additional analysis was completed to determine the ultimate volumes expected on the roadways if and when the City's land uses are fully built out. The intent of this evaluation is to ensure that adequate right-of-way is acquired as land develops and roadway improvements are installed.

In order to complete this task, the City provided expected population values in areas outside of the central business district, which were related to total housing units based on 2.6 people per household. Additional growth projected by the City was based on a standard 1% annual growth rate for 15 years beyond the 2035 land use projections. The resultant projected traffic volumes are illustrated in Figure 9-7. City staff will use this map as compared to the Proposed Street Sections in Table 8-1 to determine the appropriate street section to install or the adequate width of right-of-way to reserve for future improvements.

Click Here for Figure 9-7

Figure 9-7. Buildout Roadway Volumes

9.3 Multimodal Improvement Plan

The multimodal system plan for the TMP was developed from two paths. First, the planning efforts already completed by the City Parks and Recreation department were carried forward for inclusion in the plan. Second, the feedback from the multimodal stakeholders and the public was filtered into a list of projects that are intended to create a more multimodal friendly system and encourage increased utilization of the facilities. Visual summaries of the recommended multimodal improvements are provided through links below, followed by individual project descriptions.

Figure 9-8. Multimodal Improvements

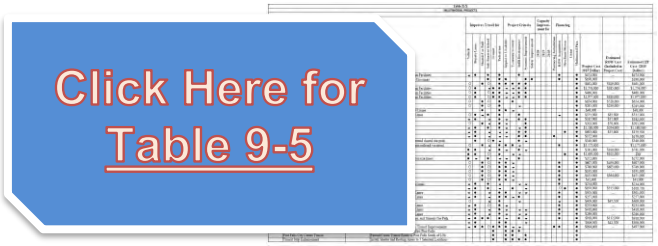


Table 9-5. Multimodal CIP Project List

9.3.1 Multimodal Project Descriptions

(MM-08) – Compton: 15th to Poleline – *$474,000* - After the segment of Compton between 12th and 15th is improved by project S-55c, this project will extend the sidewalk to Poleline Avenue.

(MM-97) – Compton: Mullan to 12th – *$190,000* - This project will construct sidewalks and improve pedestrian crossings.

Seltice Way Corridor: Seltice Way is considered to be the primary arterial through Post Falls, traversing the entirety of the City from west to east. Given its prominence, there has been an identified need to make this the centerpiece for the focus of multimodal transportation. The project is broken into smaller segments, as described below:

(MM-16) – Seltice: Pleasant View to McGuire – *$461,000* - This project will connect existing shared-use paths on the south side of Seltice Way between Pleasant View and McGuire.

(MM-13) – Seltice: Compton to Idaho – *$1,276,000* - This project will widen and modify the existing cross section of Seltice to include bicycle lanes through the commercial core. This project will tie into the Karen Streeter Trail, which currently terminates at the railroad crossing. Given the recommended improvements of the focused corridor analysis, a couplet alternative would incorporate multimodal facilities into a one-way Seltice Way.

(MM-18) – Seltice: Idaho to Bay – *$460,000* - This project will continue the multimodal improvements along Seltice Way. The segment between Idaho (north of I-90) and Bay (south of I-90) will include bicycle facilities and sidewalks and is assumed to require the expansion or replacement of the existing overpass.

(MM-11) – Seltice: Bay to SH-41 – *$1,977,000* - This project will widen and modify the existing cross section of Seltice to include bicycle lanes through the commercial core. Infill construction of sidewalks is included with this project.

(MM-86) – Seltice Trail: Ross Point to Huetter – *$994,000* - This project will install approximately 8,000 feet of Class 1 path on the north side of Seltice between Ross Point Road and Huetter Road, which would connect residential areas to the southeast and the Centennial Trail.

(MM-24) – Centennial Trail: Greensferry to Ross Point – *$654,000* - This project will install approximately one mile of Class 1 Trail between Greensferry Road and Ross Point Road to connect the Centennial Trail. This segment of the Centennial Trail is currently composed of a series of bicycle lanes along Greensferry Road, Ponderosa Blvd., and Ross Point Road. It is assumed that ROW acquisition will be required, a width of 20 feet was assumed.

(MM-93) – Centennial Trail: Riverbend – *$48,000* - This project will improve crossings and the southeast corner.

McGuire Road Bicycle Connections: With access to the Centennial Trail and the proposed Corbin Ditch Trail along the river to the south and developing areas and proposed schools to the north, McGuire Road will benefit from the addition of multimodal features.

(MM-39) – McGuire: South of I-90 – *$182,000* - The addition of bicycle lanes along the rural segment of McGuire south of I-90 will connect the existing Centennial Trail and the proposed Riverside Trail to residential, commercial, and school areas north of I-90.

(MM-32) – McGuire: I-90 to Seltice – *$203,000* - The segment of McGuire between I-90 and Seltice Way is partially built out with curb, gutter, and sidewalks in sections. This project would construct a shared use path on the east side of the road to connect to the existing Karen Streeter Trail along Seltice.

(MM-03) – McGuire: Midway to Poleline – *$1,180,000* - The proposed expansion of McGuire from Seltice to Midway by 2025 would extend multimodal facilities with it. This project would continue the extension of a Minor Arterial typical section with a sidewalk along the west side and shared use path along the east side as well as bicycle lanes to Poleline Avenue.

(MM-33) – McGuire: Poleline to Fisher – *$693,000* - Most of the existing section of McGuire between Poleline and Fisher includes curb, gutter, and sidewalk on the east side, as well as a 42' paved with. This project would expand the west shoulder by 4 feet to include a 3-lane section with bicycle lanes, as well as pedestrian facilities.

(MM-36) – McGuire: Fisher to Hayden – *$352,000* - The addition of bicycle lanes along the rural segment of McGuire will continue the multimodal network to Hayden Avenue, a major east/west regional connector. This route would utilize a shared lane through the Prairie/McGuire roundabout.

(MM-41) – Cecil: Mullan to 16th – *$340,000* - The northern sections of Cecil Road (W ½ Mile) were completed or upgraded through several other projects. This project would extend the existing shared use path on the west side south to Mullan and expand the paved width to include bicycle lanes.

(MM-49) – Prairie Trail: Meyer to Greensferry – *$1,175,000* - This project consists of constructing approximately two miles of Class 1 path along the existing Railroad ROW between Meyer Road and Greensferry Road. This would extend the existing Prairie Trail in Coeur d'Alene and is dependent on the railroad's potential vacation of their ROW. Given the planned typical section of SH-41 as a divided highway, the long range plan is to construct a grade separated crossing of SH-41 near the UPRR alignment. The grade separation is not included in the cost estimate of the trail extension.

(MM-45) – Spokane Street: Poleline to Grange – *$471,000* - This is an infill project to upgrade existing sections of Spokane Street to meet current standards. This segment is recommended as a major collector with center turn locations determined during preliminary engineering and multimodal facilities including bicycle lanes and sidewalks.

(MM-47) – Jacklin: Beck to Expo – *$1,695,000* - Jacklin Road is planned to connect Expo Parkway to Beck Road and is driven by development in the area. It will also connect the residential neighborhood to existing multimodal facilities along Beck Road, which connect to the Centennial Trail. This segment is recommended to be constructed with a shared use path on the north side and a sidewalk on the south side.

(MM-44) – Lincoln: Mullan to Poleline – *$272,000* - This is an infill project to upgrade existing sections of Lincoln Street to meet current standards. This segment is recommended as a residential collector with multimodal facilities providing a connection from residential neighborhoods to the Seltice Way corridor. This project will widen the roadway enough to provide striped bicycle lanes on each side of the roadway.

Corbin Ditch Trail: There is currently an existing ROW path along a portion of the Spokane River that was formerly used as a water diversion or irrigation canal. The Parks and Recreation department has identified this as a more pleasant recreational trail with separation from the interstate. The Corbin Ditch Trail would sever as a spur route to the Centennial Trail, with connections on each terminus.

(MM-58) – Corbin Ditch Trail: I-90 to Beck Interchange – *$607,000* - This project consists of constructing approximately one mile of Class 1 path along north bank of the Spokane River between I-90 at the state line and Pointe Parkway. This project is primarily driven by development in the area.

(MM-54) – Corbin Ditch Trail: Pointe Pkwy to Pleasant View – *$749,000* - This project consists of constructing approximately one mile of Class 1 path along north bank of the Spokane River between the Beck Road interchange the southern end of the shared use path along Pleasant View Road. This project is dependent on the adjacent trail sections being in place.

(MM-52) – Corbin Ditch Trail: Pleasant View to McGuire – *$191,000* - This project consists of constructing approximately 1.25 miles of Class 1 path along the existing irrigation canal ROW north of the Spokane River between Pleasant View and McGuire. This will also provide a connection to Corbin Park.

(MM-56) – Corbin Ditch Trail: McGuire to Chase – *$451,000* - This project consists of expanding existing McGuire Road south of the Centennial Trail to incorporate a shared use path or bicycle lanes to access the Centennial Trail. The Corbin Ditch Trail would begin again along the ditch alignment at the eastern property limits of Arundel neighborhood.

(MM-21) – Corbin Ditch Trail: Chase to Falls Park – *$41,000* - This connection will connect the trail to Corbin Park, which and gain access to the Centennial Trail along 4th Avenue. This project will construct a Class I Trail (dirt) from the Centennial Trail to Falls Park.

(MM-63) – 15th: Chase to Spokane Street – *$234,000* - This is an infill project to enhance or expand existing sections of 15th Avenue to accommodate bicycle lanes. Most of the corridor can simply be restriped to include parking lanes, bicycle lanes, and travel lanes. Approximately 700' will be widened on the north edge (Pine to Catherine) to accommodate the improvements.

(MM-67) – 12th: Chase to Spokane Street – *$839,000* - This is an infill project to upgrade existing sections of 12th Avenue to meet current standards. This segment is recommended as a major

collector with multimodal facilities per City standard with a sidewalk, a shared use path, and bicycle lanes.

(MM-65) – 12th: Spokane Street to Idaho Street – *$934,000* - This is an infill project to upgrade existing sections of 12th Avenue to meet current standards. This segment is recommended as a major collector with multimodal facilities per City standard.

(MM-73) – 1st: Spokane Street to Idaho Street – *$301,000* - This is an infill project to upgrade existing sections of 1st Avenue to improve multimodal connectivity. This ½ mile segment is recommended to be expanded to include two bicycle lanes and sidewalks on both sides of the street.

(MM-71) – 3rd: Lincoln to Greensferry – *$551,000* - This is an infill project to upgrade existing sections of 3rd Avenue to accommodate bicycle lanes from their current terminus east of Lincoln to Greensferry Road. This segment is approximately ¾ mile and is estimated to be widened by 12'. The existing ROW limits along this corridor vary from centerline to back of curb to near structures. This project is expected to require several sections of ROW acquisition which may prove to be cost prohibitive. The proposed extension of the Centennial Trail as a Class 1 facility will provide an alternative route for multimodal connectivity.

(MM-77) – 21st: Pine to Spokane Street – *$233,000* - This is an infill project to upgrade existing sections of 21st Avenue to include multimodal facilities. This segment is recommended to be widened to accommodate sidewalks and bicycle lanes.

(MM-74) – 22nd: Pine to Spokane Street – *$184,000* - This is an infill project to upgrade existing sections of 22nd Avenue to include multimodal facilities. This segment is recommended to be widened to accommodate sidewalks and bicycle lanes.

(MM-88) – Henry: 1st to 4th – *$418,000* - This is an infill project to upgrade existing sections of Henry Street to include multimodal facilities. This segment is recommended to be widened to accommodate sidewalks and bicycle lanes.

(MM-82) – Lincoln: 1st to 4th – *$286,000* - This is an infill project to upgrade existing sections of Lincoln Street to include multimodal facilities. This segment is recommended to be widened to accommodate sidewalks and bicycle lanes.

(MM-85) – Maplewood: Ross Point to Cedar – *$918,000* - This is an infill project to upgrade existing sections of Maplewood to include multimodal facilities. This segment is recommended to be widened to accommodate sidewalks and bicycle lanes.

(MM-76) – Ross Point: Maplewood to Seltice – *$335,000* - This is an infill project to upgrade existing sections of Ross Point to include multimodal facilities. This segment is recommended to be widened to accommodate sidewalks and bicycle lanes. An alternative project is to construct a single shared-use path on the east shoulder, which would connect to the proposed path under the interstate.

(MM-14) – 16th: Idaho St to SH-41 – *$950,000* - 16th will be widened to include bicycle lanes.

(MM-37) – Idaho: 1st to Centennial Trail – *$257,000* - This project will construct sidewalk and bicycle lanes.

(MM-09) – Maplewood: Cedar to Huetter – *$306,000* - This project will complete bicycle lanes along this corridor.

(MM-61) – West Post Falls Transit – *$TBD* - This project will extend or create a new CityLink Transit route to West Post Falls.

(MM-29) – Post Falls City Center Transit – *$TBD* - This project will extend or create a new CityLink Transit route to Post Falls south of I-90.
(MM-01) – Transit Stop Enhancement – *$TBD* - This project will install shelters and resting areas at five selected transit stop locations.

9.4 Transportation Financing

The Capital Improvement Projects defined in this Plan have been fiscally constrained to the projected impact fee revenues through the 2025 planning year. Based on the projected growth, the cumulative impact fee balance is expected to exceed $9.5 million by 2025. It may be beneficial to construct selected projects prior to the realization of funding by the impact fee program. The funding sources provided in this section have been identified as potential methods for constructing projects earlier than their impact fee funding, or should the need arise for a long term project to be constructed sooner. In addition, several of these funding programs are directed toward projects contained in the multimodal improvement plan.

9.4.1 ITD Americans With Disabilities (Ada) Curb/Ramp Program

http://itd.idaho.gov/alt-programs/

The Idaho Americans with Disabilities Act (ADA) Curb Ramp Program is a state-administered program that provides funding for projects to address curb ramps on the state highway system. The goal of the program is to provide accessible facilities for pedestrians with disabilities while allowing local jurisdiction flexibility in meeting the required standards. The Idaho Transportation Department (ITD) is allocating $500,000 of state funds annually for this program. Applicants can qualify for up to $60,000 in state funding to construct new or alter existing curb ramps on the state highway system to meet the requirements of the ADA. Funds can only be used for construction purposes. This program provides local communities more control over the design of pedestrian facilities in their communities and makes better economical use of dollars through the use of state funds while addressing accessibility on the state highway system. Last call for applications was April, 2016.

9.4.2 Transportation Alternatives Program (TAP)

http://itd.idaho.gov/alt-programs/

The purpose of the Transportation Alternatives Program (TAP), formerly known as Community Choices for Idaho, is to provide for a variety of alternative transportation projects to address the needs of non-motorized users and to advance the Idaho Transportation Department's (ITD) strategic goals of Mobility, Safety and Economic Opportunity while maximizing the use of federal funds. The program will provide an annual mechanism to solicit locally identified projects and leverage potential federal funding opportunities for sponsored projects.

9.4.3 Local Rural Highway Investment Program (LRHIP)

http://lhtac.org/programs/lrhip/

The Local Highway Rural Investment Program (LRHIP) is a program aimed at aiding small local jurisdictions with their roadway construction, signing upgrades and transportation plan projects. Federal funds are exchanged for approximately $2.8M of state funds to be spent on projects without following federal guidelines.

Applications are graded by LHTAC staff and Council Members. The highest rated applications are recommended for funding. Application process begins in September with applications being due in November and recipients being announced in March after the LHTAC Council meeting. Jurisdictions who have been awarded construction funds during the fiscal year will have a one year hiatus before they are eligible to apply for construction funds again. (Construction Projects, Sign Projects, & Federal-aid Match)

FY2019 LHRIP Application Deadline:(Postmark date via FedEx or UPS) November 20, 2017
(Hand Delivered) November 21, 2017

9.4.4 Federal-aid: Urban

http://lhtac.org/programs/federal-aid/

Surface Transportation Program (STP) Urban funds are allocated for projects in urban areas with populations greater than 5,000 and less than 50,000 as determined by the US Census Bureau. Funds may be used for new construction, reconstruction or rehabilitation of roadways functionally classified by FHWA as urban collectors or arterials. The local match requirement is 7.34%.

The Federal Highway program dedicates funds to urban areas. The Traffic Management Area (TMA), northern Ada County, has dedicated funds since the population is over 200,000. The other urban fund allocation, for urban areas between 5,000 and 200,000, is divided using population data between the five metropolitan planning organizations (MPOs) and all other urban areas. These funds are balanced throughout the state by the Urban Balancing Committee which consist of the 5 MPO's and LHTAC representing the smaller urban areas between 5,000 and 50,000 in population.

The 17 smaller urban areas, between 5,000 and 50,000 populations, receive urban funds through LHTAC in a statewide competitive application process. These urban areas include 25 cities.

Eligible projects are identified, prioritized, and requested by local agencies. The agency then submits a project application through a formal project application process. Project proposals are reviewed and ranked by LHTAC and a prioritized list of projects (based on available funding) is then presented to the Urban Balancing Committee and the Idaho Transportation Board, for inclusion in the draft Idaho Transportation Investment Program (ITIP) in June.

There will be no call for FY18 Urban applications this year.

9.4.5 Federal-Aid: Bridge

http://lhtac.org/programs/federal-aid/

The Federal-Aid bridge program provides funds for the replacement or rehabilitation of bridges. This program has a limit of one project application per year per jurisdiction. The local match requirement is 7.34%. The funds are awarded through the Local Federal-aid Incentive Program administered by LHTAC. In order to qualify for Bridge Funds, it must meet all three of the following criteria:

1. The bridge must be in the National Bridge Inventory (NBI) Database, which requires the bridge be longer than 20 feet and it must carry a public road.
2. The bridge sufficiency rating number is shown on your Annual Bridge Inspection Report. The bridge must have a sufficiency rating of less than 50 for replacement. For rehabilitation, the bridge must have a sufficiency rating less than 75.

3. The bridge must be classified as structurally deficient or functionally obsolete. Structurally deficient is identified on the bridge inspection report and a sufficiency rating is one measure of that deficiency. Functionally obsolete is identified if the bridge does not meet current standards. A bridge could be functionally obsolete e.g. if it is a one lane bridge on a two lane roadway, or if the existing guardrail is substandard.

Eligible projects are identified, prioritized, and requested by local jurisdictions who then submit applications to LHTAC through a formal project application process. Project proposals are reviewed and ranked by LHTAC and a prioritized list of projects (based on available funding) is then presented to the Idaho Transportation Board, for inclusion in the draft Idaho Transportation Investment Program (ITIP) in June.

FY2018 Bridge Application Deadline: (Postmark date via FedEx or UPS) January 4, 2018
(Hand Delivered) January 8, 2018

9.4.6 Idaho Community Development Block Grant

http://commerce.idaho.gov/communities/community-grants/community-development-block-grant-cdbg

The Idaho Community Development Block Grant program (CDBG) assists Idaho cities and counties with the development of needed public infrastructure.

The program is administered by Idaho Commerce with funds received annually from the U.S. Department of Housing and Urban Development. ICDBG funds are used to construct projects that benefit low and moderate-income persons, help prevent or eliminate slum and blight conditions, or solve catastrophic health and safety threats in local areas.

Eligible Applicants

Only incorporated cities with a population under 50,000, or counties, are eligible to apply for ICDBG funds. Special service providers, such as fire districts, senior citizen centers, and water or sewer districts must be sponsored by a city or county.

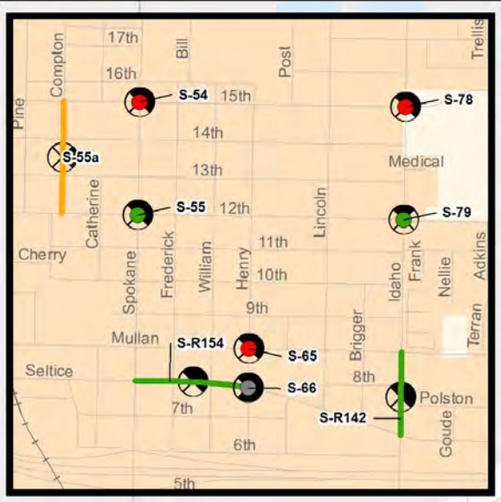
Public Facilities Construction and Improvements

Sewer and water systems, streets, fire stations, removal of architectural barriers, and other public infrastructure. Communities can extend infrastructure to public housing projects or assist homeowners with improvements. Applications are due annually in November.

9.5 Chapter Figures

2017 Transportation Plan

Figure 9-1
Capital Improvement Projects
Year 2020



Roadway Improvements (by cost)

- Assumed by others
- $1 - $100,000
- $100,001 - $500,000
- $500,001 - $1,000,000
- $1,000,001 or more

Intersection Improvements (by cost)

- Assumed by others
- $1 - $100,000
- $100,001 - $500,000
- $500,001 - $1,000,000
- $1,000,001 or more

Project Types

- Safety Improvement
- Multi Modal
- Partnering Jurisdiction
- Development Driven

Political Boundaries

- City of Post Falls
- Area of City Impact

N W E S

0 0.4 0.8
Miles
1 inch = 0.8 miles

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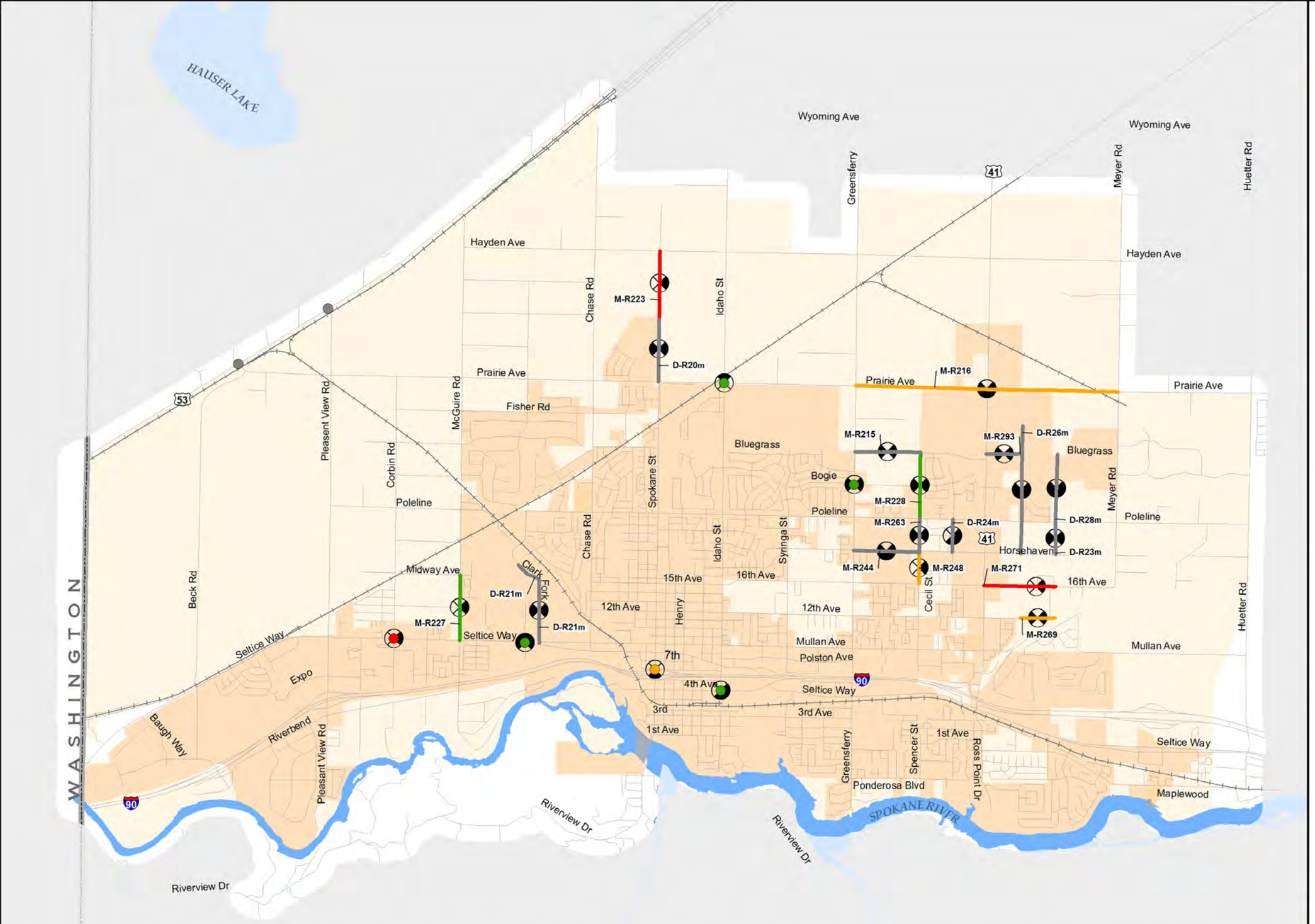

GO BACK

Sources: ESRI, USGS, KMPO, Post Falls / Disclaimer: The information contained in this map is intended for reference purposes only, please check with the appropriate department (Engineering/ Streets/ Planning) to verify current status of the information contained herein. / Document: CIP - Copy / Date: 8/21/2017

2017 Transportation Plan

Figure 9-2
Capital Improvement Projects
Year 2025

Roadway Improvements (by cost)

- Assumed by others
- $1 - $100,000
- $100,001 - $500,000
- $500,001 - $1,000,000
- $1,000,001 or more

Intersection Improvements (by cost)

- Assumed by others
- $1 - $100,000
- $100,001 - $500,000
- $500,001 - $1,000,000
- $1,000,001 or more

Project Types

- Safety Improvement
- Multi Modal
- Partnering Jurisdiction
- Development Driven

Political Boundaries

- City of Post Falls
- Area of City Impact

N W E S

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Miles

1 inch = 0.8 miles

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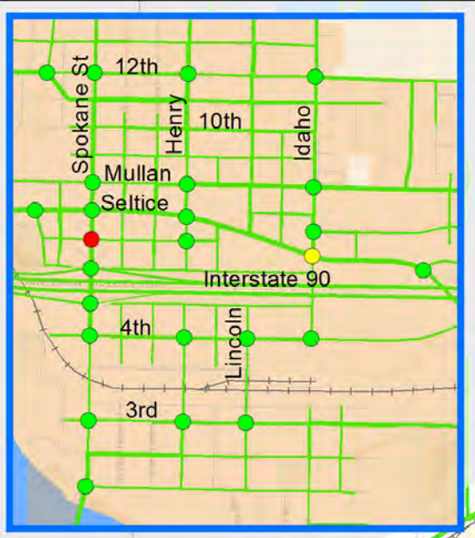
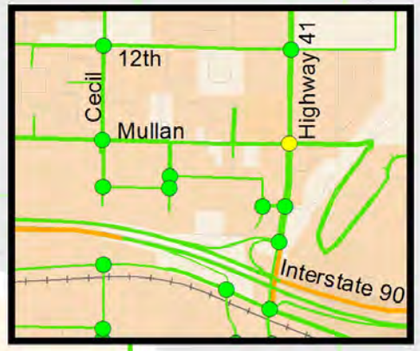
Figure 9-3

2020 Build Roadway Volume to Capacity Ratio and Intersection Level of Service





Available Capacity on Roadway

Wide Open — Moderate — Little to None

Intersection LOS

Good — Fair — Poor

Political Boundaries

- City of Post Falls
- Area of City Impact

N W E S

0 0.4 0.8 Miles

1 inch = 0.8 miles

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GO BACK

Table 9-2
SHORT TERM PROJECTS ~ 2020

Project Category Legend	
●	Project directly improves category and satisfies criteria
◒	Project indirectly improves category or satisfies criteria

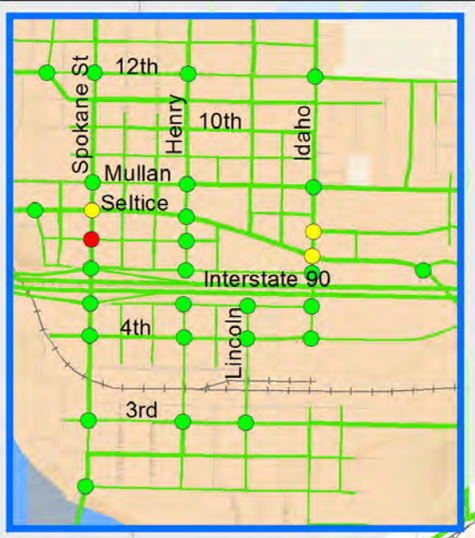
Proj No.	Project Title	Improvement Category	Project Description	Improves Travel for/by: Vehicle	Bicycle Lanes	Shared-Use Path	Safe Route to School	Transit	Pedestrian	Project Criteria: Impact to Livability	Economic Growth	Infill Development	Systemic Improvement	Safety Improvement	Capacity Improvement for: 2020	2025	2035	Financing: Partnering Jurisdiction	ROW Acquisition	Developer Driven	Grant	Project Cost 2015 Dollars	Estimated ROW Cost (Included in Project Cost)	Estimated CIP Cost (2015 Dollars)
S-54	Spokane and 15th	Intersection	Install signal when warranted	●		●			◒	●	◒	●	●	◒	●							$568,000	$4,600	$568,000
S-55	Spokane and 12th	Intersection	Restrict left turns and through movements from 12th	◒		●				◒			●	●	●							$20,000		$20,000
S-66	Henry and Seltice	Intersection	Add southbound left turn bay, install signal when warranted	●					◒		●	●	●	●	●			◒				$625,000		Funded
S-73	Idaho and Prairie	Intersection	Add northbound left turn lane	●						●	●		●		●							$1,000		$1,000
S-78	Idaho and 15th/16th	Intersection	Add eastbound left turn lane, install signal when warranted	●	●		●	●	◒	●	◒	●	●	◒	●							$581,000		$581,000
S-79	Idaho and 12th	Intersection	Restrict left turns and through movements from 12th	◒									●	●	●							$20,000		$20,000
S-108	Greensferry and Prairie	Intersection	Add left turn bays on Greensferry	●						●	●		●		●			◒				$22,000		$16,500
S-113	Greensferry and 12th	Intersection	Add WB left turn lane	●								◒			●				◒			$22,000	$9,000	$22,000
S-127	Cecil and 12th	Intersection	Install all way stop control (AWSC)	●					◒	◒					●				◒			$2,000		$2,000
D-R10s	Hope, Charleville to SH-41	New Const.	Build as Major Collector	●	◒				●	●	●		●		●			●		●		$1,075,000	$417,000	DD
S-55a	Compton, 12th to 15th	Upgrade	Rebuild as Minor Collector	●	◒		●		●	●		●	●		●							$114,000		$114,000
D-R15s	E. 1/4 Mile, 12th to Horsehaven	New Const.	Build as Major Collector	●	◒				◒	●	●		●		●					●		$2,134,000	$990,000	DD
D-R12s	E 1/2 Mile, 16th to Horsehaven	New Const.	Build as Local Road	●	◒				◒	●	●		●		●				◒	◒		$352,000	$62,000	DD
D-R03s	W. 1/4 Mile, 16th to Horsehaven	New Const.	Build/Complete as Major Collector	●	◒				◒	●	●	●	●		●				●	◒		$649,000	$255,000	DD
D-R17s	W. 1/2 Mile, Hope to Prairie	New Const.	Build as Major Collector	●	◒	●			◒	●	●		●		●			◒	◒	●		$1,192,000	$292,000	DD
S-R110	2020 Frontage Road Grant Programming	New Const.	Supplemental Funding to Fill In Frontage Roads	●	◒				●	●	●		◒		●			◒	◒		●	$338,521		$317,602
S-R128	Mullan: Sugar Maple to Cecil	Safety	Extend median 300' west	●						◒				●	●				●			$67,000		$67,000
S-R142	Idaho: Seltice to Mullan	Safety	Install raised median sections, interconnect signals	●				◒			◒		◒	●	●				●			$82,000		$82,000
S-R137	Seltice: Elm to McGuire	Safety	Consolidate & Improve Access, install raised median	●	◒						◒	◒		●	●							$84,000	$24,000	$84,000
S-R154	Seltice: Spokane to Henry	Safety	Consolidate access points, relocate to side streets	●	◒					◒	●	●	◒	●	●				●			$84,000		$84,000
S-91	Seltice Way and 4th/I-90 EB	Intersection	Install traffic signal	●				●		●	●	●	●	●	●							$636,000		$636,000
S-65	Henry and Mullan	Intersection	Install multi-lane roundabout	●				◒	◒	◒	●	◒	●	◒	●				◒			$625,000	$12,000	$625,000
S-122	Seltice Way: State Line to CDA Study	Planning	Evaluate geometry of Seltice Way through Post Falls	●	●	◒			◒	●	●	●	●		●				◒			$300,000		$300,000
S-RR1	Chase Road RR Crossing	Safety	Widen crossing between Seltice & 12th	●			◒		◒	●				●	●						●	$460,000		$34,000
S-RR2	Grange Avenue RR Crossing	Safety	Install gated crossing and urban improvements	●		●	◒		◒	●				●	●						●	$214,000		$16,000
S-RR3	Spokane Street RR Crossing	Safety	Install gated crossing	●		●	◒		◒	●				●	●						●	$166,000		$25,000
S-TMPU	Transportation Master Plan Update	Planning	Update transportation plan forecasts, operations, and projects	●	●	●	●	●	●				●		●							$250,000		$250,000
S-51	Spokane St. and Prairie Ave.	Intersection	Align approaches and reconstruct intersection	●	●	◒			◒	◒		◒	●		●				●			$304,000	$214,170	$304,000
S-RR4	Chase Rd. Grange to UPRR	Safety	Reconstruct vertical alignment to grade crossing	◒						◒				●	●					◒		$282,500		$212,500
																								$4,382,000
A-107s	Greensferry and Hayden	Intersection	Install all way stop control (AWSC) (PFHD)												●									**
A-177s	Meyer and Hayden	Intersection	Install all way stop control (AWSC)												●									**
A-187s	Huetter and Seltice	Intersection	Install signal when warranted. (PFHD)												●									**
A-43s	Chase and Prairie	Intersection	Build Single lane roundabout (PFHD)												●									**
A-56s	SH 41, Mullan to Prairie	Upgrade	Build as 4-lane divided highway (includes intersections) (ITD)												●									**

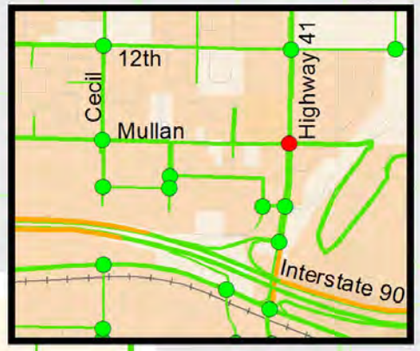
GO BACK

2017 Transportation Plan

Figure 9-4

2025 Build Roadway Volume to Capacity Ratio and Intersection Level of Service





Available Capacity on Roadway

Wide Open — Moderate — Little to None

Intersection LOS

Good — Fair — Poor

Political Boundaries

- City of Post Falls
- Area of City Impact

N W E S

0 0.4 0.8 Miles

1 inch = 0.8 miles

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Table 9-3
MEDIUM TERM PROJECTS
2025

Project Category Legend	
●	Project directly improves category and satisfies criteria
◒	Project indirectly improves category or satisfies criteria

Proj No.	Project Title	Impvt. Category	Project Description	Improves Travel for: Vehicle	Bicycle Lanes	Shared-Use Path	Safe Route to School	Transit	Pedestrian	Project Criteria: Impact to Livability	Economic Growth	Infill Development	Systemic Improvement	Safety Improvement	Capacity Improvement for: 2020	2025	2035	Financing: Partnering Jurisdiction	ROW Acquisition	Developer Driven	Grant	Project Cost 2015 Dollars	Estimated ROW Cost (Included in Project Cost)	Estimated CIP Cost (2015 Dollars)
M-R216	Prairie, Meyer to Greensferry	Upgrade	Rebuild to 5-Lane Minor Arterial	●	●				◒	◒	◒		●			●		●	◒	◒	●	$4,973,000	$1,745,000	$365,000
D-R20m	Spokane St., Prairie to Bodine	New Const.	Build as Major Collector (INTERIM)	●	●	◒			◒	◒		◒	●			●			●	●		$1,612,000	$960,000	DD
M-R223	Spokane St., Bodine to Hayden	New Const.	Build as Major Collector (INTERIM)	●	●	◒			◒	◒		◒	●			●			●			$652,000		$652,000
M-R248	Cecil (W. 1/2 Mile), 16th to Horsehaven	Upgrade	Rebuild as Major Collector	●	◒	◒	●		◒	●			●			●						$205,000	$60,000	$205,000
M-R263	Cecil (W. 1/2 Mile), Horsehaven to Poleline	Upgrade	Rebuild as Major Collector (1/2 Road)	●	◒	◒			◒	●			◒			●				◒		$294,000		DD
M-R228	Cecil (W. 1/2 Mile), Poleline to Hope	Upgrade	Rebuild as Major Collector	●	◒	◒			◒	●	●	●	●			●				●		$393,000	$49,500	$85,875
D-R24m	W 1/4 Mile, Horsehaven to Poleline	New Const.	Build as Major Collector (INTERIM)	●	◒	◒			●	●	●	●	●			●		◒				$1,316,000	$990,000	DD
D-R26m	E 1/4 Mile, Horsehaven to Kildeer	New Const.	Build as Major Collector (INTERIM)	●	◒	◒			●	●	●	●	●			●		◒		●		$3,284,000	$1,980,000	DD
D-R23m	E 1/2 Mile, Horsehaven to Poleline	New Const.	Build as Major Collector (INTERIM)	●	◒				●	●	●		◒			●			◒	●		$656,000	$330,000	DD
D-R28m	E 1/2 Mile, Poleline to Hope	New Const.	Build as Major Collector (INTERIM)	●	◒				●	●	●		◒			●		◒	◒	●		$1,244,000	$750,000	DD
M-R274	2025 Frontage Road Grant Programming	New Const.	Supplemental Funding to Fill In Frontage Roads	●	◒				●	●	●		◒			●		◒	◒		●	$477,100		$477,100
M-R269	12th Ave., E1/4 Mile to E 1/2 Mile	New Const.	Build as Major Collector (INTERIM)	●	◒				●	●	●	●	●			●			◒	◒		$458,000	$132,000	$163,000
M-R271	16th Ave., SH-41 to E 1/2 Mile	Upgrade	Widen to 40' Optional Retrofit Section with sidewalks	●	●				●	●	●	●	●			●			◒			$800,000	$126,000	$800,000
M-R244	Horsehaven, Cecil to Greensferry	New Const.	Build as Minor Collector (INTERIM)	●	◒		●			●	◒	●	●			●		◒	◒	●		$928,000	$28,000	DD
M-R215	Bluegrass/Hope, Cecil to Greensferry	Upgrade/New	Build as Major Collector, connect Bluegrass to Cecil	●	◒		●			◒	◒	●	●			●			◒	●		$1,236,000	$264,000	DD
M-R293	Hope, SH 41 to E 1/4 Mile	Upgrade/New	Build as Major Collector, extend E. Hope to E. 1/4 Mile	●	◒		◒			◒	●		●			●			◒	●		$686,000	$99,000	DD
D-R21m	Clark Fork: Seltice to Midway	Upgrade/New	Rebuild as Major Collector, connect to Clark Fork Pkwy	●	●	◒	◒		●	◒		◒	◒			●				●		$2,870,000	$660,000	DD
M-R227	McGuire, Seltice to Midway	Upgrade	Rebuild to 4 Lanes	●					●	◒						●					●	$737,000	$322,000	$54,000
M-38	Clark Fork and Seltice	Intersection	Install dual lane roundabout	●				◒			◒	◒		◒		●				◒	●	$717,000	$54,000	$53,000
M-73	Idaho Rd and Prairie Ave	Intersection	Install signal or roundabout as warranted							●			◒	◒		●			◒		●	$602,000	$2,500	$44,000
M-25	Corbin and Seltice	Intersection	Add southbound left turn bay and install signal when warranted	●				◒	●	◒	◒	●				●			◒			$668,000	$54,000	$668,000
M-59	Spokane St and 6th Ave/I-90 WB	Intersection	Modify signal and approach to allow movement from WB 6th	●						●	●	●	●			●		◒				$509,000		$381,750
M-83	Idaho St and 4th Ave	Intersection	Realign 5th and 4th and construct single lane roundabout	●				●		●	●	●	●			●		●			●	$700,000	$54,000	$51,000
M-110	Greensferry and Bogie Dr.	Intersection	Convert to all-way stop control	●					◒							●				◒		$2,000		$1,000
M-TMPU	Transportation Master Plan Update	Planning	Update transportation plan forecasts, operations, and projects	●	●	●	●	●	●				●			●						$250,000		$250,000
																							Total	**$4,251,000**
A-3m	Prairie and SH-53	Intersection	Add NBL turn lane													●								**
A-12m	Pleasantview and SH-53	Intersection	Add TWLTL to West leg of SH 53 (EB)													●								**

GO BACK

2017 Transportation Plan

Figure 9-6

Proposed 2035 Build Roadway Volume to Capacity Ratio and Intersection Level of Service

Available Capacity on Roadway

Wide Open — Moderate — Little to None

Intersection LOS

Good — Fair — Poor

Political Boundaries

- City of Post Falls
- Area of City Impact

N W E S

0 0.4 0.8 Miles

1 inch = 0.8 miles

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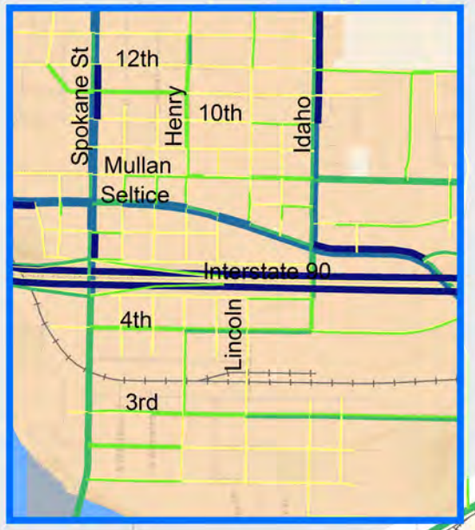
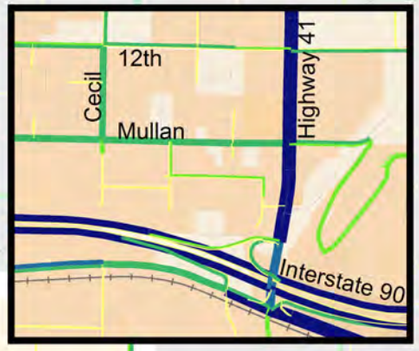
Figure 9-7
Proposed Future Build Out Roadway Volumes





Roadway Volumes

0 - 2500
2501 - 5000
5001 - 12000
12001 - 15000
15001+

Political Boundaries

City of Post Falls
Area of City Impact

N
W E
S

0 0.4 0.8
Miles

1 inch = 0.8 miles

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Phone (208) 773-3511 Toll Free: (888) 925-9961
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Sources: ESRI, USGS, KMPO, Post Falls / Disclaimer: The information contained in this map is intended for reference purposes only, please check with the appropriate department (Engineering/ Streets/ Planning) to verify current status of the information contained herein. / Document: BuildOut_ModelData / Date: 9/22/2017 2020 and 2025 build data based on CIP current as of May 24, 2016. 2035 build data from January 2016 network. Data exported from Visum and Synchro.

2017 Transportation Plan

Figure 9-8
Capital Improvement Projects
Multimodal

Roadway Improvements (by cost)

- Assumed by others
- $1 - $100,000
- $100,001 - $500,000
- $500,001 - $1,000,000
- $1,000,001 or more

Intersection Improvements (by cost)

- Assumed by others
- $1 - $100,000
- $100,001 - $500,000
- $500,001 - $1,000,000
- $1,000,001 or more

Project Types

- Safety Improvement
- Multi Modal
- Partnering Jurisdiction
- Development Driven

Political Boundaries

- City of Post Falls
- Area of City Impact

N W E S

0 0.4 0.8
Miles

1 inch = 0.8 miles

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Table 9-5 MULTIMODAL PROJECTS

Proj No.	Project Title	Impvt. Category	Project Description	Improves Travel for: Vehicle	Bicycle Lanes	Shared-Use Path	Safe Route to School	Transit	Pedestrian	Project Criteria: Impact to Livability	Economic Growth	Infill Development	Systemic Improvement	Safety Improvement	Capacity Improvement for: 2020	2025	2035	Financing: Partnering Jurisdiction	ROW Acquisition	Developer Driven	Grant	Multimodal Plan	Project Cost 2015 Dollars	Estimated ROW Cost (Included in Project Cost)	Estimated CIP Cost (2015 Dollars)
MM-08	Compton, 15th to Poleline	Upgrade	Incorporate Bicycle and Pedestrian Facilities	◒	●		●		●			●							●			●	$474,000	--	$474,000
MM-97	Compton, Mullan to 12th	Upgrade	Construct Sidewalk and Improve Crossings				●		●	●			●	●					●			●	$190,000		$190,000
MM-16	Seltice, Pleasant View to McGuire	New Const.	Build Class I Trail			●			●	●	●	●	●									●	$461,000	$109,000	$461,000
MM-13	Seltice, Compton to Idaho	Upgrade	Incorporate Bicycle and Pedestrian Facilities		●		◒	●	●	◒	◒	●	●									●	$1,276,000	$385,000	$1,276,000
MM-18	Seltice, Idaho to Bay	Upgrade	Incorporate Bicycle and Pedestrian Facilities		●			●	●	◒	◒	●	●									●	$460,000	--	$460,000
MM-11	Seltice, Bay to SH-41	Upgrade	Incorporate Bicycle and Pedestrian Facilities		●			●	●	◒	◒	●	●									●	$1,977,000	$380,000	$1,977,000
MM-24	Centennial Trail, Greensferry to Ross Point	New Const.	Build Class I Trail			●			●		●											●	$654,000	$528,000	$654,000
MM-93	Centennial Trail, Riverbend	Upgrade	Improve Crossings and Southeast Corner			●			●	●	◒											●	$48,000		$48,000
MM-76	Ross Point, Maplewood to Seltice	Upgrade	Construct Sidewalk and Bicycle Lanes		●	◒	●		●			●							◒			●	$335,000	$65,000	$335,000
MM-39	McGuire, South of I-90	Upgrade	Widen to include bicycle lanes	◒	●		◒		●	◒		●	●									●	$182,000	$11,000	$182,000
MM-32	McGuire, I-90 to Seltice	New Const.	Build Class I Trail			●	◒		●	◒			●									●	$203,000	$78,000	$203,000
MM-03	McGuire, Midway to Poleline	Upgrade	Rebuild as Minor Arterial	◒	●		●		●	◒		◒	●									●	$1,180,000	$264,000	$1,180,000
MM-33	McGuire, Poleline to Fisher	Upgrade	Widen to include bicycle lanes	◒	●		◒		◒	◒		●	●							●		●	$693,000	$55,000	$159,500
MM-36	McGuire, Fisher to Hayden	Upgrade	Widen to include bicycle lanes	◒	●		◒		◒	◒		●	●					●				●	$352,000		$176,000
MM-41	Cecil, Mullan to 16th	Upgrade	Widen to include bicycle lanes, extend shared use path		●			●	◒			●	◒									●	$340,000	--	$340,000
MM-49	Prairie Trail, Meyer to Greensferry	New Const.	Build Class I Trail (contingent upon railroad vacation)			●	◒		●	●	●	◒							●			●	$1,175,000	--	$1,175,000
MM-45	Spokane, Poleline to Grange	Upgrade	Rebuild as Major Collector	●	●		◒		●	◒		●	◒									●	$741,000	$100,000	$741,000
MM-47	Jacklin, Beck to Expo	New Const.	Build as Local Commercial	●	●				●		◒	◒								●		●	$1,695,000	$103,000	DD
MM-44	Lincoln, Mullan to Poleline	Upgrade	Widen/restripe to include shared bicycle lanes	●	◒		●		◒	◒		●										●	$272,000	--	$272,000
MM-58	Riverside trail, StateLine to Pointe Pkwy	New Const.	Build Class I Trail			●			●	●	◒								●			●	$607,000	$490,000	$607,000
MM-54	Riverside trail, Pointe Pkwy to Pleasant View	New Const.	Build Class I Trail			●			●	●	◒								●			●	$749,000	$605,000	$749,000
MM-52	Riverside trail, Pleasant View to McGuire	New Const.	Build Class I Trail			●			●	●	◒								●			●	$300,000	--	$300,000
MM-56	Riverside trail, McGuire to Chase	New Const.	Build Class I Trail			●			●	●	◒								●			●	$460,000	$364,000	$460,000
MM-21	Riverside trail, Chase to Falls Park	New Const.	Build Class I Trail (dirt)			●			●	●	◒								●			●	$41,000		$41,000
MM-63	15th, Chase to Spokane St	Upgrade	Restripe/Widen to include bicycle lanes	◒	●		●		◒			◒	◒						●			●	$234,000	--	$234,000
MM-67	12th, Chase to Spokane St	Upgrade	Upgrade to include sidewalks, shared use path, and bicycle lanes																			●	$839,000		$839,000
MM-65	12th, Spokane St to Idaho St	Upgrade	Upgrade to include multimodal facilities																			●	$934,000		$934,000
MM-14	16th, Idaho St to SH-41	Upgrade	Widen to include bicycle lanes	◒	●		●		◒		●		◒							●		●	$950,000	$515,000	$108,750
MM-73	1st, Spokane St to Idaho St	Upgrade	Construct Sidewalk and Bicycle Lanes	◒	●		◒		●	●		◒	◒						●			●	$301,000	--	$301,000
MM-37	Idaho, 1st to Centennial Trail	Upgrade	Construct Sidewalk and Bicycle Lanes	◒	●		◒		●	●	◒	●							●			●	$257,000		$257,000
MM-71	3rd, Lincoln to Greensferry	Upgrade	Construct Sidewalk and Bicycle Lanes				◒		●			◒							◒			●	$551,000	$47,500	$551,000
MM-77	21st, Pine to Spokane St	Upgrade	Construct Sidewalk and Bicycle Lanes																			●	$233,000		$233,000
MM-74	22nd, Pine to Spokane St	Upgrade	Construct Sidewalk and Bicycle Lanes																			●	$184,000		$184,000
MM-88	Henry, 1st to 4th	Upgrade	Construct Sidewalk and Bicycle Lanes	◒	●		◒		●	◒		◒	◒						●			●	$418,000	--	$418,000
MM-82	Lincoln, 1st to 4th	Upgrade	Construct Sidewalk and Bicycle Lanes	◒	●		◒		●	◒		◒	◒						●			●	$286,000	--	$286,000
MM-85	Maplewood, Ross Point to Cedar	Upgrade	Construct Sidewalk, Bicycle Lanes, and Shared-Use Path	◒	●	●	●		●	◒		●	◒						●			●	$918,000	$132,000	$918,000
MM-09	Maplewood, Cedar to Huetter	Upgrade	Complete Bicycle Lanes	◒	●				●	●			◒									●	$306,000	$42,500	$306,000
MM-86	Seltice Trail, Ross Point to Huetter	Upgrade	Build Class I Trail, Bicycle lanes, Transit Improvements	◒	●	●		●	●	●	◒	◒						●	●			●	$994,000	--	$497,000
MM-61	West Post Falls Transit		Extend/Create Transit Route to West Post Falls					●		●	●	●										●			
MM-29	Post Falls City Center Transit		Extend/Create Transit Route to Post Falls South of I-90					●		●	●		●									●			
MM-01	Transit Stop Enhancement		Install Shelter and Resting Areas to 5 Selected Locations					●		●	●	●	●									●			

GO BACK

10 SELTICE/MULLAN FOCUSED CORRIDOR ANALYSIS

One of the primary commercial centers in Post Falls is Seltice Way between Compton Street and Idaho Street. This area, often referred to as the Seltice/Mullan corridor, is home to a variety of land uses and numerous classified roadways with multiple access points per block. The Seltice/Mullan corridor connects Post Falls from west to east and is a major traffic movement with the focused corridor area only being a portion of the complete thorough fare. Further, based on a study completed in 2010, it was found that a major traffic movement occurs between the Spokane Street interchange and residential areas to the northeast. The result is a mixture of residential traffic traveling through this commercial area coupled with the local commercial traffic which ultimately leads to congestion. The extent of this congestion is illustrated in the level of service map depicted in Figure 4-5 (see excerpt below). By 2035, the corridor intersections of Seltice/Empire Center, Seltice/Henry, Mullan/Henry, Seltice/Compton, Seltice/Spokane, Seltice/Idaho, and Mullan/Chase are expected to fail without mitigation. As such, addressing congestion may allow for changes to access that positively impact traffic movements while improving access to businesses. Additionally, as a gateway to the City, enhancing the aesthetic quality will encourage visitors and residents to spend more time in the area thereby increasing economic vitality.

Figure 10-1. 2035 Operations along Seltice/Mullan Corridor (Red Intersections are Failing)

Public outreach efforts have also identified this corridor as a community priority for multimodal improvements. Given the urban nature of the corridor constrained by curb, gutter, and sidewalk, and the limited right-of-way, such improvements for bicycle, pedestrian, and transit travel will prove to be expensive. A solution evaluated as part of this update is the conversion of Seltice Way and Mullan Avenue into a one-way couplet through this commercial core. Such a conversion would increase the capacity of existing intersections and roadways by decreasing conflicts. Additionally, by splitting each direction of traffic into separate corridors, implementing this project would provide the valuable space needed to improve multimodal facilities through the commercial core.

To better understand the feasibility of this general concept, two alternatives were developed to evaluate its impact through the commercial core. The first alternative considered an east couplet termination at Idaho. The Idaho Street alternative was also considered as part of the Seltice Way Congestion Mitigation Study. However, in an effort to explore options to reduce right-of-way costs a second alternative for the proposed corridor connects from the Seltice/Mullan intersection to

Henry Street. In both cases, roundabouts were assumed on each end of the couplet to assist with splitting the traffic efficiently with the added benefit of creating a gateway to the City's core. A conceptual layout of the focused corridor alternative to Idaho Street is provided in Figure 10-2.

Click Here for Figure 10-2

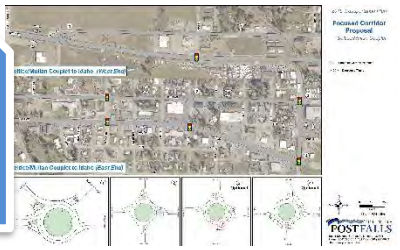


Figure 10-2. Focused Corridor Layout

10.1 Idaho Street (Preferred Alternative)

The first of the two corridor alternatives is a 1-way couplet from Seltice/Mullan to Idaho Street. Considering roadway connectivity, proximity to I-90 and the nature of land use near the Idaho Street / Seltice Way intersection area, Idaho Street appears to be the best east termination line for the one-way couplet.

The overall vision of City staff was to utilize roundabout intersections on the two ends of the couplet to create a gateway concept into the commercial core. If design indicates that a roundabout would not meet the functional needs of traffic operations or safety, traffic signals would be acceptable alternatives. The result of the couplet is a confluence of volumes at the Idaho/Seltice intersection, which causes congestion at the preferred roundabout. In order to accommodate already high volumes on Idaho Street in conjunction with increased traffic through the westbound couplet, City staff proposed a second one-way couplet north and south on Idaho from Seltice to Mullan. The traffic on Idaho Street would be split such that northbound vehicles would remain on Idaho Street but southbound vehicles would be routed to Lincoln between Mullan and Seltice. This would allow roundabouts at the major intersections but would result in additional travel distance for southbound traffic.

At each end of the focused corridor, roundabouts would be used to control the intersections, as shown in Figure 10-2. Focused Corridor Layout. These three intersections would each be dual-lane roundabouts to accommodate the projected traffic and would effectively 'book-end' the couplet. On the west end, the future connection of Clark Fork Parkway would be combined with the Seltice Way/Mullan Avenue intersection for increased efficiency of traffic control. On the east end, a pair of roundabouts would operate along Idaho Street at Seltice and at Mullan. There would be two primary movements through these roundabouts: eastbound to northbound and westbound to northbound to westbound. The increased capacity of dual lane roundabouts and auxiliary right turn "slip" lanes combined with sufficient storage between Mullan and Seltice is projected to effectively convey traffic both into- and out of the couplet

10.1.1 Operational Impact

With one exception, the internal intersections would remain under the same traffic control as currently planned (traffic signals at Spokane/Mullan, Spokane/Seltice, Seltice/Henry, and Seltice/Chase; two-way stop at Chase/Mullan). The exception is the intersection of Mullan and Henry, which is currently projected to require mitigation. The installation of a roundabout at this intersection was shown to operate efficiently as laid out in Figure 10-2. The remaining intersections along the couplet were found to operate acceptably under two-way stop control. A

summary of the operational performance of the primary couplet intersections is provided in Table 10-1. An illustration of the operations is provided as Figure 10-3.

It is important to note that the analysis of the proposed focused corridor was built upon the 2035 "Build" network, which assumes that all other network improvements were in place. Such improvements include other Seltice/Mullan Congestion Mitigation recommendations of the 6th Avenue frontage road, the Idaho/4th roundabout, and the Seltice/4th traffic signal. These improvements provide increased capacity to travel parallel to the Seltice/Mullan corridor.

Table 10-1. Intersection Operations – Focused Corridor 2035 Build Conditions

INT.	2035 No-Build Operations					Focused Corridor Operations				
	Control Type	Int. LOS	Int. Delay (sec.)	Worst Approach		Control Type	Int. LOS	Int. Delay (sec.)	Worst Approach	
				MVMT	V/C Ratio				MVMT	V/C Ratio
Seltice / Mullan / Clark Fork	TWSC	A	0.9	SBLR	0.01	RDB	B	14.2	EBLT	0.74
Seltice / Chase	Signal	B	17.4	WBTR	0.90	Signal	A	1.5	EBT	0.52
Mullan / Chase	TWSC	B	14.2	EB	0.84	TWSC	C	11.3	WBLT	0.61
Seltice / Spokane	Signal	**E**	**75.8**	NBTR	**1.19**	Signal	C	20.8	EBT	0.92
Mullan / Spokane	Signal	B	13.1	EBL	0.58	Signal	B	14.0	WBTR	0.64
Seltice / Henry	TWSC	**F**	**128.7**	SB	**3.18**	Signal	C	26.2	EBTR	0.83
Mullan / Henry	TWSC	D	25.2	SB	0.88	RDB	B	10.6	SBTR	0.58
Seltice / Idaho	Signal	**F**	**114.5**	NBTR	**1.78**	RDB	C	32.2	NBTR	1.05
Mullan / Idaho	Signal	D	43.3	EBT	0.92	RDB	C	33.9	WBTR	1.07

Click Here for Figure 10-3

Figure 10-3. Focused Corridor Operations

10.1.2 Multimodal Impact

As stated in Section 2.4 and further described in Chapter 0, one of the primary recommendations of this TMP is an improved multimodal network. A cornerstone of that multimodal network is the Seltice Way corridor, which spans the entire width of the City. Through the Selltice/Mullan focused corridor limits, the existing cross section of Seltice Way is overtaken by five lanes of traffic and limited right of way. Given its current condition, the costs to expand the section of Seltice between Compton and Goude to accommodate dedicated bicycle facilities are estimated to exceed $1.2 million. This cost is independent of any other vehicular roadway or intersection improvements.

With the conversion to a couplet alternative, the existing 64-foot paved width would easily accommodate two through lanes (12'-14' each), a two-way cycle track (12') with a 3' buffer, and an 8' parking lane, and wider sidewalks, while still allowing for additional turn lane storage at major intersections. An example of such a configuration is provided in Figure 10-4.

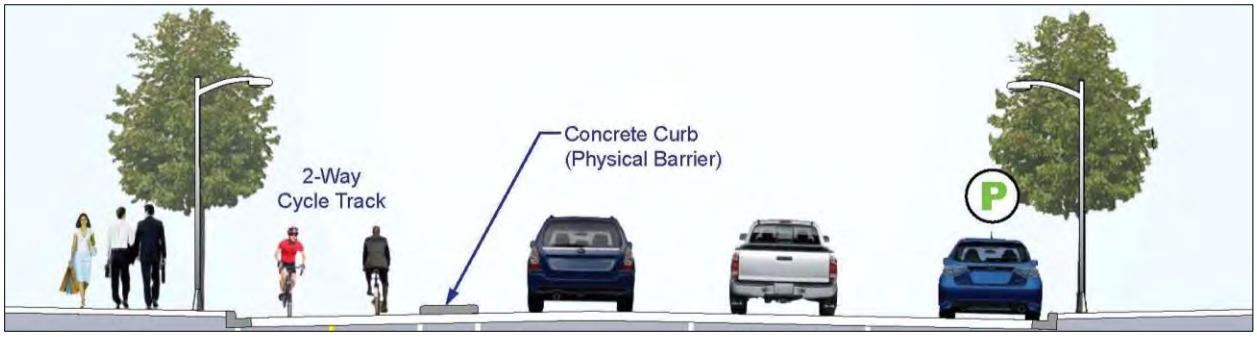


Figure 10-4. One-Way Seltice Potential Configuration
Source: http://www.bikecalgary.org/node/3848

In a similar manner, the Mullan Avenue cross section would be configured to provide two lanes of travel, turn lane storage at major intersections, and the completion of sidewalks through the corridor. It is assumed that the two-way cycle track along Seltice Way would accommodate bicycle travel for both the Seltice Way and Mullan Avenue users.

10.1.3 Economic Impact

From market impact perspective, the Seltice/Mullan couplet was shown to result in two impacts:

1. A decrease in overall traffic on Seltice and Mullan. As shown in Figure 10-5, the focused corridor traffic forecasts were compared with the 2035 "build" model developed for this Plan. The result is a decrease (indicated by red) in westbound traffic on the couplet from 1,108 to 793. However, as illustrated by the "green" volumes, increased traffic was projected through the grid network. This is indicative of traffic filtering through the side streets to their destination.
2. An increase in westbound volumes was seen along Seltice Way between Spokane Street and Idaho Street. The increased capacity and reduced friction provided by a one-way facility allows more traffic to utilize an existing cross section. See Figure 10-6.

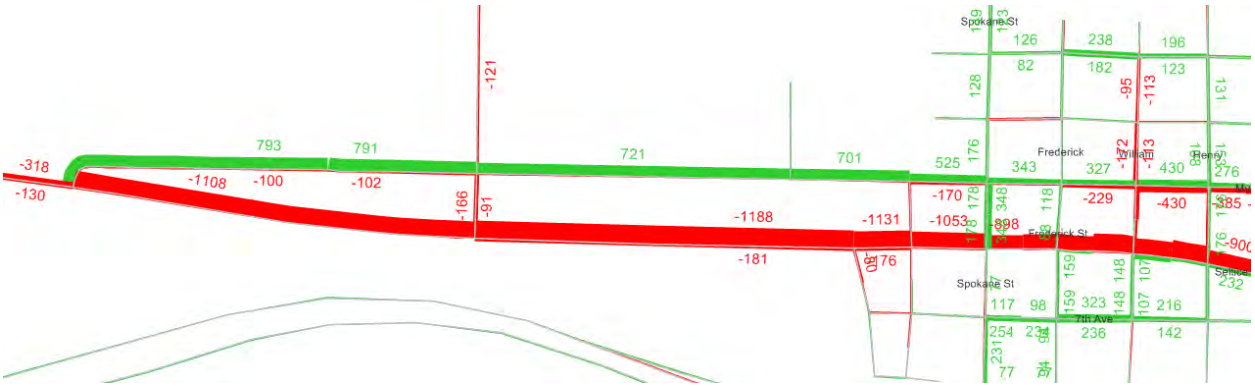


Figure 10-5. Focused Corridor: West End Changes in Volume

Figure 10-6. Focused Corridor: East End Changes in Volume

The aforementioned shift in volumes is further illustrated in Figure 10-7 and Figure 10-8, which compares the volumes through the corridor for the no-build, build, and focused corridor scenarios. First, in Figure 10-7, volumes were compared based on traffic coming from all directions. It was found that 2035 Build and Focused Corridor I volumes through the couplet area were slightly lower eastbound than the 2035 No-Build and the Focused Corridor volumes were substantially lower westbound than both the 2025 No-Build and 2035 Build. Next, as shown in Figure 10-8, eastbound and westbound volumes were compared between Spokane Street and Idaho Street with traffic coming from all directions. This portion of the couplet was shown to have a more pronounced reduction in westbound volumes between 2035 No-Build and 2035 Build versus the Focused Corridor. This was previously correlated to a filtration through the existing grid network. It is important to note that when comparing these volumes, 2035 westbound and eastbound traffic both travel on Seltice Way and on Mullan Avenue, while the Focused Corridor westbound traffic travels only on Mullan and the eastbound traffic travels only on Seltice.

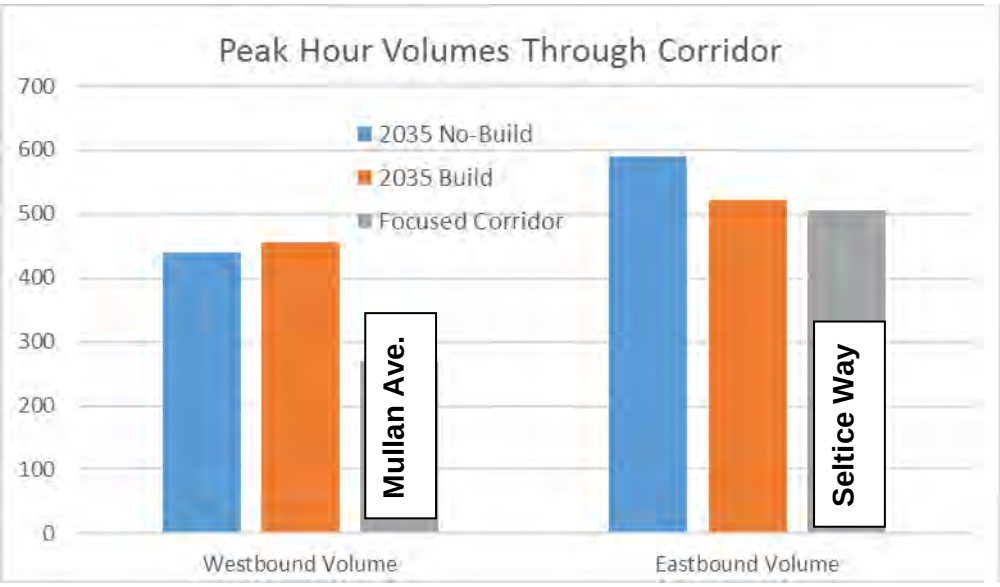


Figure 10-7. Focused Corridor: Peak Hour Volumes of Throughput

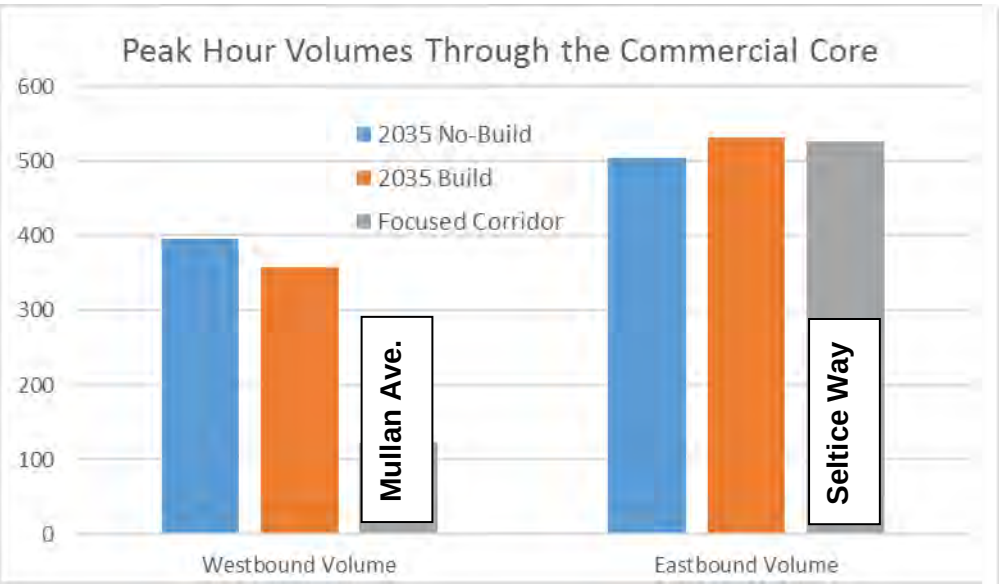


Figure 10-8. Focused Corridor: Peak Hour Volumes Between Spokane St. and Idaho St.

10.2 Henry Street Terminal Alternative

With this plan, eastbound traffic along Seltice Way would flow through a roundabout at the combined intersection of Clark Fork Parkway (future) and Mullan Avenue and exit to a one-way roadway. The existing signals at Chase Road and Spokane Street would be modified for one-way traffic and the existing 5-lane section would be reduced to two through lanes with auxiliary turn lanes and bicycle facilities. It was found that this alternative would operate acceptably.

10.3 Implementation

The Seltice/Mullan one-way couplet alternative was found to be an efficient method to maximize the existing right-of-way to accommodate all users. Further, the implementation of this alternative would require mitigation projects in the 5-, 10-, and 20-year planning horizons to be reviewed or designed in coordination with the project. The following mitigation projects already identified in their respective Capital Improvement Plans are within the focused corridor project area:

- Short Term
  - Henry and Seltice (S-66) – install signal, modify for one-way travel.
  - Henry and Mullan (S-65) – install roundabout, modify for one-way travel.
  - Idaho: Seltice to Mullan (S-R142) – install raised median sections and interconnect signals.
- Medium Term
  - Clark Fork and Seltice (M-38) – install roundabout.
- Long Term
  - Idaho and Seltice – install additional northbound through lane.
- Multimodal
  - Seltice: Compton to Idaho (MM-13) – install bicycle and pedestrian facilities.

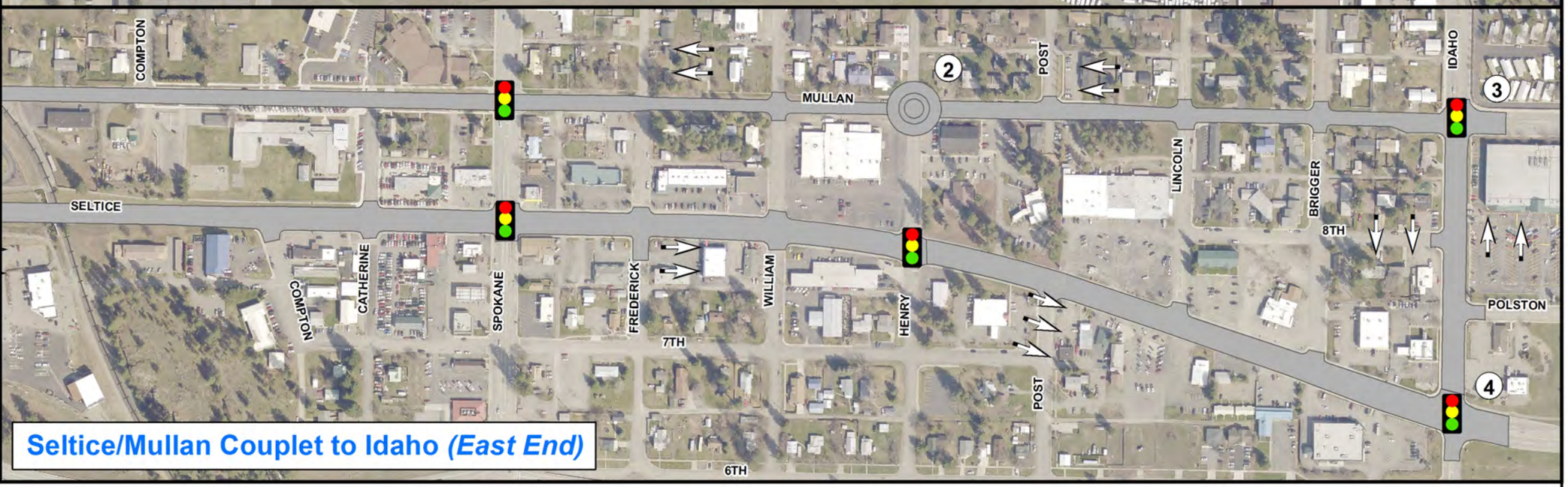
In total, the projects necessary to complete the couplet are estimated to cost just over $3.6 million. Project cost estimates are provided in Appendix H – Project Cost Estimates. The implementation of the corridor would capitalize on the existing infrastructure, utilizing the existing paved width to enhance vehicular and multimodal travel. The existing pavement width is sufficient to maintain vehicular travel throughout the couplet. The primary costs necessary for the initial phasing would be associated with the terminal roundabouts at Seltice/Mullan, Seltice/Idaho, and Mullan/Idaho; which are expected to incur just over $1 million in construction costs. Once one-way operations have been initiated, auxiliary improvements such as the cycle track, sidewalks, etc. may be implemented based on available funding.

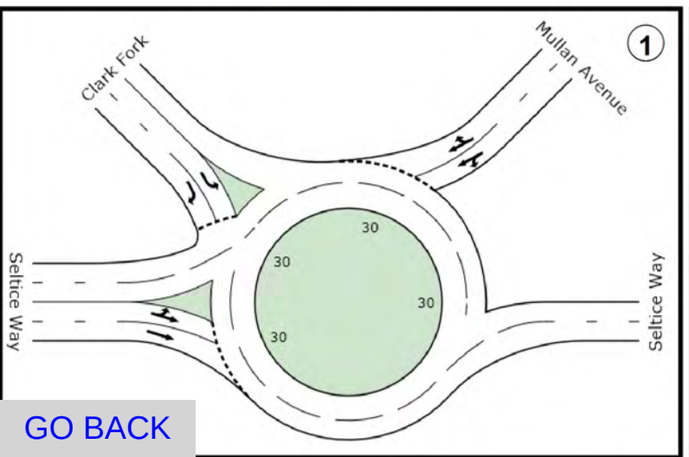
10.4 Chapter Figures

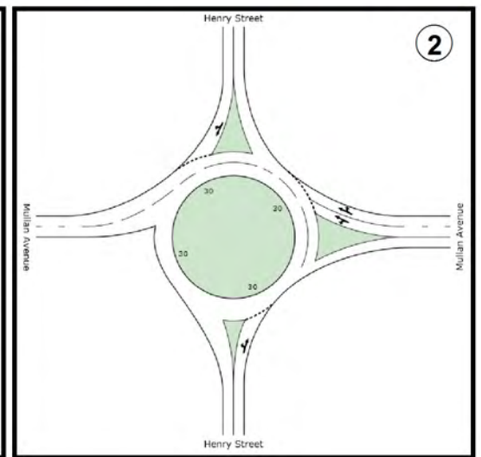
2017 Transportation Plan

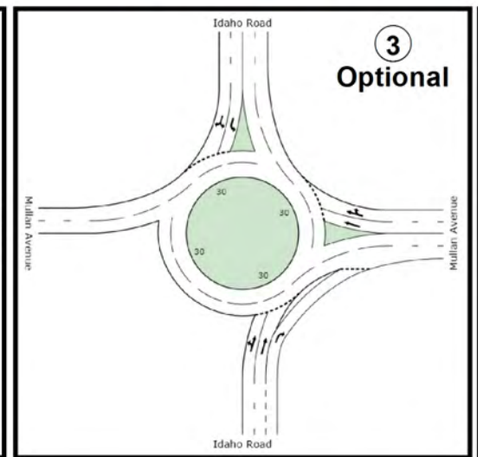
Figure 10-2
Focused Corridor Proposal

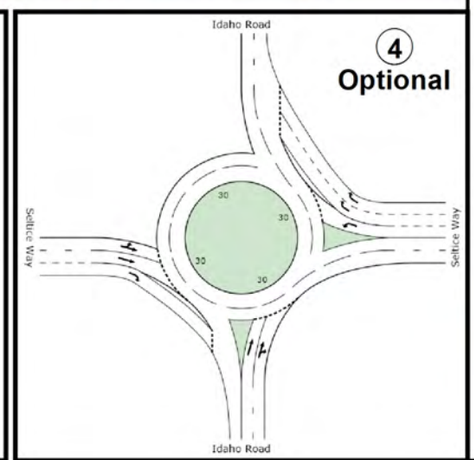
Seltice/Mullan Couplet











Proposed Corridor Alignment

Direction of Travel

N
W E
S

0 175 350
Feet

1 inch = 0.07 miles

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408 N Spokane St, Post Falls Idaho, 83854
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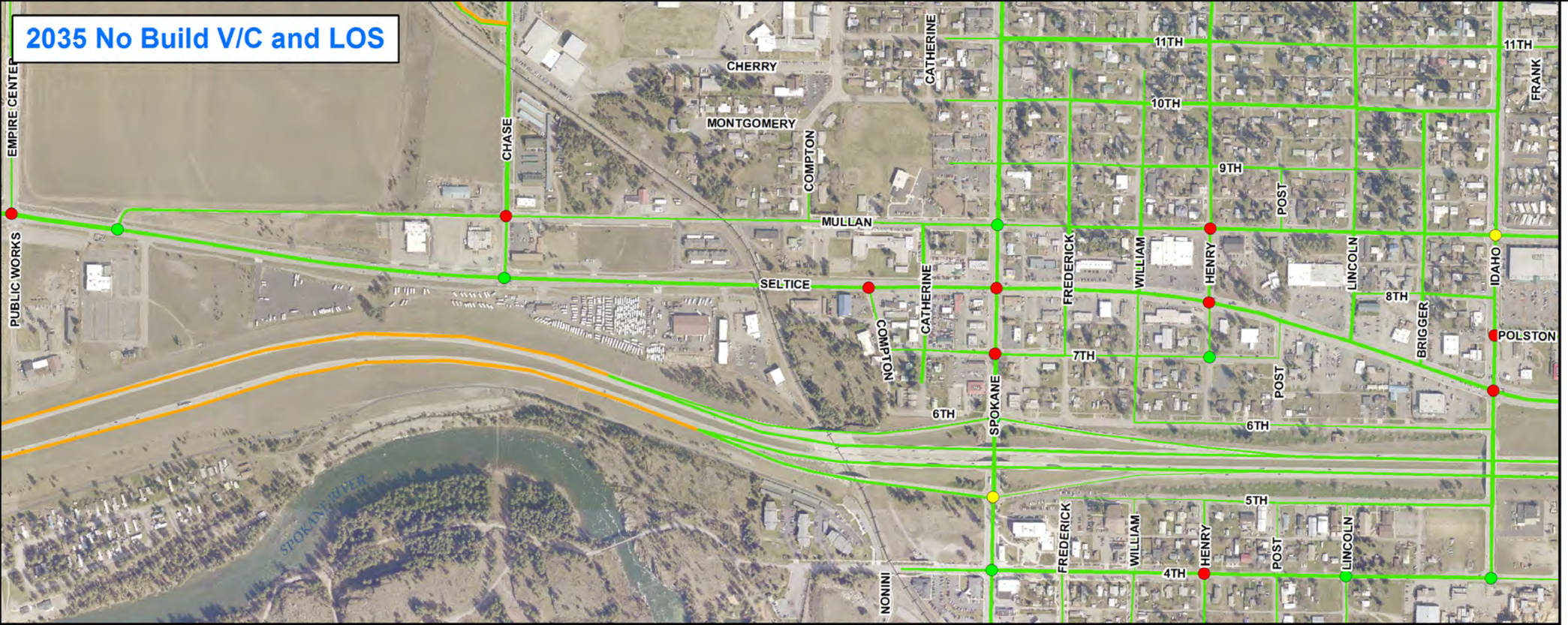
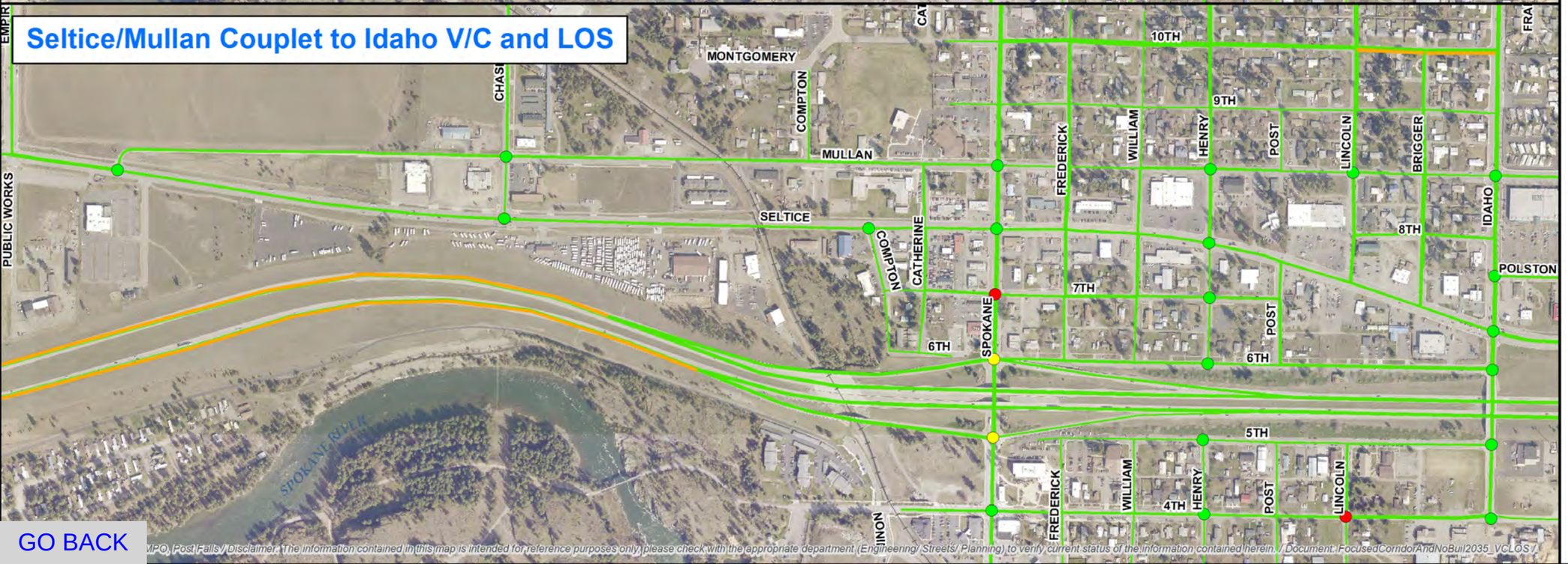
2035 No Build V/C and LOS



Seltice/Mullan Couplet to Idaho V/C and LOS



2017 Transportation Plan

Figure 10-3
2035 No Build and Focused Corridor V/C and LOS Comparison

Seltice/Mullan Couplet

Available Capacity on Roadway

Wide Open — Moderate — Little to None

Intersection LOS

Good — Fair — Poor

N W E S

0 300 600
Feet

1 inch = 0.13 miles

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GO BACK

APPENDICES

FOR ELECTRONIC VERSION, APPENDICES ARE IN A SEPARATE DOCUMENT FILE.