Transportation Plan

City of Bonners Ferry

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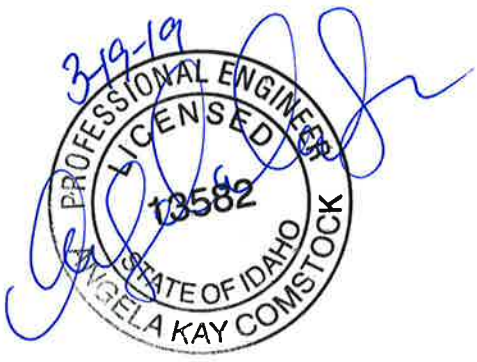
City of Bonners Ferry

March 2019



Final

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Abbreviations

ACI – Area of City Impact

ADA – Americans with Disabilities Act

BNSF – Burlington Northern SantaFe Railroad

CIP – Capital Improvement Program

FHWA – Federal Highways Administration

GA – General Aviation

GIS – Geographical Information System

HCM – Highway Capacity Manual

ITD – Idaho Transportation Department

LHTAC – Local Highway Technical Assistance Council

LOS – Level of Service

MUTCD – Manual on Uniform Traffic Control Devices

PMP – Pavement Management Plan

RSL – Remaining Service Life

SPOT – Selkirks-Pend Oreille Transit

TAC – Technical Advisory Committee

TIGER – Transportation Investment Generating Economic Recovery

UPR – Union Pacific Railroad

Executive Summary

The project team developed this Transportation Plan (Plan) for the City of Bonners Ferry (the City) in general accordance with the guidelines developed in the Local Highway Technical Assistance Council's (LHTAC) *Manual on Transportation Plans* with additions and modifications specific to the needs of Bonners Ferry.

Public Involvement

In general, we heard that City users are interested in increasing connectivity and safety, while decreasing congestion throughout the City, especially on US-95. Stakeholders identified the top transportation issues to be addressed in the Plan, in no order, were expanding inter-neighborhood connections, addressing the safety of US-95 side street intersections, developing a greater sense of safety for bikers and pedestrians, widening streets, and mitigating congestion.

During the open house, residents of the City requested improved road connections between residential areas, discussed pedestrian access, general bike and intersection safety expansions, and brainstormed other goals for the Plan to take into consideration. Residents provided feedback about the Alderson intersection, interest in a bypass, and other traffic issues related to US-95.

Land Use and Growth Trends

Land use trends appear relatively unchanging and the population in the City is slowly increasing. Both of these factors can be beneficial to planning efforts because of reduced uncertainties associated with large, variable growth. However, slow growth in employment and population can be a hindrance to available tax revenue to the City. As such, capitalizing on available grant funding through the State and Federal Government is critical to the City's ability to fund major projects. Based on anticipated residential developments within the City, it is recommended that potential roadway impacts be monitored by the City, including maintaining adequate traffic count information and potentially increasing pavement management efforts in or near development areas. Further, the adoption of typical sections for developer use, and updates to City Code to require development of right-of-way to extend to property lines will assist the City with addressing improvement needs through development.

Existing Transportation System

Aspects of the existing roadway network were identified, which could benefit from additional evaluation or improvement. To summarize, recommendations relating to the roadway network include:

- The City should review and consider roadways that experience damage, and have a high enough general or truck traffic count during spring months, that would benefit from weight limit posting. Future new roadway improvements and upgrades to existing roadways should consider all-weather traffic during design, as appropriate, for the anticipated traffic.

- LaBrosse Hill Street and McCall Street should be considered for classification as Minor Collectors and District 2 Road should be considered for classification as a Major Collector. These classifications should be coordinated with the County, as these roadways continue into the County and would benefit from consistent classification. Additionally, as the City continues to grow and potentially add new roads to its inventory, this information should be used to determine the appropriate classification
- It is recommended the City establish an evaluation and recording system for the condition and recommended treatment for City road signs. Once this is completed, it is recommended the City request the use of LHTAC's reflectometer kit to assist the City in evaluating all signs, in addition to a visual assessment. Remaining signs with conditions of fair or worse should be replaced to meet the MUTCD retro-reflectivity standards by applying for a LRHIP sign grant from LHTAC.
- Under current traffic conditions, it is our conclusion that the Alderson signal could be removed with the US-95 project because it appears to be contributing more to adverse operations than favorable operations. Traffic signal timing could also be adjusted, but that analysis was beyond the scope of this report. It is our understanding from speaking with ITD staff, that a couple alternative traffic signal timing scenarios have been tested without any significant positive impact. Improper or unjustified traffic signals can result in excessive delay, disobedience of the signal indications, increased use of less adequate routes and roads, and/or increases in the frequency of collisions.
- It is recommended that the City look into possible safety improvements for the Kootenai and US-95 intersection and the Cody and US-95 intersection to mitigate the higher crash rate in these areas. It is recommended that the City continue to work with ITD as they complete the US-95 improvements through the City.

Pavement Management Plan

The City takes great care to maintain its roadway network. To maximize these efforts, the City should implement the Pavement Management Plan (PMP), presented herein, as a tool to focus maintenance goals, allow for ease in budgeting for annual maintenance efforts, and to make the most effective use of maintenance funds. Specifically, the use of a decision tree to evaluate structural deterioration and recommended treatments provides a written and repeatable process for future City use.

Capital Improvement Program

In cooperation with the Technical Advisory Committee (TAC) and the City, a project ranking process was developed to provide clarity on how projects are prioritized and for ease of use for current and future leadership, City staff and, ultimately, for ease in communicating with the public. Bonners Ferry should implement the capital improvement projects identified through this Plan when funding is available either through the annual City budget or through funding mechanisms, including, but not limited to, LHTAC grants, Federal grants, ITD grants, and other funding opportunities. Capital improvement projects should be re-prioritized based on available funding resources. In the event that a specific project aligns

better with a funding source than a higher prioritized project, the City should seek funding for the project that is most likely to receive funding.

Implementation

To implement this Plan, the City's staff and Council should update Geographic Information System (GIS) data, the Capital Improvement Program (CIP) list and discuss available funding opportunities on an annual basis. Bonners Ferry should reprioritize projects regularly based on project needs, and available funding sources, and make efforts to seek outside funding through grants and funding programs that align with projects identified in this Plan. As discussed in this report, there are specific strategies the City may initiate to increase the likelihood of successful implementation.

Introduction

Purpose

The purpose of this Plan is to provide a guide for the City to use when allocating resources towards future roadway maintenance and improvements. Recommendations in this plan consider regional transportation planning efforts, local transportation goals, existing conditions documented in a GIS format, and public feedback.

While this Plan identifies specific projects, the City still has the flexibility to initiate projects based on needs and funding availability. The order in which projects are completed should be altered as funding opportunities become available or needs arise.

The Plan's primary components include:

- **Public Involvement** – Input gathered through the following public input processes:
  - City staff interactions
  - Stakeholder interviews
  - Technical advisory committee (TAC) meetings
  - Public surveys
  - Public open houses
- **Land Use and Growth Trends** – Information studied to understand and identify major existing trends and future changes that may affect the transportation network such as:
  - Large employers
  - Shifts in population demographics
  - Changing land use or zoning trends
- **Existing Transportation System** – Includes a compilation and evaluation of available information on the existing system, such as:
  - Published regional transportation plans
  - Network conditions inventory (road classification, signs, etc.)
  - Roadway capacity and safety analysis
  - Bike and pedestrian facilities (by reference to the City Bike and Pedestrian Plan)
- **Pavement Management Plan** – Information regarding the City's current pavement management practices and suggestions for revisions to the City's approach.

- **Capital Improvement Program (CIP)** – Projects identified and recommended by incorporating the above information, prioritized based on the City's input and evaluation criteria.
- **Implementation Plan** – A plan developed to help the City plan, design, and construct CIP projects, as funding becomes available.

Plan Funding

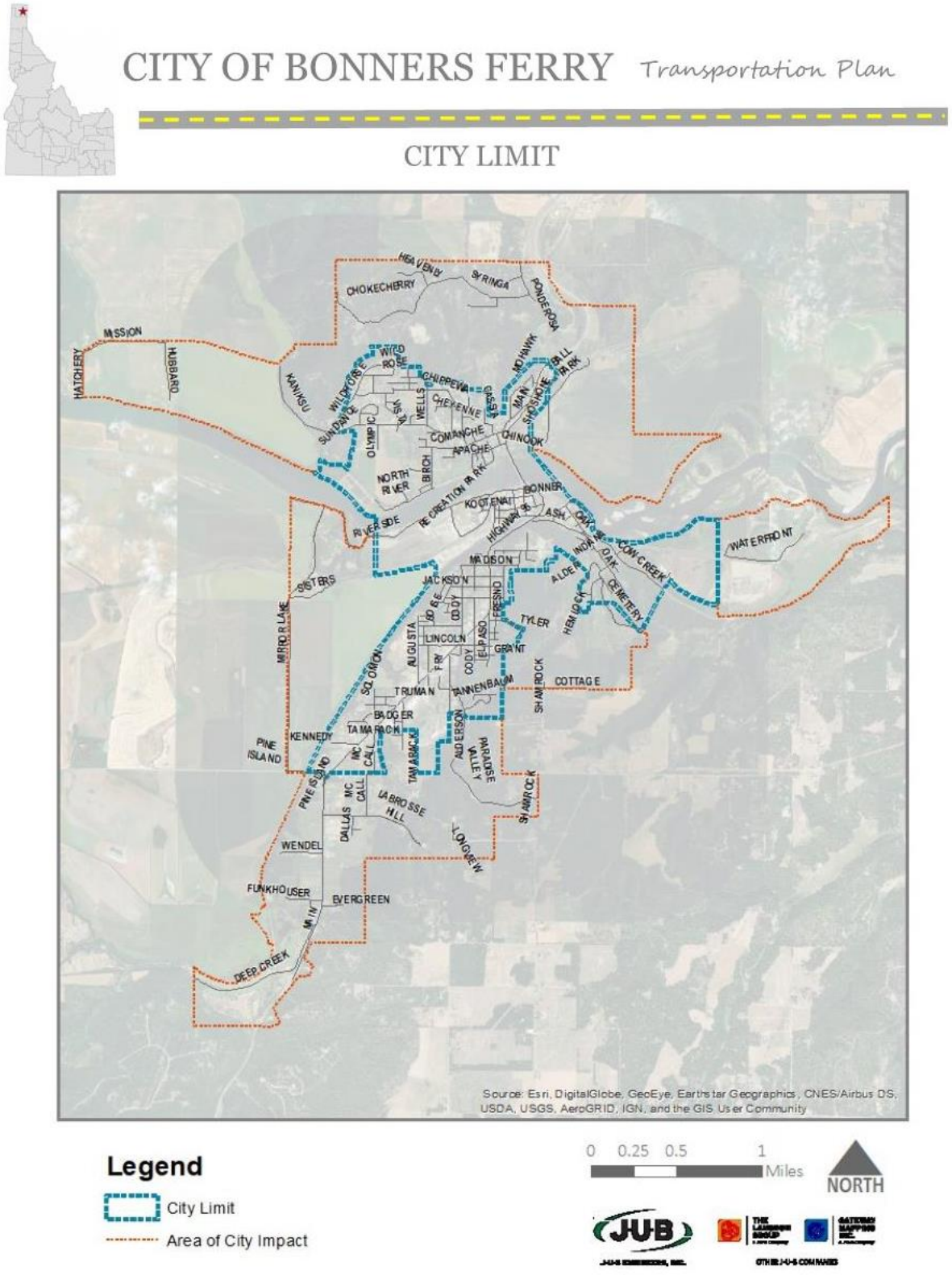
The City received funding for this Plan through the Local Rural Highway Investment Program (LRHIP) administered by LHTAC. Transportation planning is a high priority for LHTAC because it allows jurisdictions to effectively work together and improve infrastructure investment. Having a thorough, effective, managed, and updated Plan provides more opportunities for the City to understand and manage its road system and to apply for funding to complete the projects identified in this Plan.

Background

The City is a community of approximately 2,543 people (2010 census). It is located in Boundary County Idaho, approximately 80 miles north of Coeur d'Alene, approximately 30 miles north of Sandpoint, and approximately 25 miles south of the Canadian border.

The planning area includes the City's current Area of Impact (ACI), as defined by Boundary County Comprehensive Plan. It is about 7.6 square miles in size, approximately six percent of which is the Kootenai River. See **Figure 1**.

Figure 1 – Bonners Ferry City Limit and Area of Impact



City Roadway Network

The City maintains all roads within the city limits except US-95, which is maintained by the Idaho Transportation Department (ITD). All roads surrounding the city limits are improved and maintained by Boundary County.

There are approximately 22 miles of paved roadways and about two and a half miles of unpaved roadways within the City. The City has had some recent sidewalk improvements near Valley View Elementary School; however, most of the City is in need of transportation improvements. Connectivity between neighborhoods is challenging, or not possible, with most trips needing to use or cross US-95. Most intersections are two-way stop controlled; however, there is one signalized intersection at Alderson Lane and US-95. The predominate roadway typical section is two lanes with minimal shoulders, and limited curb, gutter, and sidewalks.

GIS Base Map

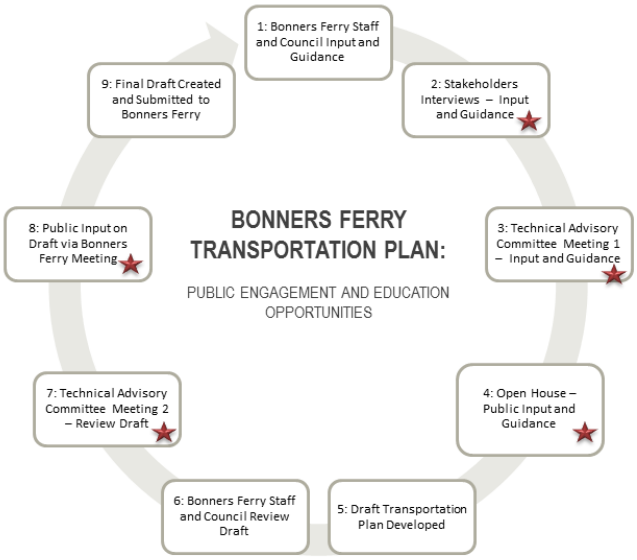
The City's existing GIS base map was enhanced to include several layers of data to assist the City in evaluating existing conditions. Layers developed included:

- Existing roadway functional classification
- Pavement management
- Sign locations
- Crash data (2011-2016)

The City can use these GIS layers concurrently as an interactive roadway features display. This tool was used to develop the Plan and it is recommended the City periodically update the base map for future planning and project development. The extent to which this tool is useful is directly related to its maintenance and updating. **Appendix A** presents a set of printed maps for reference; however, note that the intent is to view data in the GIS system and information may not be as clear in printed form.

Public Involvement

Public involvement was a critical part of developing this Plan. The City made extensive efforts to reach as many individuals as possible to inform participants of the issues and needs, and to strengthen the support of the recommendations produced in this plan. The following subsections outline the public input gathered throughout the public involvement process.



City Participation

City staff were involved throughout the entire planning process, including a kick-off meeting, a stakeholder interview summary document, TAC meetings and summary documents, public open house events, and Plan review. This process allowed the City staff to communicate with the public and stakeholders, and to provide input on this Plan.

Stakeholder Interviews

Interviews were conducted with key stakeholders identified by City staff and Council with careful consideration to include those with knowledge about the City, and those with an interest in the Plan outcome. Each interview provided an opportunity to identify and incorporate stakeholder concerns early in the process.

Through the stakeholder interview process, several transportation-related strengths and opportunities for improvement were discussed with interviewees. Issues identified by stakeholders were then evaluated and used to develop recommendations for the Plan. **Appendix B-1** includes Stakeholder Interview Summary sheets for reference.

Stakeholders indicated that the City, surrounding US-95, becomes congested twice a day during school traffic times, and some felt the City could benefit from an alternate route, especially for emergency needs; others indicated the congestion was just a temporary condition that does not need addressed through the plan. Connectivity was another issue, as having one main road through town has been problematic. More connections between neighborhoods and across town would be beneficial.

Pedestrian safety was also of concern due to the lack of shoulders and sidewalks. Some indicated the City is predominantly a driving town because it can feel unsafe to walk and cycle, and the City lacks logical neighborhood connections. Stakeholders felt that pedestrian safety is more of a need around schools and areas with children. If pedestrian links across US-95 were to be considered, one near

Madison Street to connect the western residential area with the pool, and another near the grocery stores would be beneficial.

Finally, general road concerns were addressed by stakeholders. They identified that the skew of cross-streets to US-95 was dangerous, that optimizing the problematic Alderson stop light would help in their opinion; others supported the removal of the Alderson signal to keep traffic flowing through town. They also believed that all roads except Augusta Street, Cody Street, and streets downtown are too narrow. In addition, they felt that a turn lane near the Golf Course and Deep Creek Loop (within the ACI) would increase safety, US-95 from Madison Street to Van Buren Street needs a consistent turn lane, the speed limit on Paradise Valley Lane to the traffic light is too low, and that vegetation near intersections causes many sight issues.

Technical Advisory Committee (TAC) Meetings

Two TAC meetings were held as part of the public involvement process. The TAC members consisted of diverse representatives chosen by the City. These representatives bring local knowledge and interest in the transportation arena. The TAC provided input on recommended improvements in an advisory role.

TAC Meeting No. 1

TAC Meeting No. 1 was held early in the process to review public input received thus far, identify transportation and bike/pedestrian issues and improvements needed, and to set goals and priorities for the Plan. The meeting was structured in two segments; the first included a brief discussion and overview of the Plan process, and the second portion of the meeting involved three breakout sessions where TAC members reviewed information and provided input on specific topic areas. Every TAC member in each group was able to participate. The three groups discussed the following:

A. Transportation Project Map from Public Input
B. Bike/Pedestrian Project Map from Public Input
C. Public Input Themes, Overall Goals, and Project Ranking Criteria

Input from the TAC meeting was used to develop and refine GIS map data, potential projects, and overall recommendations. Input received relative to each of the above categories is summarized in **Appendix B-2**.

TAC Meeting No. 2

TAC Meeting No. 2 was held in July 2018 and included a review of open house and public comment input with a workshop focused on reviewing a draft CIP list and map, as well as developing a project ranking criteria. Input helped refine the project list and define the criteria the City used to rank potential improvement projects. Input received at this meeting is summarized in **Appendix B-2**.

Public Input

To gather public input, the City circulated an online survey, hosted one Public Open House session and published the draft transportation plan for public review and comment prior to adoption. The online survey and Public Open House focused on hearing concerns from the public and providing the public with an opportunity to give input on their specific areas of concern. The Final Draft of the transportation plan was made available on the City website from February 21, 2019 through March 7, 2019 to gather final public comment before the Plan's adoption.

Public Open House and Online Survey

The purpose of the Public Open House was to gather information from the public and learn about concerns related to the transportation network. The Public Open House gave attendees the opportunity to:

- Review display boards about the process and early findings.
- Discuss the transportation plan process and specific projects with the team.
- Provide feedback on comment forms and display boards.

An online survey was provided to the public around the same timeframe as the open house to gather additional and supplemental feedback. Top priorities identified by the public through interactions during and after the open house included:

- Addressing the lack of connectivity between neighborhoods and local roads off US-95.
- Fixing other US-95-related issues, such as skewed intersections and peak hour congestion.
- Bike and pedestrian challenges such as lack of facilities or not feeling comfortable/safe.
- Mitigating an increase of traffic and congestion.

These priorities were considered when developing recommendations for this Plan. Comments received at the open house and from the online survey are included in **Appendix B-3**.

Final Draft Plan Review

A second opportunity for public input was provided from February 21, 2019 through March 7, 2019, via public advertisement notifying the public and stakeholders that the draft plan was available for review. Comments were not received during the public comment period.

Public Input Summary

In general, we heard that City users are interested in increasing connectivity and safety, while decreasing congestion throughout the City, especially on US-95. Stakeholders identified the top transportation issues to be addressed in the Plan, in no order, were expanding inter-neighborhood

connections, addressing the safety of US-95 side street intersections, developing a greater sense of safety for bikers and pedestrians, widening streets, and mitigating congestion.

During the open house, residents of the City requested improved road connections between residential areas, discussed pedestrian access, general bike and intersection safety expansions, and brainstormed other goals for the Plan to take into consideration. Residents provided feedback about the Alderson intersection, interest in a bypass, and other traffic issues related to US-95.

Land Use and Growth Trends

Land Use Zoning

The City of Bonners Ferry manages land use and zoning within City limits. Changes in land use and zoning have a significant impact on the City's transportation network; therefore, it is important to consider existing land use and zoning information in developing and implementing this Plan.

The current land uses primarily match the current zoning as seen in **Figure 2**. The majority of the zoning within the City of Bonners Ferry is residential at approximately 60 percent of the land area. About 97 percent of the existing zoning within the City is classified as residential, industrial, or commercial, at approximately 60, 20, and 15 percent of the land area, respectively. In addition, there is approximately 30 acres of land zoned as Downtown southwest of the US-95 bridge over the Kootenai River, and approximately 13 acres of land zoned as Medical adjacent to the residential section north of the river.

Evaluating existing land use patterns and zoning provides an understanding of the current relationship between where people live, work, shop and recreate and what they need from their transportation network. Transportation networks within small city limits, such as Bonners Ferry, do not typically have the same needs as those dealing with predominately rural neighborhoods and public lands. Therefore, this Plan focuses mainly on connectivity and improvement of the City network rather than rural roads.

Future Land Use

Future zoning and growth patterns within the City are expected to change as long-range planning is updated. As plans are updated, the City should review the potential impacts those changes could have on the transportation system.

As primarily residential development occurs in and around the City, the Zoning map depicted in **Figure 2** is anticipated to evolve over time to align with the City future land use shown in **Figure 3**. It is anticipated that the most significant change to zoning will include expanding residential zoning by approximately 120 acres south of the southern tip of the City limits. It appears the most likely affected roadways include Augusta Street, Labrosse Hill Street, McCall Street, Tamarack Lane, and Paradise Valley Road. It is recommended that potential roadway impacts should be monitored by the City, including maintaining adequate traffic count information and potentially evaluating an increase in pavement management.

Figure 2 – City of Bonners Ferry Zoning

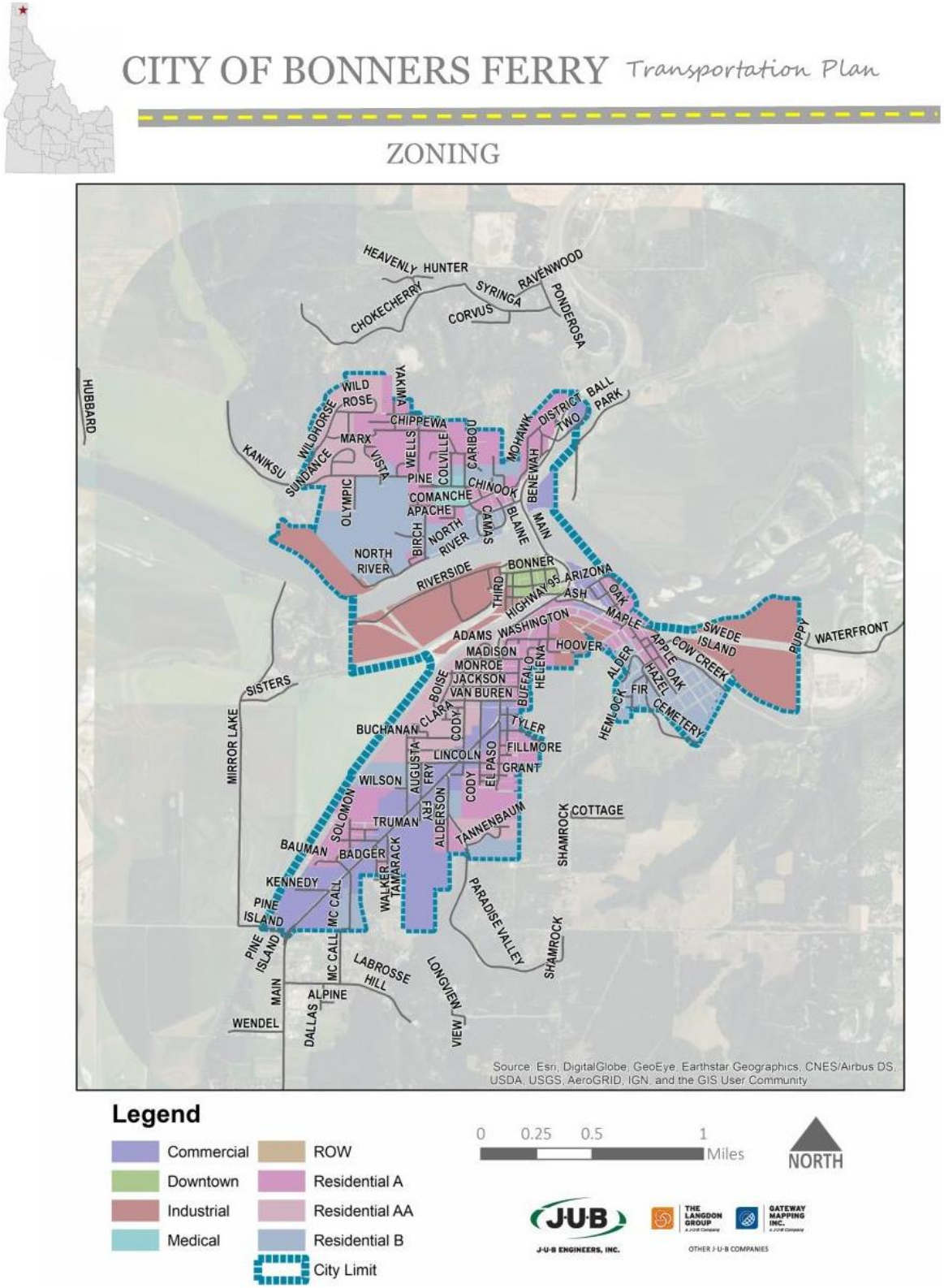
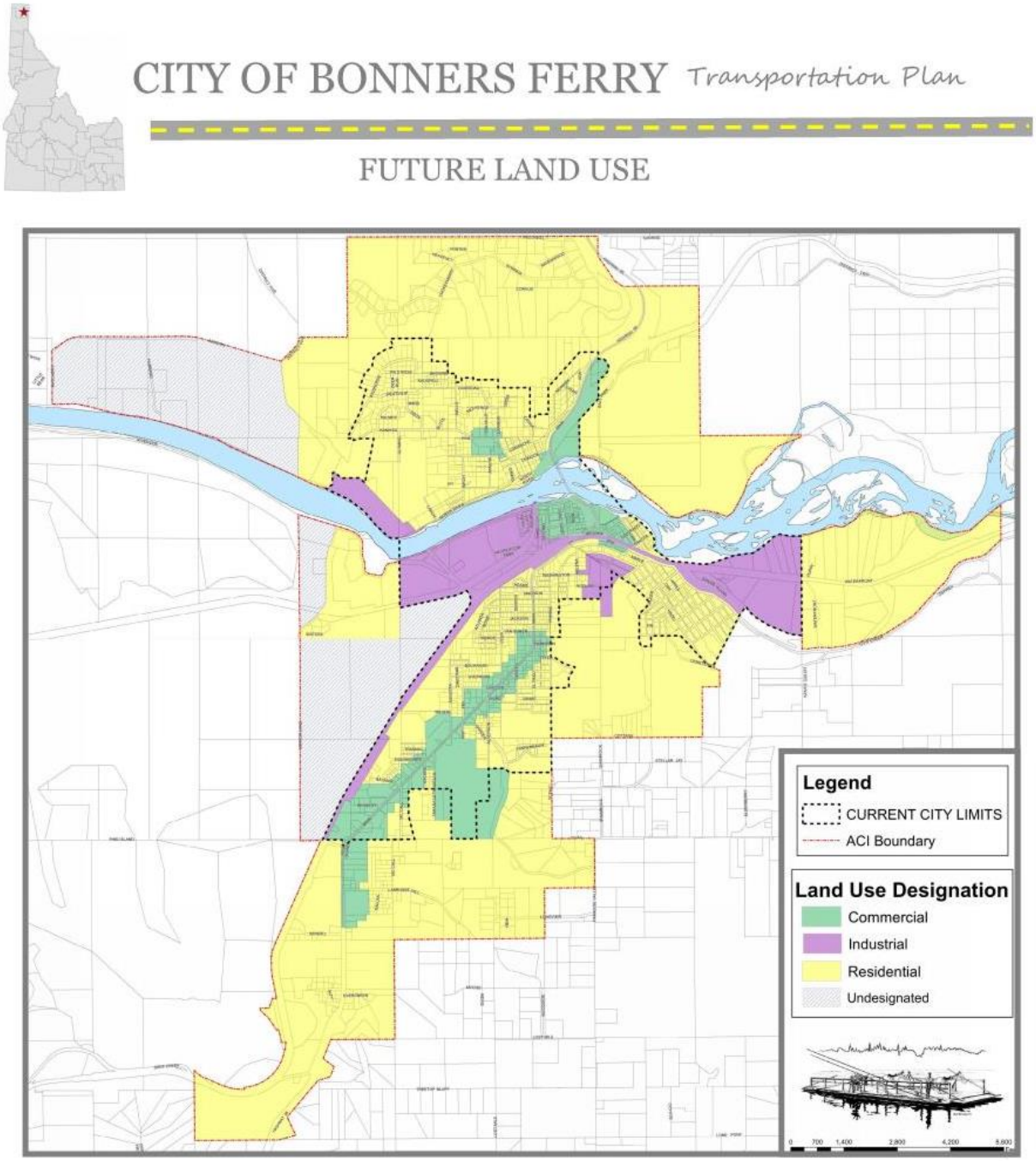


Figure 3 – City of Bonners Ferry Future Land Use



Development Activity

At this time, development activity is anticipated to increase as the City works to entice in-fill development within the City, the capturing of vacant properties for redevelopment and promoting development in currently underdeveloped areas.

Based on the above developments, it is recommended that the City continue to collect traffic counts through regular data collection to monitor user growth. The City should consider having development address increased needs for infrastructure during platting and developer agreements, or plan on funding and building additional or improved infrastructure directly. Based on actual development and regular monitoring, the City can consider appropriate roadway improvements such as paving, widening, and intersection improvements. Further, it is recommended that the City develop and adopt typical roadway sections that can be used for development requirements and evaluate changes to City Code requiring new roadway rights-of-way be continuous through developments, where applicable. See **Appendix C** for example typical sections developed for this Plan.

Population Demographics

Historic and Current Population and Age

Census population data was reviewed to evaluate historic and current population within the City of Bonners Ferry and Boundary County.

Table 1 summarizes the historic population growth trends in the City and County. The census data indicated that the overall annual population growth rate in the City between 1990 and 2010 was approximately 0.8 percent with the County average of 1.6 percent.

Table 1 – Historic Population Trends in Bonners Ferry and Boundary County

	1990 Census Population	2000 Census Population	1990-2000 Annual Growth Rate	2010 Census Population	2000-2010 Annual Growth Rate	1990-2010 Annual Growth Rate
Bonners Ferry	2,193	2,515	1.5%	2,453	0.1%	0.8%
Boundary County	8,332	9,871	1.9%	10,972	1.1%	1.6%

Source: US Census Bureau

In 2010, the US Census quantified the population of the City to be approximately 2,500 people. People who live within the City boundary are generally spread evenly across the area of the City.

Historic and current age and population demographics were reviewed using Census data for Boundary County and the State of Idaho. **Table 2** shows the overall population and median age from 1990 to 2010. The median age in Boundary County has been higher than the median age for Idaho for the past 20 years and is continuing to rise. According to interpolated 2016 Census Data, the median age of those living in Boundary County is just over 43 years old, whereas, the median age for the state is around 34.6 years. The elevated average age of the County places greater emphasis on the need for planning Americans with Disabilities Act (ADA) compliant facilities, as well as addressing assisted/public transportation needs.

Table 2 – Boundary County and State of Idaho Demographic Trends

	Boundary County			State of Idaho		
Year	1990	2000	2010	1990	2000	2010
County Population	8,332	9,871	10,972	1,006,749	1,293,953	1,567,582
Median Age	32.9	38	42.8	31.5	33.2	34.6

Source: US Census Bureau

Future Population Projections

Historic population growth statistics for the City and the County were reviewed to estimate the appropriate 20-year population forecast. The City experienced a 0.8 percent growth between 1990 and 2010, and if this same growth rate were continued 20 years after 2010, the population would increase to about 2,845 people in 2030. This is an increase of 392 people in the 20-year timespan. Likewise, the County experienced a 1.6 percent growth rate between 1990 and 2010, and if this rate were continued for the next 20 years, the population of the County would increase to 14,483 people by 2030. This is an increase of 3,511 people in the same 20-year timespan.

Employment Characteristics

Existing Employment Characteristics

Employment characteristics are an important consideration in transportation planning because industrial and manufacturing businesses have different transportation needs than recreational, destination, or retail businesses. Within the City, major employers include the Kootenai River Inn and Casino, public schools, various commercial businesses in the downtown area and along US-95, the Boundary County Community Hospital, and the City. In addition, but to a lesser extent, nearby areas such as Threemile Junction, Moyie Springs, and Naples provide additional employment opportunities.

Future Employment Characteristics

Future employment projections play a role in planning the future transportation network. Based on information collected from stakeholders and through research, economic opportunities in the City are somewhat limited. Available information was collected by research through the Boundary Economic Development Council and the Bonners Ferry Chamber of Commerce, as well as by word-of-mouth from agencies and stakeholders within the City. Potential drivers for future employment include:

- Limited manufacturing, retail, recreation and franchise establishments.
- Commercial and residential real estate development.
- Boundary County Community Hospital.
- Continued growth in northern Idaho.
- City/County Government and State/Federal Agencies.

Land Use and Growth Trends Summary

Land use trends appear relatively unchanging and population is increasing slowly in the City. Both of these factors can be beneficial to planning efforts because of reduced uncertainties associated with large, variable growth. However, slow growth in employment and population can be a hindrance to available tax revenue to the City. As such, capitalizing on available grant funding through the State and Federal Government is critical to the City's ability to fund major projects. Based on anticipated residential developments within the City, it is recommended that potential roadway impacts be monitored by the City, including maintaining adequate traffic count information and potentially increasing pavement management efforts in or near the development areas. Further, adoption of typical sections for developer use, and updates to City Code to require development of right-of-way to extend to property lines will assist the City with addressing improvement needs through development.

Existing Transportation System

Existing Plans

Several existing regional plans were collected and reviewed as part of this planning process. These regional plans were used to understand future improvements planned in the area and to align proposed City projects with existing projects, whenever possible. Regional plans collected and analyzed as part of this Plan included:

- Boundary County
    - Comprehensive Plan
    - Zoning and Subdivision Ordinance
- Kootenai Tribe of Idaho
    - Kootenai River Restoration Project Master Plan
- City of Moyie Springs
    - Proposed Moyie Springs Comprehensive Plan
- Idaho Transportation Department
    - Five-Year Transportation Investment Plan

This plan was developed in coordination with current planning efforts completed by adjoining and surrounding jurisdictions and associations, and ITD. The plans listed above did not include projects specific to the City. Coordination reduces project redundancy and facilitates the timing of projects located near each other. **Table 3** shows planned projects located within the City boundary identified by ITD in its planning documents.

Table 3 – Projects Identified in ITD Plans

Agency	Project	Description	Year
ITD	US-95, Alderson Lane to Kootenai River	Pavement Restoration, Expansion	2018
ITD	US-95, Labrosse Hill Street to Alderson Lane	Pavement Restoration, Expansion	2022
ITD	Deep Creek Loop, US-95 to Lion's Den Road	Overlay	2023
ITD	US-95, Kootenai River to US 2 Junction Sealcoat	Seal Coat, Pavement Markings	2024

As part of this plan, the City should align the CIP with projects identified by ITD and inform and coordinate with ITD when the City's projects can enhance or may impact ITD plans.

Inter-Modal Transportation Facilities Inventory

Inter-modal transportation includes bus/transit routes, pedestrian and bicycle facilities, vanpools, airport facilities, freight and truck traffic, and rail facilities, all of which exist within the City. Various resources used to collect inventory for inter-modal transportation options included:

- The Selkirks-Pend Oreille Transit (SPOT) bus service overseen by a joint powers agreement between local governments.
- Regional truck and heavy vehicle generating entities, including private enterprises, school districts, and the Boundary County Solid Waste Department.
- Published maps.

Information was collected from each of these entities and sources to understand the inter-modal transportation network including service areas and routes.

Transit

The SPOT bus system cooperatively serves the cities of Dover, Sandpoint, Kootenai, Ponderay, and Bonners Ferry. Since 2015, SPOT has been providing limited service within the City and between the City and Sandpoint. It is a well-organized service with many connections in the area and obtains funding from ITD, senior-related services, and various donors that benefit non-profits. The service is centralized outside of the City, but represents the first major public bus transit available to the City. It creates a connection to healthcare services, shopping, recreation, and other basic needs. A demand-response service within the City of Bonners Ferry is available two days per week, and a demand-response service between the City and Sandpoint is available twice a week.

Bike and Pedestrian Facilities

In conjunction with this transportation planning effort, the City is finalizing a Bike and Pedestrian Facility Plan. Development of this Plan was conducted with participation from Idaho Smart Growth as they prepared the City's Bike and Pedestrian Plan. Specifically, portions of the public survey, TAC meetings, and the open house were used to gather input for the Bike and Pedestrian Plan. In addition, the Bike and Pedestrian Plan held separate and independent planning meetings and events. Once finalized, the Bike and Pedestrian Plan will be adopted as an addition to this Transportation Plan.

Airport Facilities

The nearest airport to the City is the Boundary County Airport (65S) at two miles north of the City center. 65S is designated as a general aviation (GA) airport by the Federal Aviation Administration and is operated by an Airport Board appointed by the Boundary County Commissioners. It provides overnight hangars for corporate aircraft, rental cars, a flight school, and other aviation-related amenities. 65S has no known master plan, but growth in past years has persisted. Adding commercial flights could increase traffic volumes along US-95 through the City, but are not expected to have a significant impact to traffic volumes on residential roadways.

All-Weather Truck Routes

The City does not currently post roads in the City with weight limits at any time during the year. The City has not experienced notable roadway damage from truck traffic users however, it is unlikely the roadways were constructed as actual all-weather truck routes with robust pavement sections and frost protection. The City should review and consider roadways that experience damage, and have a high enough general or truck traffic count during spring months, that may benefit from weight limit restrictions. Further, to protect future assets, design of new roadway improvements or upgrading existing roadways should include design to accommodate all-weather traffic, as appropriate for the surrounding land use and anticipated traffic.

Rail

Within the City, there are two main rail lines in operation: one by Union Pacific Railroad (UPR) and one by Burlington Northern Santa Fe (BNSF) Railroad. They are both used for the movement of goods, as there are no passenger stations within or near the City. The closest passenger stop is located in Sandpoint. There are two at-grade crossings and three grade-separated crossings within the City's jurisdiction. The crossing treatments at each rail crossing are summarized in **Table 4**. It is recommended that the City improve at-grade crossings by evaluating eligible crossings and applying for grants from the Federal Railroad Administration through the Railroad Safety and Infrastructure Improvement Grants program.

Table 4 – Railroad Crossing Treatment Summary

Agency	Railroad	Intersecting Road	Existing Infrastructure	Likely Grant Eligible
City	UPR	Riverside Street	Flashing lights with gates	X
City	BNSF	Plaza Street	Flashing lights with gates	X
ITD	UPR	Bonner Street	Grade Separated Crossing	
ITD	UPR	US-95	Grade Separated Crossing	
ITD	BNSF	US-95	Grade Separated Crossing	

Roadway Network

Functional Classification

The concept of functional classification is that it defines the role that a particular roadway segment plays in serving the flow of traffic through the transportation network. Roadways are assigned to one of several possible functional classifications within a hierarchy corresponding to the character of travel service each roadway provides. The hierarchy of roadways is used to efficiently and effectively channel movements though a network.

Roadways serve two primary travel needs: 1) access to/a way out of specific locations; and 2) travel mobility. While these two concepts lie at opposite ends of the continuum of roadway function, most roadways provide some combination of both access and mobility.

- Roadway Mobility: Provides few opportunities for entry and exit and therefore low conflict from vehicle access/egress.
- Roadway Accessibility: Provides many opportunities for entry and exit, potentially creating higher conflict due to vehicle access/egress.

Table 5 describes each functional classification, as defined by the Federal Highway Administration (FHWA), with definitions addressing mobility and accessibility.

Table 5 – Federal Highway Administration Functional Classification Definitions

Functional Classification	Definition
Rural Minor Arterial	Links cities and larger towns (and other major destinations such as resorts capable of attracting travel over long distances) and form an integrated network providing interstate and inter-county service.
	Are spaced at intervals, consistent with population density, so that all developed areas within the State are within a reasonable distance of an Arterial roadway.
	Provide service to corridors with trip lengths and travel density greater than those served by Rural Collectors and Local Roads and with relatively high travel speeds and minimum interference to through movement.
Rural Major Collector	Provide service to any county seat not on an Arterial route, to the larger towns not directly served by the higher systems, and to other traffic generators of equivalent intra-county importance such as consolidated schools, shipping points, county parks, and important mining and agricultural areas.
	Link these places with nearby larger towns and cities or with Arterial routes.
	Serve the most important intra-county travel corridors.
Rural Minor Collector	Are spaced at intervals, consistent with population density, to collect traffic from Local Roads and bring all developed areas within reasonable distance of a collector.
	Provide service to smaller communities not served by a higher-class facility.
	Link locally important traffic generators with their rural hinterlands.
Residential/Local Streets - Rural	Serve primarily to provide access to adjacent land.
	Provide service to travel over short distances as compared to higher classification categories.
	Constitute the mileage not classified as part of the Arterial and Collector systems.

The City maintains a paved road network that contains approximately 3.3 miles of major collectors, about a tenth of a mile of rural minor collectors, and approximately 21 miles of residential/local streets. Jurisdictions are charged by FHWA to ensure that the functional classification of their roadways is kept

up-to-date. FHWA recommends continual updates to the functional classification system as the roadway system and land use developments change. FHWA recommends that systems be reviewed every ten years to coincide with the United States Census and adjusted urban area boundary update cycle. Changes may involve the following:

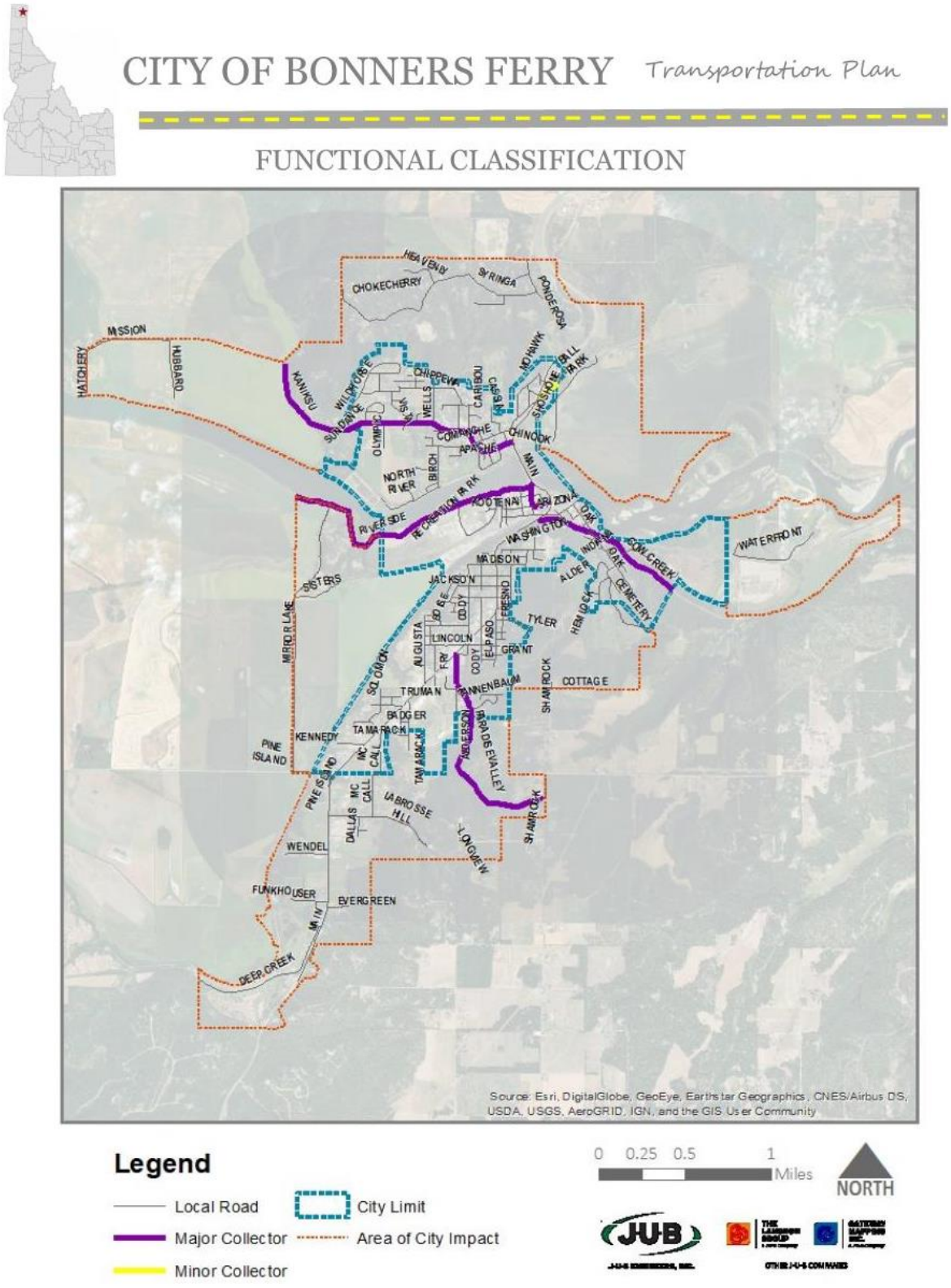
- Adding newly constructed or extended roadways to the network, which can in turn affect the functional classification of connecting or nearby roadways.
- Upgrading the functional classification of an existing roadway due to land use changes or an improvement made to the roadway.
- Downgrading the functional classification of an existing roadway due to land use changes, traffic controls that discourage through traffic, or other controls that limit the speed and capacity of a road.

The following questions are useful to ask when considering a functional classification change:

- Have new significant roadways been constructed that may warrant Arterial or Collector status?
- Has any previously non-divided Principal Arterial roadway been reconstructed as a divided facility?
- Has any new major development (such as an airport, regional shopping center or major medical facility) been built in a location that has caused traffic patterns to change?
- Has there been significant overall growth that may have caused some roadways to serve more access or mobility needs than they did previously?
- Have any Arterial or Collector roadways been extended or realigned in such a way to attract more through trip movements?
- Has a particular roadway experienced a significant growth in daily traffic volumes?

Based on our review of the City roadways, Bonners Ferry primarily includes roadways that are currently unclassified with four roadways classified as Major Collectors, as shown in **Figure 4.** Based on our review, LaBrosse Hill Street and McCall Street should be considered for classification as Minor Collectors and District 2 Road should be considered for classification as a Major Collector. These classifications should be coordinated with the County, as these roadways continue into the County and would benefit from consistent classification. Additionally, as the City continues to grow and potentially add new roads to its inventory, this information should be used to determine the appropriate classification.

Figure 4 – Functional Classification



Bridge Inventory

The City is not currently responsible for the maintenance of any bridge structures. The two bridges located within the City are maintained by ITD.

Sign Inventory

According to the Manual on Uniform Traffic Control Devices (MUTCD), public agencies or officials having jurisdiction shall use an assessment or management method that is designed to maintain sign retro-reflectivity at, or above, the minimum levels as listed in the MUTCD standards Section 2A.22. In addition to bringing signs up to MUTCD standards to improve nighttime sign visibility, warning and regulatory signs and posts should be evaluated for overall condition to determine if replacement is necessary. (See **Figure 5**.)

Figure 5 – Typical Regulatory Sign

Bonners Ferry manages its sign inventory using iWorQ software and visual assessments and performs sign maintenance on an as-needed basis, while inventorying and assessing the condition of all signs annually. As shown in **Table 6**, the City is responsible for maintaining approximately 578 signs. The sign inventory indicates that a majority of signs are in good condition, while approximately 12 percent of the City's signs have a condition of fair or worse.

Table 6 – Sign Inventory Summary

Sign Type	Condition				Total Number of Signs	
	Good	Fair	Poor	Replace	Unknown	Totals
Regulatory	150	21	12	6	0	189
Warning	24	1	3	1	0	29
Directional	154	10	5	3	178	350
Miscellaneous/Other	6	1	3	0	0	10
Totals	332	35	23	10	178	578

It is recommended the City evaluate the signs listed with an unknown condition. Further, it is recommended the City request the use of LHTAC's reflectometer kit to assist the City in evaluating signs, in addition to a visual assessment. Remaining signs with conditions of fair or worse should be replaced to meet the MUTCD retro-reflectivity standards by applying for another LRHIP sign grant from LHTAC.

Roadway Capacity Analysis

Level of Service (LOS) Analysis

There are several methods used to evaluate the capacity within the roadway network system including reviewing level of service (LOS) at road segments, facilities, areas, corridors, and various points or intersection configurations (traffic signal, 2-way stop-controlled, roundabout, etc.). The Highway Capacity Manual (HCM) defines capacity as, "…the maximum sustainable hourly flow rate at which persons or vehicles reasonably can be expected to traverse a point or a uniform section of a lane or roadway during a given time period under prevailing roadway, environmental, traffic, and control conditions." It is important to evaluate capacity issues to discover which intersections and segments within the City currently operate below reasonable expectations and/or are expected to decline in the future.

LOS is a traffic engineering term used to describe the quality of traffic flow. It ranges from the optimum level, LOS A, which represents little or no delay, to the lowest or worst level, LOS F, consisting of extreme delay and congestion. **Table 7** defines LOS A through F.

Table 7 – Level of Service Descriptions (1)

LOS	Description
A	Free-flow operations at posted speed limit, vehicles are unimpeded by maneuvering within traffic stream.
B	Relatively unimpeded at posted speed limit, only slightly restricted maneuvering within traffic stream.
C	Relatively stable traffic operations, more restricted maneuvering at mid-block locations than LOS B, individual cycle failures at traffic signals may begin to appear.
D	Small increases in traffic flow may cause substantial delay and decrease in travel speed.
E	Poor travel speeds with slow progression and high delay.
F	Extremely slow travel speeds with queues forming behind breakdowns; brief periods of movement are followed by stoppages, considered unacceptable by most drivers.

(1) Source: Highway Capacity Manual (2010), Transportation Research Board National Research of the National Academies, Washington DC

Intersection LOS values were not calculated through this planning effort because it was collectively determined with the City that there are currently no intersections or segments with capacity issues unrelated to US-95. This plan focused on internal city connectivity issues. It is recommended that the City, at its discretion and as funding allows, continue to monitor the transportation network for intersection and/or roadway segment capacity issues.

Alderson Signal Warrant Analysis

Because of planned improvements of US-95 through Bonners Ferry, ITD performed a signal warrant analysis on the existing US-95/Alderson Lane signal, which determined the signal is not justified. Traffic counts and turning movements used in the analysis were collected by ITD during two separate time periods; Friday, February 24, 2017 to Friday, March 3, 2017 and Wednesday, August 2, 2017 and Sunday, August 6, 2017. Vehicle classification categories collected include motorcycles, cars, light goods vehicles, busses, single-unit trucks, and articulated trucks. Pedestrian counts were also collected between August 2, 2017 and August 6, 2017.

J-U-B completed the same signal warrant data analysis methodology as specified in the MUTCD using the data collected by ITD on Monday, February 27, 2017 and Thursday, August 3, 2017. Two separate studies were completed, one for each day. These time periods were chosen so school-year traffic and summer traffic volumes were considered. Both of the studies (completed by J-U-B) showed that Warrant 1, Eight-Hour Vehicular Volume, is satisfied based on the data.

ITD's signal warrant study was reviewed, and it showed that the signal was not justified by Warrant 1, Eight Hour Vehicular Volume, or any of the other seven warrants. ITD followed optional guidance given by the MUTCD pertaining to Warrant 1 right-turn traffic; due to the separate right turn lane on Alderson Lane, ITD did not include right-turn traffic from the Alderson Lane approach and therefore Warrant 1 was not satisfied.

J-U-B revisited both of our studies and, when right-turn traffic was removed from the minor approach volumes, the warrant was no longer satisfied. ITD's study was revisited and when right-turn traffic was added back into the volumes, the signal was satisfied.

Because of the differing results and engineering judgement involved with removing the minor approach right turn traffic from the analysis, traffic conditions were observed in the field before, during, and after the PM peak hour on a school day in April. It was found that the release of school contributed to most of the traffic congestion during the field review. It was also found that the existing signal timing on April 24, 2018 contributed to longer delays on US-95 and long queuing of traffic on US-95.

It should be noted that the field observation showed that a significant portion of the congestion on US-95 during this review period occurred primarily within 20 minutes of the peak hour. We also noted that an unsignalized intersection with two way stop control on Augusta Street had school busses queued and waiting for gaps in the traffic on US-95. On two occasions, traffic on US-95 stopped to allow the school busses to enter US-95. This is an important factor should the signal be removed. Better connectivity of the City roads off the state system would be needed.

Under current traffic conditions, it is our conclusion that the signal could be removed with the US-95 project because it appears to be contributing more to adverse operations than favorable operations. Traffic signal timing could also be adjusted, but that analysis was beyond the scope of this report. It is our understanding from speaking with staff at ITD, that a couple alternative traffic signal timing scenarios have been tested without any significant positive impact. Improper or unjustified traffic signals can result in excessive delay, disobedience of the signal indications, increased use of less adequate routes and roads, and/or increases in the frequency of collisions.

Safety Analysis

Crash Analysis Methodology

The methodology recommended in the Transportation Investment Generating Economic Recovery (TIGER) Resource Guide was used to analyze the crash data within the City. These methods are summarized in **Appendix D**.

Crash Data and Analysis

Crash data was obtained from ITD for crashes occurring over a 6-year period (2011-2016). At the beginning of this study, 2016 was the most recent full calendar year of published data. Using approximately five years of historic data is an acceptable industry standard for performing crash analyses on roadways.

Table 8 summarizes crash data for the 16 areas or intersections with the highest number of crashes.

Table 8 – Summary of Crashes by Severity (2011-2016)

Street 1	Street 2	Total Number of Crashes	Number of Fatal Crashes	Number of Injury A Crashes	Number of Injury B Crashes	Number of Injury C Crashes	Number of Property Damage Crashes
Ash St.	US-95	5	-	1	-	1	3
Plaza St.	US-95	3	-	-	2	1	-
Paradise Valley Hill	Tannenbaum	2	-	-	2	-	-
Augusta St.	US-95	6	-	-	1	4	1
Cody St.	US-95	7	-	-	1	2	4
Kootenai St.	US-95	12	-	-	1	1	10
Lincoln St.	US-95	6	-	-	1	1	4
Denver St.	US-95	4	-	-	1	-	3
Bauman St.	US-95	1	-	-	1	-	-
Coleville St.	Kaniksu St.	1	-	-	1	-	-
Pleasant Valley Lp.	Lookout View	1	-	-	1	-	-
Tamarack Ln.	Badger St.	1	-	-	1	-	-
Riverside St.	Main St.	5	-	-	-	2	3
Alderson Ln.	US-95	5	-	-	-	2	3
Harrison St.	US-95	3	-	-	-	1	2
Comanche St.	Apache St.	3	-	-	-	-	3
1st St.	Riverside St.	2	-	-	-	-	2
	Totals	**67**	**-**	**1**	**13**	**15**	**38**

Using the methodology provided in **Appendix D**, crash locations were ranked according to the total monetized crash value as shown in **Table 9**.

Table 9 – Priority Crash Locations Prioritized Based on Crash Analysis

Ranking	Street 1	Street 2	Crash Cost
1	Ash St.	US-95	$521,581.75
2	Augusta St.	US-95	$375,708.88
3	Plaza St.	US-95	$307,413.56
4	Cody St.	US-95	$260,162.77
5	Paradise Valley Hill Rd	Tannenbaum Ln.	$244,889.36
6	Kootenai St.	US-95	$216,643.12
7	Lincoln St.	US-95	$197,638.57
8	Riverside St.	Main St.	$134,550.66
9	Alderson Ln.	US-95	$134,550.66
10	Denver St.	US-95	$131,946.95
	Bauman St.	US-95	$122,444.68
	Coleville St.	Kaniksu St.	$122,444.68
	Pleasant Valley Lp.	Lookout View Rd.	$122,444.68
	Tamarack Ln.	Badger St.	$122,444.68
	Harrison St.	US-95	$68,859.04
	Comanche St.	Apache St.	$9,502.27
	1st St.	Riverside St.	$6,334.85

Based on a review of the crash data, no trends were identified for city streets. This is not surprising considering that the largest collector in the City is ITD's US-95. The location with the most frequent crashes is the intersection of Kootenai Street and US-95. The intersection is situated on a curve in US-95 at a wide point in the road with four lanes and a center turn lane, which is a relatively long distance for cars to travel. Kootenai Street has limited sight distance for cars approaching the intersection from the east. The site with the second highest total crash rate was near the intersection of Cody Street and US-95, or within 200 feet north of the intersection. Within 450 feet north of the US-95, Cody Street has seven side streets or driveways. This can cause confusion and distraction, which can lead to crashes. The most severe crash happened on Ash Street about 300 feet from Plaza Street, which is the nearest side street. A vehicle backed onto the road and collided with another car in icy conditions on a streetlight-lit road, late at night, causing a class A injury.

Existing Transportation System Summary

As presented in previous report sections, aspects of the existing roadway network were identified, which could benefit from additional evaluation or improvement. To summarize, recommendations relating to the roadway network include:

- The City should review and consider roadways that experience damage, and have a high enough general or truck traffic count during spring months, that would benefit from weight limit

posting. Future new roadway improvements and upgrades to existing roadways should consider all-weather traffic during design, as appropriate, for the anticipated traffic.

- LaBrosse Hill Street and McCall Street should be considered for classification as Minor Collectors and District 2 Road should be considered for classification as a Major Collector. These classifications should be coordinated with the County, as these roadways continue into the County and would benefit from consistent classification. Additionally, as the City continues to grow and potentially add new roads to its inventory, this information should be used to determine the appropriate classification
- It is recommended the City establish an evaluation and recording system for the condition and recommended treatment for City road signs. Once this is completed, it is recommended the City request the use of LHTAC's reflectometer kit to assist the City in evaluating all signs, in addition to a visual assessment. Remaining signs with conditions of fair or worse should be replaced to meet the MUTCD retro-reflectivity standards by applying for a LRHIP sign grant from LHTAC.
- Under current traffic conditions, it is our conclusion that the Alderson signal could be removed with the US-95 project because it appears to be contributing more to adverse operations than favorable operations. Traffic signal timing could also be adjusted, but that analysis was beyond the scope of this report. It is our understanding from speaking with staff at ITD, that a couple alternative traffic signal timing scenarios have been tested without any significant positive impact. Improper or unjustified traffic signals can result in excessive delay, disobedience of the signal indications, increased use of less adequate routes and roads, and/or increases in the frequency of collisions.
- It is recommended that the City look into possible safety improvements for the Kootenai and US-95 intersection, and the Cody and US-95 intersection to mitigate the higher crash rate in these areas. It is recommended that the City continue to work with ITD as they complete the US-95 improvements through the City.

Pavement Management

Current Pavement Management

The City maintains all roads within city boundaries except for US-95. There are approximately 22 miles of paved roadways within the City, 3.4 miles of which are classified as collectors and the rest are not classified. There are no arterials within the City other than US-95.

Bonners Ferry has not developed a formal Pavement Management Plan (PMP) but does perform pavement maintenance and management on an annual basis through visual assessments, documenting remaining service life, conducting surface treatments, and performing capital improvements. According to City staff, the City currently maintains a preventative maintenance schedule that includes:

- Visually evaluating the pavement surface distress annually.
- Conducting pre-chip seal activities such as patching, seal coating, placing leveling courses or placing thin overlays.
- Accomplishing chip sealing on approximately two and a half miles of roadway each year based on available budgets.

This generally results in each paved section of roadway being routinely chip sealed every ten years. The City typically allocates approximately $100,000 per year (estimated labor and materials) for this type of pavement management.

As the population of the City and surrounding areas continues to grow, the demands on the roadway will intensify, and it is important that the City successfully implement a plan to manage its investment in the roadway network and maximize the use of available maintenance funds. Having the capability to analyze the road network further prior to applying maintenance treatments allows the City to identify and take actions in a strategic manner. The following sections provide suggestions to assist the City with more formally identifying pavement management goals by developing a Pavement Management Plan, which can be documented and followed by future City staff.

Pavement Management Plan Overview

A PMP will provide the City with a better opportunity to understand the state of its paved road network. The goal is to provide a clear and effective PMP that uses condition data and produces a treatment strategy to preserve the roadway in a cost-effective manner based on condition and remaining service life (RSL). A successful PMP will allow the City to define the necessary budget required to meet the goals for the City's road network. A direct relationship between budget, repair strategies, and RSL will be apparent by implementing a PMP. This also helps staff and elected officials properly identify required, timely improvements and needed funds vs. available funding. This is an imperative step towards meeting the City's goals for road network management.

The PMP creates a simple informational and tracking system for the City to use when budgeting for maintenance and repair projects. The development of the PMP involves the following steps:

- Mapping (GIS) Road Network – The City has an existing GIS roadway inventory that can be modified and used for this purpose.
- Basic Roadway Information – This step is similar to the process the City is now taking to compile existing RSL information into iWorQ.
- Decision Tree on Structural Deterioration – This step takes the existing process and re-focuses the maintenance goal on further evaluating which treatment is suitable based on the roadway condition. This element is further discussed below.
- Recommended Treatment – This includes considering options outside of current chip seal applications.
- Implementation – A successful PMP must be accompanied by guidelines that can be referenced year-after-year to ensure the continuity of the data.

Decision Tree on Structural Deterioration

By evaluating and recording the structural deterioration of the road network in the decision tree spreadsheet, the City can begin to more systematically evaluate maintenance needs and seek optimal value for pavement management funds. The decision tree shown in **Appendix E** will help the City personnel go through a more systematic process to assign a treatment number to each road segment to help determine the recommended treatment needed. The four main categories of repair/maintenance strategies include:

1. Routine Maintenance (Crack Seal and/or Crack Seal and Chip Seal).
2. Preventative Maintenance (Crack Seal and Overlay).
3. Rehabilitation (Pulverize and Overlay and/or CRABS and overlay).
4. Reconstruction (Total Reconstruction).

Treatments recommended in the decision tree should be evaluated and adjusted to align with treatments that are appropriate for the City roads standards.

Pavement Management Summary

Bonners Ferry takes great care to maintain its roadway network. To maximize these efforts further, the City should implement this PMP as a tool to focus maintenance goals, to allow for ease in budgeting for annual maintenance efforts, and to make the most effective use of maintenance funds.

Capital Improvement Program (CIP)

Existing CIP

The CIP serves as the guiding tool for planning future transportation improvement projects. At the onset of the planning process, the City maintained a limited list of potential CIP projects that were based on City staff's knowledge of the City, with Council and public input. As part of this planning process, a more inclusive list was prepared, and a more formalized ranking system was developed.

CIP Goals and Objectives

As part of the second TAC Meeting and a subsequent working session with City staff, the group reviewed and refined potential ranking parameters, including:

- Right-of-Way (ROW) Required
- Project Status
- Project Safety Improvement
- Anticipated Public Support
- Connectivity
- Bike/Pedestrian/Recreation Opportunities
- Future ACI/City Development Potential

Table 10 summarizes these parameters and point value assignments.

Table 10 – Proposed CIP Parameters and Point Values

Parameter	Value	Points Assigned
Right-of-Way Required	Number of parcels required	Between 0 and 10; increasing with decreasing number of parcels
Project Status	Not started	0
	Planning/concept work complete	4
	Bid documents prepared	10
Project Safety Improvement	Eliminates an inconvenience to traveling public	1
	Eliminates minor to moderate safety hazard	3
	Eliminates a moderate to severe safety hazard	60
Anticipated Public Support	Public Outreach Necessary	0
	Anticipated Support	3
	Supported – Some outreach already accomplished	5
Connectivity	Does not provide new local road connection	0
	Improves local destination connection off US-95	6
	Reduces local need for use or crossing of US-95	10
Bike/Pedestrian/Recreation Opportunities	No opportunity for improved bike/ped/rec access	0
	Possible opportunity for improved bike/ped/rec access	4
	Clear opportunity for improved bike/ped/rec access	8
Future ACI/City Development Potential	Low development potential	0
	Moderate development potential	3
	High development potential	5

Through a workshop with the Mayor and City staff, the above parameters were reviewed for each project and point assignments made collectively. A spreadsheet was developed that includes the priority/point value assignments to each project parameter, estimated project costs and the ranked CIP project list grouped by potential funding categories including:

- Federally funded projects
- State funded projects
- Local/City funded projects

As a result of the previously described recommendations, the City has revised its CIP process and updated the CIP as of February 2019. **Table 11** presents a revised CIP project list in rank order based on the revised point system and **Figure 6** presents a map of CIP projects. Further, **Appendix F** provides more detailed summaries of the City's top projects for aid in future funding applications. Project costs were estimated to reflect requirements of recommended funding sources. For example, STP Rural funding requires 25% of total construction costs for design and 20% for construction engineering and inspection.

Table 11 – Proposed Revised CIP

Project	Description	Total Points
Solomon to Wilson/Augusta	Potential Connection	39
Alderson Extension to Tamarack	Potential Connection	33
Tamarack to Labrosse Hill	Potential Connection	33
Walker to McCall	Potential Connection	32
Riverside	Reconstruction	29
Comanche/US-95	Intersection	29
El Paso to Eaton Area	Potential Connection	28
Garden Lane Extension: Garden Court to Fry	Potential Connection	26
US-95 Crosswalk with RFBs	Crosswalk	26
Cow Creek Road	Widening & Retaining Walls	26
Cody north of US-95 to Van Buren	Widen for Bike/Pedestrian	26
Denver/El Paso Extension to Alderson	Potential Connection	24
Loop Connection Around Elementary School	Potential Connection	24
Stephens, Cody to Augusta	Advisory Lane Striping	24
Alderson/Paradise Valley	Intersection	23
Bauman to Kennedy	Potential Connection	23
Cody to Alderson	Potential Connection	23
Denver/El Paso Extension to Tannenbaum	Potential Connection	23
McCall to US-95 - North Option	Potential Connection	23
Kaniksu/Caribou	Intersection	22
Fresno extension to Tyler	Potential Connection	22
McCall to US-95 - South Option	Potential Connection	21
Garden Lane Extension: Fry to US-95	Potential Connection	19
Kaniksu-Chinook, City limit to US-95	Reconstruction	15
Alderson to Lincoln	Potential Connection	12

Figure 6 – Capital Improvement Plan Project Map

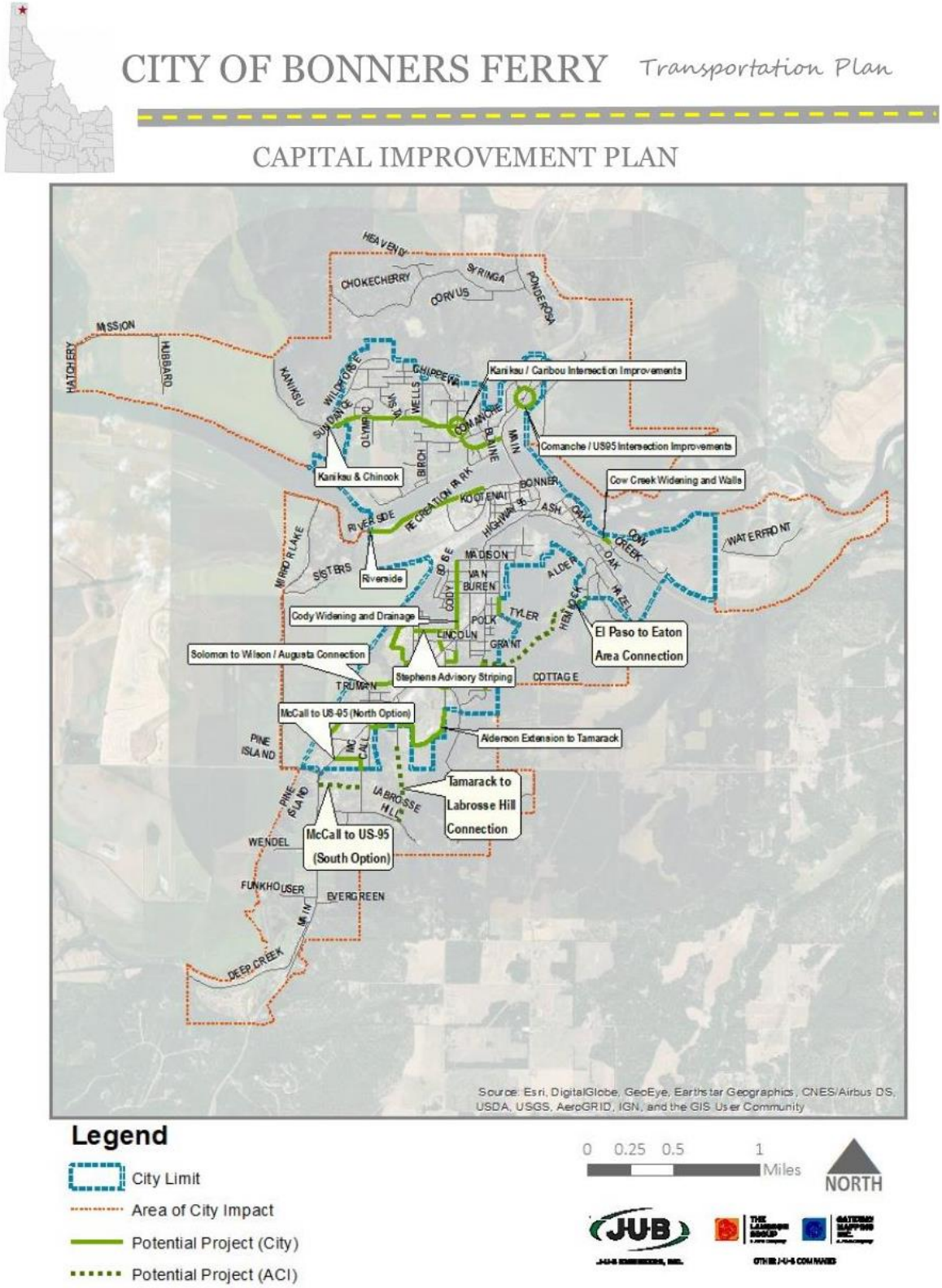


Table 12 presents the CIP project list grouped into possible funding categories.

Table 12 – Proposed Revised CIP with Proposed Funding Categories

Project	Description	Total Points
Federal Funding		
Riverside	Reconstruction	29
Cow Creek Road	Widening & Retaining Walls	26
Alderson/Paradise Valley	Intersection	23
Kaniksu/Caribou	Intersection	22
Kaniksu-Chinook, City limit to US-95	Reconstruction	15
State Funding		
Garden Lane Extension: Garden Court to Fry	Potential Connection	26
US-95 Crosswalk with RFBs	Crosswalk	26
Alderson to Lincoln	Potential Connection	12
Local Funding		
Solomon to Wilson/Augusta	Potential Connection	39
Alderson Extension to Tamarack	Potential Connection	33
Tamarack to Labrosse Hill	Potential Connection	33
Walker to McCall	Potential Connection	32
Comanche/US-95	Intersection	29
El Paso to Eaton Area	Potential Connection	28
Cody north of US-95 to Van Buren	Widen for bike/ped	26
Loop Connection Around Elementary School	Potential Connection	24
Denver/El Paso Extension to Alderson	Potential Connection	24
Stephens, Cody to Augusta	Advisory Lane Striping	24
Bauman to Kennedy	Potential Connection	23
Cody to Alderson	Potential Connection	23
McCall to US-95 - North Option	Potential Connection	23
Denver/El Paso Extension to Tannenbaum	Potential Connection	23
Fresno extension to Tyler	Potential Connection	22
McCall to US-95 - South Option	Potential Connection	21
Garden Lane Extension: Fry to US-95	Potential Connection	19

CIP Funding Options

Bonners Ferry should implement the capital improvement projects identified through this Plan when funding is available either through the annual City budget or through funding mechanisms, including, but not limited to, LHTAC grants, Federal grants, ITD grants, and other funding opportunities. Capital improvement projects should be re-prioritized based on available funding resources. In the event that a

specific project aligns better with a funding source than a higher prioritized project, the City should seek funding for the project that is most likely to receive funding.

Table 13 identifies specific funding resources the City could use to help implement this Plan. It should be noted that funding opportunities will vary annually based on legislation, this is not an exhaustive list, and available funding sources should be updated periodically to include new or modified opportunities.

Table 13 – Potential Funding Sources

Agency	Funding Source	Type of Project	Funding Amount[a]	Minimum Local Match	Application Date
County or Highway District	Property Tax Levy	No Restrictions	N/A	N/A	N/A
LHTAC	STP[b] Rural Funding	Planning, Design, Construction	$12 million Available Statewide	7.34%	January (every other year)
LHTAC	Federal Aid (Bridge)	Rehabilitation and Construction	$9 million Available Statewide	7.34%	January
LHTAC	LHSIP[c]	Safety Improvements	$16.8 million Available Statewide	7.34%	January
LHTAC	LRHIP[d]	Sign Replacement, Transportation Plans, Federal Aid Match, Construction	$30,000, $50,000 $100,000, $100,000	None Required but it is Recommended	November
ITD/LHTAC	Transportation Alternatives Program (TAP)	Pedestrian, Bike, Mobility, Public Transit Improvements	$500,000	7.34%	Varies
FHWA	BUILD	Projects to promote economic growth	$1.5 billion Available Nationwide	Varies	Varies
WFL[e]/LHTAC	FLAP[f]	Surface Transportation (Roads, Trails, Pathways) Improving Access to Public Lands	$14.7 million Available Statewide	7.34%	Varies (every other year)
IDPR[g]	Recreational Trails Program (RTP)	Walking and Biking Pathways, Bike/Pedestrian Bridges	$1.5 million Available Statewide	20%	January
ITD	Idaho Americans with Disability Pedestrian Curb Ramp Program	ADA Improvements Along State Highways	$60,000	None Required but it is Recommended	March
IDPR	Recreational Road and Bridge Fund	Repair Roads, Bridges, and Parking Areas within and Leading to Parks and Recreation Areas	$300,000 Available Statewide	None Required but it is Recommended	December
USRA	Railroad Safety Infrastructure Improvement Grants	Acquisition, Improvement or Rehabilitation of Rail Equipment	$25 million Available Nationwide	None Required but it is Recommended	June

(a) 2018 amounts, Funding Amounts may change annually
(b) Surface Transportation Plan
(c) Local Highway Safety Improvement Program
(d) Local Rural Highway Investment Program
(e) Western Federal Lands
(f) Federal Lands Access Program
(g) Idaho Department of Parks and Recreation

Implementation

Implementation Overview

To implement this Plan, the City's staff and Council should update GIS data, the CIP list, and discuss available funding opportunities on an annual basis. Bonners Ferry should reprioritize projects regularly based on project needs and available funding sources, and make efforts to seek outside funding through grants and funding programs that align with projects identified in this Plan. As discussed in this section, there are specific strategies the City may initiate to increase the likelihood of successful implementation.

Implementation Strategies – Keys to Success

Attend Annual Grant and Funding Workshops and Federal Funding Webinars

Funding agencies such as LHTAC, ITD, Western Federal Lands (WFL), IDPR, etc. typically hold funding workshops annually or periodically to educate eligible applicants on upcoming funding opportunities, scoring criteria, and program changes. These sessions will help City staff establish and maintain a solid knowledge base of the status of various state and federal grant and funding programs.

Continuing Education on Roadway Maintenance

Funding agencies typically encourage roadway agency staff to be educated on roadway maintenance and roadway safety. Through LHTAC's Training and Technical Assistance (T2) program, Road Department personnel can attend courses and earn certifications. If the City can demonstrate to LHTAC that its personnel have attended and/or earned certifications through this program, the City's proposed project and grant applications will rank higher when points are awarded in applications that consider this training.

Contact Funding Agencies Early and Often, Well Before the Deadline

It is good practice to inform funding agencies of a potential upcoming project well in advance of a grant application deadline. If the City desires to submit a grant application that is due in the fall or winter, it is recommended that City staff contact funding agencies as early as possible, ideally in the spring or early summer. Grant agency staff can offer invaluable advice on how to prepare for, and put a successful application together, as well as specific ideas about the project.

Project Development

For CIP projects that the City wants to implement in the near future, it is recommended that City staff identify the next steps needed. A typical next step towards implementation involves taking a CIP project from planning to project development. Depending on the project type and location, project development may involve site investigation, survey, specific study, etc. For projects that overlap with other jurisdictions such as ITD, it is recommended that the City work closely with those partner agencies

to determine the next step to move to project development; successfully initiating a project could be a matter of working with another agency that may ultimately want to sponsor and program the project.

Appendices

Appendix A – GIS Maps
Appendix B – Public Involvement Information
Appendix C – Example Typical Sections
Appendix D – Crash Analysis Methodology
Appendix E – Pavement Management Decision Tree
Appendix F – CIP Summary Sheets

Appendix A

GIS Mapping Layers

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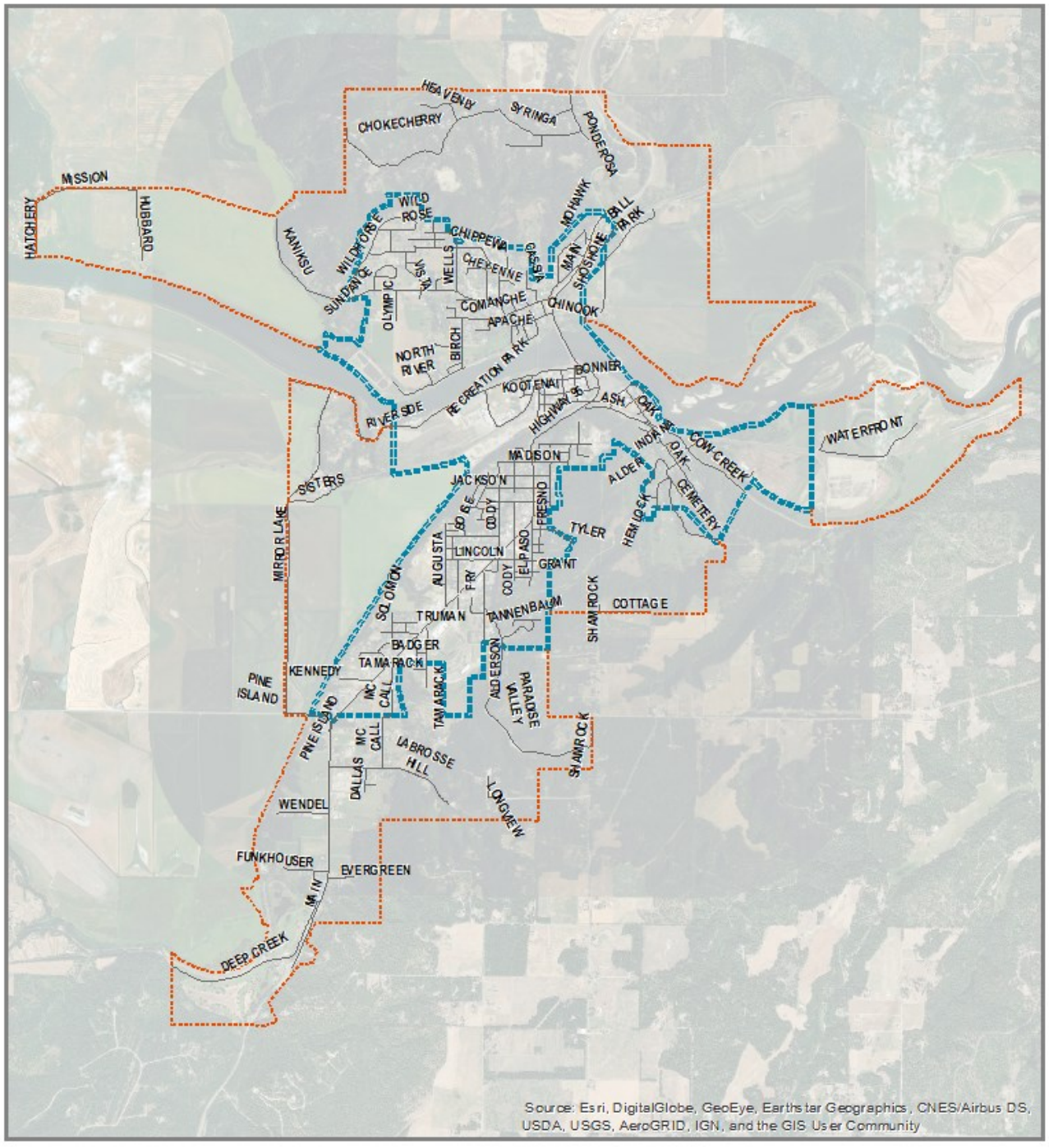
CITY OF BONNERS FERRY *Transportation Plan*

CITY LIMIT



Legend

City Limit

Area of City Impact

0 0.25 0.5 1 Miles

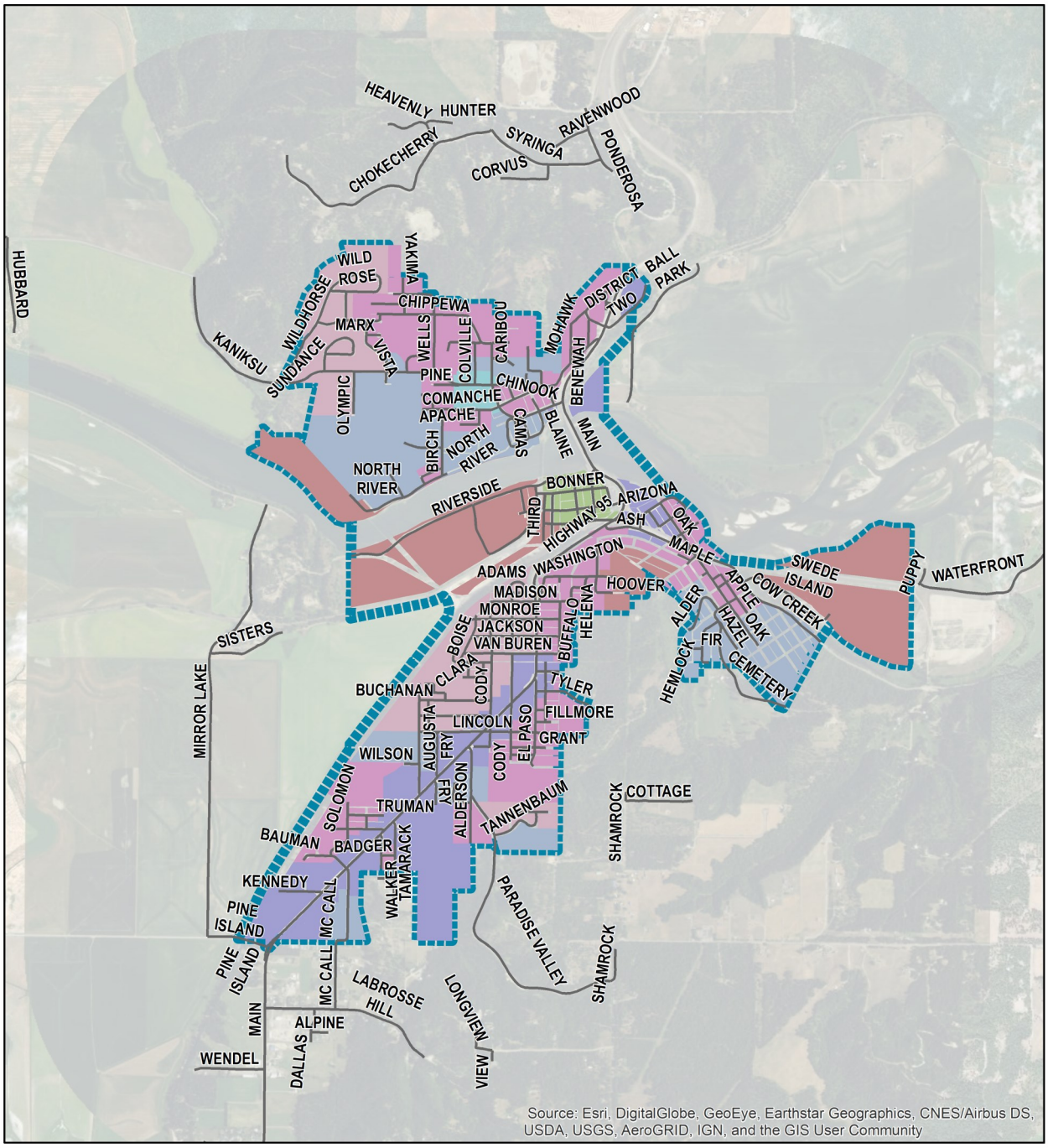
NORTH

JUB

OTHER JUB COMPANIES

CITY OF BONNERS FERRY *Transportation Plan*

ZONING



Legend

- Commercial
- Downtown
- Industrial
- Medical
- ROW
- Residential A
- Residential AA
- Residential B
- City Limit

0 0.25 0.5 1 Miles

NORTH

J-U-B ENGINEERS, INC.

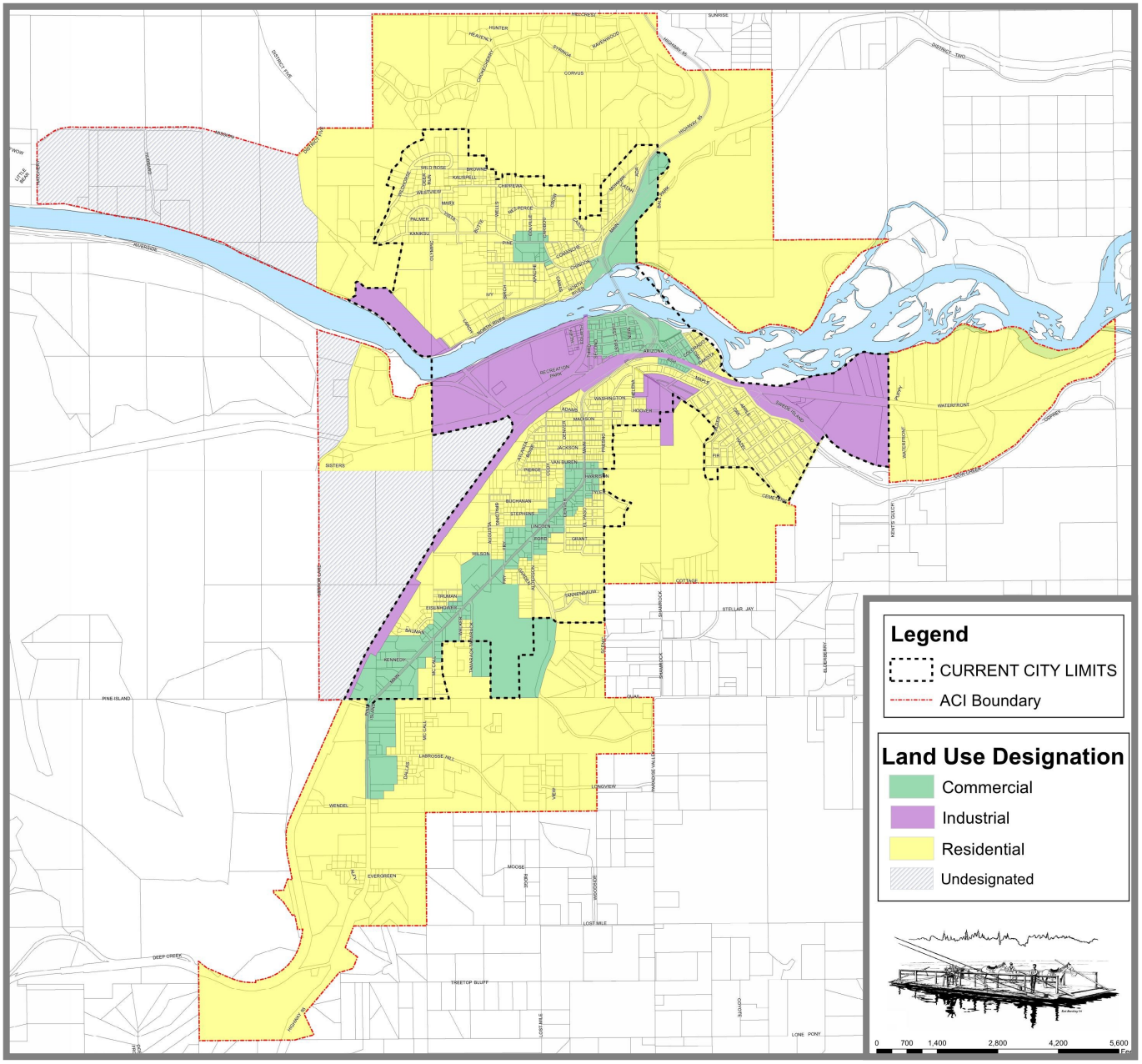
THE LANGDON GROUP a J-U-B Company

GATEWAY MAPPING INC. a J-U-B Company

OTHER J-U-B COMPANIES

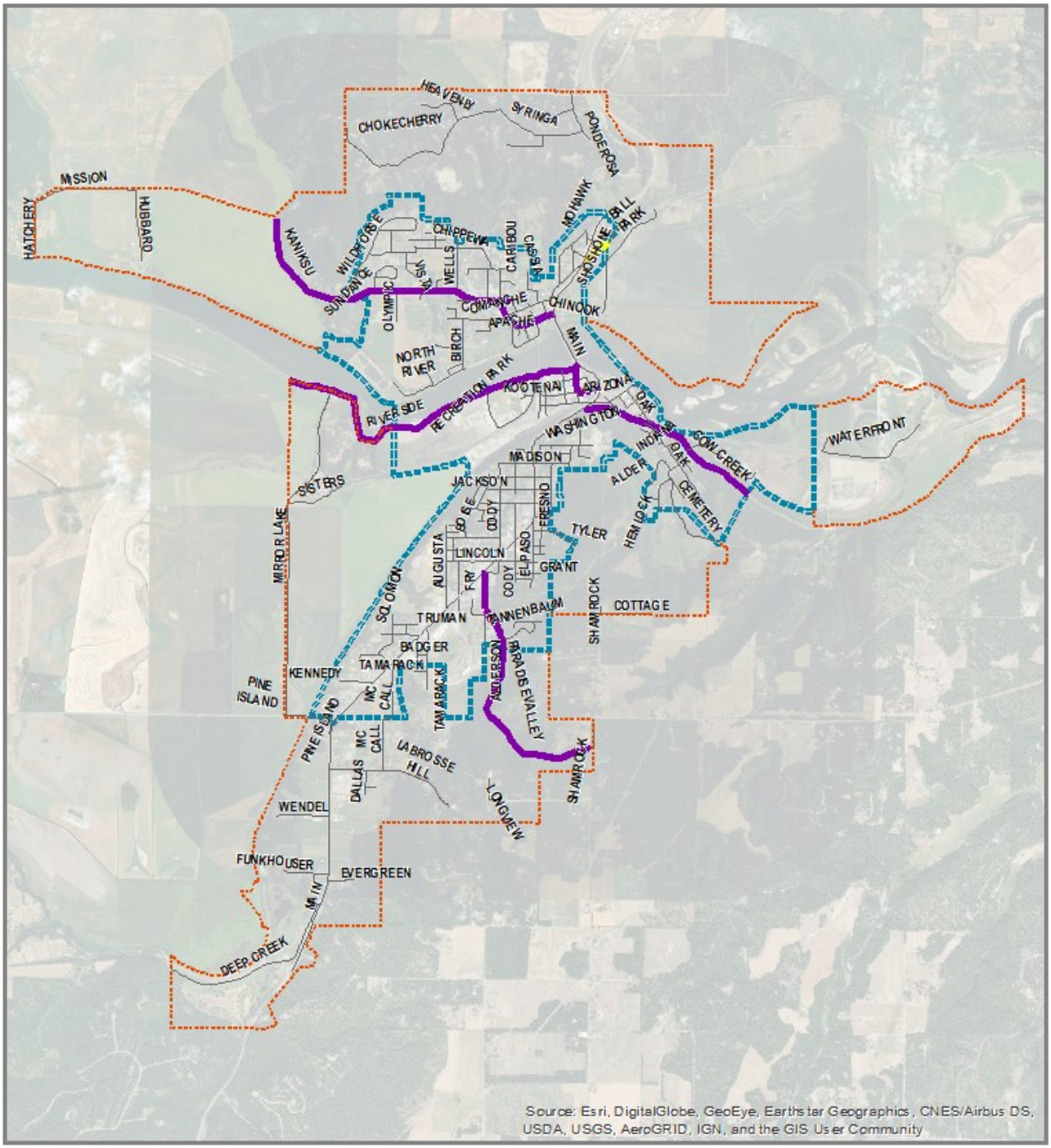
CITY OF BONNERS FERRY *Transportation Plan*

FUTURE LAND USE



CITY OF BONNERS FERRY *Transportation Plan*

FUNCTIONAL CLASSIFICATION



Legend

- Local Road
- Major Collector
- Minor Collector
- City Limit
- Area of City Impact

0 0.25 0.5 1 Miles

NORTH

JUB

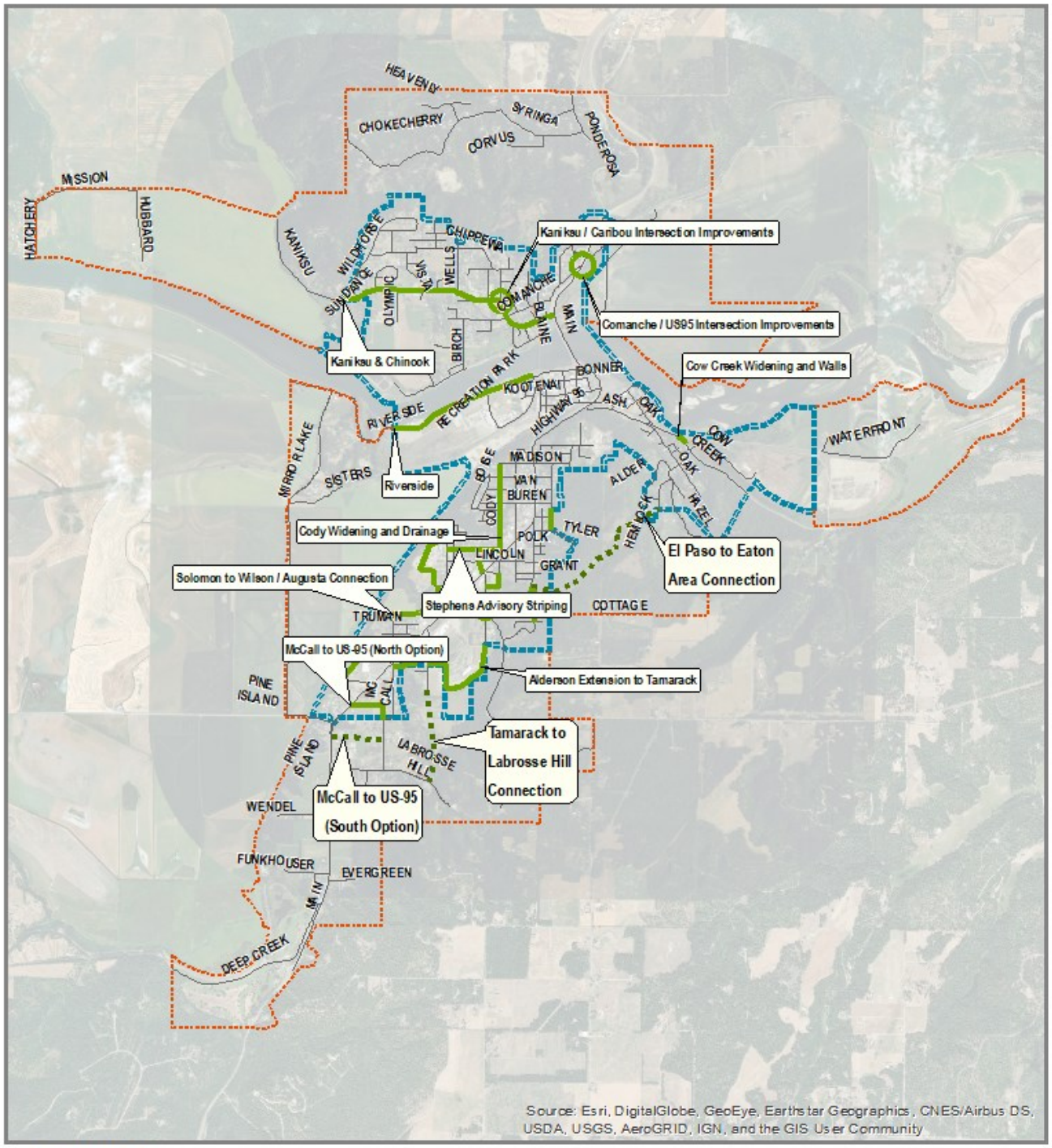
THE LANDMARK GROUP

GATEWAY MAPPING INC.

OTHER JUB COMPANIES

CITY OF BONNERS FERRY *Transportation Plan*

CAPITAL IMPROVEMENT PLAN



Legend

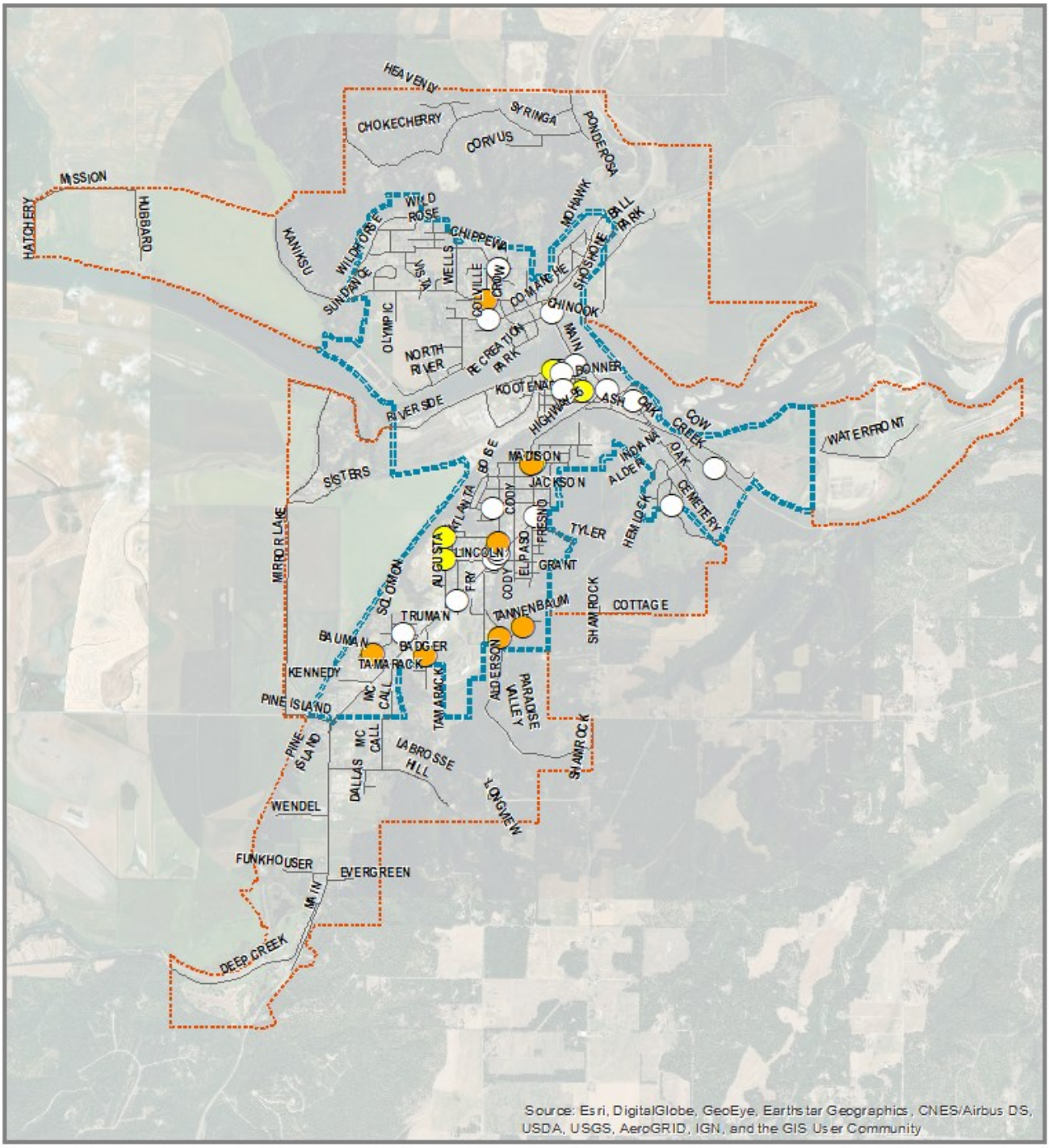
- City Limit
- Area of City Impact
- Potential Project (City)
- Potential Project (ACI)

0 0.25 0.5 1 Miles

NORTH

CITY OF BONNERS FERRY *Transportation Plan*

CRASH LOCATIONS



Legend

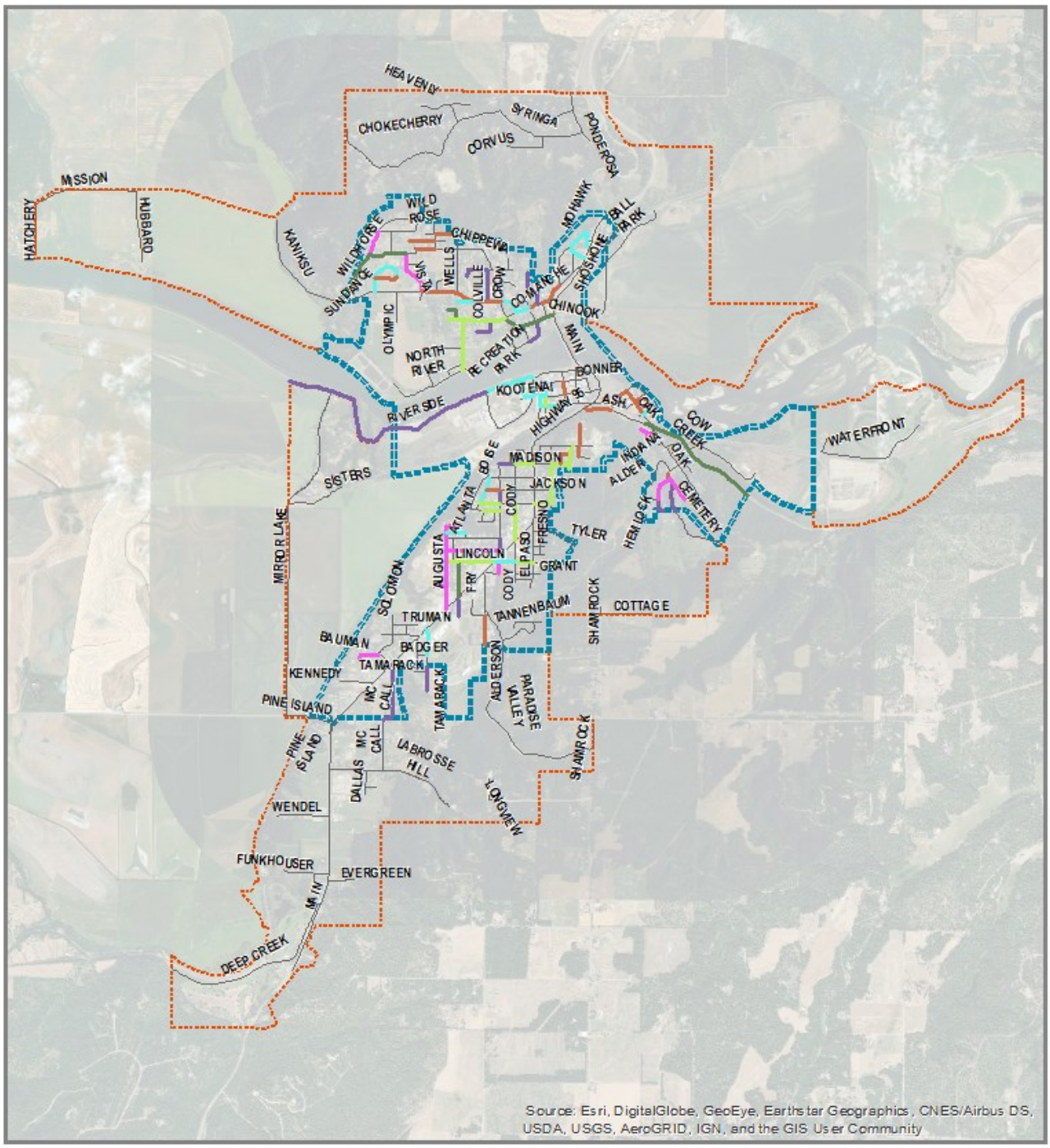
- B Injury Accident
- C Injury Accident
- Property Dmg Report
- City Limit
- Area of City Impact

0 0.25 0.5 1 Miles

NORTH

CITY OF BONNERS FERRY *Transportation Plan*

YEAR OF LAST CHIP SEAL



Legend

- City Limit
- Area of City Impact
- 2009
- 2010
- 2011
- 2012
- 2013/2014
- 2016

0 0.25 0.5 1 Miles

NORTH

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Appendix B

Public Involvement Information

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STAKEHOLDER INTERVIEW	
Name of Stakeholder	Darrell Kerby (DK), Olivia Drake (OD), Dennis Weed (DW), John Marquette (JM), John O'Connor (JO)
Position/organization	DK: Insurance Agent (Walker); OD: Catographer (Non Motorized); DW: BEDEC (Bicyclist); JM- Surveyor (walker); JO: Business Onwer (Bicyclist)
Contact Information	Phone:
	E-mail:
Name of Interviewer(s)	LMA
Date	Varied

QUESTIONS

1. Can you tell me about yourself and how you see a benefit from a transportation plan?

Allocation of resources towards projects and investments.

Active, multi-modal user of the network for trans & rec. (car, motorbikes, snowmobile, bicycle, horse, run/walk, far equipment); Network connectivity and avoid congestion; Safety; Access to important areas such as schools, hospital and fairgrounds. Smoother commutes; helps solve problems, provides structure for facilities and infrastructure improvements (capital planning).

Other modes of transportation would be more beneficial than using a car for every trip. Look at downtown 1-mile out with walking and biking facilities also at the hospital and school.

Most streets are heavily traveled, but don't warrant sidewalks. Cody street should be wider to accommodate walkers, bikers and autos. Cody St has the highest use of non-highway users that he has seen.

Commute to town primarily via bicycle from Moyie Springs area.

2. Thinking about how you get to [work / church / school / recreation], how well does the Bonners Ferry transportation system work for you?

Pedestrians are "on their own" walking in roadways; very few opportunities exist for sidewalks at all and for those that are there, they are by default- we haven't planned for them.

Parallel streets don't exist without getting on the highway.

Works well in a car besides potholes and bottlenecks; not so safe for bicycles- meaning there are no dedicated lanes; awareness of drivers for bicycles makes it also challenging and presents huge safety issues.

Way to much traffic, adding bike and ped facilities in town could remove traffic congestion.

The transportation system works because he's really used to it. Parking along Wells Fargo should be prohibited between Highway and Wells Fargo entrance. Cars parking here make it difficult to turn onto Cody Street without taking up the additional travel lane. Also makes turning difficult too.

7 out of 10 for system working. High School is good but tweaks could make it better; south hill brings the score down.

3. What changes would you like to see for transportation in Bonner Ferry?

Create parallel roads along the highway on both sides- connect streets so that "it gets children off the highways." Create safe thoroughfares for children without undue risks to their safety. Separate humans from vehicles. Giving choices back to all that use or support the transportation system will increase all users access, there is very little [choice] now.

Reduce access points to the Highway; increased sight at all highway access and major intersections; provide east and south access to High School; Improved road base and maintenance for pedestrians through winter months; Provide alternative vehicle routes; provide bike and pedestrian facilities and/or lanes; overall reduce congestion.

Policy: Look at changing policies that direct people to walk or bike. School district- if you live within 1 mile of school that no buses pick you up and you must walk/bike to school.
Capital improvements: Add parking meters that raise money for bike / ped facilities. Look at connector for bike facilities to bring 3 mile to downtown area.

Develop a route that stays on the west side; Cody Street is getting busier and busier and auto traffic isn't

as sensitive to pedestrian traffic and most people, including kids use Cody St as a pedestrian access route. Look at route that connects pedestrians onto a path or system to connect to the City pool.

More efficiencies and safety measures in place. Designations that indicate "share the road" would be helpful along with widen shoulders. Paint is a welcomed addition as it allows for self cleaning, otherwise separated paths would never get cleaned. Getting access from neighborhoods along south hill, Alderson Lane and surrounding residential neighborhoods. He knows a 92-year old that walks to the post office and back using Highway 95. Improvements to Paradise Valley Road is also an important bike route.

4. What is your primary mode of travel and why?

Depending on how much time is available, what's entailed at the destination I choose between walking and vehicle. However walking, however, walking has become a priority due to health considerations.

Vehicle due to distance from work; weather and safety. Automotive = 50-70% of trips, 50-30% are bicycle. Winter 100% automotive due to the lack of maintenance of bike/ped facilities.

Drive for a commute to work- walk everywhere else when possible. I typically use a functional walking route from Code to Wells Fargo to Highway, possibly to Lincoln & Augusta cross at highway, travel down west side of highway cross again at JRS (his business) location.

Walking unless it can't be done.

Bikes in terms of communting

5. What are the most important transportation issues (including walking and biking issues) that need to be addressed by this plan?

Giving choices back to users; getting subdivision codes to support sidewalks as part of design; lighting pedestrian facilities – for example the bypass area; planning for bike/ped facilities into infrastructure improvement planning- when you are rebuilding a road build to accommodate bike/ped at time of construction rather than retro fitting streets.

Safety- traffic plans and outreach; dedicated bike/ped lanes and routes @ at least the following streets Kankisu, Valley view; Buchannan, Lincoln and Stephens; Scenic route through historic residential neighborhoods for bike and ped (Monroe, Cody, Lincoln) decrease congestion and simplify (for example design roundabouts into the system); emergency detour routes; peak flow alternatives; Paradise Valley road to bike into town; improving line of sight for bikes and peds along Highway 95 intersections.

Get cars off 95 where ever possible and it makes sense to. Push people to not use cars.

Keeping pedestrians safe in any way possible. Stronger enforcement of speed limits.

Crosswalks at key locations; Bike routes from northside to ball fields (under highway 95). Bike route designations that lead people from north, south west to town and through town.

6. What would encourage you to walk or bike more?

Safe rights-of-way; providing incentives (signage, encouragement, education) providing a direct health and educational component; encouragement through social events or contests.

Dedicated lands/paths which are maintained (including sweeping); Not allowing dedicated lanes to become snow storage in winter months; clustered services (grocery/shopping stores downtown)

Quick to get around and exercise.

Look at adding desire into system planning (meaning making it easy and safe for the user and people will walk more.)

Enforcing ordinances and implementing plan. Sign ordinance and speed limits. No sandwich board signs

in walking paths; snow clearing along bridge and south hill bypass- pinch points. Should be of highest priority so people have choices when inclement weather to keep ped facilities open year round.

7. Who are the active groups or individuals in the community that we should engage?

Jim Greenslitt = walking for health benefits too, @ century 21; Rotary.

School Board / Parent outreach (PTA); County trails committee; rotary; Economic Development; visitor center; hospital, ambulance; fire department

Hospital, schools, business (Safeway; Super 1)

No answer

Jo Shaver; Maintenance guy at the hospital, North Idaho College.

8. What is your preferred method for involving the community in this planning effort, (such as public meetings, mailings, etc.)?

Personal Invitation with strategic message as to why they are sought; word of mouth.

social media; newspaper and/or meetings.

Pulling more of the county into the public process.

Prefer mailings

All of the above!

9. Anything else that you wish to add?

Look at population bases and provide connection between them; putting emphasis on maintenance of facilities in winter months.

I (LMA) asked about the public's feelings about sidewalk improvements that are adjacent to the physical road- feels that people feel uncomfortable with proximity of the sidewalks to the road but he currently feel this way now.

Reflectors along Highway 95 near Kaniksu should be removed and replaced with something safer. We need more crosswalks. Comanche and Highway 95 for example. Perhaps even closing Comanche or making it a 1-way to shorten the distance from either end and prevent people from waiting in the run-away truck ramp area. Chinook and 95 there is no dedicated cross walk to get across. Look at developing more trails and pathways in the area known as the "Bowl." Moving jersey barriers would required cleaning along highway 95, do not make the path smaller. supports labeling Hwy 95 a primary bicycling route and more broadly supports more crosswalks specifically at Comanche, Latah and Franklin streets where they intersect the Highway.

Outside of the City's area is that the light at 3 mile is not sensitive to bikes

feels the improvements on the south hill are good but designated bike/walking tours through south hill (Madison to Cody, Buchanan, or Stephens to Augusta) should be evaluated.

FOLLOW-UP NEEDED

City of Bonners Ferry
Transportation Master Plan 2018

Stakeholder Interview Summary: Monday, January 15, 2018

Interviewees:

Name	Title/Entity	Phone	Email	Interview
Don Davis	Former ITD/KTOI	208-920-1178 (c); 208-265-0454 (h)	jadcdavis@yahoo.com	Visitor Center, 11 a.m.
Bill Irwin	School District: Transportation Director	208-267-2425	bill.irwin@mail.bcsd101.com	Visitor Center, 10 a.m.
Kirsten Madden	Century 21 Broker	208-597-4894 (c)	kirsten@c21fourseasons.com	C21, 1 p.m.
Cal Russell	URA/Boundary Tractor	208-267-5571	cal@cdatractor.com	Boundary Tractor, 2 p.m.
Teresa Skeen	Postmaster	208-267-3302	teresa.e.skeen@usps.gov	Visitor Center, 3 p.m.
Lt. Christian Frye	BF Police	208-267-2412	cfrye@bonnersferry.id.gov	Phone, 2/23/18, 9 a.m.

Interviewers:
Riannon Zender, JUB Engineers
Gemma Puddy, The Langdon Group/JUB Engineers

Themes:

Congestion

- U.S. 95 gets congested with school traffic twice a day (7:30 a.m. and 4:00 p.m.).
    - Need an alternate route, specifically for emergency needs.

Connectivity

- Having one main road through town is problematic.
- There is a lack of connectivity across town and between neighborhoods.

Pedestrian Safety

- Bonners Ferry is predominantly a driving town. It feels unsafe to walk and cycle with the lack of connectivity and lack of sidewalks and bike lanes/wide shoulders, but not sure there is demand for more pedestrian amenities.
- More sidewalks would be appreciated everywhere specifically for children and south of the high school where there are less than north.
- Pedestrian link on U.S. 95 near Madison Street would connect the pool to the neighborhood and another one further south would connect to grocery stores.

General Road Concerns

- Skewed cross streets to U.S. 95 is dangerous.

- Alderson stop light is problematic – inconsistent, flashing yellow is confusing – but is essential for school buses/USPS to get out, and to break up traffic for sidestreet access onto and off U.S. 95.
- A turn lane near the Golf Course and Deep Creek Loop at the blind loop would increase safety.
- U.S. 95 from Monroe Street to Van Buren Street needs a consistent turn lane.
- Paradise Valley Lane to the traffic light is too slow at 20 mph.
- All road excepts Augusta Street, Cody Street and downtown are too narrow.
- Vegetation near intersections causes many sight issues.

Maintenance

- Potholes maintenance and snow removal could be much better.

Recommended Contacts:

- Daily walker – Jim Greenslitt, Century 21, 208-290-1683, jim@c21fourseasons.net
- Emergency Services
- Chamber of Commerce
- Rotary Club
- The Landfill
- BF Garbage
- Senior Centers
- Schools
- Business Owners
- Selkirk Loop – bike/cycling tour group, selkirkloop.org

Preferred Ways to Reach Community:

- Public meetings
- Mailers
- Newspaper
- Facebook – BF News, Chamber of Commerce, Rants and Rave, BF Garage Sale, BF Community Group, BF, Idaho, City of BF, BF PD (BonnersFerryPoliceDepartment)
- Radio
- School billboards

See notes and maps from stakeholder interviews attached.

Meeting Notes:

1. Introduction
    a. Transportation Plan Goals

Develop a 20-year plan with short-term (5-yr), intermediate-term (10-yr) and long-term (20-yr) goals, initiatives and projects. The plan will identify improvements based on public input/ priorities, followed by technical analysis and identification of grant resources to implement projects.

b. TAC Member Introductions

J-U-B Engineers, Inc. (Consultants)

- Angela Comstock, P.E./PM
- Jay Hassell, P.E.
- Lisa Bachman, AICP

TAC Members

- David Sims, Mayor
- Lisa Ailport, City Planner
- Mike Klaus, City Administrator
- John Youngwirth, Street Superintendent
- Bill Roberson, ITD
- Teresa Rae, School District
- Mark Fenton, Consultant (via phone)
- Elaine Clegg, Idaho Smart Growth
- Don Davis, Kootenai Tribe of Idaho
- Andrakay Pluid, City Attorney
- Renee Nelson, Bonner County Road and Bridge

c. TAC Meeting No. 1 Goals

Today (TAC No. 1)

- Review Public input received thus far
- Identify transportation issues/improvements needed
- Identify bike/ped issues/improvements needed
- Set goals and priorities

Future (TAC No. 2):

- Refine project list
- Prioritize projects
- Review Draft Plan elements

2. Process
    a. Simultaneous bike/pedestrian planning – Idaho Smart Growth
    b. Data gathering and processing
    c. Stakeholder Interviews
        i. Transportation stakeholders – JUB Summary

        Angela went over stakeholder interview results (included in TAC packet)

        ii. Bike/Ped stakeholders – City Summary

        Lisa A. went over stakeholder interview results (included in TAC packet)

    d. Public survey and comment map

        Comments received from the map were incorporated into maps presented at the TAC; online survey comments were reviewed and incorporated, as applicable, however the survey feedback requires additional time for processing due to volume of comments.

    e. TAC workshop No. 1
    f. Open house/workshop
    g. TAC workshop No. 2; Draft Report
    h. Public comment period; Final Draft Report
    i. Final Plan Document
    j. Adoption

3. TAC Workshop Breakout Sessions

    TAC members participated in three separate groups to review information and provide input on specific topic areas. Each TAC member participated at all three stations.

a. Group A – Transportation Project Map from Public Input

General Comments

- Online comments summarized on the map did not spur a lot of discussion or agreement with TAC members.
- Overall TAC comments focused on connectivity and congestion relief and discussion relating to the Connectivity map presented:
    - Consider alternative routes for the school users;
    - Flashing yellow at Alderson works well during peak hours;
    - Alderson users heading south (left) have highest delay;
    - Consider impact on local road and neighborhoods when developing alternate routes
    - Community needs alternate access to Shopko, Super One and Safeway

Project Identified/Discussed

- Augusta to Solomon connection (needs to consider new elementary school development)
- Signal or RAB at Augusta
- Boise to Spaulding connection (bike/ped only)
- Hemlock to Harrison connection (bike/ped only)
- Paradise Valley to High School connection
- Alderson to Denver connection
- Mirror lake connection via County/City partnership
- Alderson to Labrosse Hill area via County/City partnership
- Local road upgrades for above projects
- Comanche/US95 intersection – change to 1 direction
- Caribou and Pine intersection improvements

The above potential projects were presented by TAC members and discussed at the TAC meeting. These projects will be reviewed, validated and expanded upon via field investigation prior to the next TAC meeting. This list is highly subject to change.

b. Group B – Bike/Pedestrian Project Map from Public Input

General Comments:

- Evaluate all entry points in the community for improved bike/ped access
- Make sure there is a focus on providing bike/ped access for getting people from outside city limits to inside the city
- Differentiate between bike/ped scenic/recreation-type (i.e. riverside, District 5, etc.) facilities and commuter routes
- School busing/Us 95 – the school district gets funding to bus students even within a one mile radius due to US 95 being a high-trafficked highway.
- The US 95 project scheduled for 2018/2019/and 2020 construction should alleviate/improve a lot of bike/ped access issues and concerns with improved crossings and lighting.
- It is scary going across the US 95 bridge
- Street lighting is a concern – potentially look into efficient motion-detected street lighting in high-traffic bike/ped areas
- Dikes privately owned, might offer an opportunity yet make it difficult to provide a public trail along side of the river east of the highway

Map Comments:

c. Group C – Public Input Themes/Project Ranking Criteria

GOAL	COMMENTS
Congestion Relief	On US 95 and around schools
Connectivity Off US-95	Combined with above comment
Ped/Bike Connectivity	Off US 95 and via improved sidewalks and routes
Pedestrian Facilities Near School	
Fix Skewed Intersections	Remove this
Fix Alderson Intersection	Remove – this is connectivity dependent; connects City streets across US95; locations N & S of City
Widen Narrow Streets	Need standards; address on-street parking and secondary users – walking and multimodal
Reduce Emergency Services Response Time	Connectivity related and alternate routes
	Outcome of connectivity map, Roadway Standards and related parking designations

d. Group A, B and C facilitator summaries

Tabled; will be presented via TAC summary document.

e. Discussion

General Notes/Considerations

- New school coming in the next few years (2022-ish?), most likely on school district-owned property
- The City of Bonners Ferry owns the golf course south of town – possible area for growth/city expansion in the future

4. What's Next?
   a. Open house **– Late April/Early May**– Location TBD – most likely will be in May (around the 17th) to allow the project team to develop open house maps and information to present to the public for input.
   b. TAC Workshop No. 2 – **June 2018**
   c. Draft Transportation Master Plan document for review – **July 2018**
   d. Public Comment Period – **August 2018**
   e. Final Draft of Plan for review ~ September 2018
   f. Final Plan and adoption process ~ October 2018

Agenda:

1. Introduction (5 minutes)
    a. TAC Meeting No. 2 Goals
        - Review data gathered since TAC No. 1
        - Review and discuss individual CIP projects to confirm they align with the City's goals.
        - Determine if there are any potential projects missing from the list.
        - Discuss potential ranking criteria that can be applied to the CIP and review preliminary list to identify missing measures.

2. Review of data gathered since TAC No. 1 (15 minutes)
    a. Open House Presentation and Feedback
    b. Public Comment Feedback

    A summary of the open house and public comment feedback was presented to the TAC. Generally, feedback consisted of a desire for improved connectivity, correcting skewed intersections with 95, addressing traffic congestion on 95, and improving bike and pedestrian facilities and safety. Public comment relating to a pedestrian bridge was discussed by the TAC. The TAC agreed that the bridge's cost to benefit ratio was not substantial enough to justify the facility as a project; this was also in line with Idaho Smart Growth's feedback from walk audits. At-grade crossings are more of a priority for the City to provide multiple access points.

3. TAC Group Workshop Session (60-90 minutes)
    a. Review and Discuss Draft CIP List

    Based on the list presented the following projects were specifically discussed:
    - At the Paradise Valley/Alderson intersection, ISG identified that bike-ped improvements can occur relatively soon to address mobility for those users at the skewed intersection;
    - Reconstruction of Kaniksu from US95 to the City limit has become a priority project for the City and they may potentially seek funding this fall;
    - Drainage improvements and pike ped facilities along Cody north of US 95 have been identified as a short-term improvement project by the City;
    - An experimental advisory lane project is in the works with FHWA along Stevens from Cody to Augusta;
    - The Comanche/95 intersection should be generalized as an intersection improvement project, as it may be best to close that access point entirely;
    - The connection from Denver to El Paso should also identify a potential alternative connection to Tannenbaum, pending development;
    - El Paso connection to Hemlock could also be made to Maple; the connection should identify as a connection from El Paso to "Eaton" subdivision; a path connection may be the most feasible option for this connection.

    The above projects will be added to the CIP list

b. Discuss Ranking Criteria

Ranking criteria presented and expanded upon include:

- Right-of-way Conditions – number of parcel acquisitions required
- Anticipated Funding – grant, local, federal with match
- Project status – planning, shovel-ready, in construction
- Project Impact – related to safety
- Estimated Project Costs
- Public support – change the value to support, rather than controversy
- Destination connectivity – does the project provide connection to schools, parks, neighborhoods, etc. off US 95?
- Bike/Pedestrian/Recreation opportunities – should be a max of 10 points
- Development potential – relating to County development on roads that also access through the City: Paradise Valley, Cow Creek, Kaniksu, Riverside, Pine Island, District 2, Mirror Lake

The above ranking criteria will be used to draft a prioritized CIP for City review and input as the draft plan is prepared.

4. What's Next? (5 minutes)
   a. Draft of Plan for public review ~ August/September 2018
   b. Final Plan and adoption process ~ October 2018

Bonners Ferry Transportation Master Plan

Public Comment and Open House Summary

June 2018

Prepared by:

J-U-B ENGINEERS, INC.

7825 Meadowlark Way
Coeur d'Alene, ID 83815
208.762.8787

Contents

City of Bonners Ferry
Transportation Master Plan Open House 2018

Executive Summary

The City of Bonners Ferry (BF) hosted an Open House Thursday May 31, 2018 to gather public input for the first portion of the Transportation Plan process. In addition to the open house, input was sought at other local meetings and methods including a public online survey, and a public online interactive map to make comments on areas of concern.

The open house was held at the Idaho National Guard Building located at 6566 Main St, Bonners Ferry, ID 83805. Twenty-one (21) people signed in at the event and many more attended who opted not to sign in. Seven (7) display boards were used to show the public the project schedule, who pays for the projects and how, how to stay involved in the project, and maps of the District and roadways. Additionally, Idaho Smart Growth presented three (3) boards with information about their pedestrian and bicycle master plan. Boards presented by Idaho Smart Growth included maps with a proposed network and an opportunity to identify potential wayfinding destinations. Attendees were given the opportunity to discuss the planning process with the project team, to write input on the boards when appropriate, place stickers next to potential goals to illustrate preference for priority, and given comment forms to provide feedback. This open house generated two (2) written comment forms and several comments written on the display boards. In addition to these public house comment sessions, an online survey that was administered collected a total of 213 responses. The public comment period remains open until June 30th and additional comments will be incorporated into the master plan.

The purpose of the open house and public comment outreach was to gather information from the public and determine where they see the need to improve the local transportation network or safety within the City. This outreach was not intended to gather feedback on US-95 as the Idaho Transportation Department has done extensive outreach on the improvement plan that is currently being implemented on the segment through the City. The comments provided during this open house and public comment period have been summarized below and will be used in the development of the Transportation Plan for the City of Bonners Ferry.

Key messages communicated by the public who attended the open house, participated in the survey, or filled out comment forms included:

- Lack of connectivity between neighborhoods and local roads off US 95
- Addressing issues related to US 95 such as skewed intersections and peak hour congestion
- Bike and Pedestrian related challenges such as lack of facilities, not feeling comfortable/safe, and vehicle congestion
- Increased traffic and congestion

Potential Goals

The following table is a transcription of the public input received on the "Potential Goals" display boards as part of the interactive display provided at the open house. Attendees were given stickers to place by goals they agree with and were given an opportunity to write in goals as well. They were also given a chance to identify specific locations related to each goal.

Potential Goals	Number Agreements	Specific Location or Issue Identified by Public
Improve Connectivity	8	Alt. Route West of US 95 on S Hill / 4-way light E Alderson. Alderson to Lincoln connection. Alt. Route E of US 95 in various locations on Trans Plan looks good.
Pedestrian Bridge	6	There should be two overpass bridges over Hwy 95 for pedestrians to safely get across without stopping traffic flow. One where the current one is at the middle school, the other one at Jackson. The future planned crosswalk at Madison should not be there.
Improve Safety	6	Ways to get across Hwy 95 to access downtown from E. side South hill.
Promote Economic Development	5	
Improve Streetscape/Landscaping	4	
Traffic	2	Limit use of blinking stop lights – use uniform stop/go – LEAVE LIGHT AT ALDERSON
Improve Access for All	2	
Improve Emergency Access	1	

Public Input

The table below is a transcription of the written comment forms from the open house and other local meetings.

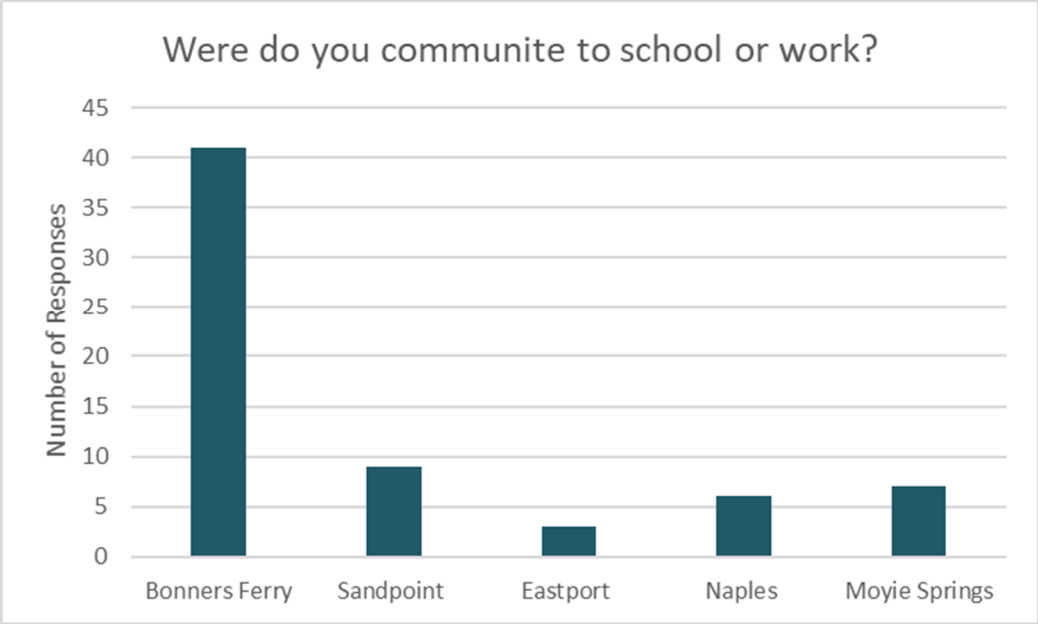
#	Comment
1	Lots of good ideas floating around. Anything dealing with connectivity is good. LEAVE THE LIGHT AT ALDERSON
2	1. Strongly support Alderson to Lincoln connection at US 95 traffic light. 2. Strongly support alternate route W of US 95; Solomon to Wilson/Augusta; loop around Valley View Elementary; Bauman to Kennedy. This would create a bypass of US 95 from Kennedy to Alderson. ROW acquisition set aside to affected properties. 3. Traffic light at Alderson should be upgraded w/ state-of-the-art software to adjust for volume/flow/school hours. 4. STOP unfunded mandates upon City by State for maintenance of US 95 ROW. The State gets Federal funding for US 95 & requiring City to assume greater responsibility for US 95 is an abrogation of State responsibility. 5. Install conduits for future light control under US 95. 6. Agree with alternate routes E of US 95 as well.

Online Survey Results

The following are the results of a survey administered as a public outreach effort for the Bonners Ferry Transportation Plan. A total of 213 responses were collected. Below is an overview of responses received from the survey included with the questions asked:

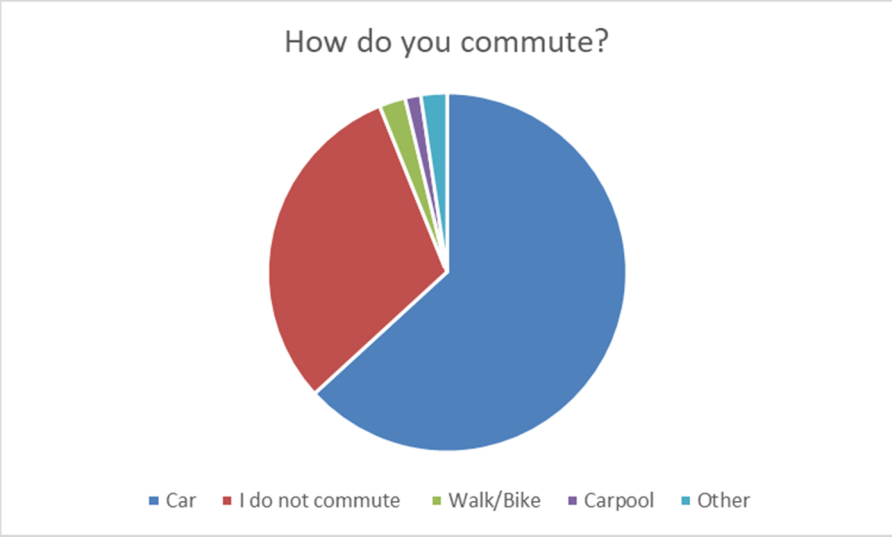
Question 1: Where do you commute to school or work?

Number of commuters:	114	Number of people that do not commute:	97



Question 2: How do you commute?

Car	I do not commute	Walk/Bike	Carpool	Other
62.9%	30.5%	2.3%	1.4%	2.3%



Question 3: What are the most important items the city should consider with prioritizing or budgeting for transportation improvements, including vehicle, bicycle and pedestrian? Please rate each issue in the level of importance to you.

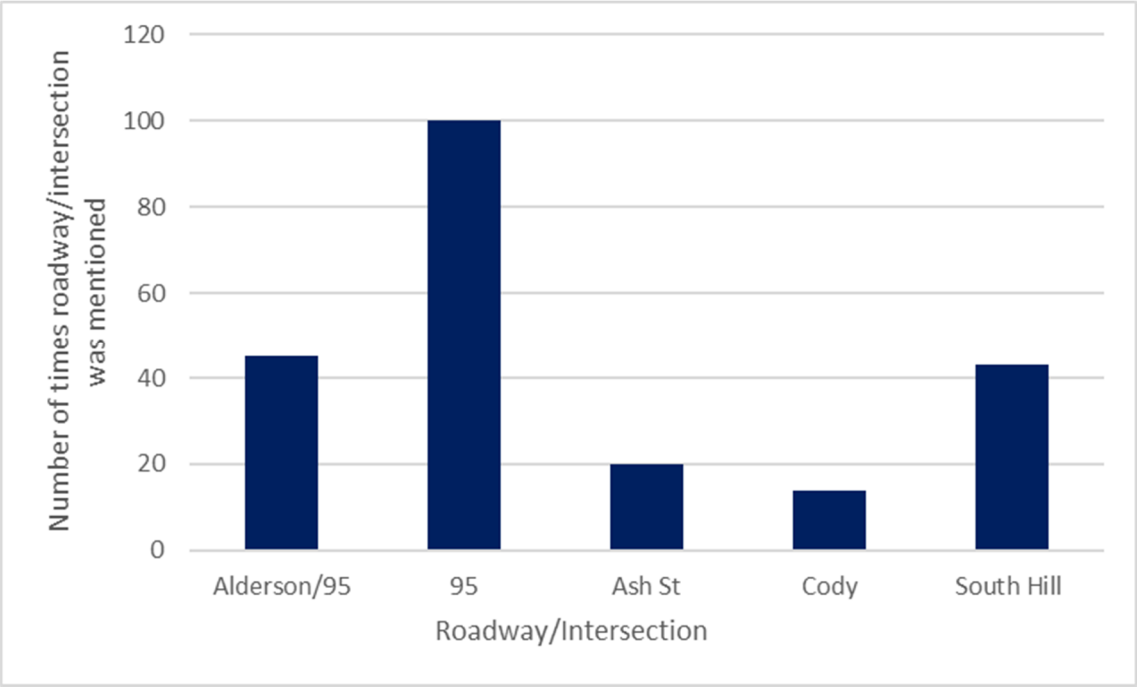
The categories under each theme were given a point value to help display the level importance and to compare and contrast between themes. Most important= 4 points, Important=3 points, Less Important=2 points, and Not Important=1 point.

Improve Safety					
	Most Important	Important	Less Important	Not Important	**Total**
Number of votes	115	83	14	1	
Points	**460**	**249**	**28**	**1**	**738**
Emergency Access					
	Most Important	Important	Less Important	Not Important	**Total**
Number of votes	80	91	34	2	
Points	**320**	**273**	**68**	**2**	**663**
Promote Economic Development					
	Most Important	Important	Less Important	Not Important	**Total**
Number of votes	48	104	45	7	
Points	**192**	**312**	**90**	**7**	**601**
Improve Connectivity					
	Most Important	Important	Less Important	Not Important	**Total**
Number of votes	96	90	21	4	
Points	**384**	**270**	**42**	**4**	**700**
Improve Streetscaping and Landscaping					
	Most Important	Important	Less Important	Not Important	**Total**
Number of votes	25	50	94	40	
Points	**100**	**150**	**188**	**40**	**478**
Improve Access for All					
	Most Important	Important	Less Important	Not Important	**Total**
Number of votes	80	79	37	8	
Points	**320**	**237**	**74**	**8**	**639**

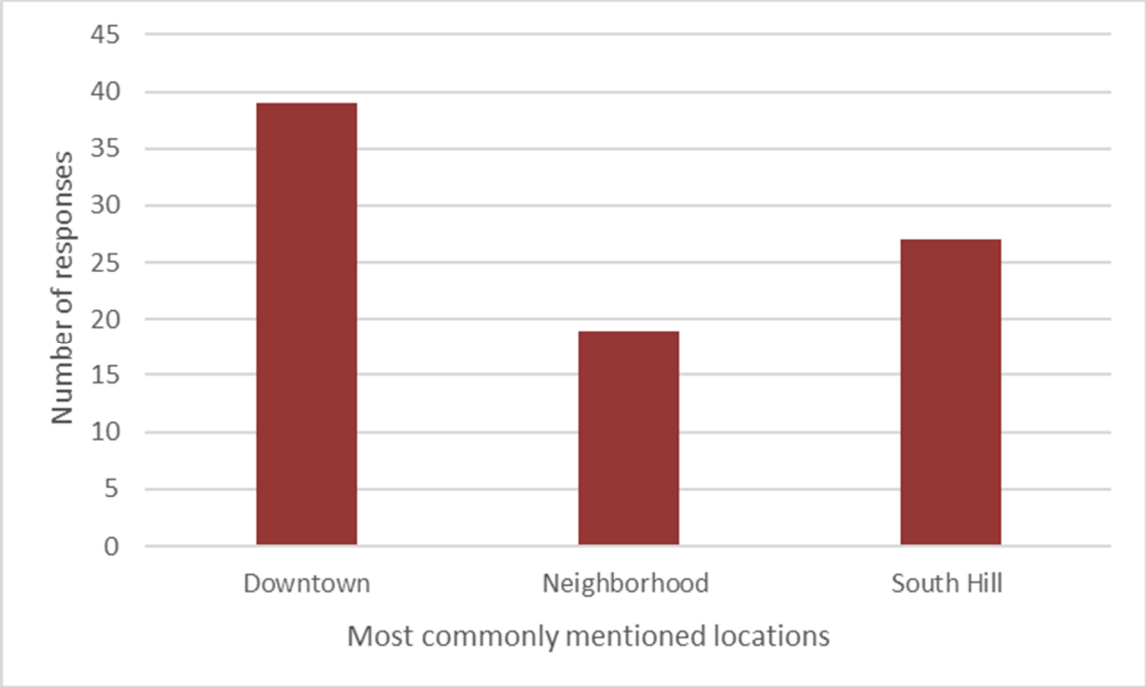
The point values determine that improving safety is the most important to the public while streetscape and landscaping is the least important.

Question 4: Which roadways and/or intersections cause issues for you when driving within the City? Please be as detailed as possible.

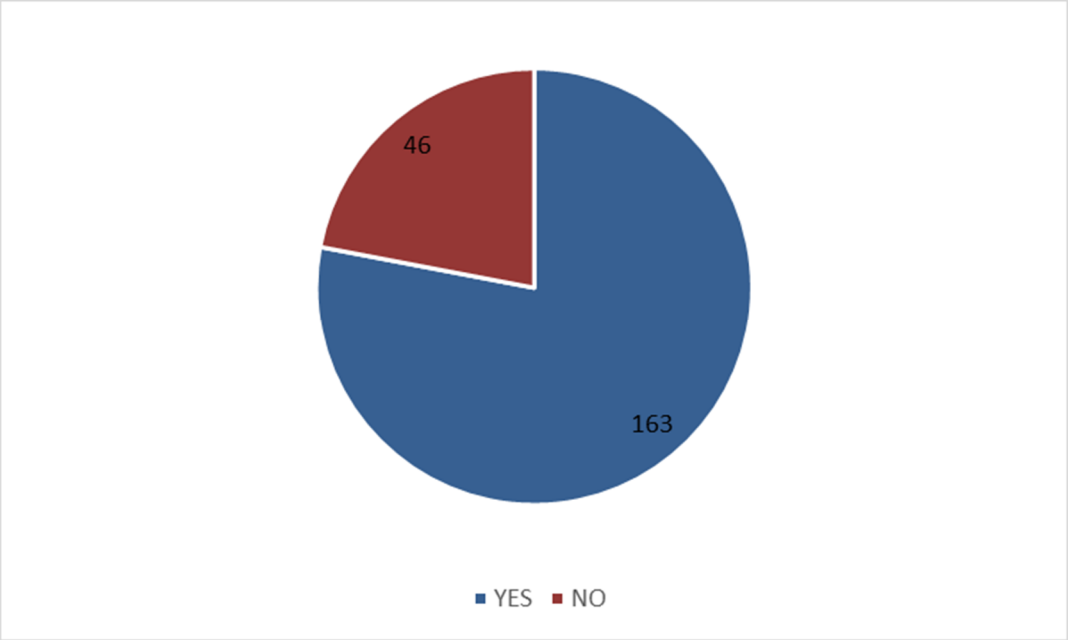
Question four was listed as an open-ended response. The most reoccurring themes were recorded and are presented below:



Question 5: Where do you walk or ride a bicycle today? Please be as detailed as possible.



Question 6: Would you use more multi-use walking and biking trails if available?



Question 7: Why do you walk or ride a bicycle today?

Why do you walk or ride a bicycle today? (Check all that apply)				
	Exercise/Health	Recreation/Enjoyment	Transportation	Other
Number of responses	167	158	49	23

Question 8: What prevents you from walking or bicycling in Bonners Ferry?

What prevents you from walking or bicycling in Bonners Ferry? Check all that apply										
	Too many cars	I don't feel safe/ comfortable	No bike paths, lanes or bike routes	Lack of connectivity	Destinations are too far away	Not enough lighting	Lack of "end-of-trip" facilities (bike parking, restrooms etc).	I do not have enough time	Not interested in biking or walking in Bonners Ferry	Other (please specify)
Number of responses	95	115	138	85	31	38	40	15	21	43

The responses that were collected under the 'other' category indicated that either walking around a neighborhood is preferred, safer areas need to be established, or that there are too many hills preventing walking or bicycling in Bonners Ferry.

Question 9: Are there any specific projects or locations that should be addressed in the Bonners Ferry Transportation Plan? If so, please provide specifics about the projects or locations that you are recommending to be addressed.

Question 9 was listed for an open-ended response from the public. Due to the range in responses, the number of bike/ped, vehicular, or sign related responses were recorded and are listed below:

Bike\Ped	Vehicular	Signage
36	**12**	**30**

Question 10: Are there any other issues that should be addressed in the Bonners Ferry Transportation Plan? If so, please explain the issue(s) that you are recommending be addressed

The main issues relayed from the public were in regards to area around US 95, bike/ped related problems, traffic congestion, and miscellaneous/other. Below are the responses collected:

US 95
The change of speed from 55 to 45, to 35 from the North Hill of hwy 95 to the Bonners Ferry city exits that were instituted to try and ensure better safety has not decreased accidents. Bigger speed change signs, big fine signs with amounts for ignoring. Depending on costs camera set ups to automatically send tickets to those breaking the speed limits. Especially if the fines could go to helping improve line painting etc.
A walking path or sidewalk on the east side of hwy 95 coming down the south hill is a waste of money! I know you say that is the state of Idaho. But if the City does not has any input, then that is messed up.
95 IS THE ONLY NORTH/SOUTH ROUTE UNLESS YOU GO ALL THE WAY AROUND FROM PINE ISLAND. BETTER ALTERNATE TRAFFIC AND PEDESTRIAN ROUTES WOULD BE NICE
H-95 on main st. In and out from business needs a lot of improvement. Traffic going too fast and I have hard time turning left going north.
Too much traffic in the summer months makes it hard for locals to get around. Hwy 95 needs to be expanded to 4 lanes across along its entirety through the Bonners Ferry municipality
Traffic flow on to 95
Highway 95 should bypass Bonners Ferry due to increased traffic count throughout the year. It would make Bonners Ferry more user friendly and the ingress and egress from what is 95 now much safer and efficient. 95 or Main street is now an over used roadway causing safety and timeliness issues for local residents. Also, the curbing on 1st street in front of post office needs to be repaired. It is an extreme safety issue especially for elderly and disabled users of post office. The sidewalk is below the curb in a number of places and curb is higher

than standard height also. Also, condition of street from 95 to and past hospital is dismal, with pot holes, varying widths, and a lack of adequate parking .
A downtown and south hill highway 95 bypass
Shoulder pathway on US-95 north to old 95 pathway
Not Having route 95 crosswalks directly to the right of side streets. Turning right (looking left)from side streets onto highly congested highway doesn't allow most drivers to see children to right waiting to cross highway.
It's too late to change plans for changes to Higway 95, apparently.
Not sure if this is handled in the Transportation Plan, but since landscaping was mentioned above, if there's an opportunity to beautify with landscaping or power line removal or more lighting along Hwy 95 in the South Hill area, then I think that would greatly improve tourist attraction to the businesses adjacent to those areas.
Overall, Bonners Ferry seems to do and have done a wonderful job. Left turns, and sometimes right turns, are difficult onto Hwy 95, especially during tourist season.
The car, bike, and walking safety at the intersection of 95 and paradise valley light.
Just the 95/Alderson issue which is not part of this plan
Please leave the stop light on at the intersection of Alderson Lane and Hwy 95. Makes it impossible to enter the hwy, or after school when they leave the lights blinking it's like Come on Man. takes literally half and hour at the point to go up to the main store and back down the hill
Better access ONto Hwy 95 (more traffic weighted stoplights) would be very useful
Bike/Ped
More people need to get involved in transportation which includes bike and Ped travel early on in the planning!!!
Bike paths that would safely get a person from one side of Bonners Ferry to the other along with bike/running paths near/along the river area (possibly granting shorter access to the baseball fields on the north side of the river).
it seem to me that this survey is only related to landscaped sidewalks and bike trails/paths instead of getting traffic thru town. With paths and sidewalks on both sides of street you are going to be reducing surface area used for thru town traffic.
Thank you for considering my opinion. I watch the numbers of people who walk and bike in Sandpoint due to the Bay trail, Dover path, long-bridge, and Sandcreek trails. I would love to see in our beautiful town.
If the city is going to allow continued extension of retail businesses along the highway (Shopko) then the city needs to provide adequate infrastructure to safely accommodate pedestrian traffic (sidewalk/bike path).
When there are no areas for bikes, clean up the roads from potholes
We need more places to walk and ride bikes safely!!!
Bike users should have to follow the same rules as motorist. Some communities like Boise allow bike users to not stop for stop signs or red lights.
The car, bike, and walking safety at the intersection of 95 and paradise valley light.
More people need to get involved in transportation which includes bike and Ped travel early on in the planning!!!
Bike paths that would safely get a person from one side of Bonners Ferry to the other along with bike/running paths near/along the river area (possibly granting shorter access to the baseball fields on the north side of the river).

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When there are no areas for bikes, clean up the roads from potholes
We need more places to walk and ride bikes safely!!!
Bike users should have to follow the same rules as motorist. Some communities like Boise allow bike users to not stop for stop signs or red lights.
The car, bike, and walking safety at the intersection of 95 and paradise valley light.
Traffic
Traffic when school gets out
Traffic after school and turning at the light
Need bypass to cut down on semi truck traffic through town. Bypass from Peterson hill to 3 mile.
95 IS THE ONLY NORTH/SOUTH ROUTE UNLESS YOU GO ALL THE WAY AROUND FROM PINE ISLAND. BETTER ALTERNATE TRAFFIC AND PEDESTRIAN ROUTES WOULD BE NICE
it seem to me that this survey is only related to landscaped sidewalks and bike trails/paths instead of getting traffic thru town. With paths and sidewalks on both sides of street you are going to be reducing surface area used for thru town traffic.
The residential area around Valley View suffers during school let-out, something needs to be done for traffic picking up their children so that the people who live around there can get out or in to their place of residence without having to fight the parents.
If the city is going to allow continued extension of retail businesses along the highway (Shopko) then the city needs to provide adequate infrastructure to safely accommodate pedestrian traffic (sidewalk/bike path).
Traffic flow. Obviously whoever decided on the projected 'improvements' does not drive in Bonners Ferry in the daytime
1. High school traffic. 2. Ash street intersection. 3. Pullout onto highway by library 4. Continuous sidewalks on one or both side of highway from atleast super one through town to the turn off after the bride to get to the hospital.
City bypass around core of town for semis and through traffic.
Proposed crosswalk at Madison street particularly troubling. Why not cros at Jackson with a straight stretch of road and better visibility. Bad idea making south bound traffic stop at Madison coming up a hill around a blind corner.....not going to even get into the foolishness of losing the four lanes on bypass.
There is lots of truck traffic through Bonners Ferry, I understand the road is to become one lane. Can't imagine how that is going to work.
Too many big rigs zooming through town. Dangerous, noisy, and blocks traffic. It's grown too much, needs to be a bypass
Truck traffic and emergency vehicles
Miscellaneous/Other
More people need to get involved in transportation which includes bike and Ped travel early on in the planning!!!
We could have more pride of ownership if we were not at the mercy of garbage heaps on peoples lots in town. People living in campers and dead vehicles.

potholes... lots of potholes...
Safety and shoring up our mudslides that we have problems with each spring.
Filling potholes in a timely and effective manner!
Parking in the Commercial Zones; Parking on City Streets in general; Snow Storage/Snow Removal & Stormwater Management Ordinances requirement; Right-of-Way/Easement encroachments by property owners; Vegetation/Signage/Visibility Management to maintain Sight-Distance Triangle at intersections.
Thank you for considering my opinion. I watch the numbers of people who walk and bike in Sandpoint due to the Bay trail, Dover path, long-bridge, and Sandcreek trails. I would love to see in our beautiful town.
General road maintenance, making the roads safe by filling in the potholes and resurfacing roads where needed.
Not at this time. Safety & Accessibility are important.
pot holes filled in a timely fashion please
Use spell check in your survey
Do what you have to do, but plan for the future needs, growth, disabilities, kids, etc.
Improved street drainage on side streets in city limits.
Free money isn't free. Any plan using outside money will come with mandates that will radically affect behaviors and habits of residents.
This might not be the appropriate place, but a Nordic ski track (like Sandpoint, Troy, Libby, and Creston have) would be pretty awesome. Charge a use-fee for maintenance to pay for it. I would happily pay to have an after-work and nighttime place to ski a track. Thanks for listening!
A fence down the overpass, getting to be a lot of deer crossing
Thank you for asking. I left commentary on your attached map concerning excessive underdeveloped or undeveloped right-of-ways within the city limits. The neglect of alleys filled with dead vehicles that could be used for emergency vehicles if opened up. Please consider abandonment of redundant alleys that are either undevelopable or developed but undermaintained. Designate them as one way for local access rather than 4-wheeler playgrounds for racing. We would like to see our Eaton's addition home be habitable for more that transient renters, however the streets currently to not make it so.
the need for a by-pass to make our community user friendly again

Online Public Comment Map

Included with the online public survey was an opportunity for individuals to place markers on a map of the City and attach comments to them. The map with comment markers can be found in the Appendix. Below is the list of the comments identified on the attached map.

Subject	Comment
1. Sound Barrier	A sound barrier along the highway/ RR crossing would be nice.
2. More Bike paths and safe pedestrian paths/excess unused R/W	The City of Bonners Ferry has many redundant right of ways that are rarely used, underdeveloped and poorly maintained or not developed. Many appear to be unmarked as single lane that should be designated one ways. Many right-of-ways are poorly maintained and produce large amounts of dust within the city limits. Can we have a City plan to either use appropriately and maintain or abandon these right-of-ways? Can we have a plan to remove long-dead vehicles as well?
3. Limit Parking along Cody St	Parking between Highway 95 and Wells Fargo entrance (on east side of Cody) should be prohibited because turning traffic from highway gets pinched due to parked vehicles.
4. Improve Drainage	Improved street drainage needed badly!
5. Reconstruct intersection	Adjust grade/path of intersection so that it doesn't need to be closed every winter.
6. Parking for recreational use of old hwy 95 north hill	Parking for hill hikers would be nice
7. Dangerous road conditions	Some drunk nutbar in an excavator keeps plowing snow and rocks onto Parker Canyon Road in the middle of the night, he films himself doing it for the Pure Living for Life Youtube channel
8. Dangerous Corner	Very dangerous corner. People roll the stop sign.
9. Dangerous in Winter	Roosevelt to Hwy. 2 Black Ice, mail boxes on narrow 2 lane road covered with packed ice and nowhere to go if a car hits black ice and person collecting mail. Turning from Roosevelt to Bloomhill... black ice problems. They try to keep it sanded, but there are times its an ice rink.
10. Remove Signal	Traffic light was installed for school buses coming from road by LDS church, but buses don't come that way and never have. The traffic light at 95 & Alderson lane causes traffic to be very congested on 95 and should be removed.
11. US 95 & Local roads	Difficulty turning left.
12. Can't turn left when lights are flashing	It is impossible to get onto hwy 95 when the lights are flashing
13. Bike Path	Add a bike path to this area
14. Complete streets	Help develop a street network that caters to bike, pedestrians and motor vehicles.
15. Crosswalk	We need a crosswalk here!
16. Comanche Street Crosswalk	Make Comanche one-way (west bound) with crosswalk along Highway 95
17. East/West Corridor for bike/ped	Make sure route is identified in plan as high use corridor for both bike and ped
18. Crosswalk	Another vote for a cross walk at the top of the hill!
19. Riverwalk	How about a river walk?
20. Possible Pedestrian Connector	Look at trail system or walking path that connects to Highway 95. Would allow pedestrians connections or pathways that are not along Highway 95.

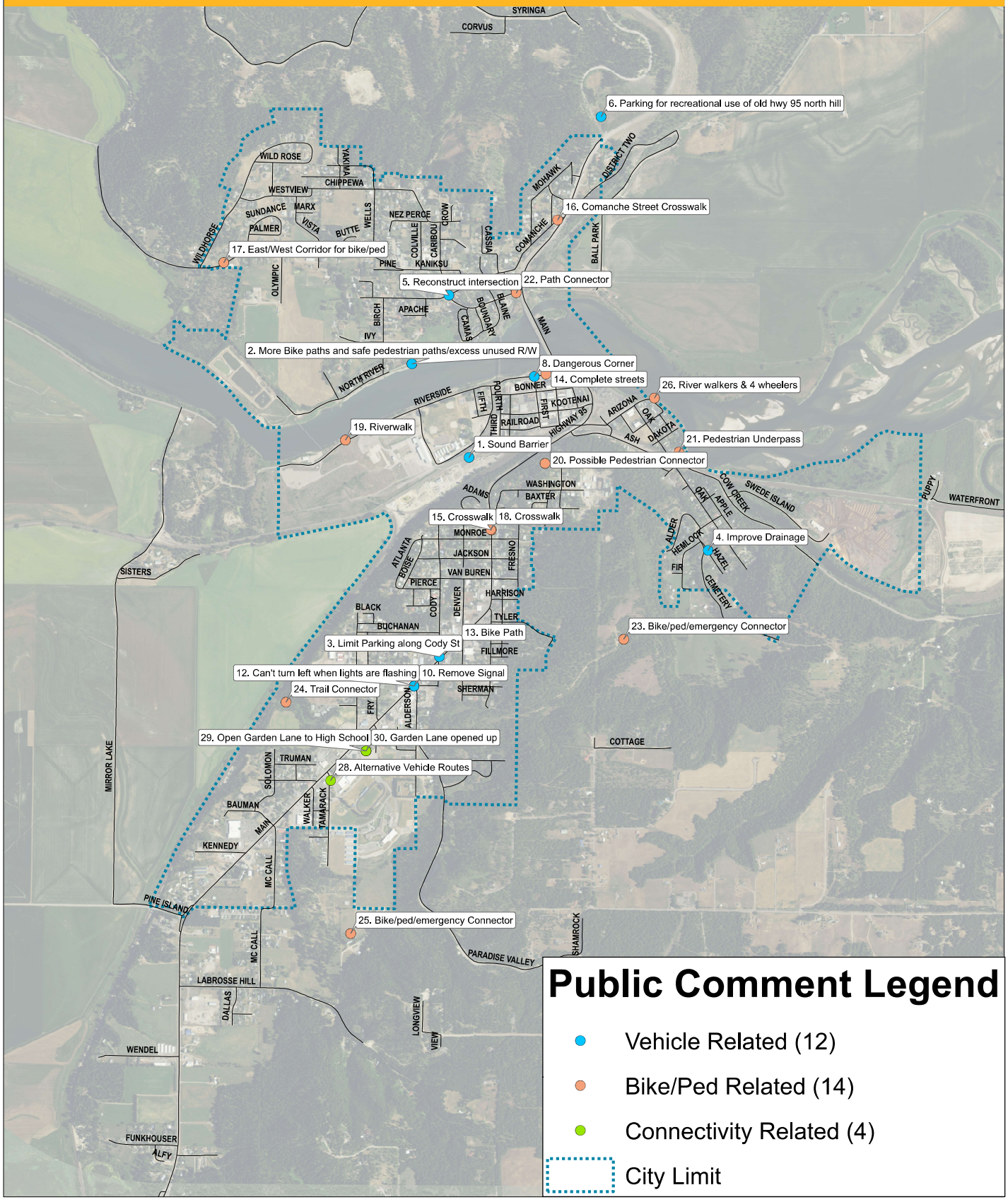
21. Pedestrian Underpass	Look at providing underpass for bike/ pedestrian access to cow creek that would connect along dike along river system.
22. Path Connector	Develop walking and biking path connection under highway bridge to county parks.
23. Bike/ped/emergency Connector	Re-connect old abandoned road for trail & emergency use
24. Trail Connector	Possible trail connector for southwest residential to Valley View School
25. Bike/ped/emergency Connector	Trail or vehicle connector from McCall/Labrosse to south side of High School
26. River walkers & 4 wheelers	The top of the dike and Alley on Arizona has dog walkers coming from the casino/hotel, perhaps this needs developing. The 4x4 races in the single car wide Alley are a hazard to humans and pets.
27. Future Connector?	Connect Augusta to School property and provide 4-way controlled intersection. Fry street connection to Hwy 95 is challenging to make left turns.
28. Alternative Vehicle Routes	Look at providing multiple access around the middle and high schools
29. Open Garden Lane to High School	Open street up to allow vehicles to access school grounds from Alderson
30. Garden Lane opened up	Open up Garden Lane to gain school access from Alderson

Appendix

Public Comment Map
Open House Displays

BONNERS FERRY TRANSPORTATION PLAN

ONLINE COMMENT SUMMARY



Public Comment Legend

- Vehicle Related (12)
- Bike/Ped Related (14)
- Connectivity Related (4)
- City Limit

CITY OF BONNERS FERRY

INFORMATIONAL OPEN HOUSE

4:00-6:00 PM
May 31, 2018

WELCOME

PROJECT SCHEDULE

October 2017	The City of Bonners Ferry (the City) was awarded funding from the Local Highway Technical Assistance Council (LHTAC) to complete a Transportation Plan.
Nov-Dec 2017	J-U-B ENGINEERS, Inc. (J-U-B) was selected to complete the Bonners Ferry Transportation Plan and developed scope of work.
Jan-Feb 2018	Collect background information and other area transportation plans; begin to collect and analyze traffic, crash data, connectivity, existing features, maintenance, and economic data.
March-May 2018	Conduct public engagement and education activities including stakeholder interviews, a Technical Advisory Committee (TAC) meeting, an online survey, and a public open house.
May-June 2018	Summarize input from the public engagement process, analyze and refine data to develop Capital Improvement Project (CIP) list.
June-July 2018	Develop Draft Transportation Plan for review by TAC and the City at a second TAC meeting (July).
August 2018	Incorporate TAC and City input and conduct a second round of public engagement and education including an opportunity for report review at a regularly scheduled Bonners Ferry Council Meeting.
September 2018	Update Draft Transportation Plan based on second round of public engagement.
October 2018	Complete Final Transportation Plan for adoption and City's use in applying for funding.

HOW YOU CAN PARTICIPATE TONIGHT

- Identify your preferred goals on the chart.
- Indicate areas of concern on the transportation and bike/pedestrian maps.
- Identify destinations for wayfinding signage.
- Fill out a comment form and leave it in the comment box.
- Take a comment form for yourself, friends, family or neighbors.
- Talk to one of the J-U-B, City or Idaho Smart Growth project representatives here.
- E-mail comments and/or forms to **acomstock@jub.com**.

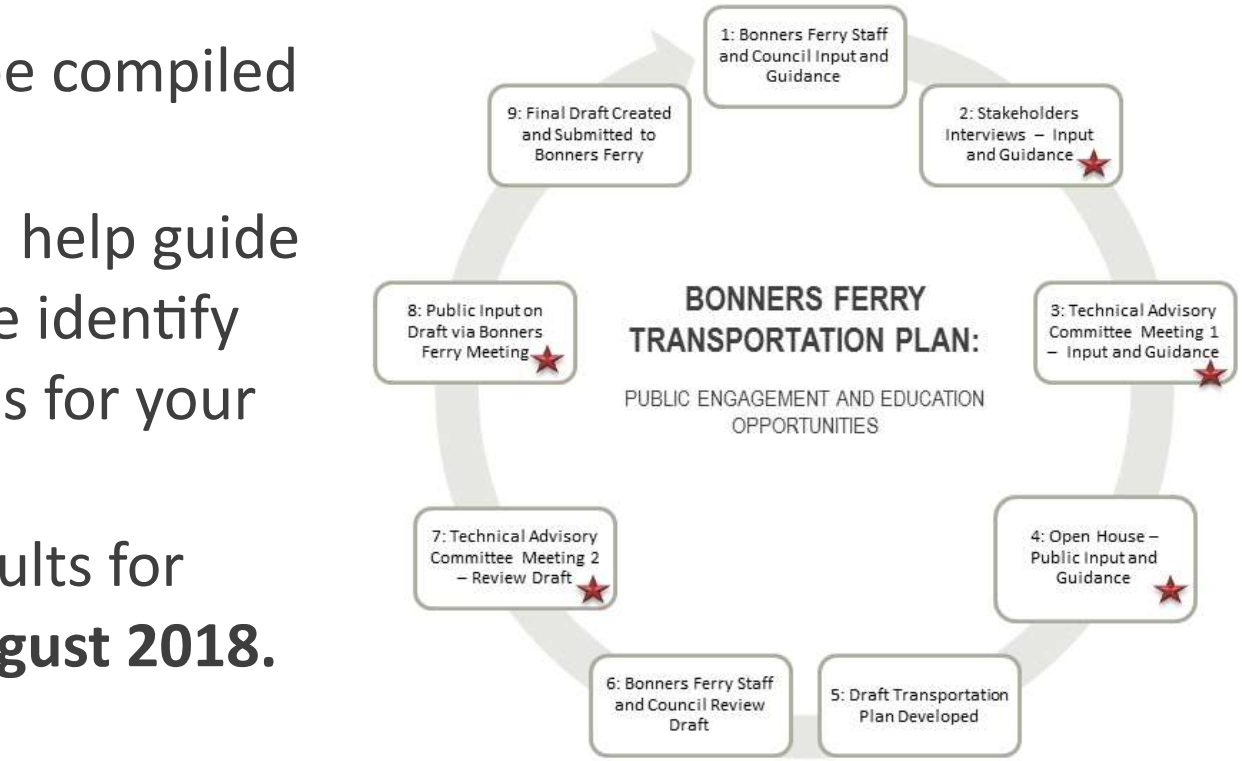
Comments are always welcome, but must be received by June 30, 2018 to be considered in the formal comment period.

WHAT'S NEXT?

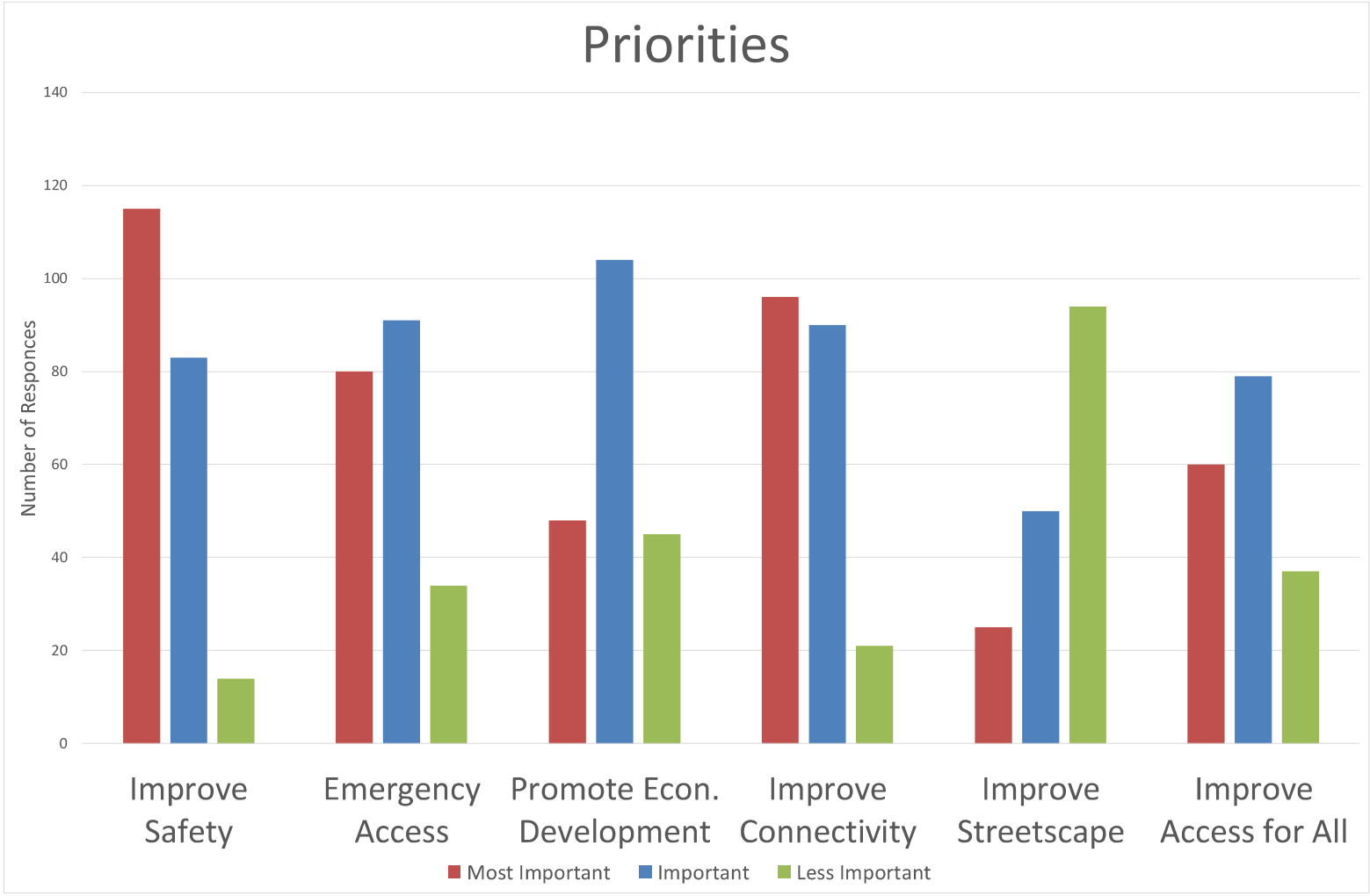
- All comments will be compiled and reviewed.
- Your comments will help guide Bonners Ferry as we identify projects and policies for your community.
- We will provide results for public review in **August 2018.**

Please stay involved!

- E-mail us at **acomstock@jub.com**
- Tell your neighbors and friends!



PUBLIC SURVEY RESULTS



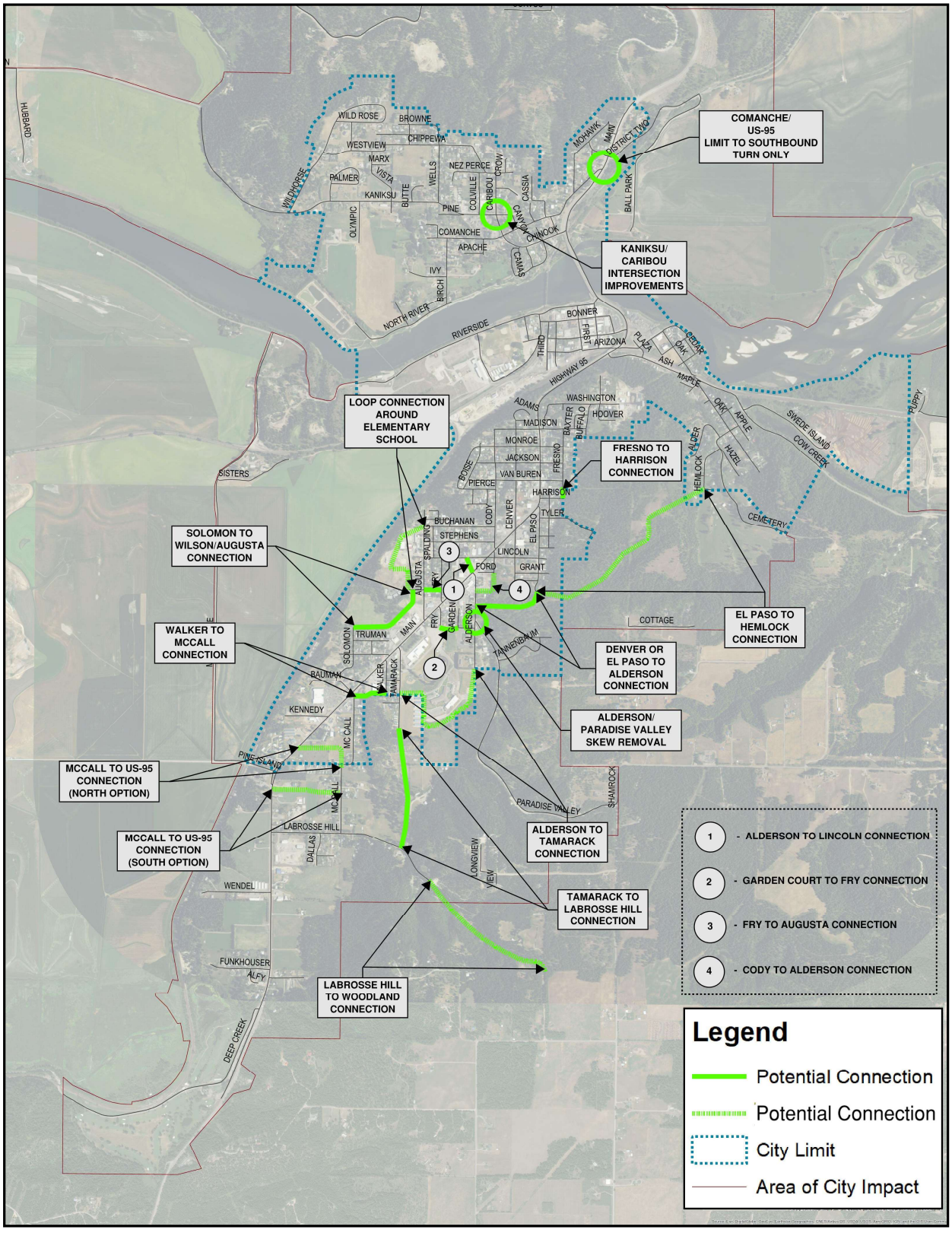
BONNERS FERRY TRANSPORTATION MASTER PLAN

POTENTIAL GOALS	DO YOU AGREE? PLACE STICKER IF YOU AGREE	SPECIFIC LOCATION/ISSUE
IMPROVE SAFETY		
IMPROVE CONNECTIVITY		
IMPROVE EMERGENCY ACCESS		
IMPROVE ACCESS FOR ALL		
PROMOTE ECONOMIC DEVELOPMENT		
IMPROVE STREETSCAPE/LANDSCAPING		
OTHER:		
OTHER:		
OTHER:		
OTHER:		
OTHER:		

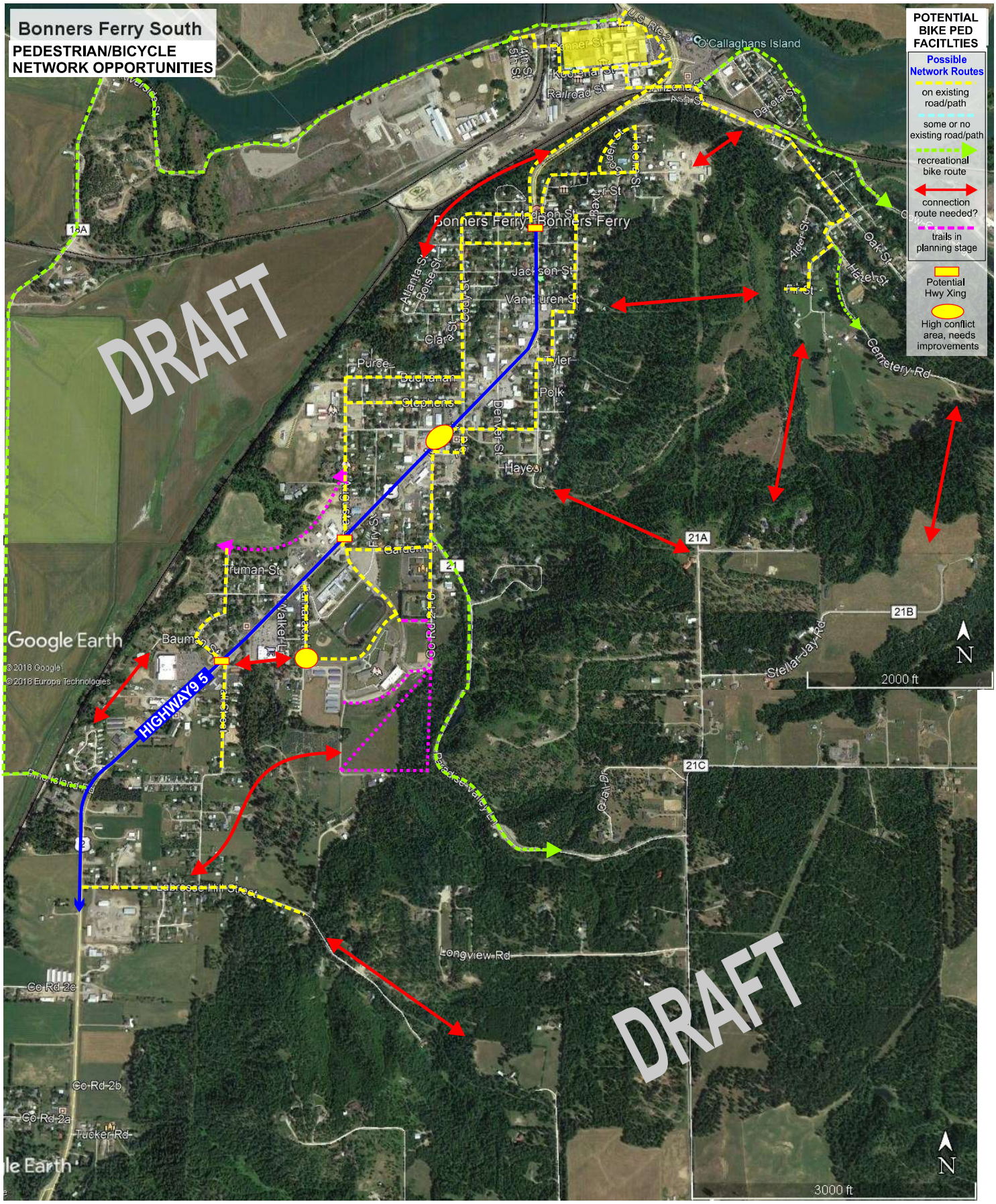
BONNERS FERRY TRANSPORTATION MASTER PLAN

POTENTIAL PROJECTS GENERATED FROM PUBLIC INPUT, CITY STAFF, STAKEHOLDERS, AND PRIOR PLANS

IF YOU AGREE, PLACE A STICKER NEXT TO THE PROPOSED PROJECT




Bonners Ferry North
PEDESTRIAN/BICYCLE
NETWORK OPPORTUNITIES
POTENTIAL
BIKE PED
FACITLTIES
Possible
Network Routes
on existing
road/path
some or no
existing road/path
recreational
bike route
Connection
route needed?
Potential
Hwy Xing
High conflict
area, needs
improvements
DRAFT
DRAFT
Aspen Dr
30C
Sand Hill Rd
30
30B
Larkspur Ln
County Rd 30 A3
Co 30-A2
Heights Loop
Trygg Rd
30A
Co Road 30-A
Sunrise Rd
Heavenly Dr
Syringa Dr
Chokecherry Dr
2
Wild Rose Ln
Chippewa Dr
Vista
Palmer
38
Kaniksu St
Colville St
Comanche St
Birch St
Camas St
Blair St
2
O'Callaghans Island
Bonner St
Kootenai St
Railroad St
Arizona St
Riverside St
18A
Main St
Helena St
Google Earth
©2018 Google
©2018 Europa Technologies
IDAHO
SMART
GROWTH
N



IDAHO SMART GROWTH

Potential Wayfinding Destinations for Bonners Ferry Pedestrian and Bicycle Network

Destinations

1. Visitor Center
2. Public restrooms
3. Library
4. Downtown
5. BF High School
6. Boundary County Middle School
7. Valley View Elementary School
8. Public Pool
9. Kootenai National Wildlife Refuge
10. River Trail *(the future FLAP grant trail, river access)*
11. Shopping & Services
12. Shopping & Restaurants
13. US Forest Service Office
14. Museum
15. Kootenai Tribal HQ

Parks -

16. Veterans Memorial Park
17. Fairgrounds
18. North Side Memorial Park
19. North Side River Park
20. Riverside Boat Launch
21. Deep Creek Boat Launch
22. Tunnel under 95
23. Hwy. Pedestrian Crossing/s (@ Alderson & Labrosse Hill St. today)
24. Panhandle Health District
25. Hospital ER
26. Kaniksu Health Clinic
27. Post Office
28. County Courthouse
29. Sheriff Office
30. City Hall
31. Highway 95

Other Destinations – Please list

_____
_____
_____
_____
_____
_____
_____
_____
_____
_____
_____
_____
_____
_____
_____

IDAHO SMART GROWTH

Directional Guides

1. Hwy. 95
2. River/River Trail
3. Kootenai Reservation
4. Downtown

Other Directional Guides – Please list

_____
_____
_____
_____
_____

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Appendix C

Example Typical Sections

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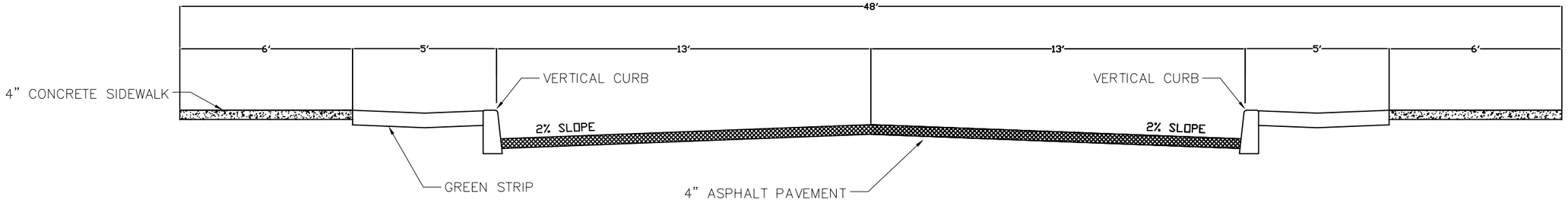
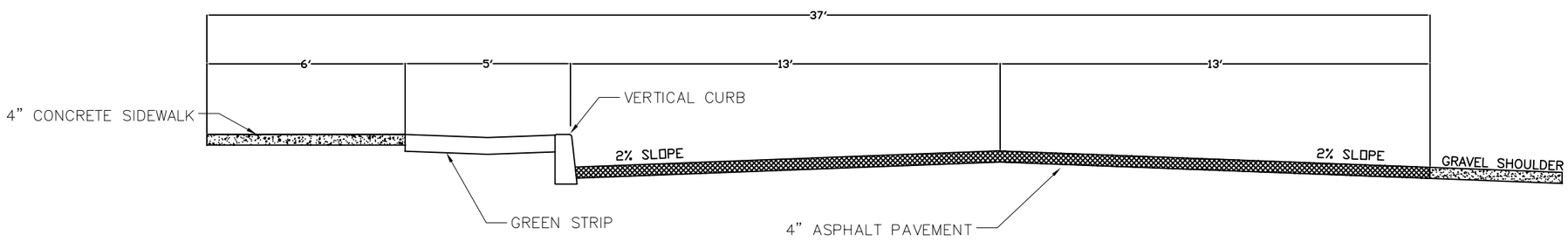
COMMERCIAL, HIGH DENSITY RESIDENTIAL, MINOR/MAJOR COLLECTOR



ROADWAY SECTION 1

COMMERCIAL, HIGH DENSITY RESIDENTIAL, MINOR/MAJOR COLLECTOR



ROADWAY SECTION ALTERNATIVE 1A

NOTE

1. CITY IS THE FINAL DETERMINATE FOR PROPER STREET PROFILE SELECTION.

CITY OF BONNERS FERRY
ENGINEERING DEPARTMENT
7232 Main Street - Bonners Ferry, Idaho 83805

C:\Users\...\Desktop\logo for placement.JPG

Street Profiles

Draft

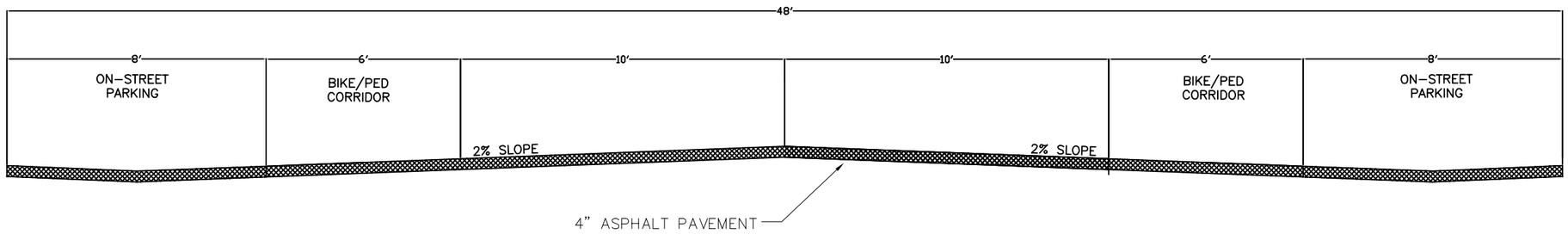
Project:

Date: 2/15/19

Scale: N/A

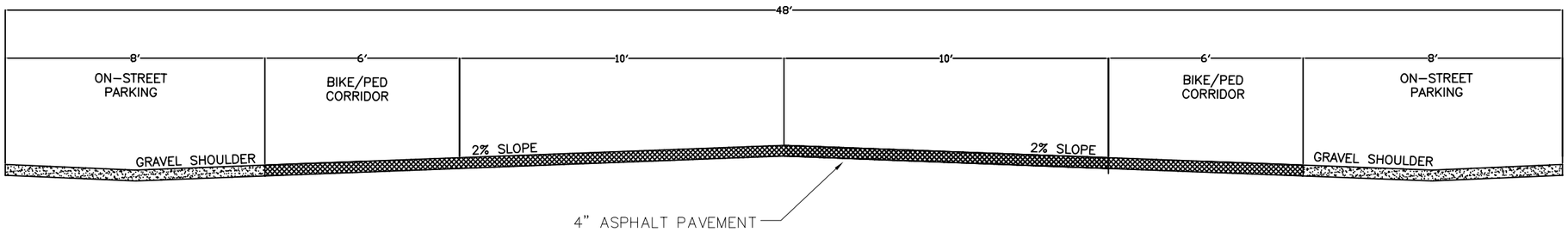
SHEET: 1

MINOR COLLECTOR, COLLECTOR, HIGH DENSITY RESIDENTIAL



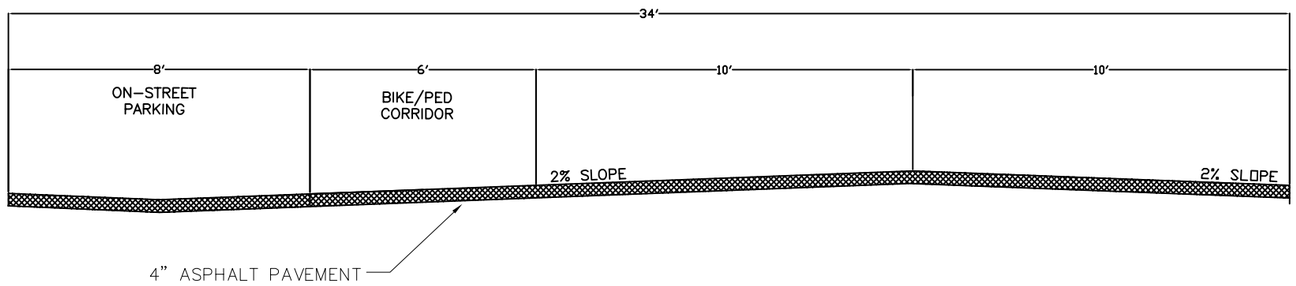
ROADWAY SECTION 2

MINOR COLLECTOR, COLLECTOR, HIGH DENSITY RESIDENTIAL



ROADWAY SECTION ALTERNATIVE 2A

MINOR COLLECTOR, COLLECTOR, HIGH DENSITY RESIDENTIAL



ROADWAY SECTION ALTERNATIVE 2B

CITY OF BONNERS FERRY
ENGINEERING DEPARTMENT
7232 Main Street - Bonners Ferry, Idaho 83805

Street Profiles

Draft

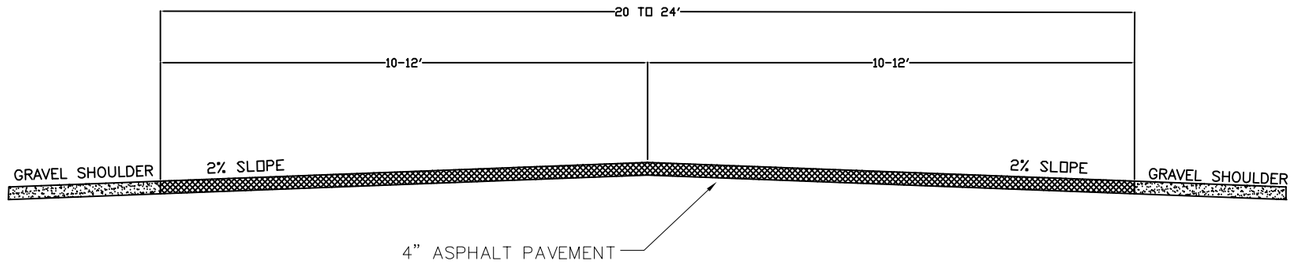
Project:

Date: 2/15/19

Scale: N/A

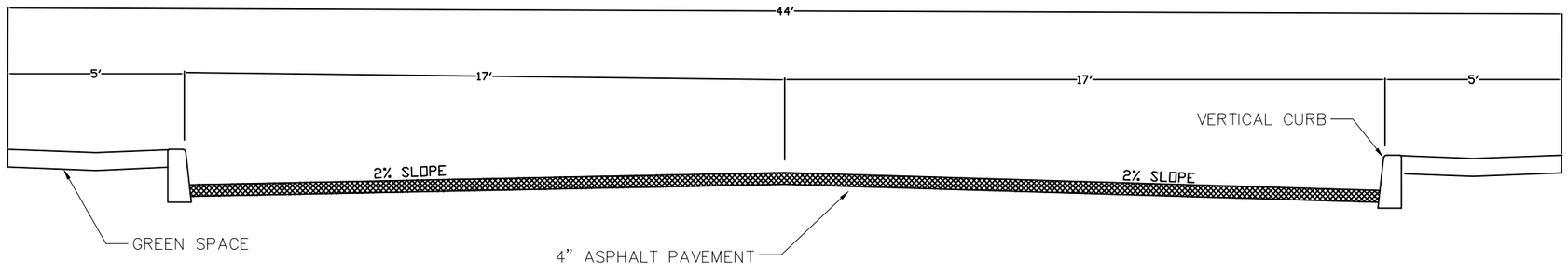
SHEET: 2

LOCAL STREET, RESIDENTIAL



ROADWAY SECTION 3

LOCAL STREET, RESIDENTIAL



ROADWAY SECTION 4

CITY OF BONNERS FERRY
ENGINEERING DEPARTMENT
7232 Main Street - Bonners Ferry, Idaho 83805

Street Profiles

Draft

Project:

Date: 2/15/19

Scale: N/A

SHEET: 3

Appendix D

Crash Analysis Methodology

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Crash Analysis Methodology

The methodology recommended in the Benefit-Cost Analysis Guidance for Discretionary Grant Programs was used to analyze the crash data within IHD. The value of crashes was monetized according to the maximum Abbreviated Injury Scale (AIS). In order to monetize the data, it was converted from the typical law enforcement scale referred to as KABCO (**K**, Kill (Fatal[1]); **A**, Injury A[2]; **B**, Injury B[3]; **C**, Injury C[4]; **O**, Property Damage Only[5]) to the AIS scale. A comparison of the AIS scale to the KABCO scale is show in **Table 1.**

Table 1 – KABCO and AIS Scale Comparison

KABCO Scale		AIS Scale	
O	No Injury (Property Damage Only)	**0**	No Injury
C	Possible Injury	**1**	Minor
B	Non-Incapacitating	**2**	Moderate
A	Incapacitating	**3**	Serious
K	Killed (Fatal)	**4**	Severe
U	Injured (Severity Unknown)	**5**	Critical
	N/A	**6**	Unsurvivable

The National Highway Traffic Safety Administration (NHTSA) developed the conversion matrix shown in **Table 2** that allows crashes reported in KABCO to be converted to the AIS scale. Each column of the conversion matrix represents a probability distribution of the different AIS-level injuries that are statistically associated with a corresponding KABCO-scale injury.

---

[1] *Fatal Injury (Death) – Any injury that results in the death of a person within 30 days of the crash in which the injury was sustained.*

[2] *Injury A - Serious Injury (Incapacitating Injury) – Any injury, other than a fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities the person was capable of performing before the injury occurred.*

[3] *Injury B - Visible Injury (Non-incapacitating, Evident Injury) – Any injury, other than a fatal injury or incapacitating injury, which is evident to observers at the scene of the crash in which the injury occurred.*

[4] *Injury C - Possible Injury – Any injury reported or claimed which is not a fatal injury, incapacitating injury, or non-incapacitating, evident injury.*

[5] *Property Damage Only – All reportable crashes that do not meet the criteria above.*

Table 2 – Statistical Conversion Factors for KABCO to AIS Conversion

AIS Scale	Crash Cost	Fatal (Killed)	A (Incapacitating)	B (Non-Incapacitating)	C (Possible Injury)	O (No Injury)
		Statistical Factors	Statistical Factors	Statistical Factors	Statistical Factors	Statistical Factors
AIS-0	$ -	0.00000	0.03437	0.08347	0.23437	0.92534
AIS-1	$ 28,200.00	0.00000	0.55449	0.76843	0.68946	0.07257
AIS-2	$ 441,800.00	0.00000	0.20908	0.10898	0.06391	0.00198
AIS-3	$ 987,000.00	0.00000	0.14437	0.03191	0.01071	0.00008
AIS-4	$ 2,500,400.00	0.00000	0.03986	0.0062	0.00142	0
AIS-5	$ 5,574,200.00	0.00000	0.01783	0.00101	0.00013	0.00003
Fatality	$ 9,400,000.00	1.00000	0	0	0	0

In summary, if a crash was reported on the KABCO scale to be an Injury A (Incapacitating Injury), there is a 3.986 percent probability that the crash was severe (AIS-4), but there is a 55.449 percent probability that the crash resulted in a minor injury (AIS-1) and a 20.908 percent probability that the crash resulted in a moderate injury (AIS-2), and so on. The Guidance on Treatment of Economic Value of a Statistical Life in US Department of Transportation Analyses developed a table with the Value of a Statistical Life in relation to the AIS scale. A summary of the guidance is shown in **Table 3.**

Table 3 – Summary of Values of a Statistical Life

AIS Level	Severity	Fraction of Value of a Statistical Life	Unit Value ($2015)
1	Minor	0.003	$ 28,200
2	Moderate	0.047	$ 441,800
3	Serious	0.105	$ 987,000
4	Severe	0.266	$ 2,500,400
5	Critical	0.593	$ 5,574,200
6	Unsurvivable	1	$ 9,400,000

Appendix E

Decision Tree

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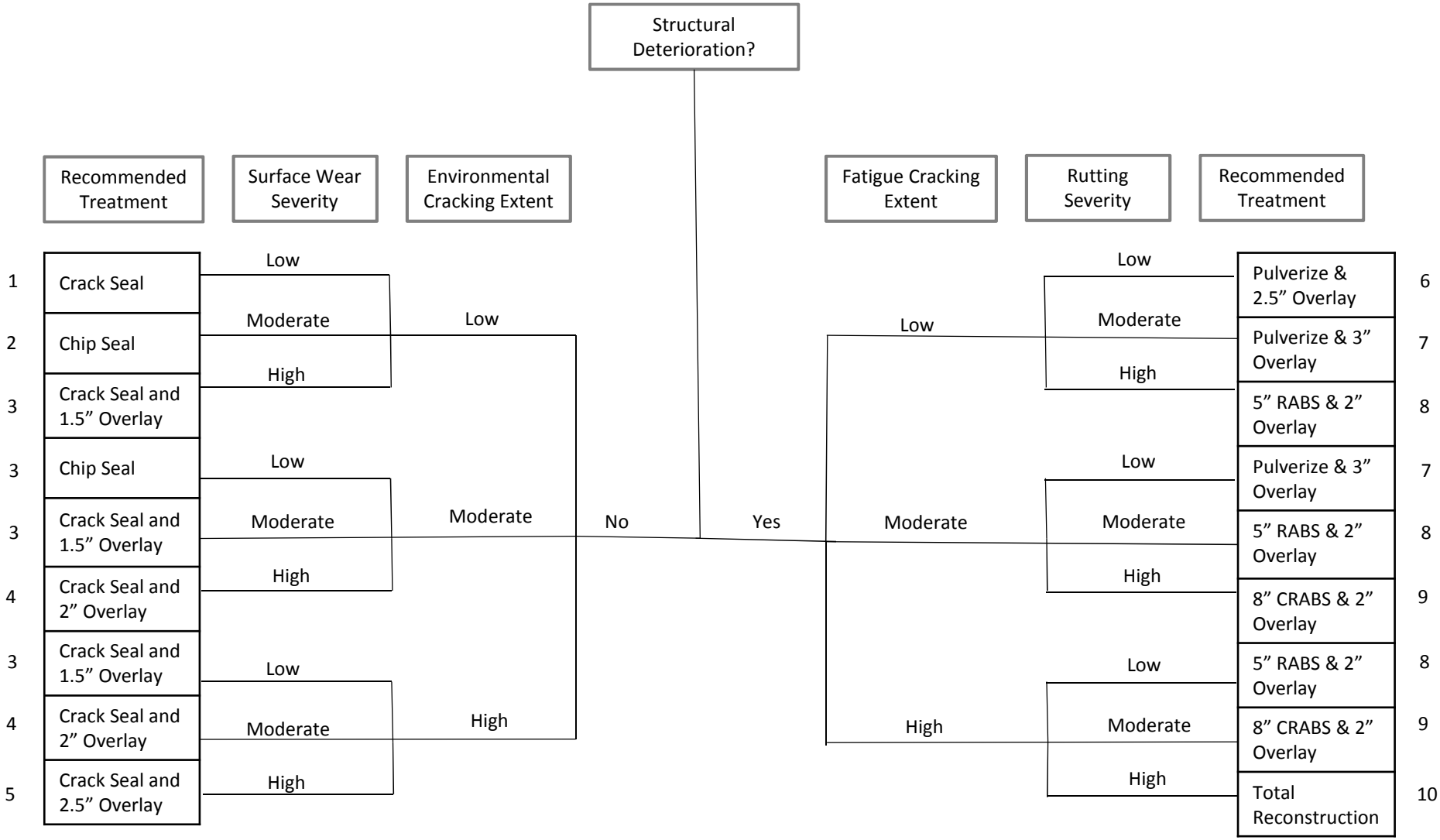
Structural Deterioration?
Recommended Treatment
Surface Wear Severity
Environmental Cracking Extent
Fatigue Cracking Extent
Rutting Severity
Recommended Treatment
No
Yes
1 Crack Seal
2 Chip Seal
3 Crack Seal and 1.5” Overlay
3 Chip Seal
3 Crack Seal and 1.5” Overlay
4 Crack Seal and 2” Overlay
3 Crack Seal and 1.5” Overlay
4 Crack Seal and 2” Overlay
5 Crack Seal and 2.5” Overlay
Low
Moderate
High
Low
Moderate
High
Low
Moderate
High
Low
Moderate
High
Low
Moderate
High
Low
Moderate
High
Pulverize & 2.5” Overlay 6
Pulverize & 3” Overlay 7
5” RABS & 2” Overlay 8
Pulverize & 3” Overlay 7
5” RABS & 2” Overlay 8
8” CRABS & 2” Overlay 9
5” RABS & 2” Overlay 8
8” CRABS & 2” Overlay 9
Total Reconstruction 10

Structural Deterioration

If little or no structural deterioration exists, the associated treatments are directed at maintaining the functional performance and preserving the intended life of the original pavement. This is the optimum timing for applying preservation treatments. If structural deterioration (in the form of fatigue cracking or (rutting) does exist, then the associated treatments are directed more to improving the structural performance; i.e., retarding the rate of structural deterioration and extending the intended life of the original pavement.

Environmental Cracking:

This refers to the transverse, longitudinal, and block cracking that develops in an asphalt pavement as it ages and undergoes the thermal stresses associated with daily temperature cycles. Treatments for this type of distress are intended to prevent moisture intrusion and retard the rate of crack deterioration that occurs at the pavement surface. The extent levels are defined as follows:

Low - The amount of cracking is so slight that there is little question as to the feasibility of crack sealing.
Moderate - The cracking has achieved a level where sealing alone may not be cost effective.
High - The extent of cracking is so great that sealing alone would not be cost effective and other work is required.

Surface Wear:

This refers to the pavement deterioration that takes place at the asphalt pavement surface, primarily as a result of tire wear (polishing) and material degradation (raveling). Treatments for surface wear remove and/or cover up the worn surface. The severity levels are defined as follows:

Low - Surface texture and frictional resistance are minimally affected.
Moderate - Surface texture and frictional resistance are significantly affected. The potential for wet weather accidents is increased,
High - Surface texture and frictional resistance are heavily affected. The probability of wet weather accidents is near or above the unacceptable level.

Fatigue Cracking:

Wheel path cracking associated with the cumulative effects of wheel loads is a clear indication of structural deterioration and loss of load carrying capacity. Accordingly, rehabilitation strategies focus on removal and replacement of the HMA surface and base course. The extent levels are defined as follows:

Low - Less than one per cent of the wheel path area exhibits load-associated cracking, which may start as single longitudinal cracks.
Moderate - At least one and up to ten percent of the wheel path area exhibits cracking, likely in an interconnected pattern. Crack progression is increasing.
High - Ten percent or more of the wheel path exhibits load-associated cracking. Rapid progression to one hundred percent of the wheel path is likely.

Rutting:

This type of pavement deformation can take place in any of the pavement layers. If the HMA surface layer is of poor quality, rutting can be confined to the layer. If the base/subbase layer is inadequate or the pavement section is being overloaded, rutting can take place in the underlying layers and the subgrade soil. Pavement rehabilitation strategies are targeted at replacing the deteriorated/deformed layers. The rut severity levels are defined as follows:

Low - Rut depth is less than 1/4 inch. Hydroplaning and wet weather accidents are unlikely.
Moderate- Rut depth is in the range of 1/4 to 1/2 inch. Inadequate cross slope can lead to hydroplaning and wet weather accidents.
High - Rut depth is greater than 1/2 inch. Hydroplaning and wet weather accidents are significantly increased.

Appendix F

CIP Summary Sheets

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CIP Project Summary

Project Name	City of Bonners Ferry Transportation Plan, Alderson and Paradise Valley Intersection Improvements
Project Purpose	*To improve the safety of this intersection*
Project Need/ Existing Conditions	This skewed intersection currently has an angle between the two roads of less than 45 degrees, and Paradise Valley has a significant uphill slope from the intersection. These properties cause sight distance and turning radius safety issues.

Benefits	REC	ADA	Safety	Seniors	Mobility	Connectivity	Other
	x		x		x	x	

Community Priority	#3 for STP Rural-funded projects in BF's CIP. This project received two public agreements at BF's open house. This intersection lies on a relatively highly-trafficked road for the city, and the project eliminates a moderate to severe safety hazard for such drivers.
Stakeholders	City of Bonners Ferry, LDS Church, Citizens
Implementing/ Affected Agencies	City of Bonners Ferry

Project Funding		**Technical Information**	
Funding Sources	• LHTAC STP Rural Funding (requires 7.34% local match)	ADT	Alderson-Paradise Valley: 1,800
		Crash Info (2011-2016)	
		Environmental Aspects	Possible shallow watershed impact Northeast & Southwest corner of intersection
		Safety Issues	Low visibility around intersection because of skew and elevation change (especially Alderson northbound movement), turning radius issues

Cost Estimate			
Project Development/Design	$140,000	Length	N/A
Construction Estimate	$800,000	Plan Implementation	
Construction Engineering/Inspection	$160,000		
ROW	$72,000	ROW Assumptions	Existing: 45' along Alderson, 75' along Paradise Valley
Utilities	$50,000	Drainage Assumptions	Drainage features included in ROW
Project Total	**$1,222,000**	Jurisdiction	City of Bonners Ferry

Project Scope of Work	**Action Plan and Timing**
Realigning the intersection to a more traditional four-way stop was desired, but significant elevation differences between Paradise Valley Road and Garden Lane combined with their proximity to each other created challenges. A realignment and proposed roundabout at the intersection of Alderson and Paradise Valley may be the most feasible option to address the geometry concerns and still provide easy access to Garden Lane. This includes aquiring ROW, demolishing the existing paved intersection, excavating the embankment, and constructing structural fill, as well as construction of pavement base, asphalt, concrete, signage, striping, lighting, guardrailing, and other items.	Growth, traffic volumes, and crash data in the project vicinity should be monitored. If growth continues and/or crashes increase in frequency, the City may consider implementing the scope of work. The City may consider imlementing this project if adjacent projects that will caused increased traffic flow Northbound from Alderson are a serious consideration or commence (including potential Garden Lane connection).

Alderson & Paradise Valley Intersection Skew Removal

CIP Project Summary

Project Name	City of Bonners Ferry Transportation Plan, Cody Road Widening
Project Purpose	*To widen this segment of roadway*
Project Need/ Existing Conditions	This segment was identified in the BF CIP plan as a segment with need of bike/pedestrian facilities, widening, and drainage improvements. Cody Road is one of the longest and highest-trafficked residential roads on the south hill of the city, but is narrow, has roadside obstacles, and has been the site of a few crashes in the past five years.

Benefits	REC	ADA	Safety	Seniors	Mobility	Connectivity	Other
			x		x		

Community Priority	#7 for city-funded BF CIP projects. Cody is a long residential road that connects a relatively large number of residences to US 95, and is in need of improvements to its drainage and bike/pedestrian facilities.
Stakeholders	City of Bonners Ferry, Citizens
Implementing/ Affected Agencies	City of Bonners Ferry

Project Funding		**Technical Information**	
Funding Sources	• City of Bonners Ferry/Contracted (100% funding provided by City)	ADT	US 95 at Cody: 12,500
		Crash Info (2012-2017)	Injury Crashes: 1 Property Damage Only: 3
		Environmental Aspects	Stream crossings: 1
		Safety Issues	Narrow road width, little to no shoulder, parked cars cause bottleneck, US 95 intersection skew is significant, utilitiy poles are close to roadway edge, almost no bike/ped facilities

Cost Estimate			
Project Development/Design	$240,000	Length	2300 feet
Construction Estimate	$1,180,000	Plan Implementation	
Construction Engineering/Inspection	$120,000	Plan Implementation	
ROW	$250,000	ROW Assumptions	Existing: 50' South of Van Buren, 60' from Van Buren to Jackson, 30' North of Jackson
Utilities	$50,000	Drainage Assumptions	Drainage features included in ROW
Project Total	**$1,840,000**	Jurisdiction	City of Bonners Ferry

Project Scope of Work	**Action Plan and Timing**
In response to the potential to improve bike/ped connectivity, increase safety, and perceived public support of the project, the 2300-foot portion of Cody Street (North of US 95) is planned to be widened and include sidewalks. Work includes excavating the existing roadway and construction of proper drainage facilities, driveways, base course, an asphalt concrete layer, and striping.	Development, traffic volumes, and crash rate in the project vicinity should be monitored. If growth continues or traffic volumes and crash rate increases, the City may consider implementing the scope of work.

Cody Street Widening

CIP Project Summary

Project Name	City of Bonners Ferry Transportation Plan, Garden Lane: Fry Street to US 95/Augusta Connection
Project Purpose	*To create a road segment/connection at this location*
Project Need/ Existing Conditions	Traffic travelling between Paradise Valley Lane and the South or West portion of town have to travel north to the intersection of Alderson and US 95, which is already the most congested intersection in town. This potential connection could open an alternate route around the intersection (combined with the completion of Garden Lane from Garden Court to Fry Street) and expand access to and from the junior and senior high school area.

Benefits	REC	ADA	Safety	Seniors	Mobility	Connectivity	Other
	x				x	x	

Community Priority	#17 for city-funded projects on BF's CIP. Residents voiced desire for increased connectivity as their number one general priority, and this project was publicly suggested to improve East-West connectivity for the City and the schools.
Stakeholders	City of Bonners Ferry, ITD, Boundary County School District, Citizens
Implementing/ Affected Agencies	City of Bonners Ferry

Project Funding		**Technical Information**	
Funding Sources	• City of Bonners Ferry/Contracted (100% funding provided by City)	ADT	US 95: 12,500
		Crash Info (2012-2017)	
		Environmental Aspects	
		Safety Issues	
Cost Estimate			
Project Development/Design	$74,000	Length	330 feet
Construction Estimate	$370,000	Plan Implementation	
Construction Engineering/Inspection	$37,000		
ROW	$400,000	ROW Assumptions	60'
Utilities	$40,000	Drainage Assumptions	Drainage features included in ROW
Project Total	**$921,000**	Jurisdiction	City of Bonners Ferry

Project Scope of Work	**Action Plan and Timing**
In response to the possibility of traffic congestion relief from the intersection of Alderson and US 95, increased bike and pedestrian access, and increased access between the elementary school on Augusta and the middle and high schools, this approximately 360-foot potential connection is being considered. Work includes aquiring ROW, possible moving of utilities, excavating, and construction of base course and an asphalt pavement layer. The alignment used for cost estimation connects perpendicularly to US 95 at US 95's existing intersection with Augusta. In the worst case, this would necessitate the full aquisition of the adjacent parcel and demolition of the current building.	Student growth, traffic volumes, and local congestion in the project vicinity should be monitored. If growth or congestion increases, the City may consider implementing the scope of work. Timing the project's construction during the schools' summer break may help prevent traffic conflicts. As traffic volumes increase along the existing Garden Lane and Alderson, the City may consider future improvements to the two roads' width and drainage, as well as to the skew at the Alderson/Paradise Valley intersection, and the Augusta/US 95 intersection.

Garden Lane Connection
Augusta/US95 to Fry

CIP Project Summary

Project Name	City of Bonners Ferry Transportation Plan, Garden Lane: Garden Court to Fry Street Connection
Project Purpose	*To create a road segment/connection at this location*
Project Need/ Existing Conditions	Traffic between the middle and high schools and North or East of town are forced to travel north to HWY 95 and through the signal, congesting traffic there. Creating a more direct, alternate route to/from the schools via Alderson (instead of just to US 95) would relieve congestion and allow for more efficient ingress/egress for the schools, as well as create an alternate route around the Alderson/US 95 intersection.

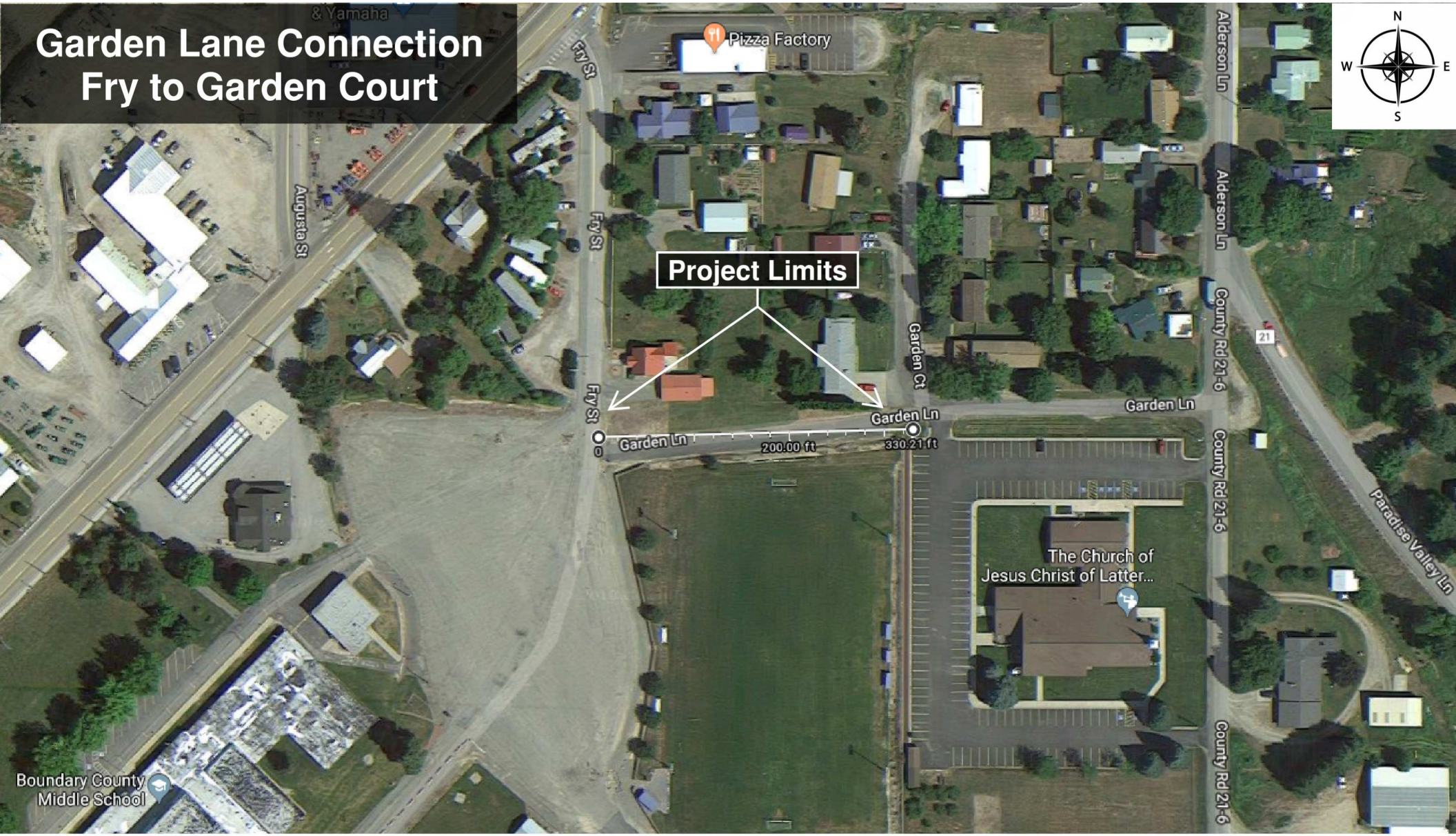
Benefits	REC	ADA	Safety	Seniors	Mobility	Connectivity	Other
	x		x		x	x	

Community Priority	#1 for state-funded projects - This project was identified on the BF CIP plan. Residents voiced desire for increased connectivity as their number one general priority, and some residents specifically requested a direct connection between Alderson and the school in comments or at BF's open house.
Stakeholders	City of Bonners Ferry, Boundary County School District, Citizens
Implementing/ Affected Agencies	City of Bonners Ferry

Project Funding		**Technical Information**	
Funding Sources	• LHTAC STP Rural Funding (requires 7.34% local match)	ADT	
		Crash Info (2012-2017)	
		Environmental Aspects	
		Safety Issues	

Cost Estimate			
Project Development/Design & Construction Engineering/Inspection	$27,000	Length	350 feet
Construction Estimate	$99,400	Plan Implementation	
ROW	$0	ROW Assumptions	60'
Utilities	$10,000	Drainage Assumptions	Drainage features included in ROW
Project Total	**$136,400**	Jurisdiction	City of Bonners Ferry

Project Scope of Work	**Action Plan and Timing**
In response to the possibility of traffic congestion relief from the school, increased bike and pedestrian access, improved safety for travel between the schools and east of town, and an alternate route around the Alderson/US 95 intersection, this 350-foot potential connection is being considered. Work includes aquiring road ROW, excavating and widening the existing gravel driveway, and construction of base course and an asphalt concrete layer.	Student growth, traffic volumes, and local congestion in the project vicinity should be monitored. If growth or congestion increases, the City may consider implementing the scope of work. Timing the project's construction during the schools' summer break may help prevent traffic conflicts. As traffic volumes increase along the existing Garden Lane and Alderson, the City may consider future improvements to the two roads' width and drainage, as well as to the skew at the Alderson/Paradise Valley intersection.


Garden Lane Connection
Fry to Garden Court
Project Limits
Pizza Factory
Fry St
Augusta St
Garden Ct
Garden Ln
Alderson Ln
County Rd 21-6
21
Paradise Valley Ln
200.00 ft
330.21 ft
The Church of Jesus Christ of Latter...
Boundary County Middle School
N
W
E
S

CIP Project Summary

Project Name	City of Bonners Ferry Transportation Plan, Kaniksu Road
Project Purpose	*To reconstruct and repave this segment of roadway*
Project Need/ Existing Conditions	This segment was identified in the Bonners Ferry Transportation plan as a segment with need of reconstruction and paving for improved vehicle and bike/pedestrian. Kaniksu Road provides access for the Boundary Community Hospital, as well as dozens of residents in and around the city, including the Kootenai Tribe of Idaho.

Benefits	REC	ADA	Safety	Seniors	Mobility	Connectivity	Other
	x	x	x	x	x		

Community Priority	#5 for STP-funded projects on BF's CIP. Residents voiced desire for improved bike/ped access in the city. Kaniksu is in the middle of a residential area and experiences high traffic volumes for Bonners Ferry local roads. The roadway is currently in disrepair and could be improved in width, intersections, and bike/pedestrian access to improve mobility and safety.
Stakeholders	City of Bonners Ferry, Citizens, Boundary County Hospital, Kootenai Tribe of Idaho
Implementing/ Affected Agencies	City of Bonners Ferry

Project Funding	
Funding Sources	• LHTAC STP Rural Funding (requires 7.34% local match)

Cost Estimate	
Project Development/Design & Construction Engineering/Inspection	$622,000
Construction Estimate	$2,304,000
ROW	$116,000
Utilities	$50,000
Project Total	**$3,092,000**

Technical Information	
ADT	
Crash Info (2012-2017)	Injury Crashes: 1
Environmental Aspects	
Safety Issues	Narrow with no shoulder in places, no bike/ped facilities on more than 3/4 of segment in highly-trafficked residential area, pavement distress
Length	0.7 miles
Plan Implementation	
ROW Assumptions	50’ existing
Drainage Assumptions	Drainage features included in ROW
Jurisdiction	City of Bonners Ferry

Project Scope of Work	**Action Plan and Timing**
In 2014, a child on a bike was hit by a car and injured on this segment. In response to the need for better pedestrian and bike access on this relatively high-trafficked residential road and the project's fundability, the 0.7-mile portion of Kaniksu Road from Chinook Street to the city limits is planned to be reconstructed and repaved. Proposed work includes removing various adjacent fixtures, excavating the existing roadway, and reconstruction of intersections, widening of roadway, driveways, lighting, base course, an asphalt concrete layer, striping, and signage.	Growth, traffic volumes, and crash rate in the project vicinity should be monitored. If growth or crash rate increases, the City may consider implementing the scope of work. Ensure adequate emergency access to and from the hospital during construction.


Kaniksu Street Widening
Project Limits
Kaniksu St.
Boundary Community Hospital
US-95
Kootenai River
N
W
E
S