

# CITY OF PRIEST RIVER TRANSPORTATION PLAN

October 2024



Completed by



# PRIEST RIVER TRANSPORTATION PLAN

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Project No. 44033.02

Submitted to:  
City of Priest River, Idaho



October 2024

Prepared By



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# TABLE OF CONTENTS

Section 1 – Introduction	
1.1 Background	5
1.2 Why Develop a Transportation Plan?	5
1.3 Transportation Plan Process and Overview	5
Section 2 – Public Involvement Process	
2.1 Transportation Advisory Committee	7
2.2 Stakeholder Interviews	7
2.3 Public Outreach	7
Section 3 – Existing/Future Population & Employment	
3.1 Population	8
3.2 Traffic Growth	9
Section 4 – Existing Conditions	
4.1 Functional Classification Review	10
4.2 Existing Multimodal Inventory	12
4.3 Pend Oreille Valley Railroad	12
4.4 Trucking and Freight	14
4.5 Crash History	14
4.6 Pavement Condition	18
4.7 Existing Signage	22
Section 5 – Maintenance	
5.1 Crack Seal & Patching	24
5.2 Chip Sealing	24
5.3 Collaboration on Maintenance Projects	26
Section 6 – Recommended Improvement Projects	
6.1 Major Improvement Projects	29
6.2 Road Surfacing Projects	32
6.3 Pedestrian and Bicycle Improvements	34
6.4 Safety Capital Improvement Projects	39
Section 7 – Implementation Plan	
7.1 Outside Funding Opportunities	45
Appendix	

## City Council Approval

Approval from the Priest River City Council dated: NOVEMBER 4, 2024



Jeff Connolly, Mayor

## Acknowledgments

### Mayor & City Council

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Sandy Brower

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### Stakeholders

Drew McLain, City of Priest River Police Chief  
Jamie Painton, West Pend Oreille Fire District Fire Chief  
Jim Martin, Priest River Urban Renewal Agency Chairman  
Liz Johnson-Gabhardt, Executive Director of the Priest Community Forest Connection  
Ryan Carruth, West Bonner School District 83 Operations Director  
Roger Gregory, local business owner

# 1 — INTRODUCTION

## 1.1 BACKGROUND

Priest River, Idaho sits on the confluence of the Priest and Pend Oreille Rivers, located about six miles east of the Washington border and 75 miles south of the Canadian border. This quaint, rural town is set on a backdrop of pristine waters and beautiful mountains. Priest River’s transportation system serves the community by connecting rural areas to local businesses and services. Priest River spans about 2.2 square miles and currently has approximately 19 miles of road under the City’s jurisdiction, with about 1.5 miles currently unpaved. US-2 enters Idaho at the Washington state line in Oldtown and continues eastward through Priest River, bisecting the town. State Highway 57 (SH-57) begins at a junction with US-2 in Priest River. Private and county-owned and or maintained roads within Priest River’s boundaries will not be considered for maintenance or improvements.



*Priest River is home to many recreational havens such as lakes, rivers, and forests.*

Refer to **Figure 1-1** for the City Maintenance Boundary Map.

## 1.2 WHY DEVELOP A TRANSPORTATION PLAN?

Transportation is critical to quality of life in any community, but particularly in rural areas where homes are a considerable distance from schools, businesses, and emergency services. The steering committee for this transportation plan developed specific goals as shown in Figure 1-2.

To achieve these goals, the plan focused on providing low-cost maintenance options easily achieved with the current City budget. This plan also accounts for upcoming highway projects that will significantly impact

current traffic loading within city limits. This plan highlights common-sense, real-world solutions and projects that puts the onus on maintaining existing infrastructure to mitigate capital project costs.



Feasible, easily implemented plan to be used by staff as a road map



Maintenance schedule and improvement options for the transportation system

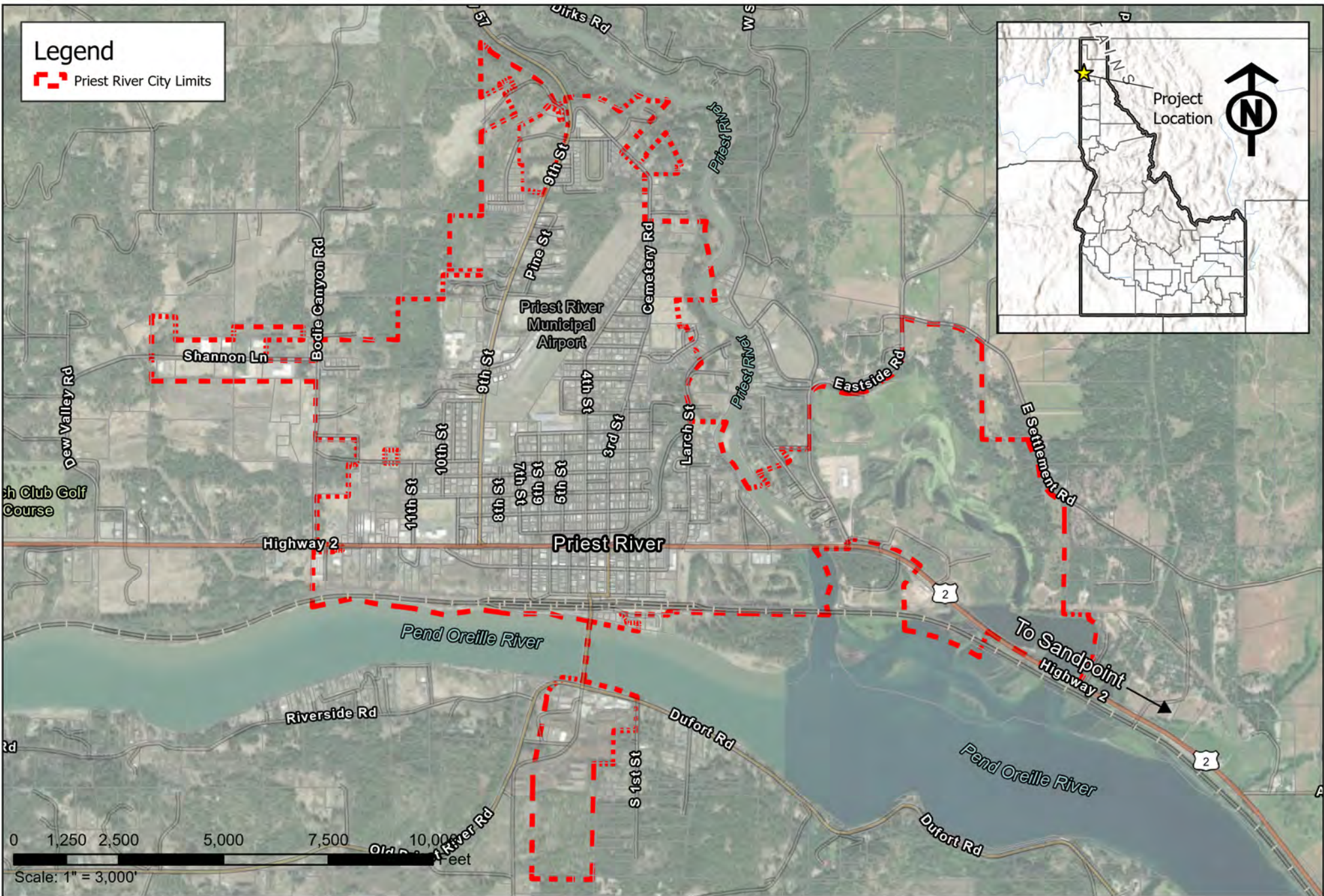


Use to be competitive for state and federal funding

*Figure 1-2—The City set specific goals for the transportation plan.*

## 1.3 TRANSPORTATION PLAN PROCESS OVERVIEW

This document is an update of the plan that was originally developed in 2010 and then updated in 2014. To update this plan, the planning team visited the site on May 29, 2024 to meet with the City staff and tour the Priest River transportation system, highlighting recent changes and concerns. City staff provided updated information on maintenance and budget history. The planning team met with stakeholders in June for local input. In June, city-wide pavement evaluations and signage inventory updates were conducted. In June and August, the planning team met with the Technical Advisory Committee (TAC) to review progress and provide local insights. On September 3, the team presented the transportation plan draft to the Priest River City Council and the Plan was available for public comment. Plan was adopted by the City Council in November 2024.



## 2 — PUBLIC INVOLVEMENT PROCESS

### 2.1 TRANSPORTATION ADVISORY COMMITTEE (TAC)

The City assembled a Transportation Advisory Committee, which included a representative from the Idaho Transportation Department, two long-time residents, and a Councilmember. Additionally, the Mayor, Public Works Director, City Clerk, and City staff participated in TAC meetings.

The first TAC meeting was held on June 24, 2024. The meeting minutes are in the appendix. Highlights included:

- Set goals for the plan.
- Identified gravel roads to consider paving.
- Identified paved roads that need maintenance/reconstruction.
- Discussed the railroad and people walking over the tracks.
- Discussed problem intersections on the State Highway System.
- Identified City road intersections that may need improvement.
- Discussed/identified non-motorized system improvements.
- Discussed funding opportunities.

The second TAC meeting was held on August 5, 2024. The meeting minutes are included in the appendix. Highlights included:

- Asset management (iWorQ) update.
- Discussed existing stormwater system.
- Reviewed stakeholder feedback.
- Reviewed draft Capital Improvement Plans (CIPs).
- Reviewed draft maintenance plan.

### 2.2 STAKEHOLDER INTERVIEWS

Several stakeholders were interviewed for the transportation plan representing fire, police, ped/bike community, Priest River Urban Renewal Agency, West Bonner School District No. 83, and local businesses. Interview notes are in the appendix. Highlights included:

- Though there are occasional potholes, the general consensus is that the City is doing well maintaining roads.
- Safety issues mostly centered at City road intersections with State Highways.
- Speeding is an issue, especially by the schools.
- Some sight distance issues pulling on US 2 because of bushes/trees blocking were identified.
- Congestion on the State Highways in the summer is an issue.
- There is a general feeling that all City roads should be hard surfaced.
- The community wants more pedestrian facilities near the schools.
- The North-South freeway in Washington is expected to increase traffic volumes in Idaho.

### 2.3 PUBLIC OUTREACH

During the month of September, the CIPs were printed on boards and available for public input. The comments received and public boards are in the appendix.



### 3 — EXISTING/FUTURE POPULATION & EMPLOYMENT

#### 3.1 POPULATION

Between 1990 and the early 2000s, the population of Priest River grew fairly steadily at an average annual growth around 1.2 percent. It appears the recession in the mid-2000s caused population to decrease essentially resulting in the 2010 population being very similar to the population in 2000. Since COVID-19, the population has once again grown quickly by nearly 500 residents which is an average annual growth rate of about 13% per year. It is not anticipated that the rapid growth rate will continue and a more typical growth rate of between one and two percent (1% - 2%) is more likely, which could result in a population of between 2,350 and 2,550 in the year 2030. The population over time and projection to 2030 is shown in Figure 3-1.

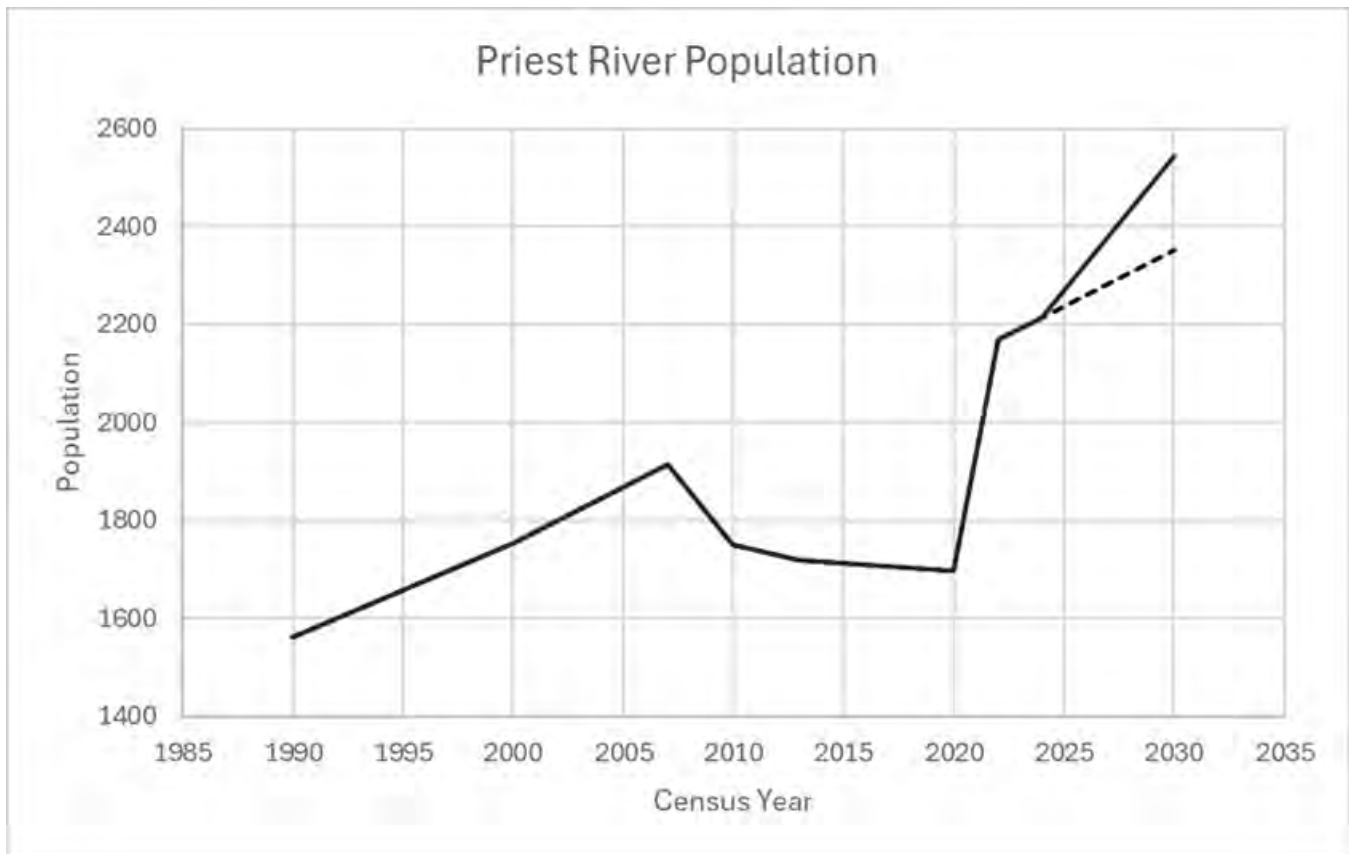


Figure 3-1—Existing and projected population

### 3.2 Traffic Growth

Population growth has caused an increase in economic development and licensed drivers in the area, in turn increasing traffic volumes. Traffic loads on US-2 and SH-57 have steadily increased since the 1990s, as shown below in Figure 3-2. The traffic average annual growth rate since 2010 has been 1.9 percent per year on US-2 and 1.3 percent per year on SH-57 which are commensurate to population growth trends. Interestingly, traffic on SH-57 sharply rose in the year 2020 and has dropped off since. This could have been because of differences in Idaho and Washington COVID-19 recreational restrictions, which may have increased traffic to the Priest Lake areas.

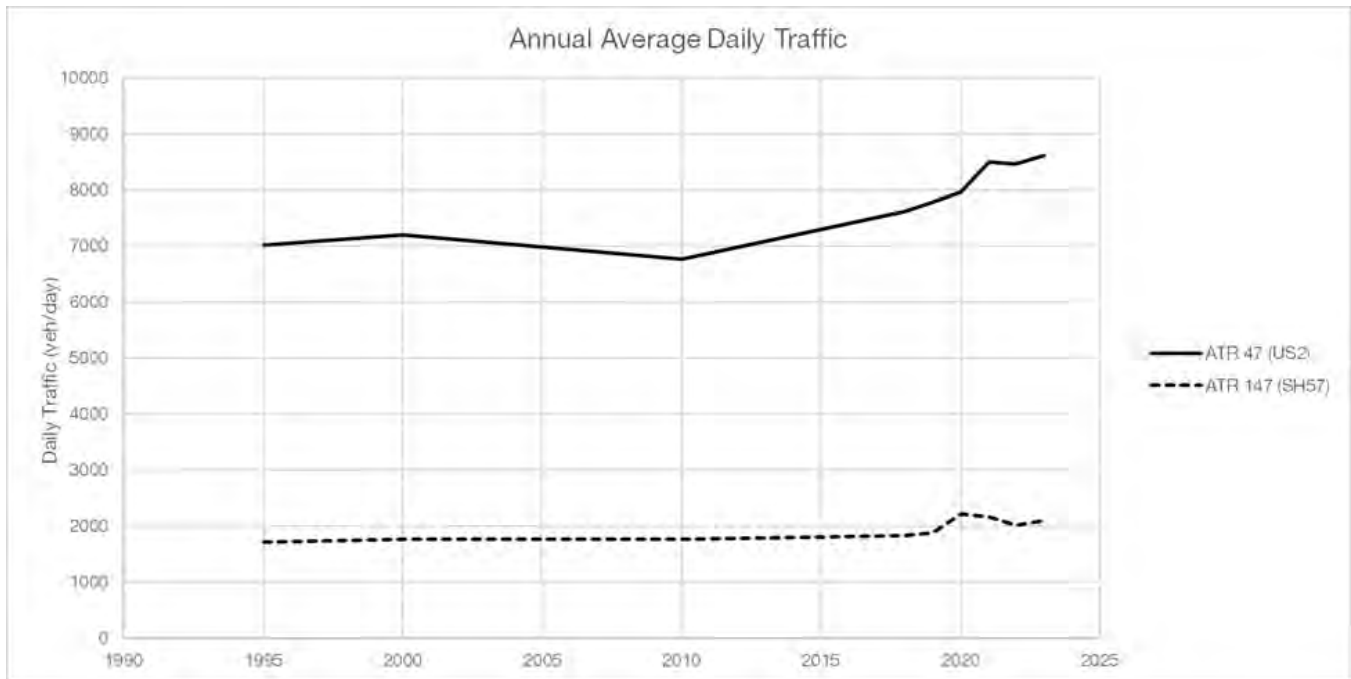


Figure 3-2—Existing and projected population

## 4 — EXISTING CONDITIONS

### 4.1 FUNCTIONAL CLASSIFICATION REVIEW

ITD maintains a federal functional classification map for the State of Idaho. In rural areas, the Federal Highway Administration (FHWA) designates classifications of roadways including principal arterials (interstate system and other principal arterials), minor arterial roads, collector roads, and local roads. Priest River currently has two function classification tiers (Major and Minor Collectors). Highways SH-57 and US-2 are both maintained by ITD. Definitions for each functional class are summarized below:

**Principal Arterial System** - Serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel. The principal arterial system includes two sub-categories: the interstate system and other principal arterials.

**Minor Arterial Road System** - The minor arterial road system should form a network to link cities, larger towns, and other traffic generators. Arterials are usually spaced at intervals so that all developed areas of the State are within a reasonable distance of an arterial highway. Arterials normally provide service at high speeds with minimum interference.

**Collector Road System** - The collector routes generally serve travel of primarily intra-county rather than statewide importance. Moderate speeds and more interference should be expected on collector roadways. Collector roadways are broken into two sub-categories: major collectors and minor collectors. Major collector roads provide service to larger towns not directly served by the higher roadway classification systems and to traffic generators of intra-county importance (such as schools, parks, and important economic centers). Minor collector roads provide service to the remaining smaller communities and link the locally important traffic generators with roads of higher classification.

**Local Road System** - The local road system provides access to adjacent land and is intended for travel over relatively short distances. Private roads and roads not designated under the ITD function classification are considered local access roads, or city streets.

The purpose of classifying roadways is to understand the purpose of the roadway and how its purpose relates to both mobility and access. **Figure 4-1** demonstrates the relationship between mobility and access for each functional classification.

It is important to properly classify the roads within a region so that design standards and access control standards are applied to allow the road to function properly. In many cases, federal transportation funding can only be used on roads that are classified as a major collector or higher.

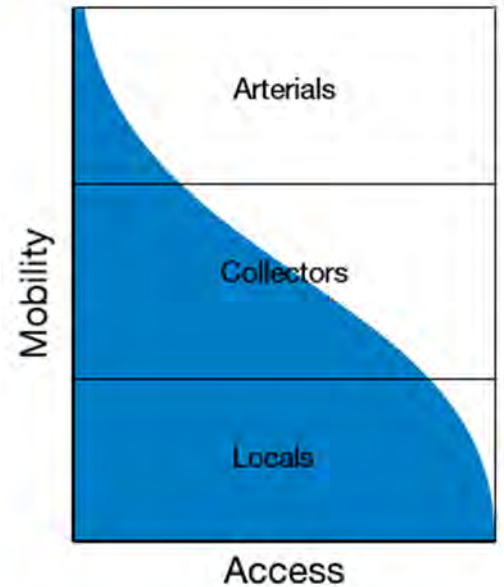
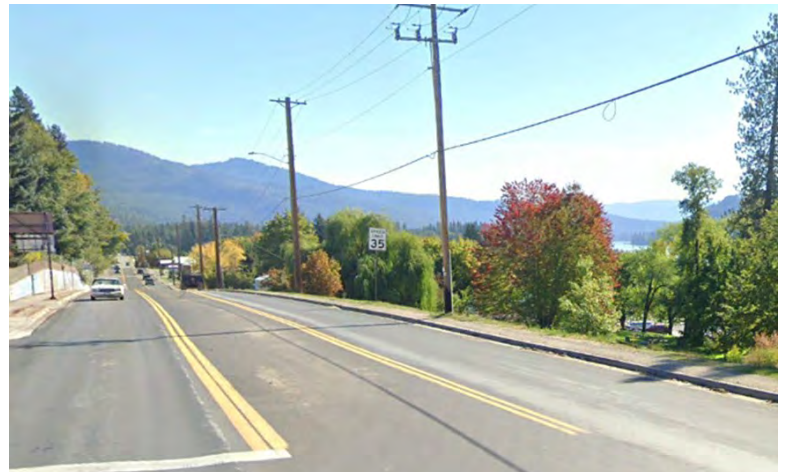


Figure 4-1—Relationship between mobility and access.



US-2 is the only roadway in the City Limits classified as a principal arterial and is under the jurisdiction of ITD.

Wisconsin Street is classified as a major collector and is the only City of Priest River roadways currently classified. There are several other roadways in the general area that are under the jurisdiction of Bonner County or ITD, as shown in Table 4-1 and Figure 4-2.

It is recommended the City coordinate with Bonner County Area Transportation Team (BCATT) and ITD to pursue changes to the Statewide Functional Classification Map for roadways that may be appropriately deemed “collectors”, including: Beardmore Avenue, 11th Street, 4th Street, Jefferson Avenue, and Cemetery Road.

Table 4-1 – Roads Federally Functionally Classified in the Vicinity of Priest River. Priest River roadways\*.

Classification	Roads
Principal Arterial	US-2
Major Collector	SH-57 Dufort Road Old Priest River Road Wisconsin Street*
Minor Collector	Eastside Road

### ITD Functional Classification Map

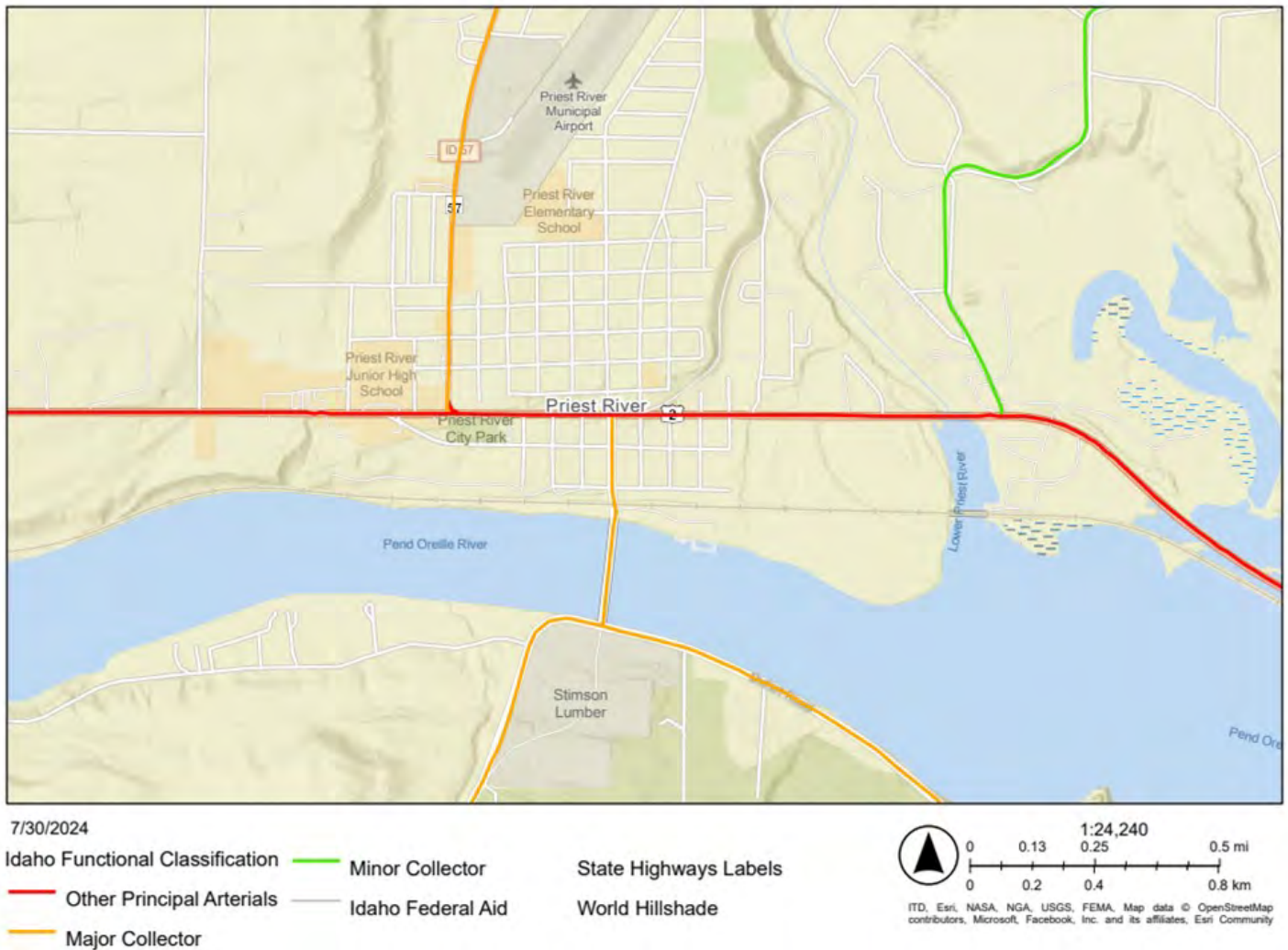


Figure 4-2—Roadways in the vicinity of Priest River currently federally functionally classified.

## 4.2 EXISTING MULTI-MODAL INVENTORY

In Priest River, pedestrian and bicycle facilities are infrequent. Occasional pathways exist primarily for students. Refer to **Figure 4-3** for an exhibit of the existing multimodal inventory. Crosswalks have been installed along existing sidewalks to schools and on US-2. Increasing multimodal connectivity and safe crossing points is a priority for the City.

Bicyclists are rarely on Priest River city streets. The majority of bike traffic is concentrated on the road shoulders of SH-57 and US-2. The City plans to coordinate with the Priest Community Forest Connection to assist in the Pend Oreille River Passage Trail development from Oldtown, WA through Priest River.



*Existing High Street Sidewalk*

There are existing sidewalks along US-2, which is under ITD's jurisdiction, but there are gaps in the network. There is a sidewalk on the west side of SH-57, also under ITD's jurisdiction, but no sidewalk on the east side. Additionally, there is a short section of shared-use path on the south side of US-2 between Larch Street and the bridge.

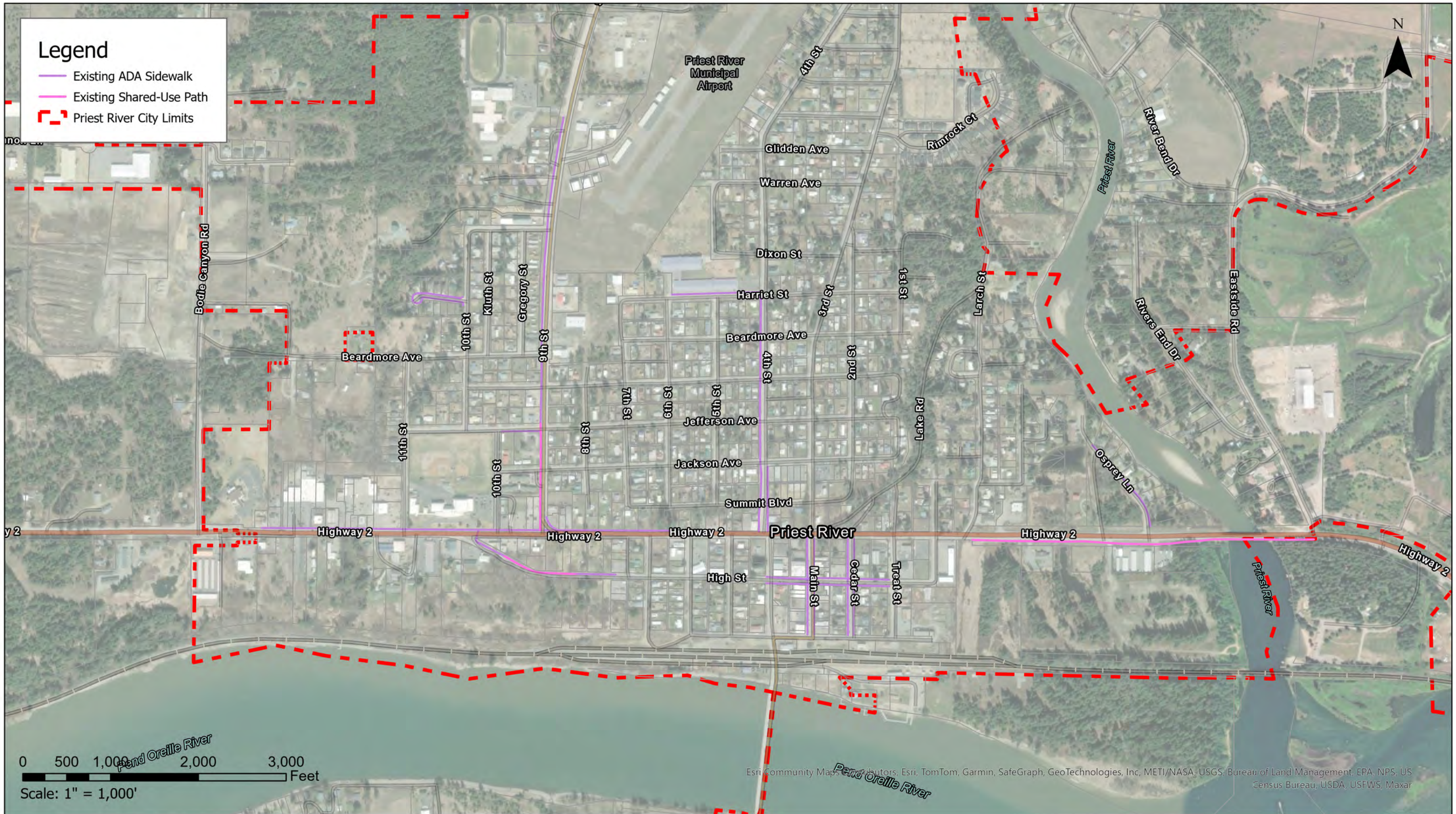
There are some sidewalks near the elementary school on 4th Street and Harriet Street and for a short distance on Jefferson Avenue. Additionally, many of the downtown streets (High Street, Main Street, and Cedar Street) have sidewalks.

## 4.3 PEND OREILLE VALLEY RAILROAD

A three-track rail line extends through southern Priest River along the Pend Oreille River shoreline. The rail line is owned by Burlington Northern Santa Fe (BNSF) and leased by the Pend Oreille Valley Railroad (POVA). POVA has been the point of contact for the City and maintains the lines. One crossing is located within city limits on Wisconsin St near the Pend Oreille River Bridge. The crossing has warning signs and does not have gates due to the low traffic loads. The railroad plans to replace signage, concrete planking, and install a walkway through a recently awarded ITD grant. Currently, locals, specifically children, have been seen illegally crossing rail lines, rather than utilize the official crossing. Although no collisions have occurred, improvements should be made to mitigate illegal crossings. It is recommended that the City coordinate with POVA to install a fence along the northern right-of-way border. Capital improvements have also been recommended to guide locals to the railroad crossing.



*Existing railroad crossing.*



## City of Priest River Transportation Plan Update

### Figure 4-3 - Existing Multimodal Inventory

#### 4.4 TRUCKING AND FREIGHT

A designated weigh station and truck route are in the downtown area to minimize road damage from freight loads. ITD completed a US-2 Corridor study between the Washington border and Sandpoint in 2019, identifying issues and improvements for the highways in that area. Truck traffic in the area is anticipated to grow pending the completion of the North-South Freeway, as traffic heading from Spokane, WA to Canada will travel through the heart of Priest River on US-2.



*Trucks are prevalent in downtown Priest River.*

#### 4.5 CRASH HISTORY

Crashes are given a severity rating as part of the data collection process.

Crash Severity Types:

- **Fatal** - Crashes where a person died either at the scene or as a result of injuries sustained during the crash.
- **‘A’ Injury** - Crashes where at least one person suffered an incapacitating injury as part of the crash.
- **‘B’ Injury** – Crashes where at least one person suffered an obvious, but not incapacitating injury.
- **‘C’ Injury** – Crashes where at least one person may have suffered an injury.
- **Property Damage Only (PDO)** – Crashes where property was damaged, but no person was injured.

The Local Highway Technical Assistance Committee (LHTAC) online crash database was used to review the crash history within the City of Priest River. The database tracks crashes over many years, but for this project, crashes from the five year period between 2018 and 2022 were analyzed. The crash data displays crash locations and severity within Priest River’s city limits. There were 63 crashes reported within the project area: 38 crashes were PDO, 14 were Injury Type C, 8 were Injury Type B, and 3 were Injury Type A. There were no fatal crashes during this time period. Crashes in the area are mostly of low severity and caused by failure to yield or failure to stop at sign or signal. Additionally, local police noted that many citations were given to residents turning from local business onto US-2, where stopping is implied but no sign exists.

Crashes within City limits were mostly concentrated on US-2 and SH-57 which are outside of the City’s jurisdiction. **Table 4-2** summarizes the crashes by contributing circumstance.

*Table 4-2: Crash Data by Contributing Circumstance*

Contributing Circumstance	Crash Count	Total Crash Percentage
Failure To Yield / Obey Stop	20	32%
Following Too Closely	7	11%
Impaired	7	11%
Inattention	6	10%
Speeding	4	6%
Improper Backing	3	5%
Obstruction	2	3%
Other	14	22%
<b>Total:</b>	<b>63</b>	<b>100%</b>

All crashes between 2018 and 2022 were gathered from LHTAC's crash database and are included in Table 4-3. The crashes are mapped in Figure 4-5.

Table 4-3: Detailed Crash Data

Severity	Year	Street	Driver Action	Lane Departure	Contributing Circumstance
Property Dmg	2018	SH 57	Going Straight	FALSE	Failed to Yield
Property Dmg	2018	E. Lincoln Ave	Backing	TRUE	Improper Backing
Property Dmg	2018	Eastside Rd	Turning Left	FALSE	None
Property Dmg	2018	10th St	Backing	TRUE	Improper Backing
Property Dmg	2018	US 2	Going Straight	FALSE	Following Too Close
Property Dmg	2018	Treat St	Backing	FALSE	Improper Backing
Property Dmg	2018	US 2	Going Straight	FALSE	Vision Obstruction
Property Dmg	2018	4th St	Going Straight	FALSE	Failed to Yield
Property Dmg	2018	US 2	Turning Left	FALSE	Failed to Yield
C Injury	2018	9th St	Going Straight	FALSE	Failed to Yield
C Injury	2018	US 2	Going Straight	FALSE	None
C Injury	2018	SH 57	Turning Right	TRUE	Failed to Yield
C Injury	2018	SH 57	Crossing at Intersection	FALSE	Failed to Obey Stop Sign
A Injury	2018	SH 57	Going Straight	TRUE	Sick
A Injury	2018	US 2	Going Straight	FALSE	Animal(s) in Roadway
Property Dmg	2019	SH 57	Turning Right	FALSE	None
Property Dmg	2019	US 2	Going Straight	FALSE	Asleep, Drowsy, Fatigued
Property Dmg	2019	US 2	Going Straight	FALSE	Following Too Close
Property Dmg	2019	US 2	Going Straight	FALSE	Following Too Close
Property Dmg	2019	US 2	Turning Left	FALSE	None
C Injury	2019	4th St	Going Straight	FALSE	Failed to Obey Stop Sign
C Injury	2019	SH 57	Going Straight	TRUE	Failed to Maintain Lane
B Injury	2019	US 2	Going Straight	FALSE	Improper Overtaking
B Injury	2019	US 2	Going Straight	FALSE	Distracted IN or ON Vehicle
B Injury	2019	Dufort Rd	Going Straight	TRUE	Alcohol Impaired
B Injury	2019	Wisconsin St	Turning Left	FALSE	Inattention
Property Dmg	2020	US 2	Going Straight	FALSE	Failed to Obey Signal
Property Dmg	2020	US 2	Turning Left	FALSE	Inattention
Property Dmg	2020	Wisconsin St	Going Straight	FALSE	Inattention
Property Dmg	2020	US 2	Going Straight	FALSE	Following Too Close
Property Dmg	2020	SH 57	Turning Left	FALSE	Speed Too Fast For Conditions
Property Dmg	2020	Treat St	Turning Right	FALSE	None
Property Dmg	2020	US 2	Turning Right	FALSE	Failed to Obey Stop Sign
Property Dmg	2020	US 2	Going Straight	FALSE	Speed Too Fast For Conditions
C Injury	2020	US 2	Turning Right	FALSE	Speed Too Fast For Conditions
A Injury	2020	Main St	Going Straight	TRUE	Physical Impairment



Table 4-3: Detailed Crash Data, Continued

Severity	Year	Street	Driver Action	Lane Departure	Contributing Circumstance
Property Dmg	2021	US 2	Going Straight	FALSE	Following Too Close
Property Dmg	2021	Wisconsin St	Going Straight	FALSE	Failed to Obey Stop Sign
Property Dmg	2021	Saccs Ln	Going Straight	TRUE	Alcohol Impaired
Property Dmg	2021	US 2	Turning Right	TRUE	Failed to Yield
Property Dmg	2021	US 2	Turning Left	FALSE	Failed to Yield
Property Dmg	2021	US 2	Going Straight	FALSE	Failed to Yield
Property Dmg	2021	High St	Entering/Leaving Parking Lot	FALSE	Vision Obstruction
Property Dmg	2021	SH 57	Going Straight	FALSE	Animal(s) in Roadway
Property Dmg	2021	US 2	Going Straight	FALSE	None
C Injury	2021	US 2	Going Straight	FALSE	Inattention
C Injury	2021	US 2	Going Straight	FALSE	Inattention
C Injury	2021	4th St	Going Straight	FALSE	Failed to Yield
C Injury	2021	4th St	Going Straight	TRUE	Failed to Obey Stop Sign
C Injury	2021	High St	Going Straight	TRUE	Sick
B Injury	2021	SH 57	Going Straight	FALSE	Failed to Yield
B Injury	2021	US 2	Going Straight	FALSE	Following Too Close
Property Dmg	2022	US 2	Turning Left	FALSE	Failed to Obey Stop Sign
Property Dmg	2022	Dixon St		TRUE	Failed to Maintain Lane
Property Dmg	2022	US 2	Turning Left	FALSE	Failed to Yield
Property Dmg	2022	High St	Going Straight	FALSE	Failed to Yield
Property Dmg	2022	US 2	Turning Left	FALSE	Improper Turn
Property Dmg	2022	US 2	Going Straight	FALSE	Following Too Close
Property Dmg	2022	Wisconsin St	Going Straight	FALSE	Failed to Yield
C Injury	2022	US 2	Going Straight	TRUE	Foot Slipped/Caught On Pedal
C Injury	2022	US 2	Going Straight	FALSE	Distracted in or on Vehicle
B Injury	2022	Shooting Star	Entering/Leaving Parking Lot	FALSE	Inattention
B Injury	2022	Franklin St	Turning Left	FALSE	Speed Too Fast For Conditions

There have been between ten (10) and sixteen (16) crashes reported in the City limits annually over the past five (5) years. Crashes per year are shown in Figure 4-6 below.

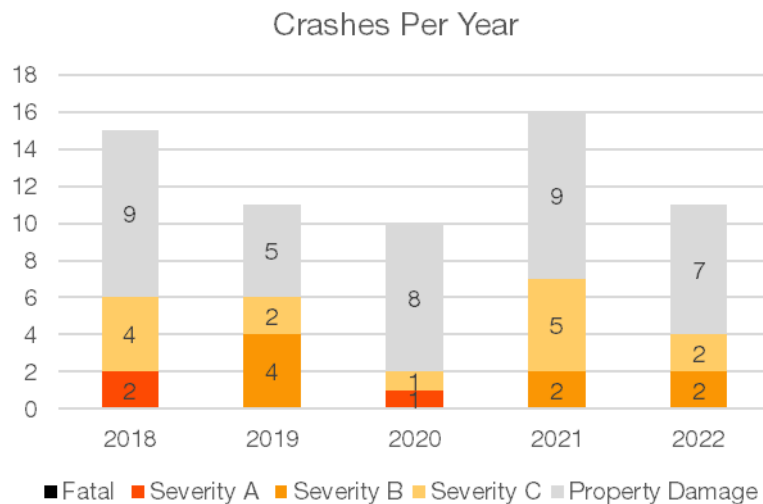
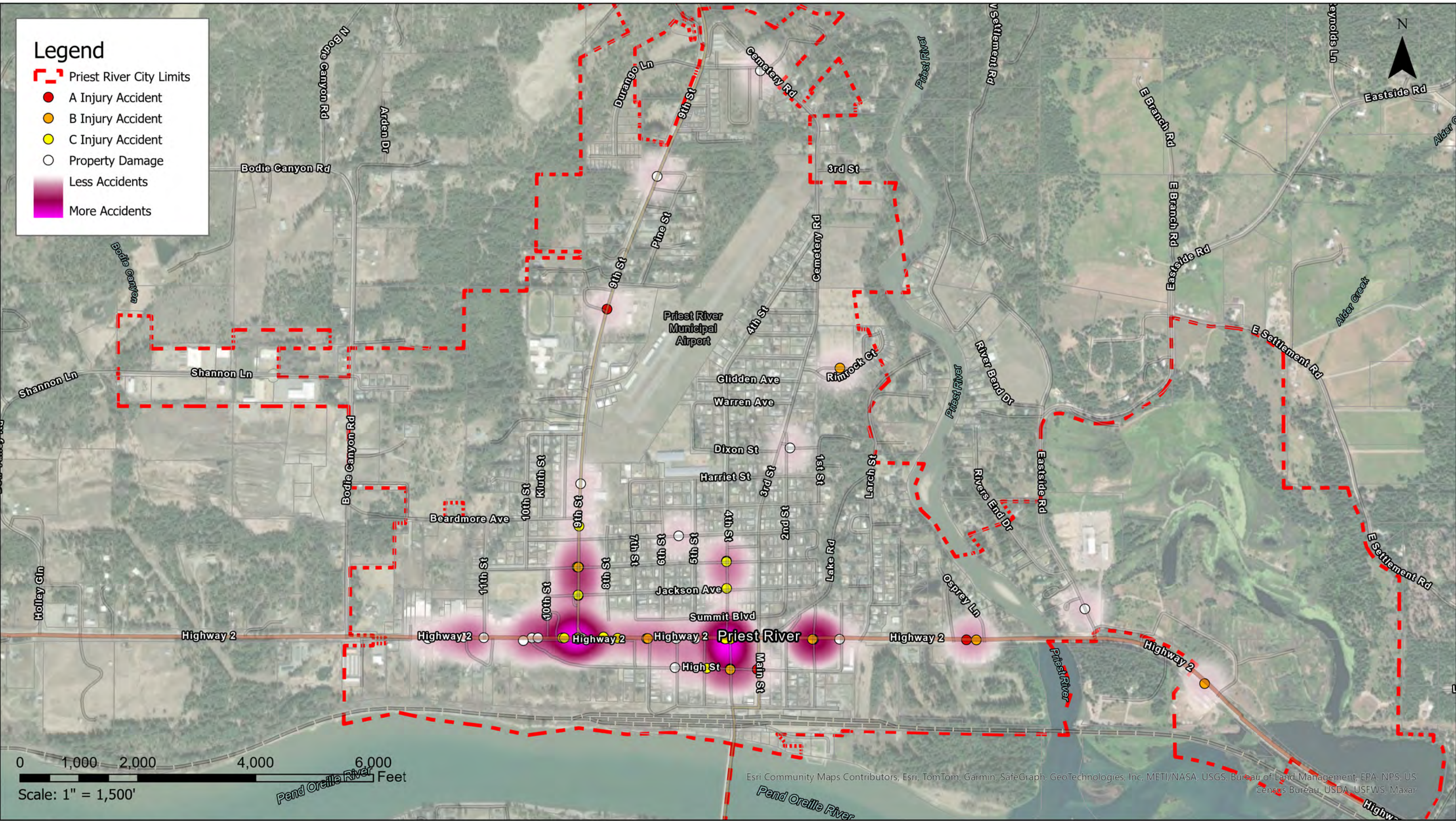


Figure 4-6: Crashes by severity by year.



## City of Priest River Transportation Plan Update Figure 4-5 - 2018 - 2022 Crashes

## 4.6 PAVEMENT CONDITION

The pavement condition of Priest River was evaluated utilizing the “Pavement Surface Condition Field Rating Manual for Asphalt Pavement” by the Northwest Pavement Management Association (PASER Evaluation). An on-site visit and walkthrough of each street was performed in June 2024 to evaluate the existing pavement for a range of common defects seen in asphalt pavement. Deficiencies looked for within this analysis included:

- ⇒ Alligator cracking
- ⇒ Rutting and Wear
- ⇒ Longitudinal Cracking
- ⇒ Raveling and Aging
- ⇒ Non-Wheel Path Longitudinal Cracking
- ⇒ Patching
- ⇒ Transverse Cracking
- ⇒ Corrugation and Waves
- ⇒ Block Cracking
- ⇒ Sags and Humps

For each road segment, deficiencies were identified to best categorize the level of severity and frequency along the roadway. Since the majority of roads contained a multitude of defects, PASER ratings were assigned based-off the culmination of defects and overall quality.

A rating was assigned to each road segment, scaling from 1-10, with higher numbers indicating better surface integrity. For this plan, the following road conditions were applied based off the PASER rating, as indicated in **Table 4-4**.

Priest River roads were divided into segments based on maintenance history and road condition and given a PASER rating. See **Figure 4-8** for an exhibit of city road pavement conditions.

*Table 4-4: PASER Rating & Recommended Treatment*

PASER Rating	Road Condition	Recommended Treatment
9-10	Excellent	No Maintenance Required
7-8	Good	Routine Maintenance
5-6	Fair	Preservative Treatments
3-4	Poor	Extensive Structural Renewal
1-2	Failed	Full Reconstruction

The majority of city-maintained roads in Priest River are hard-surfaced and have been recently maintained. Some roads are in need of repair due to aging and/or improper sealing. “Good” roads with ratings of 7 and 8 require routine crack sealing and patching. “Fair” and “good” road will require sealing or overlays. Standard chip sealing is planned as a temporary remediation for these roads, and if deterioration worsens the City can elect to grind and overlay on a less frequent basis. See Chapter 5 for the maintenance plan. The pavement condition information has been uploaded to the City’s iWorQ database.

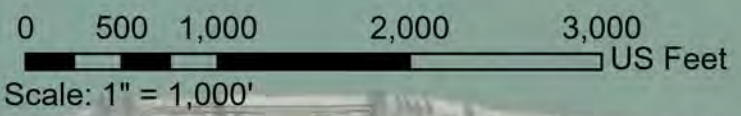
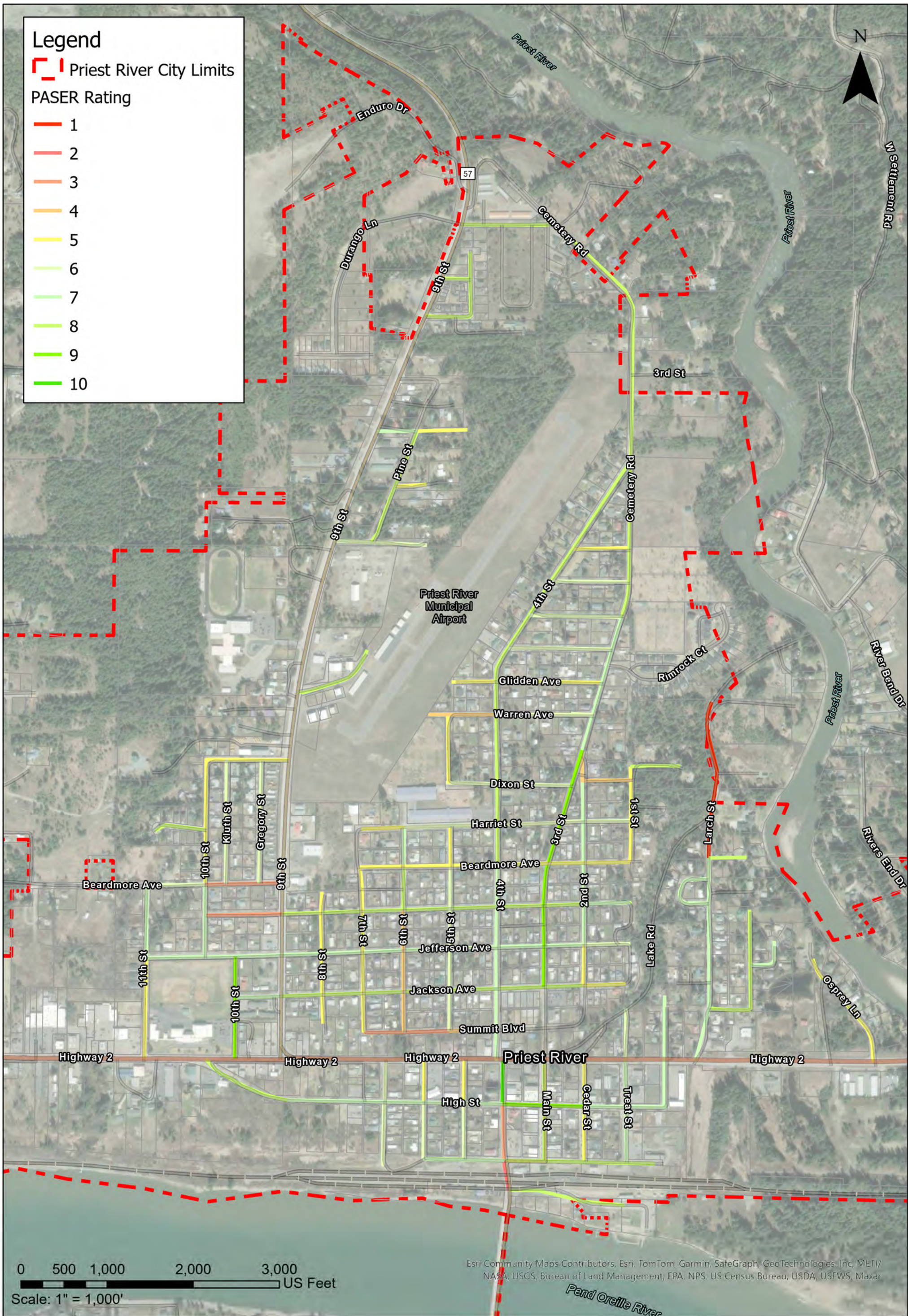
Recommended maintenance plans, provided in Chapter 5, were developed using PASER evaluation results, while also considering economic impact, priority and public feedback. Most frequent deficiencies observed on Priest River roads were Raveling/Aging, Alligator Cracking, Longitudinal Cracking, and Transverse Cracking. These deficiencies are outlined in the following sections.

**Legend**

 Priest River City Limits

**PASER Rating**

-  1
-  2
-  3
-  4
-  5
-  6
-  7
-  8
-  9
-  10



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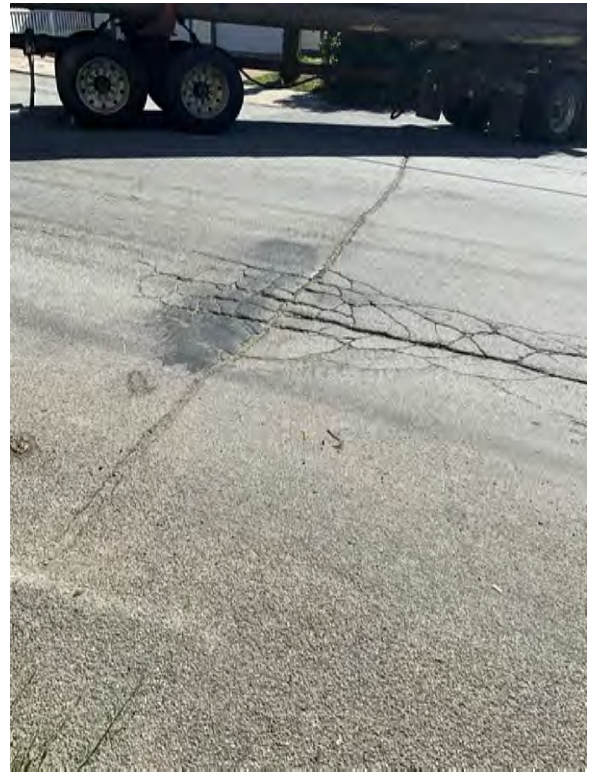
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### Alligator Cracking

Alligator fatigue cracking is associated with loads and limited to areas of repeated traffic loading. Alligator cracking is also indicative of failing subgrade. Alligator cracking begins as a set of longitudinal cracks within the wheel well that begin to crack between each other and interconnect. After interconnecting, the result produces many pieces of discontinuous asphalt resembling the pattern of an alligator.

#### *Severity:*

- Low - Branched, longitudinal, discontinuous thin cracks are beginning to interconnect and form the typical alligator pattern with no spalling.
- Medium – Cracking is completely interconnected and has fully developed an alligator pattern. Some spalling may appear at the edges of cracks. The cracks may be greater than ¼” wide, but the pavement pieces are still in place.
- High – The pattern of cracking is well developed. Spalling is very apparent at the crack. Individual pieces may be loosened and may rock under traffic. Pieces may be missing. Pumping of fines up through the cracks may be evident.



### Longitudinal Cracking

Longitudinal cracks run roughly parallel to the roadway center line. Longitudinal cracking is separated into two conditions: non-wheel path and wheel path longitudinal cracking. Cracks that reside within six inches of a lane edge are to be assumed as not longitudinal cracks. Most longitudinal cracks without large amounts of spalling can be crack sealed and then chip sealed over to repair the roadway surface. For longitudinal cracks with large amounts of spalling, dig outs or mills and overlays are usually required to repair the roadway surface. Longitudinal cracks, if not attended to quickly, can sometimes degrade further to alligator cracking.

#### *Severity:*

- Low – The cracks have very little or no spalling along the edges and are less than ¼” in width. If the cracks are sealed and the width of the crack prior to sealing is invisible, they should be classified as Low Severity.
- Medium – The cracks have little or no spalling but they are greater than ¼” in width. There may be a few randomly spaced low severity connecting cracks near the main crack or at the corners of intersecting cracks.
- High – Cracks are spalled and there may be several randomly spaced cracks near the main crack or at the corners of intersecting cracks. Pieces are visibly missing along the crack. At some point, this longitudinal cracking becomes alligator cracking.

### Transverse Cracking

Transverse cracks run perpendicular to the roadway center line. They are mainly caused by surface shrinkage due to low temperatures and hardening of the asphalt. They may extend partially or fully across the roadway. Transverse cracks were only counted if above two feet in length.

#### *Severity:*

- Low – The cracks have very little or no spalling along the edges and are less than ¼” in width. If the cracks are sealed and the width of the crack prior to sealing is invisible, they should be classified as Low Severity.
- Medium – The cracks have little or no spalling, but they are greater than ¼” in width. There may be a few randomly spaced low severity connecting cracks near the main crack or at the corners of intersecting cracks. Pieces are visibly missing along the crack.
- High – Cracks are spalled and there may be several randomly spaced cracks near the main crack or at the corners of intersecting cracks. Pieces are visibly missing along the crack.

### Raveling and Aging

Raveling and aging are pavement surface deteriorations that occurs when aggregate particles are dislodged (raveling) or oxidation causes loss of the asphalt binder (aging). The severity is rated by the degree of aggregate and binder loss. The overall severity within the segment is rated as the most predominate observed level.

#### *Severity:*

- Low – The aggregate and/or binder has started to wear away but has not progressed significantly. The pavement only appears slightly aged and slightly rough.
- Medium – The aggregate and/or binder has worn away and the surface texture is moderately rough and pitted. Loose particles may be present, and fine aggregate is partially missing from the surface.
- High – The aggregate and/or binder have worn away significantly, and the surface texture is deeply pitted and very rough. Fine aggregate is essentially missing from the surface, and pitting extends to a depth approaching one half the coarse aggregate size.

### Stormwater Drainage Issues

During public meeting and stakeholder interviews, the City did not identify stormwater drainage as a major concern. However, during on-site visits, many roadways displayed degradation from water damage, exhibiting large puddles, cracks, and potholes focused near roadway shoulders and driveway approaches. Priest River does not have stormwater facilities or curbs on the majority of city streets. Roads appear to have appropriate superelevation to drain water off the roadway, but do not have proper stormwater storage or transport methods.

No capital improvement projects have been specified to address drainage concerns. Instead, it should be noted that any improvements to existing roads should consider adding facilities such as catch basins and stormwater piping where possible to reduce the amount of surface runoff left stagnant on the road.



*Drainage issues.*

### 4.7 EXISTING SIGNAGE

A sign inventory was completed as a part of this update and was uploaded to iWorQ. The City should continue to update this inventory as new signs are installed. It is recommended that the City collaborate on new signage additions and where existing signs could be revised or updated to provide clearer direction to visitors. Refer to the regulatory and warning sign inventory in Table 4-5. In this table stop signs were omitted because there are 159 stop signs in the City. The full inventory is in the Appendix and saved in iWorQ.

### 4.8 PAVEMENT MARKINGS

Priest River contains multiple crosswalks in need of restriping. Once additional pedestrian facilities and school bus stop audits have been determined, additional crosswalks should be considered as part of those projects at crossings.

*Table 4-5: Regulatory and Warning Sign Inventory\**

Street	Intersect St	Notes	Sign Type	MUTCD
Hill	Montgomery		Yield	R1-2
S treat	Montgomery	Yield only	Yield	R1-2
Hill	Montgomery		Yield	R1-2
Hemlock	Pine	Dead end street sign, hemlock and pine street signs and stop sign	Yield	R1-2
2nd		1.5x1.5 sign yield sign slightly faded and scratched	Yield	R1-2
Wisconsin		Trucks sign red on white, shares post w no stopping sig	Trucks	R16-12
S treat	Montgomery	Truck route, tilted and rusted pole eroding base	Truck Route	R16-12
Wisconsin		Trucks sign black on white, 8" tall sign shares post w no stopping sign	Truck Route	R16-12
Montgomery	Wisconsin	Truck route sign black on white, shares post w stop	Truck Route	R16-12
High	Wisconsin	25 mph speed limit and no trucks symbol sign on same post as speed limit	Speed Limit	R2-1
Wisconsin		25mph speed limit sign	Speed Limit	R2-1
Railroad		15 mph speed limit fixed to old cut wooden post	Speed Limit	R2-1
High		Faded and scratched 25 mph sign	Speed Limit	R2-1
High		Faded and scratched Speed limit 25mph on back side of wrong way sign	Speed Limit	R2-1
E Lincoln		25mph speed limit sign	Speed Limit	R2-1
Jefferson		25mph speed limit sign	Speed Limit	R2-1
E Jackson		Speed limit 25mph	Speed Limit	R2-1
4th	Summit	Speed limit 25mph	Speed Limit	R2-1
W Beardmore	11th	Scratched, black on orange, 2x2ft	Speed Limit	R2-1
Gregory	W Beardmore	Dirty, 15 mph speed limit	Speed Limit	R2-1
Jefferson		4ftx2ft, school zone 15 mph when children present	Speed Limit	R2-1
Jackson		School 15mph when children are present , slightly obstructed and dirty	Speed Limit	R2-1
Hwy57		Hwy 35mph speed limit sign	Speed Limit	R2-1
Huckleberry		Speed limit 25mph	Speed Limit	R2-1
Mick and ern	Cemetery	Black on yellow, 15mp speed, private prop signs present, overgrown vegetation	Speed Limit	R2-1
Cemetery		25mph speed limit sign, bullet hole and slightly dirty	Speed Limit	R2-1
Cemetery		Very faded, scratched, and bent	Speed Limit	R2-1
Cottage		1'5"x1'5" sign, good. condition, exclamation pt added	Speed Limit	R2-1
Ru d Annie		Black on yellow, 25mph, 1'5"x1'5"	Speed Limit	R2-1
3rd		25mph speed	Speed Limit	R2-1
7th	E Beardmore	Yield sign no right turn and 7th and e beardmore st signs turn sign faded and dirty	No Right Turn	R3-1
Wisconsin		Right lane must turn right	Right Turning Lane	R4-7
Hwy57		Hwy LEFT arrow sign for turning rd	Right Arrow	R4-7
4th	Dixon	3x3ft sign do not enter sign red on white scratched faded and slightly tiki red	Do not Enter	R5-1
High		Smaller size 1'5"x2' Wrong way sign white on red on backside of two way sign	Wrong Way	R5-1
High		Wrong way sign white on red on backside of two way sign	Wrong Way	R5-1
High	Hwy2	Wrong way sign white on red	Wrong Way	R5-1
Montgomery	Cedar	1'5"x2' sign, on back of stop sign, loose	No Trucks	R5-2
Main		3'x2' sign, no thru truck traffic on light post w flowers	No Trucks	R5-2
High	Wisconsin	No trucks symbol sign, 2x2ft sign, on same post as speed limit	No Trucks	R5-2
Wisconsin		"All trucks use truck route" sign shares post	No Trucks	R5-2
Wisconsin		"All trucks use truck route" sign shares post	No Trucks	R5-2
Wisconsin		No trucks past scales sign shares post. 1'5"x2', tilted scratched and dirty	No Trucks	R5-2
High		No trucks sign written no symbol 2'x1'5", black in white	No Trucks	R5-2

Table 4-5 Continued: Regulatory and Warning Sign Inventory\*

Street Name	Intersect St	Notes	SignType	MUTCD
Jefferson	Hwy57	2.5x2.5 ft , no trucks local deliveries and school buses exempt, loose pole, bent	No Trucks	R5-2
Warren	4th	One way sign for Warren Ave	One Way	R6-1
Dixon	4th	One way sign, stop sign	One Way	R6-1
Wisconsin		No stopping or standing between signs sign, red on white, shares post w truck sign	No Stopping	R7-100
Wisconsin		No stopping or standing between signs sign, red on white, shares post w truck sign	No Stopping	R7-100
Railroad Ave		1'x1'5"sign, no parking fire lane keep clear at all times	No Parking	R8-3
High		No parking sign red on white	No Parking	R8-3
High		No parking sign red on white	No Parking	R8-3
Hwy57		Bike lane, shoulder, and no parking between signs	No Parking	R8-3
5th		School zone speed limit 15mph when children are present, obstructed by tree	School Zone	S4-3P
6th		School zone speed limit 15mph when children are present	School Zone	S4-3P
4th		School when children present 15mph loose	School Zone	S4-3P
Warren		School zone 15mph when children present	School Zone	S4-3P
Dixon		School zone when children present 15mph	School Zone	S4-3P
Harriet		School zone 15mph when children present, faded and cracked	School Zone	S4-3P
Harriet		Faded dirty school zone 15 mph 7am to 5pm	School Zone	S4-3P
6th		Yellow school sign school zone 15 mph when children present cracked	School Zone	S4-3P
5th	E Beardmore	Crosswalk and school sign	School Zone	S4-3P
4th		School zone 15mph when children present	School Zone	S4-3P
Hwy2		Crosswalk sign, black on green sign in good condition, poor crosswalk marking	Crosswalk	W11-2
Hwy2		Crosswalk sign, black on green sign in good condition, poor crosswalk marking	Crosswalk	W11-2
Hwy2		RRFB and lights black on yellow, working, poor crosswalk markings	Crosswalk	W11-2
Hwy2		RRFB crosswalk and lights black on yellow, working, poor crosswalk markings	Crosswalk	W11-2
Hwy2		RRFB. Lights black on yellow, working. Poor crosswalk markings.	Crosswalk	W11-2
Hwy2		RRFB "yellow lights are flashing", works, poor crosswalk markings.	Crosswalk	W11-2
Hwy2		Crosswalk plus bike, black on yellow, bent arrow sign	Crosswalk	W11-2
Hwy2		Crosswalk plus bike, black on yellow sign	Crosswalk	W11-2
Hwy2		Crosswalk ahead plus bike, black on yellow sign	Crosswalk	W11-2
Hwy2		Crosswalk ahead plus bike, black on yellow sign	Crosswalk	W11-2
Hwy57	Lincoln	Crosswalk ahead warning sign, slightly bent	Crosswalk	W11-2
Hwy57	Jackson	Crosswalk ahead sign partially obstructed, faded, many rusted nails in post	Crosswalk	W11-2
Hwy57	Jefferson	Traffic calm light activated crosswalk w push button and flashing lights	Crosswalk	W11-2
Hwy57	Jefferson	RRFB working, good solar panel	Crosswalk	W11-2
Hwy57		RRFB push activated lights and push button for crosswalk, working, clean panel	Crosswalk	W11-2
Hwy57		RRFB push activated lights and push button for crosswalk, working, clean panel	Crosswalk	W11-2
Hwy57	Lincoln	Crosswalk ahead warning sign, slightly bent	Crosswalk	W11-2
4th		Crosswalk ahead sign, faded and cracked	Crosswalk	W11-2
Dixon		Crosswalk ahead sign black on yellow slight scratches	Crosswalk	W11-2
4th	Dixon	Crosswalk sign and no right turn sign no stop crosswalk arrow on sign	Crosswalk	W11-2
Dixon	4th	Faded and cracked crosswalk sign and no left turn sign no stop crosswalk arrow	Crosswalk	W11-2
Dixon		Crosswalk ahead sign faded and cracked	Crosswalk	W11-2
Dixon		Crosswalk ahead sign black on orange slightly cracked	Crosswalk	W11-2
Harriet	4th	Crosswalk ahead sign	Crosswalk	W11-2
Harriet	4th	Crosswalk ahead sign cracked and faded	Crosswalk	W11-2
5th	Harriett	Harriett and 5th St sign, crosswalk sign and stop sign faded, cracked, obstructed	Crosswalk	W11-2
Harriet	6th	Crosswalk sign black on yellow faded and cracked	Crosswalk	W11-2
Harriet	6th	Crosswalk sign black on yellow faded and cracked	Crosswalk	W11-2
E Beardmore	6th	Crosswalk sign, black on yellow	Crosswalk	W11-2
High		Slightly faded slow children playing black on yellow	Slow, Children Playing	W9-12
High		Double sided children playing black on yellow	Slow, Children Playing	W9-12
E Jackson	2nd	Slow children at play sign, obstructed by pole, scratched, tilted, base eroding badly	Slow, Children Playing	W9-12
Hwy2		Poor, faded stop for children in crosswalk when children present red on white	Slow, Children Playing	W9-12
W Beardmore		Cracked watch for children sign	Slow, Children Playing	W9-12
W Beardmore		Cracked watch for children sign	Slow, Children Playing	W9-12
Gregory		Slow children at play, new	Slow, Children Playing	W9-12
Gregory		New, slow children at play sign black on yellow	Slow, Children Playing	W9-12
Wisconsin		Railroad 3 tracks sign, dirty and scratched, lights working	Railroad	
Wisconsin		Railroad 3 tracks sign, dirty and scratched, lights working	Railroad	
Wisconsin		Railroad crossing approaching plus intersection, faded, black on yellow	Railroad	



## 5 — MAINTENANCE

### 5.1 CRACK SEAL & PATCHING

Paved roads should be maintained annually by crack sealing and patching as needed. Refer to **Figure 5-1** for locations of existing potholes, puddles, and patches in poor condition. These area are those that maintenance crew should focus on first.

### 5.2 CHIP SEALING

Based on the frequency and severity of defects observed during the asphalt evaluation process and taking into account past maintenance projects, a maintenance plan has been developed as part of this project. The plan includes cost estimates which include the cost for engineering and mobilization to Priest River as well as inflated average prices for materials due to Priest River’s remote setting.



Roadway with potholes that needs maintenance.

A maintenance schedule for a 10-year cycle is included. In some Cities, chip sealing would occur once every seven (7) years. However, given the low traffic volumes and budget constraints a 10-year cycle was selected. Refer to **Tables 5-1 5-2, & 5-3** for the schedule. The schedule was created with Priest River’s current budget in mind. The schedule was designed in annual intervals to reduce material unit costs and incentivize bidders during the bidding phase. To ensure proper maintenance on every surfaced road, it may be beneficial to synchronize the maintenance schedules and complete crack seal, patching, brushing, and ditching the year prior to sealing. Annual chip seals have been grouped by geographic location to streamline the maintenance process. Refer to **Figure 5-2** for a color-coded chip seal schedule exhibit.

City roads that are deteriorated beyond chip seal repair have been included in the road surfacing capital improvement projects (CIPs). See Chapter 6 for CIP plans and descriptions.

Table 5-1: Chip Seal Schedule (2025 & 2026)

	Road Segment	Length (ft)	Area (SY)	Chip Seal	Engineering	Total Cost	
2025	Kluth St	966	2791	\$14,800	\$4,400	\$19,200	\$147,800
	Gregory St	962	2993	\$15,900	\$4,800	\$20,700	
	James Ave	600	1467	\$7,800	\$2,300	\$10,100	
	10th St	1523	4400	\$23,300	\$7,000	\$30,300	
	11th St	1340	4169	\$22,100	\$6,600	\$28,700	
	Hemlock St	710	1578	\$8,400	\$2,500	\$10,900	
	Pine St	934	2076	\$11,000	\$3,300	\$14,300	
	Tamarack St	237	527	\$2,800	\$800	\$3,600	
2026	Fir St	500	1444	\$7,700	\$2,300	\$10,000	\$168,400
	E Beardmore Ave	2100	5133	\$28,000	\$8,400	\$36,400	
	W Beardmore Ave (11th to SH-57)	1060	2591	\$14,100	\$4,200	\$18,300	
	Summit St (7th to 4th)	1030	2289	\$12,500	\$3,800	\$16,300	
	7th S	1277	3405	\$18,600	\$5,600	\$24,200	
	6th St	1580	4213	\$23,000	\$6,900	\$29,900	
5th St	2113	6104	\$33,300	\$10,000	\$43,300		

Table 5-2: Chip Seal Schedule (2027-2032)

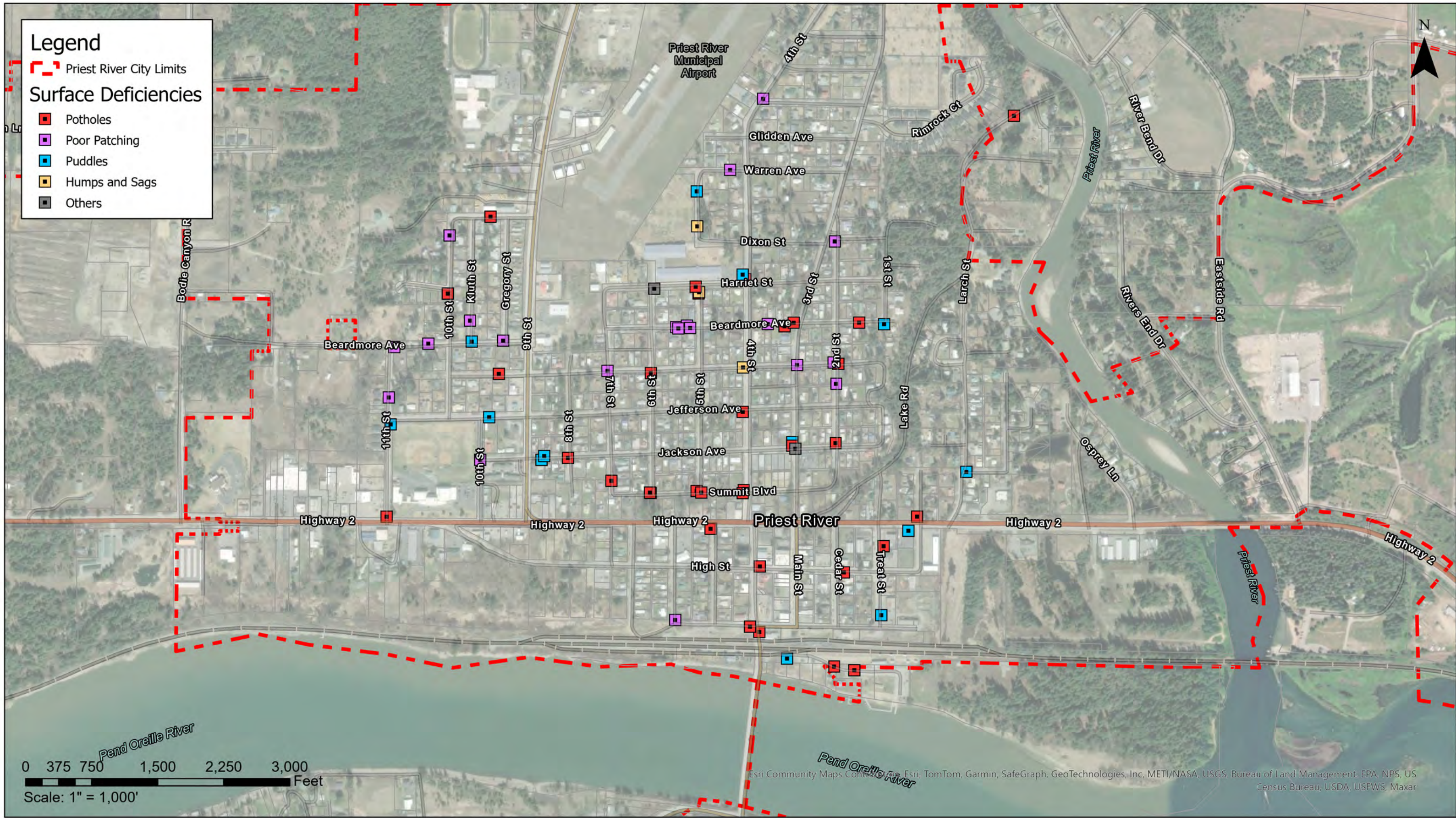
	Road Segment	Length (ft)	Area (SY)	Chip Seal	Engineering	Total Cost	
2027	Franklin St	776	1724	\$9,700	\$2,900	\$12,600	\$159,900
	Washington St	765	2040	\$11,500	\$3,500	\$15,000	
	Church St	766	1872	\$10,500	\$3,200	\$13,700	
	Cedar St	770	3593	\$20,200	\$6,100	\$26,300	
	Montgomery St	1600	3556	\$20,000	\$6,000	\$26,000	
	N Mckinley St	770	2224	\$12,500	\$3,800	\$16,300	
	S McKinley St	500	2000	\$11,200	\$3,400	\$14,600	
	N Treat St	390	1213	\$6,800	\$2,000	\$8,800	
	S Treat St	410	1640	\$9,200	\$2,800	\$12,000	
	Railroad Ave	750	2000	\$11,200	\$3,400	\$14,600	
2028	Schultz Ave	436	1066	\$6,200	\$1,900	\$8,100	\$152,300
	Dickinson Ave	605	1479	\$8,600	\$2,600	\$11,200	
	Jones Ave	713	1584	\$9,200	\$2,800	\$12,000	
	Rivenes Ave	807	1973	\$11,400	\$3,400	\$14,800	
	Glidden Ave	1167	2853	\$16,500	\$5,000	\$21,500	
	Warren Ave	1268	3381	\$19,600	\$5,900	\$25,500	
	Dixon St	1330	3251	\$18,800	\$5,600	\$24,400	
	2nd St	1820	4622	\$26,800	\$8,000	\$34,800	
2029	Main St	770	3080	\$18,400	\$5,500	\$23,900	\$169,300
	W Jefferson Ave	1050	3033	\$18,100	\$5,400	\$23,500	
	E Jefferson Ave	2707	6617	\$39,500	\$11,900	\$51,400	
	W Jackson Ave	356	989	\$5,900	\$1,800	\$7,700	
	E Jackson Ave	2672	7125	\$42,500	\$12,800	\$55,300	
	White Way	400	978	\$5,800	\$1,700	\$7,500	
2030	Harriet St	2091	7435	\$45,700	\$13,700	\$59,400	\$156,800
	Veltri Dr	390	1387	\$8,500	\$2,600	\$11,100	
	1st St	740	1878	\$11,500	\$3,500	\$15,000	
	W Lincoln Ave	600	1733	\$10,600	\$3,200	\$13,800	
	E Lincoln Ave	2697	7192	\$44,200	\$13,300	\$57,500	
2031	Cottage Ave	240	640	\$4,100	\$1,200	\$5,300	\$177,100
	Rue D Annie	356	949	\$6,000	\$1,800	\$7,800	
	Grimaldi Way	704	1564	\$9,900	\$3,000	\$12,900	
	Huckleberry Ave	722	1925	\$12,200	\$3,700	\$15,900	
	4th St	4930	16433	\$104,000	\$31,200	\$135,200	
2032	Cemetery (Huckleberry to Dixon)	4397	11725	\$76,400	\$22,900	\$99,300	\$172,000
	3rd St (Dixon to Jackson)	1874	4164	\$27,100	\$8,100	\$35,200	
	Wisconsin St	1001	4448	\$29,000	\$8,700	\$37,700	

*Table 5-3: Chip Seal Schedule (2023-2034)*

	Road Segment	Length (ft)	Area (SY)	Chip Seal	Engineering	Total Cost	
<b>2033</b>	Larch St (US-2 to Hidden River Ct)	1600	4978	\$33,400	\$10,000	\$43,400	<b>\$152,600</b>
	Maple Ave	324	864	\$5,800	\$1,700	\$7,500	
	Kaniksu St	774	1892	\$12,700	\$3,800	\$16,500	
	Troudt Ct	350	1244	\$8,400	\$2,500	\$10,900	
	Merrit Loop	575	1789	\$12,000	\$3,600	\$15,600	
	Hidden River Ct	295	787	\$5,300	\$1,600	\$6,900	
	Osprey Ln	950	4267	\$28,600	\$8,600	\$37,200	
	River's End Dr	681	1667	\$11,200	\$3,400	\$14,600	
<b>2034</b>	High St	3645	11340	\$78,400	\$23,500	\$101,900	<b>\$148,800</b>
	10th St	790	2282	\$15,800	\$4,700	\$20,500	
	8th St	1200	2933	\$20,300	\$6,100	\$26,400	

**5.3 COLLABORATION ON MAINTENANCE PROJECTS**











The City should explore bidding chip seal projects together with nearby Cities in attempt to realize an economy of scale and achieve lower costs. Also, the City should explore having Bonner County’s crews chip seal the City’s roads. It is recommend that Priest River reach out to the adjoining jurisdictions on an annual basis to determine if partnerships are feasible.

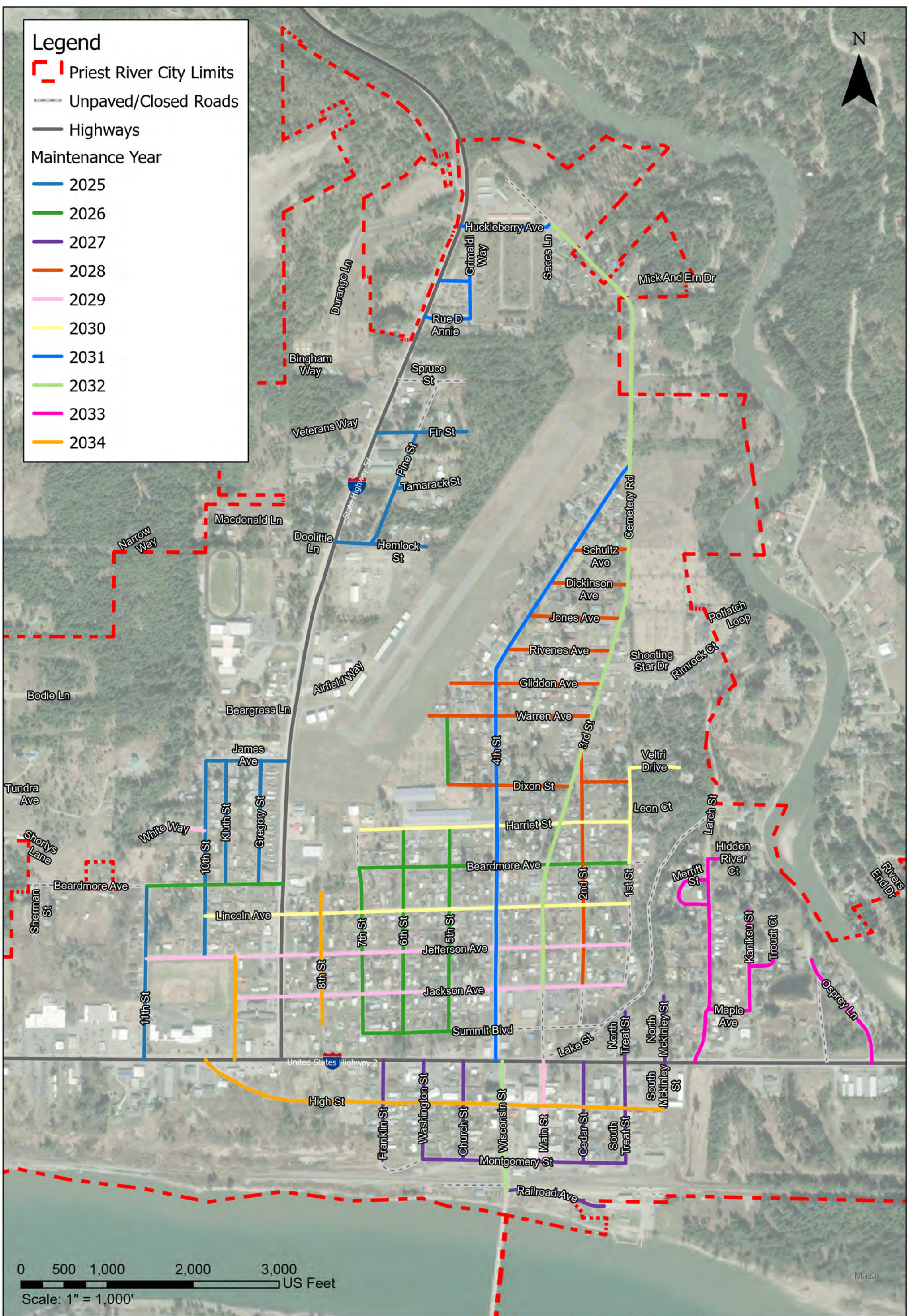


## City of Priest River Transportation Plan Update

### Figure 5-1 - Potholes, Puddles, and Patches

Legend

-  Priest River City Limits
-  Unpaved/Closed Roads
-  Highways
- Maintenance Year**
-  2025
-  2026
-  2027
-  2028
-  2029
-  2030
-  2031
-  2032
-  2033
-  2034



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## 6 — RECOMMENDED IMPROVEMENT PROJECTS

The capital improvement projects for Priest River were created to address existing issues reported from public comment, stakeholder interview, the TAC, and issues observed from field review. The Capital Improvement Plan (CIP) is broken into several categories: major improvements, road surfacing, pedestrian and bicycle improvements, and safety projects. The project in each category were reviewed by the TAC and ranked according to high, medium, and low priority.

### 6.1 MAJOR CAPITAL IMPROVEMENTS

Major capital improvements were projects that had a larger impact and may require outside funding. Projects under this category are listed in Table 6-1, and further described in the narrative that follows. Planning-level costs are in 2024 dollars.



Figure 6-1: Recommended Improvement Project Types

Priority	Project Name	Description	Cost
High	Larch/Maple Realignment	Realign Maple Avenue geometry to adjust skewed approach with Larch Street	\$60,000
High	Huckleberry/SH-57 Widening	Widen Huckleberry approach and include right turn only lane onto SH-57 to alleviate narrow turns for trucks	\$100,000
Medium	Treat /US-2 Signal	Install signal at S Treat St/US-2 intersection to alleviate congestion from downtown.	\$800,000
Medium	3 <sup>rd</sup> St Reconstruction	Replace existing asphalt pavement on 3rd from US -2 to E Jackson and reopen to traffic	\$1.8 million
Low	Truck Route Widening	Adjust pole location and widen S Treat St northwest corner for truck route.	\$50,000

#### Larch St/Maple Avenue Intersection

Larch Street and Maple Street are located north of US-2 in a residential area. Maple Street has a skewed approach with Larch Street, causing difficult turn movements and close call crashes. It is recommended to adjust Maple Street geometry to create a standard T-intersection to reduce crash likelihood and improve turning movements. It may be necessary to purchase a small sliver of right of way or easement from the property owner on the southeast corner.



Larch/Maple Intersection

**Huckleberry Avenue/SH-57 Intersection**

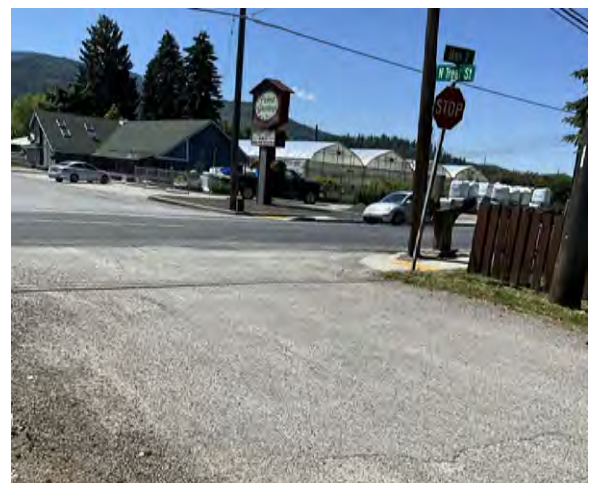
Huckleberry Avenue intersects with SH-57 in northwest Priest River. Durango Lane, a privately owned and maintained road, also intersects at this location, but is low volume. Huckleberry Avenue acts as an alternative route to Priest River Lamanna High School and is frequently used by northbound through traffic. Huckleberry Avenue is quite narrow, causing issues for turning trucks. Future development in this area will likely increase traffic at this intersection. It is recommended to widen Huckleberry Avenue at this approach to include a third lane on Huckleberry for left-turning vehicles. There appears to be about 25 feet of usable right-of-way north of Huckleberry Avenue, as shown on the Bonner County GIS interactive map. At least at a planning-level, it appears this right of way width may be adequate to widen Huckleberry Avenue.



*Huckleberry/SH-57 Intersection*

**Treat Street/US-2 Signal**

Increasing traffic in the downtown area and on US-2 is causing congestion at the Treat Street/US-2 intersection. Growing traffic and intersection delay have increased close call crashes while vehicles attempt left turns from Treat St onto US-2. Because grades are flatter at this intersection than other intersections with US-2, trucks frequent this intersection. It is anticipated that the North-South freeway in Washington may increase traffic on US-2. With that in mind, the City should coordinate with ITD to perform a signal warrant analysis and install a signal as a partnership, if warranted.



*US-2/Treat Intersection*

### **3rd Street Reconstruction**

3rd Street between Jackson Avenue and US-2 is currently closed to traffic and has been allowed to deteriorate. One of the common complaints during stakeholder interviews was congestion at the 4th/US-2 intersection. One way to alleviate congestion is to give drivers more options. 3rd Street is narrow and very steep and winter maintenance is the primary reason it was closed. The City would like to consider reconstructing Third Street, in a similar fashion to the Wisconsin Street improvements, flattening the grade (if possible) to create another safe access point to the US-2 from the northern residential areas.



*Third Street South of Jackson*

### **Truck Route (S. Treat Street/Montgomery St.) Widening**

Treat Street and Montgomery Street act as the truck route from the Pend Orielle River Bridge to US-2, protecting alternative city streets from excessive loading. The existing turn radius at the Montgomery Street and Treat Street intersection is too narrow, causing issues for turning trucks. It is recommended that the northwest corner be widened and repaved to alleviate tight turns. The project will likely require tree removal, relocation of the power pole, and right of way or easement acquisition.



*Treat Street/Montgomery Intersection*



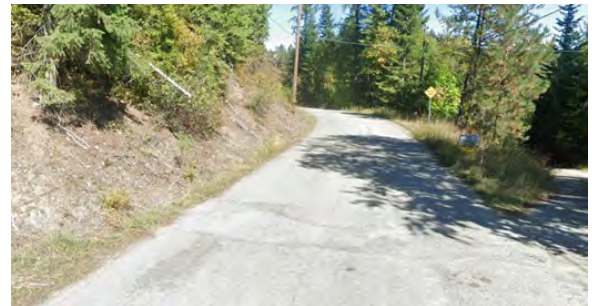
## 6.2 ROAD SURFACING CAPITAL IMPROVEMENTS

Projects that include road surfacing are included in this section of the Capital Improvement Plan. Projects are listed in Table 6-2 and then are described in the narrative that follows.

Table 6-2: Road Surfacing Projects			
High	Larch Street BST	Resurface Larch St from Hidden River Ct to End	\$81,000
High	Wisconsin Mill & Overlay	Mill and Overlay Wisconsin St from Railroad to Main St to remediate poor road surface quality	\$150,000
High	W Lincoln Grind & Overlay	Grind and overlay W Lincoln to improve road surface quality and extend service life	\$55,000
Medium	W Beardmore Grind & Overlay	Grind and overlay W Beardmore to improve road surface quality and extend service life	\$80,000
Low	Pave Summit St	Replace gravel road with asphalt pavement from 4 <sup>th</sup> St to End	\$360,000

### Larch Street Bituminous Surface Treatment

Larch Street, located north of US-2, provides access to remote, residential areas and has reached the end of its service life. The road surface is in very poor condition and requires extensive rehabilitation. It contains alligator cracking over 40% of the road with cracks open up to 2 inches. Severe humps, sags, and potholes are found throughout. It is recommended a full depth reclamation and BST be performed from Hidden River Court to the dead end, about 1,700 feet in length.



*Larch Street north of Hidden Valley Court.*

### Wisconsin Mill and Overlay

Wisconsin Street is a main throughfare for Priest River, extending from the Pend Oreille River Bridge to US-2 through the downtown area. The Wisconsin Street approach to US-2 was recently reconstructed and in good condition. However, the southern portion of Wisconsin Street from the POVA railroad crossing to High Street is in very poor condition, containing extensive cracking, poor patching, and large potholes. It is recommended that 450 feet of roadway be ground and overlaid to improve surface quality.



*Wisconsin Street north of POVA railroad.*

This project should be done in coordination with the Wisconsin Street curb and sidewalk project, if possible.

Additionally, there are currently no stormwater facilities through this portion of Wisconsin St., should roadway and sidewalk improvements occur, curb and gutter should be incorporated into the design to control stormwater runoff. Stormwater facilities would connect with the existing piping and discharge into the Pend Oreille River.

### **Beardmore and Lincoln Grind and Overlay**

W Beardmore Avenue and W Lincoln Avenue are located north of US-2 and run east-west through a residential area. The road surface is bumpy and in need of rehabilitation. A multitude of potholes and puddles are located throughout the roads. Potholes and puddles are concentrated at road shoulders and driveway approaches, a point of contention for residents. It is recommended that W Beardmore Avenue from 11th Street to the end, approximately 1,035 feet, and W Lincoln Avenue be ground and overlayed to improve surface quality. The W Lincoln Avenue project is scheduled for 2025.



*Lincoln Avenue.*



*Beardmore Avenue.*

### **Pave Summit Street**

Summit Street is a low volume residential street located just north of US-2. A 330-foot section from 4th Street to 3rd Street is currently unpaved. A small apartment complex resides on this segment and the street dead-ends shortly after. An adjacent parcel located off US-2 may undergo development, leading to increased traffic on Summit Street. Although Summit Street technically extends past 3rd St, adjacent streets are closed and overgrown. As part of the City's goal to hard surface every city road, it is recommended to pave this segment of Summit Street rather than BST due to expected steep final grades. Since this is a low traffic area, this project is a low priority.

This project is listed in this section rather than "major improvements" because it is likely to be completed only as a condition of development. Should development occur, the City should collaborate with developers to coordinate roadway improvements. Considering the close proximity of Summit Street to 3rd Street, it's advisable to coordinate this project with the 3rd Street reconstruction project, should both projects proceed.



*Summit Street is currently unpaved.*

### 6.3 PEDESTRIAN AND BICYCLE CAPITAL IMPROVEMENTS

Projects that include non-motorized capital improvements are included in this section of the Capital Improvement Plan. Projects are listed in **Table 6-3** and then are described in the narrative that follows.

Priority	Project Name	Description	Estimated Cost
High	School Zone Flashing Beacons	Replace school zone nine (9) speed limit signage with flashing beacons in Priest River Elementary school zone to automatically flash during school hours. As the highest priority, the four (4) signs on 4th Street and Harriet Street should be installed first.	\$45,000 for 9 \$20,000 for 4
High	Install RRFB at US-2 / Larch	Install RRFB and pedestrian ramps on US-2 at Larch Street to alleviate safety concerns.	\$55,000
High	US-2 Sidewalk Gaps	Coordinate with ITD to fix sidewalk gaps on south side of US-2 during US-2 grind & overlay project	\$900,000
High	High Street Sidewalk Extension	Install sidewalk on north side of High Street from City Park to Wisconsin Street	\$370,000
High	Wisconsin Sidewalk	Replace sidewalk on west side of Wisconsin St from Montgomery St to High St to incentivize citizens to use RR crossing to get to Bonner Park West rather than Cedar St	\$180,000
Medium	Install RRFB on US-2 / Treat St	Install RRFB, crosswalk, and pedestrian ramps on US-2 at Treat St to alleviate safety concerns and to connect with existing US-2 sidewalk and downtown area	\$55,000
Medium	Pend Oreille River Passage Trail	Coordinate with trail group to extend existing trail network from Oldtown, WA through Priest River on US-2	To Be Determined
Medium	3 <sup>rd</sup> St/ Cemetery Rd Sidewalk	Install sidewalks on east side of 3 <sup>rd</sup> St and Cemetery Rd for pedestrians and students	\$1.2 million
Low	4 <sup>th</sup> Street Pedestrian Ramps	Repair non-ADA compliant pedestrian ramps on 4 <sup>th</sup> St from US-2 to Priest River Elementary (8 ramps)	\$85,000
Low	SH-57 Sidewalk	Install sidewalk on east side of SH-57 to Priest River Lamanna High School	\$300,000

### Elementary School-Zone Flashing Beacons

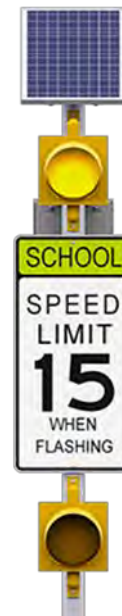
The Priest River Elementary School contains eight 15-mph school zone speed limit signs that state speed limit enacted when children are present. Due to speeding concerns near the school, specifically 4th St, school zone signage should be replaced with signs that include solar-powered flashing beacons. Beacons should be programmed to flash during school hours. Signage improvements would mitigate speeding and improve student safety while traveling to and from school. Additionally, the City should consider adding “Slow, School Zone” pavement markings in proximity to flashing beacons as a cost-effective method to reduce speeding.



*Slow school pavement markings.*



*Locations of school speed zone signing.*



*Solar-powered school speed signs.*

### US-2/Larch Street RRFB & Crosswalk Markings

An existing multi-use path extends east of Priest River along the south side of US-2 to the Priest River Bridge. The existing Larch Street/US-2 intersection is uncontrolled and contains limited pedestrian access. Crosswalk warning signage is installed; however, crosswalk striping has worn away and pedestrian ramps do not meet ADA-compliance. It is recommended to replace pedestrian ramps, install Rectangular Rapid Flashing Beacons (RRFBs) on either side, and repaint pavement markings to alleviate safety concerns and connect to the existing pathway. The existing worn away crosswalk should also be restriped as part of this project. This project is a high priority for the City and will supply an additional protected pedestrian crossing point on US-2 which is vital for students walking or biking to school or accessing downtown from residential areas.



*Larch St./US-2 crossing.*

### US-2 Sidewalk Gaps

On both the north and south sides of US-2 there are sidewalks that do not comply with ADA requirements. Currently, locals must traverse uneven sidewalks and dirt paths to walk from residential areas north of US-2 to the downtown area south of US-2. ITD plans to grind and overlay US-2 through Priest River city limits. The City should coordinate with ITD to install 6,000-feet of continuous, ADA-compliant sidewalk on the south side of US-2 as part of the grind and overlay project. Additionally, the City should coordinate the US-2 waterline replacement during this time, after acquiring funding. This project is a high priority for the City and should begin ITD coordination and grant funding applications as soon as possible.



*Gaps on US-2 sidewalk.*

### High Street Sidewalk Extension

High Street was recently reconstructed and is in good condition with ADA-compliant sidewalk extending from US-2 to the City Park on the north side. Many locals frequent this sidewalk to travel downtown but must walk the remaining eastern three blocks on the road shoulder and degraded sidewalk segments. Due to steep grade coming off US-2, speeding is a significant issue on High Street, worsening safety concerns for pedestrians and cyclists. To increase non-motorized connectivity and alleviate safety concerns, the sidewalk should be extended 950 feet from the City Park to Wisconsin Street.



*Existing High Street Sidewalk.*



*High Street without sidewalk.*

### Wisconsin Street Sidewalk

Wisconsin Street runs north-south through the heart of downtown and was recently a part of the Priest River Downtown Revitalization Project. The downtown project included roadway and sidewalk improvements on Wisconsin Street from US-2 to High Street. The sidewalks and road within the project area are in great condition. However, the sidewalk, extending 180 feet on the west side of Wisconsin St from downtown project limits to Montgomery Street are in poor condition and in need of replacement. The sidewalk is uneven, overgrown, and contains extensive cracking. It is recommended the sidewalk be replaced and extended to the POVA railroad crossing, for a total of 350 feet. Not only will this provide vital pedestrian access to the downtown area, but also guide locals to the official railroad crossing rather than illegally crossing tracks at Cedar Street and Main Street to reach Bonner Park West.



*Wisconsin needs a sidewalk.*

### US-2/Treat Street RRFB

The existing US-2/Treat Street intersection does not contain pedestrian facilities. To cross the highway, residents must walk on the road shoulder or degraded sidewalk to the 4th Street or Larch Street crosswalk. To alleviate safety concerns of locals jaywalking across this three-lane highway, an additional crosswalk and RRFB should be considered at Treat Street. The crosswalk will also connect N Treat Street and N McKinley Street residents to the downtown area.



*US-2/Treat Intersection.*

### Pend Oreille River Passage Trail

The Pend Oreille River Passage Trail is an ongoing non-motorized trail project focused on connecting Oldtown, Idaho to the Dover Bay Bike trail for almost 30 miles of continuous trail. Currently, two miles have been completed starting in Oldtown. The project hopes to continue the trail on US-2 through Priest River. Due to limited ROW, the trail will likely be constructed on US-2, using sharrows to separate the pathway from the highway. The project hopes to continue construction alongside ITD US-2 improvements as stated earlier. The City should continue to coordinate with the Priest Community Forest Connection and ITD to bring this project to fruition.

### 3rd Street / Cemetery Rd Sidewalk

3rd Street bisects a large residential area in northern Priest River. Pedestrians frequent the area for walks through the neighborhood. Additionally, elementary school students walk through this area to get to and from school. Developers near Huckleberry Avenue on the east side of Cemetery Road will be required to build a walkway extending along the frontage of the development.

The City should consider installing 5,500 feet of sidewalk on Harriett from 4th Street to 3rd Street and on the east side of 3rd Street/Cemetery Road from Harriett Street to Huckleberry Avenue. This sidewalk would connect with the existing 4th St sidewalk extending from US-2 to Harriett St. This project would increase connectivity of the pedestrian facilities, allowing pedestrians to safely walk from residential areas of northern Priest River to the downtown area in southern Priest River. This project would also extend the school route for students traveling to Priest River Elementary School.



*Residents frequently walk along 3rd Street.*

### 4th Street Pedestrian Ramps

The crosswalks located on 4th Street do not have ADA-compliant pedestrian ramps. An ADA-compliant, sidewalk was recently constructed on the west side of 4th Street, extending from US-2 to Priest River Elementary School. Although portions of the east side of 4th Street contain sidewalks, they are sporadic and in need of repair. 4th Street is frequently used by commuting elementary students and locals walking and biking from the adjacent residential areas. Many drivers tend to speed through this area, increasing pedestrian risk. The City should consider installing ADA-compliant ramps to ensure accessibility for all citizens, particularly given its close proximity to the senior center and school. Crosswalks either have no pedestrian ramp or ramp is uneven and degraded. Eight ramps are in need of repair or replacement.

Due to the poor quality of the eastern sidewalk, this project is a low priority and the City would prefer to postpone this project until the eastern sidewalk is replaced.



*Crosswalks on 4th Street end in ditches.*

**SH-57 Sidewalk (East Side)**

A sidewalk extends from US-2 to the Priest River Lamanna High School along the west side of SH-57. The eastern side does not include pedestrian facilities despite the large residential area adjacent to the highway. To limit crash risk from students walking on the highway shoulder, the City should consider installing 650 feet of sidewalk on the east side of SH-57 from E Jackson Ave to E Lincoln Ave. This sidewalk would also connect to the current sidewalk network and result in better utilization of the existing crosswalks on SH-57. Although this project is a low priority for Priest River, the project will be beneficial for students and residents living in the large residential area east of SH-57.



*Students who live on the east side of SH-57 must walk along the edge of SH-57 to reach crosswalks.*

**6.4 SAFETY CAPITAL IMPROVEMENT PROJECTS**

Many of the projects listed elsewhere in this plan have safety as a component; however this section was reserved for those projects that were primarily safety related. Projects are listed in **Table 6-4** and then are described in the narrative that follows.

Table 6.4: Safety Projects			
High	No Trucks signage	Replace no trucks signs with larger signage in downtown area to better protect non-truck route city streets.	\$5,000
Medium	US-2 Sight Obstructions	Trim landscaping and remove trees as needed on both sides of US-2 to mitigate sight obstructions	\$6,000
Low	Bike Route Signage	Install no motorized vehicles signage to highway bike route	\$5,000
Low	4 <sup>th</sup> St Striping & Bulb-out	Add pavement markings & bulb-out to 4 <sup>th</sup> St for 500 feet from US-2 to E Jackson Ave. Include centerline and parking striping at intersection	\$10,000
Low	RR Crossing Signage	Install pedestrian access route signage in downtown area to guide pedestrians to RR crossing to mitigate unsafe crossings	\$6,000



### No Trucks Signage

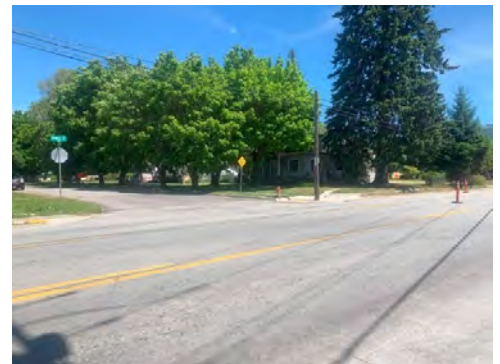
There is a designated truck route on Montgomery Street and S Treat Street in downtown Priest River. Occasional signs downtown mark truck route. However, some trucks occasionally do not use the truck route, potentially causing significant damage to city streets. There are currently six no truck signs located in the downtown area on Wisconsin Street, Montgomery Street, High Street, and Main Street. Existing sign dimensions average 1.5 foot x 2 foot. The City should consider increasing sign dimensions to better alert truckers of designated route.



*Existing "no trucks" signage.*

### US-2 Sight Obstructions

Due to steep grade and overgrown vegetation, sight lines for side streets turning onto US-2 are limited. All excessive vegetation obstructing sight lines between Main Street and Larch Street within either the ITD or City right of way should be trimmed to mitigate crash risk for turning vehicles. The City should consider updating the City code to require private property owners to maintain intersection sight triangles.



*Several intersections at US-2 have sight triangle issues.*

### Bike Route Signage

The existing bike route along US-2 and SH-57 includes minimal signage. To alleviate safety concerns for cyclists, no motorized vehicles signage should be added to designate bike routes. It is also recommended that bike route signage be installed with any new bicycle facilities.

### Railroad Crossing Signage




The West Bonner Park and Pend Oreille River Bridge are located on just south of the POVA rail line, whereas the City of Priest River is located north of the rail line. Locals frequently cross the tracks in undesignated zones to walk to the waterfront or across the bridge, posing pedestrian-rail crash risks. Although no train collisions have occurred within city limits, the City should consider installing pedestrian access route signage in the downtown area to guide pedestrians to the official RR crossing, rather than dangerously crossing the tracks.



*It's only safe to cross the railroad at Wisconsin, though people frequently cross at other points in the downtown area.*

Exhibits depicting the locations of the capital improvement plan projects are included at Figures 6-1 through 6-4.

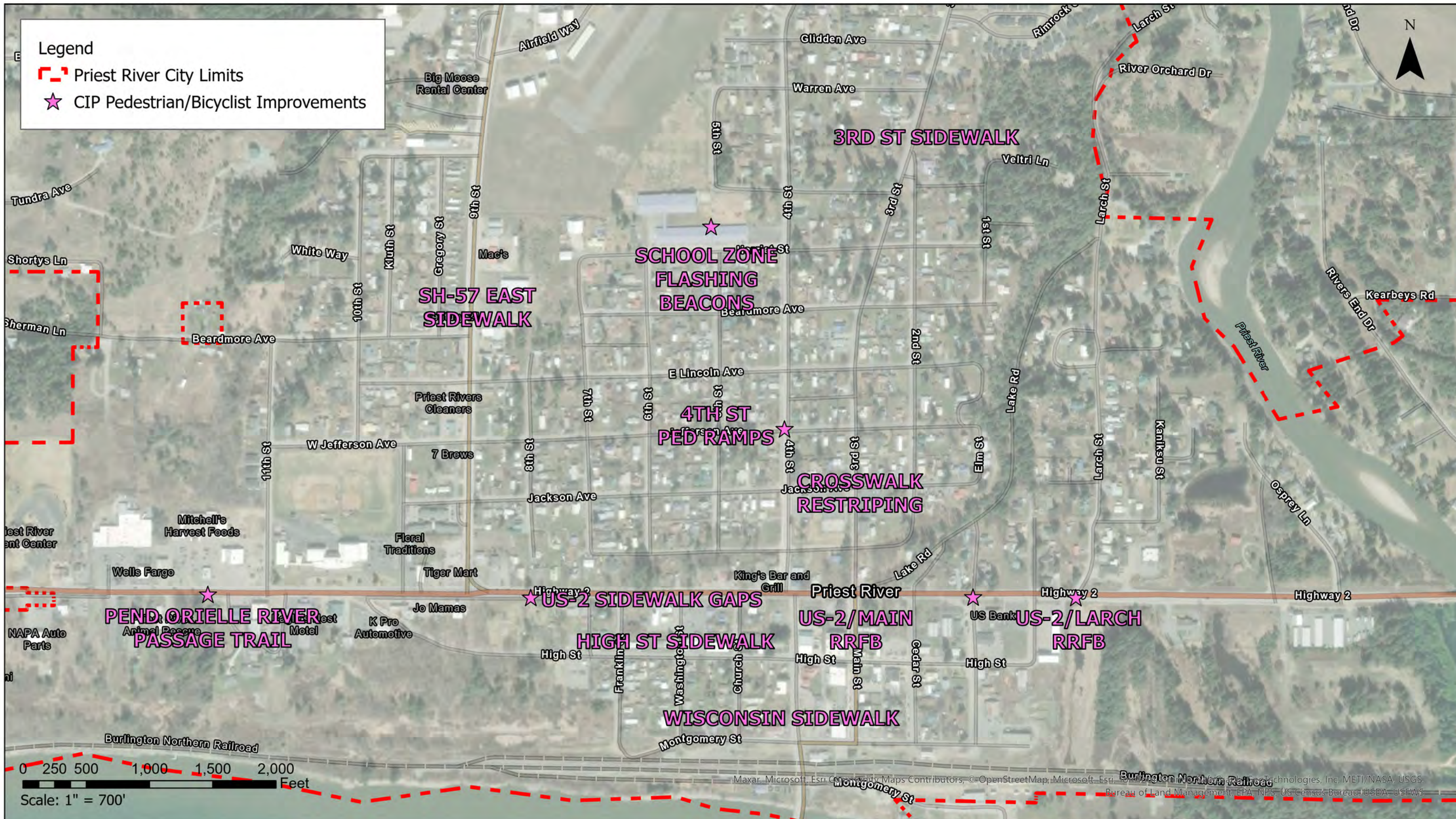
**Legend**

-  Priest River City Limits
-  CIP Major Improvements
-  CIP Major Improvements





City of Priest River  
Transportation Plan Update  
Figure 6-2 - Road Surfacing Projects



## City of Priest River Transportation Plan Update

### Figure 6-3 - Pedestrian and Bicycle Projects



## City of Priest River Transportation Plan Update Figure 6-4 - Safety Projects

## 7 —IMPLEMENTATION PLAN

The City has been successful in using Community Development Block Grant, Strategic Initiatives, STP-Rural, and LRHIP in recent years to improve the downtown core. The City should continue to pursue grants, when eligible. Additionally, the City should consider partnering with other local jurisdictions to combine sign, sidewalk, or maintenance projects to obtain a better price from contractors. Finally, the City should continue to foster and find new ways of partnering with Bonner County because the County may be able to complete smaller maintenance and improvement projects at a lower cost than contractors.

### 7.1 OUTSIDE FUNDING OPPORTUNITIES

Many of the projects listed could be eligible and competitive for outside funding. Typical funding sources for small cities in Idaho are listed below.

**Local Rural Highway Investment Program (LRHIP):** Annually, the Local Highway Technical Assistance Council (LHTAC) has grants with no federal ties available for up to \$100,000 for construction, \$30,000 or \$50,000 for transportation plans, and \$30,000 for signs. This program is very competitive, but is a good funding source for “no strings attached” funding. Except for transportation plans, the funds cannot be used for design or construction engineering. This program is also used for local match on federal-aid projects. This could be a good source of funding for match on a federal grant since the City’s annual budget is tight.

#### **Recommended Applications:**

- ◆ Replace worn out regulatory and warning signs
- ◆ Add flashing school zone signing near elementary
- ◆ Larch/Maple Realignment
- ◆ Huckleberry at SH57 Widening
- ◆ Larch Street BST

**Strategic Initiatives:** These funds are purely state funds with no required match, but the program is currently in flux and unsure if ITD or LHTAC will administer it moving forward. In the past, eligible project types were safety, asset maintenance, replacement, and repair of roadways. Bridges and pedestrian safety projects were typically not eligible. Competitive projects are typically those that do not need right of way, have shovel-ready plans, mitigate impacts of the State Highway System, are economically significant, and have community support. There is no indication at this time if this funding program will continue beyond the current funding cycle.

#### **Recommended Applications:**

- ◆ Huckleberry/SH-57 Widening
- ◆ US-2/Treat Signal
- ◆ Wisconsin Street Mill, Overlay, and Sidewalk
- ◆ Lincoln and Beardmore Grind and Overlay

**STP-Rural:** STP-Rural is a program is managed by LHTAC that has about \$20 million available biennially. This program has federal funds and requires a minimum 7.34% local cash match. This program is great for larger projects that cannot be funded with LRHIP or the County's own funds. However, the timeline for these funding sources is usually several years. There may be three to four years from the time the County applies to the time the design phase begins. Construction is normally scheduled at least five years out of the time the project is initially applied for. Additionally, federal aid has stipulations with the project delivery, design, environmental, public involvement, geotechnical engineering, etc. Because of the federal-aid requirements, this source of funding is usually only feasible on large projects.

**Recommended Applications:**

- ◆ Wisconsin Street Grind, Overlay, and Sidewalk
- ◆ 3rd Street Reconstruction

**Local Highway Safety Improvement Program (LHSIP):** The "Safety" program is administered by LHTAC and provides funding for projects that solve a safety issue that has caused at least one injury "A" or fatal crash in the past five years. The program uses a cost/benefit ratio to determine which projects get funded. The program also requires a 7.34% match and is federal funds. At this time, the City does not have a project listed that clearly meets the eligibility criteria.

**IDPR Road and Bridge:** The Idaho Department of Parks and Recreation (IDPR) has a program called Road and Bridge that can fund road projects that access parks with boating, off-road vehicle areas, or snowmobiling. The maximum funding in the Road and Bridge program annually is \$200,000. Projects using these funds must be small. At this point, it is unknown if there is a City of Priest River project that would be competitive for this program.

**DEQ 319 Non-Point Source Program:** The Idaho Department of Environmental Quality (DEQ) administers annual funding for improving water quality in lakes, streams, rivers, and aquifers. Water quality improvements related to transportation include bank stabilization, realignments to reduce impacts on water bodies, and stormwater runoff improvements. DEQ 319 grant award amounts fund up to \$250,000 annually. This is a good program to assist with paving and unpaved road next to waterways.

**Recommended Applications:**

- ◆ Larch BST

**Transportation Alternatives Program (TAP):** The Transportation Alternatives Program (TAP) is used to fund projects that benefit non-motorized users. This program is also administered by LHTAC. In the past, the maximum funding available per grant award was \$500,000 and required a 7.34% local match. However, there may be new criteria when the new call for projects is announced. TAP funds are federal.

**Recommended Applications:**

- ◆ SH-57 East Sidewalk
- ◆ US-2 Sidewalk Gaps
- ◆ High Street Sidewalk
- ◆ US-2 RRFBs (Treat and Larch)
- ◆ 4th Street Pedestrian Ramps

**Child Pedestrian Safety:** This program is a new program administered by LHTAC as part of the Surplus Eliminator Program established by the State Government in 2015. Projects for this program must be "on the shelf" and ready to advertise for bids within 90 days of award. This program can fund paths or sidewalks along or adjacent to existing roadways, connecting gaps in sidewalks, ADA ramps, pedestrian crossings, and paving an existing pathway. The maximum award for this funding source is \$250,000 and the local jurisdiction must administer the project. The funds cannot be used for engineering.

**Recommended Applications Child Ped Safety:**

- ◆ SH-57 East Sidewalk
- ◆ 4th Street Pedestrian Ramps
- ◆ 3rd Street Sidewalk