McCall

IN MOTION

McCall Area

Transportation Master Plan

City of McCall

Adopted November 2017
Resolution 17-27

City of McCall

KITTELSON & ASSOCIATES

LOGANSIMPSON

HORROCKS ENGINEERS

AGNEW ::BECK

McCall

Acknowledgments

Thank you to everyone who participated in McCall In Motion by attending a meeting, taking a survey, spreading the word, or in any other way to make McCall's future brighter.

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Phillip Bowman, City Engineer
Cris Malvich, Streets Superintendent
Delta James, City Planner
John Powell, Building Official
Morgan Bessaw, Permit Technician
Erin Greaves, Communications Manager
Garrett Mapp, GIS Analyst
John Driessen, GIS Technician
Carol Coyle, Grant Writer

CONSULTANTS
Nick Foster, Kittelson & Associates, Inc.
John Ringert, Kittelson & Associates, Inc.
Jamie Markosian, Kittelson & Associates, Inc.
Bruce Meighen, Logan Simpson
Krissy Gilmore, Logan Simpson
Bryan Foote, Horrocks Engineers
Heidi Carter, Horrocks Engineers
Kip Davidson, Horrocks Engineers
Ellen Campfield-Nelson, Agnew::Beck

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Photo Credit of ABCIdaho, West Central Mountain Economic Strategy

1. Take off

McCall's Transportation Master Plan is the City's blueprint for an accessible and connected community. Today, McCall is known as a community with beautiful natural areas, a unique small town mountain character, world class recreation opportunities, and a mountain retreat for Treasure Valley residents. McCall's success today isn't a fluke. It stems from decades of community work, foresight, and planning. This Plan seeks to continue to enhance those qualities that make McCall a special place and outline the vision for McCall's future transportation facilities and policy.

Take Off

1.1 INTRODUCTION

McCall In Motion is an initiative founded on the idea that, knowing how closely linked land use and transportation are, a combined process for the future of the McCall Area (the City Limits and Impact Area), developed through a robust community engagement process, will lead to a healthier, more economically competitive, and socially equitable future for the area. McCall In Motion updates both the Comprehensive Plan and Transportation Master Plan, focusing on the creation and preservation of the area's character, economy, connections, streets, and pathways. This integrated approach maximizes efficiency and effectiveness of McCall's plans, continuing the efforts to create a more fun, efficient, sustainable, and vibrant community. Collectively, the process to develop these plans is called "McCall In Motion."

1.1.1 WHAT IS A TRANSPORTATION MASTER PLAN?

The Transportation Master Plan describes how McCall will invest in its transportation infrastructure to achieve the community's vision, as it is laid out in the Comprehensive Plan.

This plan covers a breadth of topics ranging from how the current system will be maintained to how it will be expanded to meet the diverse needs of different users over time.

Key elements of this plan include:

- The vision and priorities described by the community during the public outreach process
- A description of existing and projected future conditions
- 10-year maintenance and enhancement plans:
  - Maintenance Improvements Plan covers relatively minor, but important, maintenance
  - Capital Improvements Plan includes roadway reconstruction and enhancement projects
- Public transportation strategies
- Parking management and expansion strategies
- Roadway projects for further study and design
- Incorporation of, and updates to, the 2012 McCall Area Pathways Master Plan
- Other projects, policies, and plans related to the operation of the transportation system and the City's Streets Department.

1.1.2 HOW TO USE THE PLAN

The TMP contains goals, policies, and projects for operating and investing in the transportation system. It also includes an overview of strategies and investment programs the city and community intend to accomplish in the next 20 years.

- ***Chapter 1*** provides an introduction to the plan and summarizes feedback received from the public and defines the community's goals, values and vision for current and future transportation infrastructure.
- ***Chapter 2*** summarizes the existing conditions of McCall's multimodal transportation system and projects future traffic volumes.
- ***Chapter 3*** describes the projects, plans, and policies to be undertaken over the next 20 years.
- ***Chapter 4*** speaks to how the plan will be implemented and how near-term projects will be funded.
- ***Appendix A*** Summarizes the public involvement efforts
- ***Appendix B*** Describes existing and future conditions
- ***Appendix C*** Analyzes potential future projects
- ***Appendix D*** Describes the development of the CIP and MIP

An interactive website has been built that presents all aspects the transportation plan and its supporting documents so that online information can updated through time.

1.1.3 PLAN INTENT

The intent of this plan is to outline the necessary steps to achieve the transportation vision set forth by the Community within the context of how the City and State can operate and manage the system. It includes near-term projects that are expected to be funded through existing sources (e.g., the Maintenance and Capital Improvements Plans), policies that will be implemented with the adoption of this plan, and projects and plans that will require further study to identify a preferred approach and funding source. This plan will be dynamic over time, as future studies may result in changes to what is recommended in this plan and that changing future conditions may warrant updates to this plan before its 20-year horizon has been exhausted. The City will regularly assess the implementation of this plan and determine when an update may be required.

1.2 A COORDINATED VISION

1.2.1 COMPONENT OF COMPREHENSIVE PLAN

The TMP expands the vision for the McCall Area Comprehensive Plan into actionable mobility-related goals and objectives to guide McCall's near- and long-term transportation investments. As a component of the Comprehensive Plan, the TMP provides an integrated approach to planning for all modes of our transportation system and recognizes how access and mobility are essential to quality of life for McCall residents and visitors. Additionally, McCall's land use policies and patterns are key factors influencing the motivation for people to drive, walk, and bike or access transit. Improvement in these areas must be integrational with the Comprehensive Plan goals to support the overall system.

1.2.2 ASSOCIATED PLANS, POLICIES, AND CODES

To ensure this plan meets all requirements and is consistent with other planning efforts, several relevant plans, policy documents, and codes were reviewed and incorporated. The following are some of the most referenced previous plans:

- McCall Area Pathways Master Plan (2012)
- McCall Downtown Master Plan (2013)
- City of McCall Access Management Policy
- City of McCall Downtown Parking Study & Needs Assessment (2009)
- City of McCall Complete Streets Policy (City Council Resolution 11-2

TRANSPORTATION PRIORITIES

The City began this effort with existing priorities from previous outreach efforts and technical analyses. These priorities include (and not necessarily in priority order):

1) Improving the condition of McCall's existing roadways so that maintenance of them becomes more economically efficient;

2) Expanding the City's network of pathways, bike lanes, and sidewalks by implementing the City's Complete Streets Policy and Pathways Master Plan (these first two items were both part of the City's recent successful effort to pass a streets focused local option tax);

3) Providing clear direction to area businesses, land owners, and residents on how the transportation network will be built out as funding becomes available and development occurs; and

4) Managing demand during the peak summer season to make the most efficient use of the City's infrastructure.



1.2.3 WHAT DID THE COMMUNITY SAY?

This Transportation Master Plan update, as part of the McCall in Motion process, started with extensive listening and learning from the community. Outreach included public open houses and workshops, attendance at festivals and city events, online surveys, and presentations to boards and commissions. For more information on public outreach see Appendix "A." The following themes were heard from the public:

Improved pedestrian connections are necessary to encourage multimodal transportation, tourism, and livability in the city. Sidewalks and pathway connections and improvements are a priority to the community.

Transportation facilities should ***serve the needs of the entire community***. Increase mobility by exploring complete streets, roundabouts, stoplights, low-stress bike lanes and crosswalks in appropriate locations.

Sidewalks improvements are a priority to residents and visitors throughout the city, but especially in the downtown core.

Parking management is key to meeting the TMP goals. Parking strategies are essential for an accessible multimodal, walkable, and compact downtown.

Expand transit service and transportation options. Giving priority for ***transit service expansion*** along key corridors is important to improving the community. Core elements such as frequency, branding, and direct routing are highly valued, as well as creative transit such as bike share services.

Prioritize existing infrastructure first. Repair existing street infrastructure before investing in new streets and improving unpaved roads.

1.3 OUR COMMUNITY VISION

The process to develop a new vision for McCall engaged thousands of residents over a year and a half period beginning with the kickoff of the planning process in January 2016. Through community forums, social media, surveys, small meetings, and special events, residents described their ideas for the area's future. Based on public input, the vision statement of the 2007 Comprehensive Plan was confirmed and will continue as the overarching vision for the McCall area.

Based on public comment, the Comprehensive Plan vision is separated into five general themes: Our Character, Our Economy, Our Connections, Our Streets, and Our Pathways. Our Character and Our Economy are themes specific to the Comprehensive Plan update, while Our Streets and Our Pathways are themes specific to the Transportation Master Plan. The Our Connections Vision Statement overlaps and connects the two documents. To review the Our Character and Our Economy Vision themes please reference the Comprehensive Plan Issue 3: Vision In Motion.

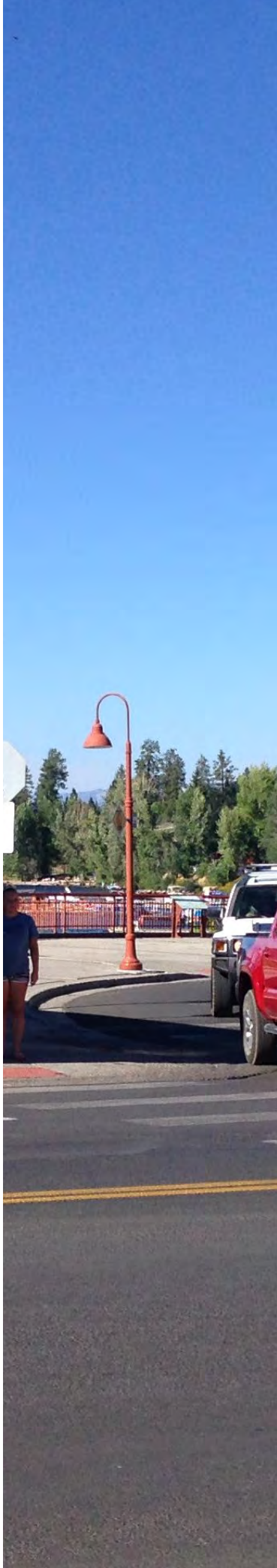
Transportation Master Plan Vision Themes:

Our Connections focuses on connections in and around McCall through transportation, such as vehicles and bicycles, as well as connections to nature and play through parks and recreation system.

Our Streets focuses on street circulation and infrastructure.

Our Pathways focuses on McCall's system of pathways and pedestrian amenities.

The Vision Statements for the overall community vision and separate themes can be viewed on the following page.



Vision Statements

(Transportation Related)

Our Vision

McCall is a diverse, small town united to maintain a safe, clean, healthy and attractive environment. It is a friendly, progressive community that is affordable and sustainable.

Our Connections

Foster a sense of exploration and seek to enhance the recreational experience and mobility within the City for visitors and residents through safe walkable places, diverse transportation modes, and efficient transit choices.

Our Streets

Support an efficient circulation system that contains well-maintained and diverse street types that allow for ease of traffic flow and provide comfort and safety in all seasons.

Our Pathways

Encourage an accessible and connected pathway system, with safe pedestrian and bicycle routes that serve residents and visitors.

CHALLENGES AND OPPORTUNITIES

- Managing peak summertime demand
- Improving bicycling and walking connections
- Enhancing transit service
- Year-round maintenance
- Reconstruction of deficient infrastructure

2. Climb

McCall's multimodal surface transportation system includes streets, sidewalks, bike lanes, bike routes, pathways, parking spaces, and bus transit service. Demands and needs on the system vary by season, ranging from wintertime snow removal to the influx of summertime visitors. Residents and visitors alike appreciate the existing pathways in the City and there is typically adequate capacity for motor vehicle travel and parking throughout much of the year. Challenges and opportunities include managing summertime peak season demand at certain intersections and parking areas, better connecting existing walking and bicycling infrastructure, improving transit service, snow removal, and maintaining infrastructure in a state of good repair in a harsh climate.

This section summarizes the analysis of existing and projected future conditions on the transportation system. Topics covered include:

- Transit service
- Parking demand
- Roadway conditions
- Pathways, sidewalks, bike lanes, and bike routes

More detailed information on these topics can be found in Appendices "B" and "C."

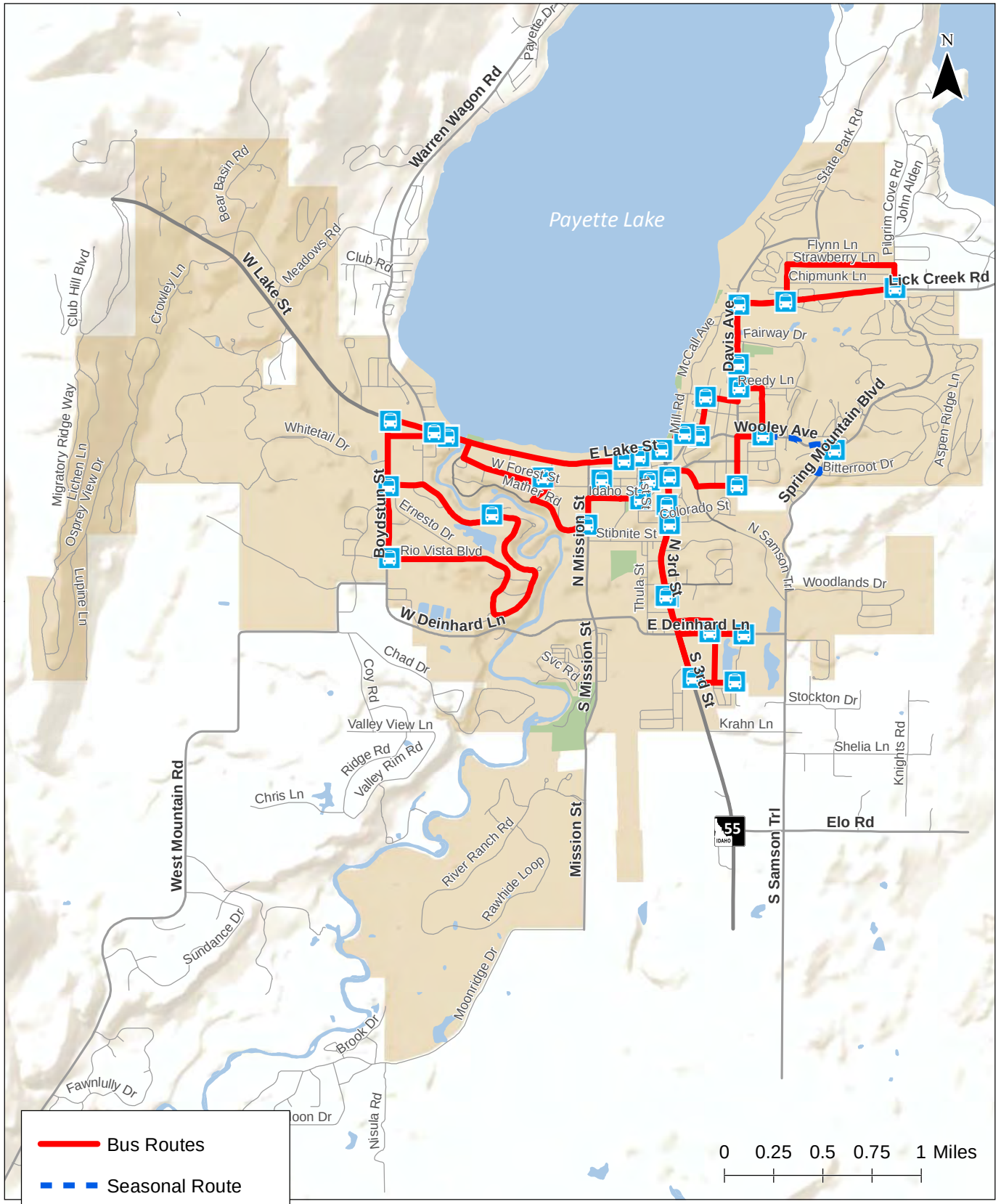
2.1 TRANSIT AND PARKING

Transit service plays an important role in connecting the McCall community by providing a transportation option for those who are not able to travel via other means and by helping to manage demand for roadway and parking capacity. Parking in and around the downtown core allows residents and visitors to connect with McCall businesses, essential municipal services, and lake-oriented recreational opportunities. The following section describes existing transit service and existing and projected future parking demand.

2.1.1 EXISTING TRANSIT SERVICE

Public transit services in McCall are provided by Treasure Valley Transit (TVT). Services include local circulation via the Red Line and city-to-city service between McCall and Cascade via the Green Line. The Red Line service throughout the City is free to use and operates with a deviated fixed-route system (riders may flag the bus for pick-up anywhere it is safe to do so) from 7:00 a.m. to 7:00 p.m., seven days a week. The Red Line operates on approximately one-hour headways and allows for route deviation within ¾-mile from the published route. Monthly Change in Daily Traffic Volumes on SH 55 shows the existing Red Line route map and published bus stops. Based on the most recent data available, there are over 31,000 riders of the Red Line and 20,000 riders of the Green Line annually (Reference 1).

Additional city-to-city services are supported by St. Luke's, which has partnered with Salmon River Transit and Connecting U-McCall to provide free weekly bus service between Riggins and McCall. Several private organizations also run local shuttle services between their place of business and other destinations. Other shared transportation services in McCall include local taxi service and on-demand ride hailing services.



Red Line Transit Route Map and Published Stops McCall, Idaho

Figure 1

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KITTELSON & ASSOCIATES

Coordinate System: NAD 1983 StatePlane Idaho West FIPS 1103 Feet
Data Source: City of McCall, Topo Data Sources: Esri, USGS, NOAA

2.1.2 EXISTING AND PROJECTED PARKING DEMAND

Parking in McCall consists of public on-street parking, a parking structure, and public and private surface parking lots. There are currently two hour time limits on all street spaces to encourage turnover. Fees are not charged for parking within any of the surveyed lots or street spaces.

A parking demand analysis was completed based on observations of current conditions during the peak and off-peak periods, as well as for forecasted future conditions. Table 2 illustrates the four zones that were used to analyze parking conditions in the City. The zones focus around the downtown core. Table 1 illustrates the overall parking utilization across all zones for each analyzed time period (i.e., existing year 2016, projected year 2026, and projected year 2036 conditions).

While the entire system shows adequate parking supply for most time periods across both peak and off-peak seasons, each zone experiences different demand. Below shows the total number of Wednesday and Saturday time periods (maximum of three for each day) that experience, or are projected to experience, parking utilization over 85%, which is generally considered the effective capacity of a parking system.

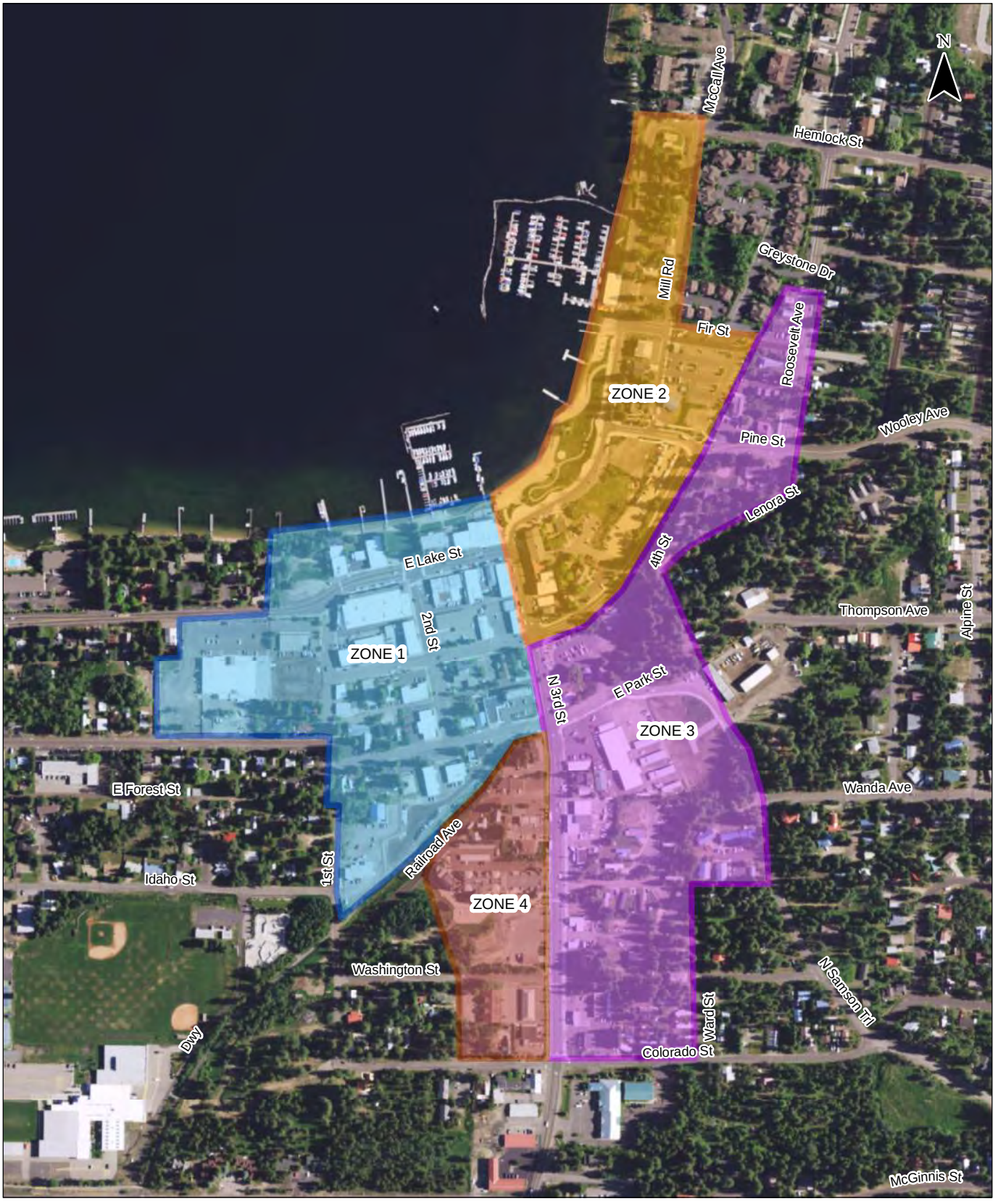
Table 1. Overall Parking Utilization in Downtown McCall

TIME PERIOD		OVERALL PARKING UTILIZATION (%)[1]					
		Wednesday 10:00 AM	*Wednesday 1:00 PM*	*Wednesday 4:00 PM*	*Saturday 10:00 AM*	*Saturday 1:00 PM*	*Saturday 4:00 PM*
Peak Season	*Existing Year 2016*	33%	52%	45%	44%	59%	53%
	Projected Year 2026	45%	69%	59%	57%	78%	70%
	Projected Year 2036	55%	***85%***	73%	70%	***96%***	***87%***
Off-Peak Season	*Existing Year 2016*	19%	29%	27%	21%	29%	31%
	Projected Year 2026	25%	37%	35%	28%	38%	41%
	Projected Year 2036	31%	46%	43%	34%	46%	50%

[1]The percentages above represent the overall parking utilization across all four parking zones. Percentages are out of 1,772 total spaces.
[2]Bold and italicized percentages indicate where the entire parking system exceeds 85% utilization, which is generally considered the effective capacity of a parking system.

Table 2. Wednesday and Saturday Time Periods Projected to Experience Over 85% Utilization

TIME PERIOD		TOTAL TIME PERIODS EXCEEDING 85% UTILIZATION							
		Zone 1		*Zone 2*		*Zone 3*		*Zone 4*	
		Wed	*Sat*	*Wed*	*Sat*	*Wed*	*Sat*	*Wed*	*Sat*
Peak Season	*Existing Year 2016*	0	0	0	3	0	0	0	0
	Projected Year 2026	0	0	2	3	0	1	0	0
	Projected Year 2036	0	1	2	3	1	2	0	0
Off-Peak Season	*Existing Year 2016*	0	0	0	0	0	0	0	0
	Projected Year 2026	0	0	0	0	0	0	0	0
	Projected Year 2036	0	0	0	0	0	0	0	0



Parking Analysis Zones
McCall, Idaho

Figure 2

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KITTELSON & ASSOCIATES

Coordinate System: NAD 1983 StatePlane Idaho West FIPS 1103 Feet
Data Source: City of McCall

Some key findings from this parking analysis are:

- Overall supply is currently adequate for demand on the aggregate across all zones. This is projected to remain the case until the year 2036 during the summertime peak period.
  - Zone 2 experiences the heaviest demand due to its proximity to downtown and recreational activities. It is common for Zone 2 to reach utilizations at or above 85% under existing conditions on a Saturday in July.
  - These findings point to the need to ensure people are aware of other parking opportunities in the downtown core and to provide travel options for people within the downtown core once they have parked their vehicle (e.g., by walking, shuttle, or bicycling).
- Compared to the 2009 Downtown Parking Study (Reference 2) observed parking occupancies were about 20% greater during the peak season.*
  - The 2009 study used land use projections for housing and retail to determine the parking demand in the 10- and 20-year future windows. Based on these projections, the 2009 study estimated that there would be sufficient supply for the 10-year period, but that there would be shortage of approximately 114 to 240 spaces, depending on the type of development in downtown, by the end of the 20-year period.
  - This finding is consistent with the results of this updated study, which showed that approximately 170 parking spaces would need to be added to the total system over the next 20 years to maintain a utilization of 85% or less during the summertime peak.

More information regarding the parking demand analysis can be found in Section 3 of Appendix "B."

* Though the peak seasons for this study was in July, while the 2009 study observed Labor Day weekend, so at least some of this difference is to be expected.

2.2 OUR STREETS

The City of McCall owns and maintains approximately 50 centerline miles of public roadways. In addition to the City's roads, one State Highway (SH) runs through the City, SH 55 (aka 3rd Street/Lake Street). SH 55 is owned and maintained by the Idaho Transportation Department (ITD). The following section describes the existing and projected conditions of those roadways, including existing pavement condition, existing and projected traffic volumes and operations, and existing crash trends.

2.2.1 EXISTING ROADWAY PAVEMENT CONDITIONS

To evaluate the condition of the City's roadways, the Transportation Asset Management Software (TAMS) has been utilized to conduct surface inventories of the asphalt and gravel surfaced roadways. TAMS allows agencies to measure the condition of their roadway infrastructure in terms of remaining service life (RSL). The definition of RSL is the anticipated remaining years a roadway segment has until failure, or is considered unacceptable. The RSL measurement is a snapshot in time of how a street pavement section is operating structurally and of the severity of its deficiencies.

The most recent pavement inventory was completed for the paved and unpaved roads within City limits in June 2016. Figure 3 and Figure 4 contain the pavement inventory data for paved and unpaved surfaces, color-coded per segment of the City's network. These figures are helpful during the improvement planning process by identifying roadways in the city that group well together based on geography and pavement condition. For instance, the downtown core (1st Street, 2nd Street, Park Street, Lenora Street) is noticeably in worse condition compared to the streets in its vicinity.

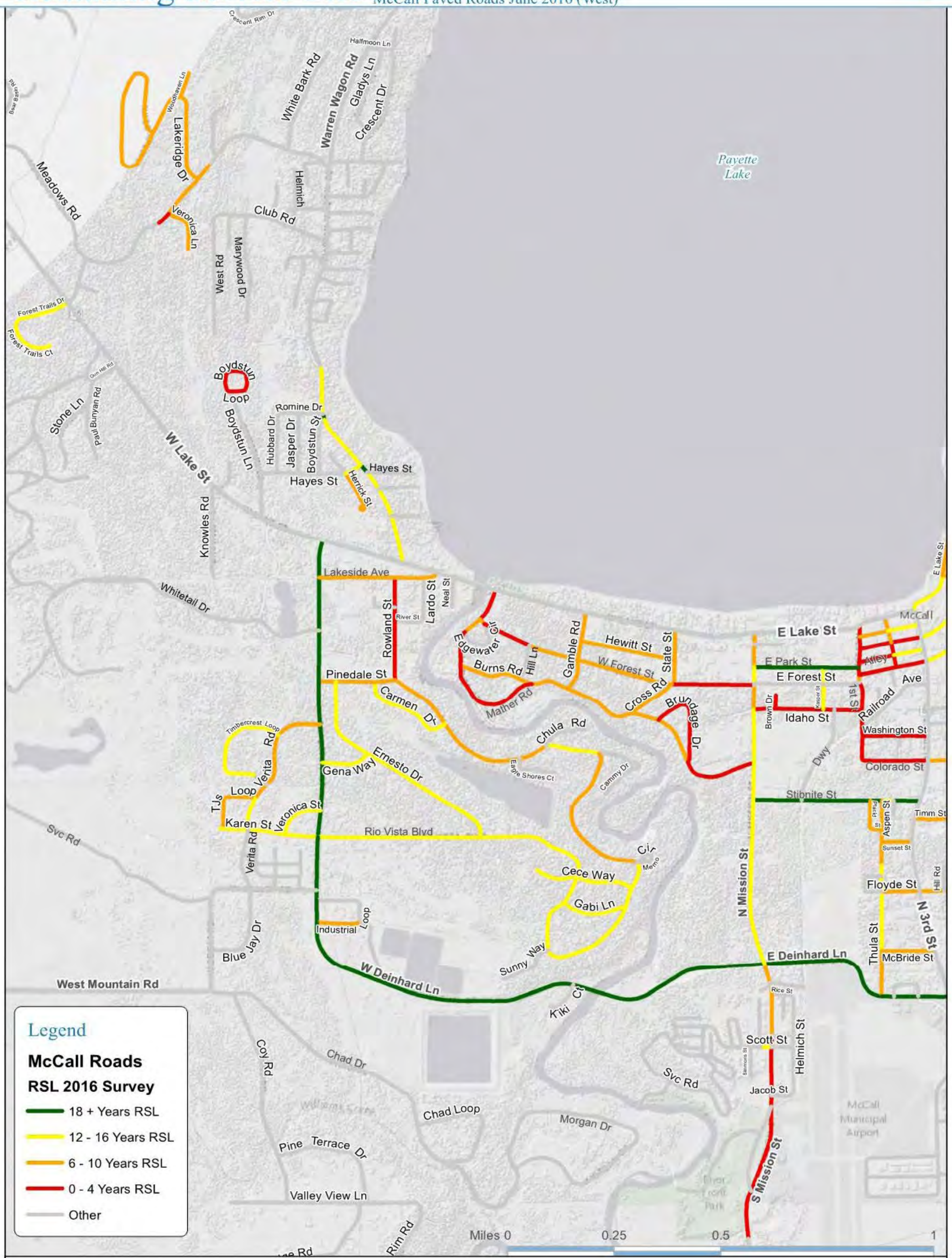
Using a weighted average of each segment RSL and the surface area of the segment's asphalt pavement, an average RSL of the entire paved network can be calculated. The average RSL based on the 2011, 2013, and 2016 pavement inventories can be viewed below. This measure is a macroscopic look at how the network, as a whole, is maintaining its structural integrity. Since 2011, the health of the city's pavement has gradually worsened, and will likely continue to degrade if an effective pavement management plan is not executed.

City of McCall's Average Paved Network RSL

August 2011 – 12.8 Years
August 2013 – 10.4 Years
June 2016 – 10.0 Years

Remaining Service Life

McCall Paved Roads June 2016 (West)



Base Legend

Figure 3

Remaining Service Life

McCall Paved Roads June 2016 (East)

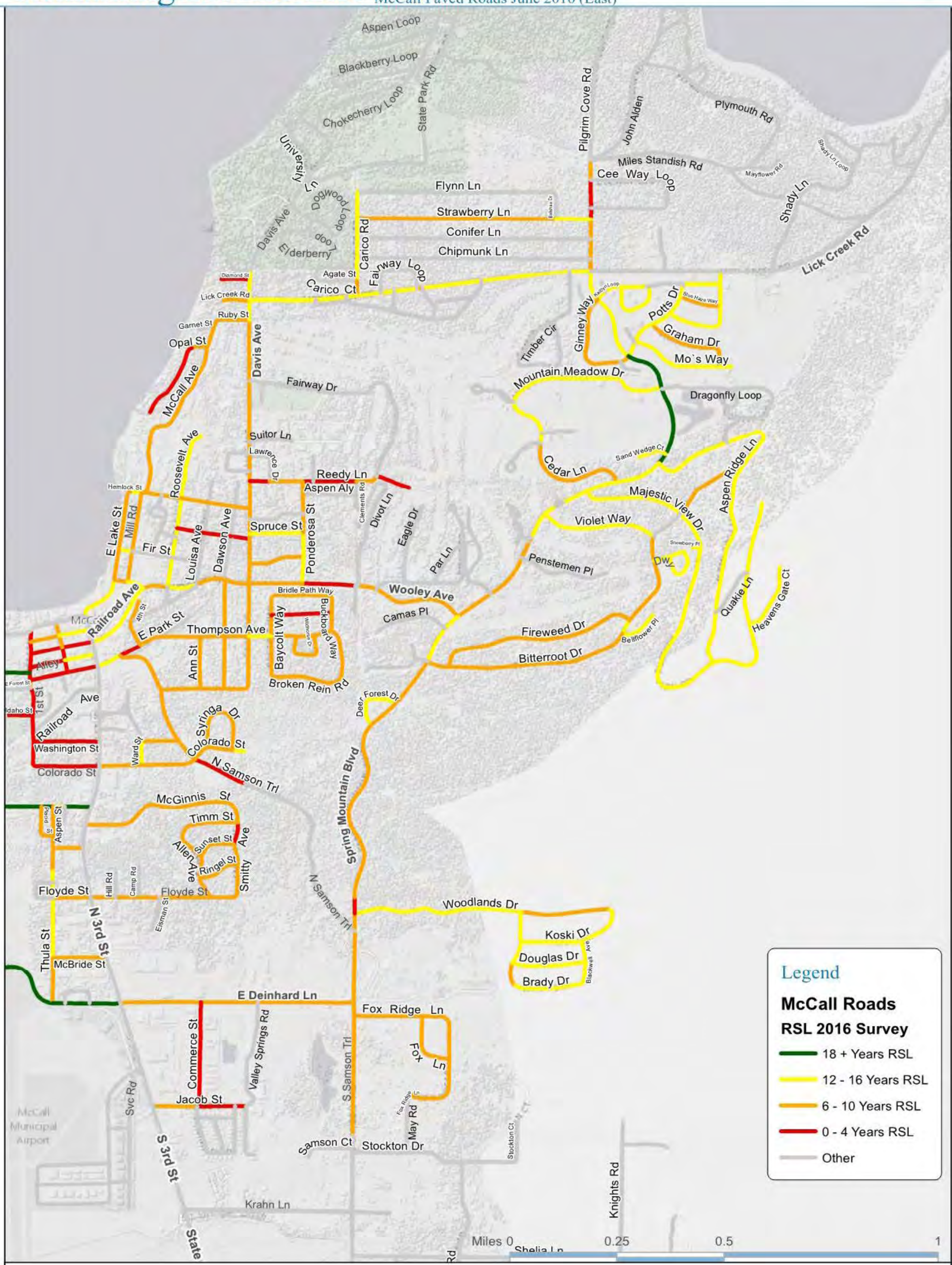


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Figure 3a

Remaining Service Life

McCall Un-paved Roads June 2016 (West)

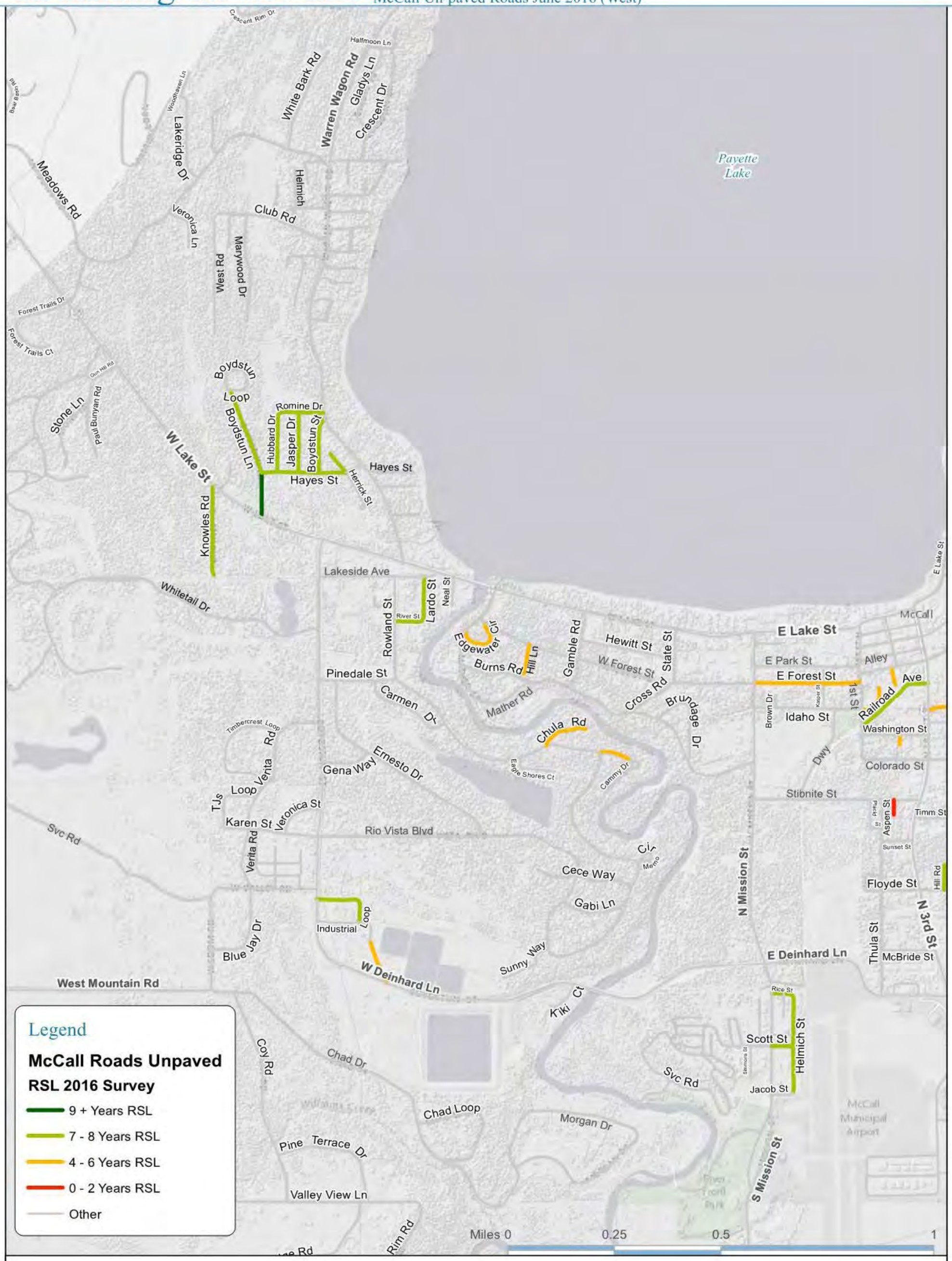

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Figure 4

Remaining Service Life

McCall Un-paved Roads June 2016 (East)

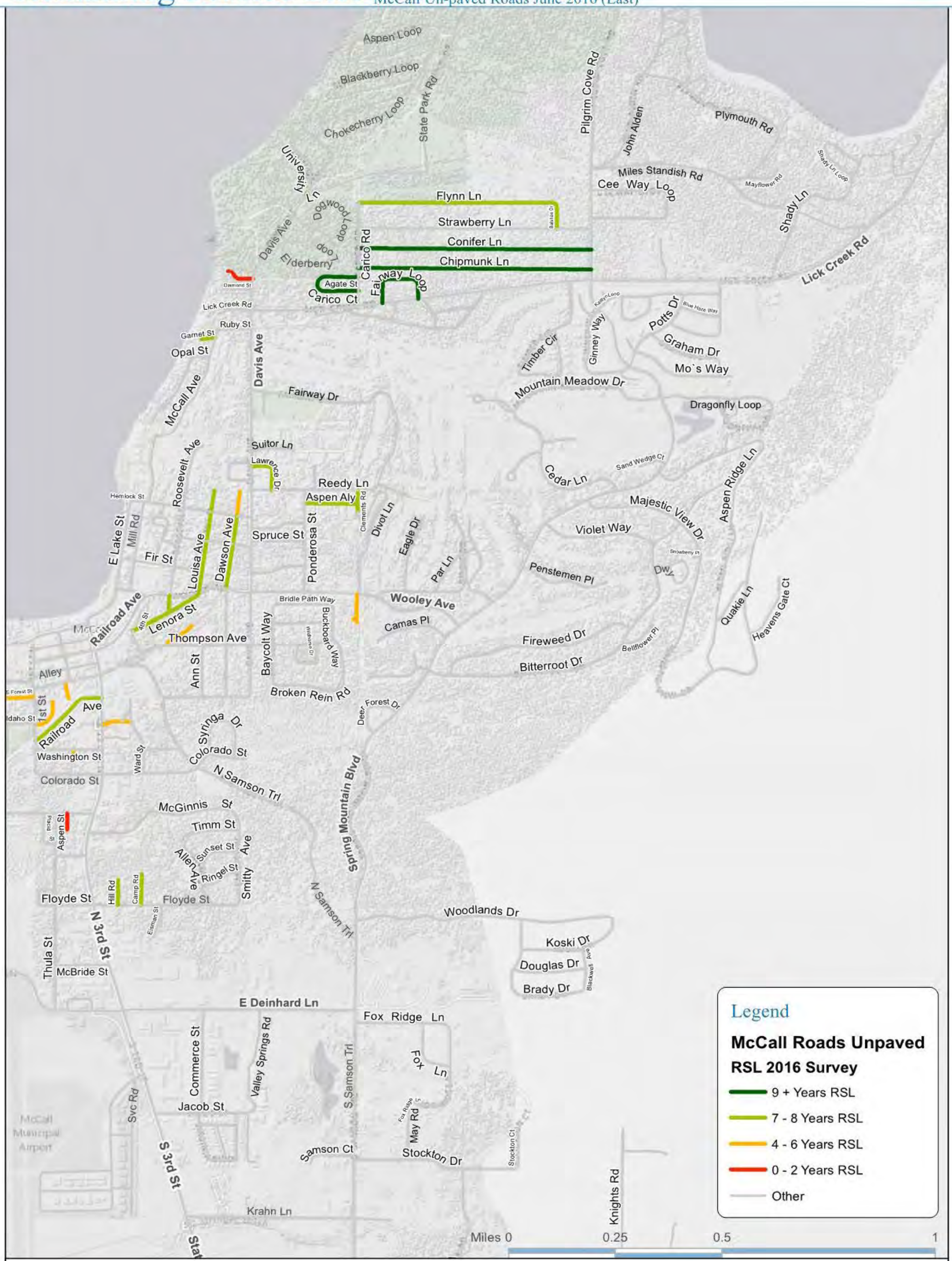

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Figure 4a

2.2.2 TRAFFIC VOLUMES

The following sections describe existing, and projected future year 2040, traffic volumes. More information regarding traffic volumes can be found in Appendix "B."

Existing Traffic Volumes

Traffic volumes were collected on various segments through McCall by ITD, the City, and Valley County. Due to McCall's attractiveness as a seasonal tourist destination, traffic volumes can fluctuate widely from one time of the year to another. Figure 5 illustrates the monthly change in daily traffic volumes on SH 55, as reported by the automatic traffic recorder (ATR) located in Donnelly.

In order to understand both high demand and more typical demand conditions, traffic counts were conducted during peak (i.e., from the 4th of July weekend to late August) and off-peak (i.e., April, May, early June, September, and October) times of the year.

Average annual daily traffic (AADT) volumes were estimated for each location that was counted by multiplying the off-peak weekday counts, where available, by a seasonal factor obtained from ITD. Figure 6 shows the estimated AADT volumes in the City.

Projected Future Traffic Volumes

Year 2040 future traffic volumes were projected based on population growth estimates prepared for the Comprehensive Plan update and recent growth trends on SH 55 provided by ITD staff. Based on this data, a 3 percent annual growth rate was applied to the 2016 volumes to estimate year 2040 traffic volumes. Figure 7 shows the projected year 2040 AADT volumes.

EXISTING AND PROJECTED FUTURE TRAFFIC OPERATIONS

Traffic operations (i.e., capacity and delay) were analyzed at the following intersections for both peak (i.e., summertime) and off-peak (i.e., spring or fall) conditions during a typical weekday p.m. peak hour:

- Boydstun Street/E Lake Street (SH 55);
- 2nd Street/E Lake Street (SH 55);
- 3rd Street (SH 55)/Railroad Avenue-Lenora Street;
- 3rd Street (SH 55)/Park Street; and,
- 3rd Street (SH 55)/Colorado Street

These analyses were conducted using both existing and projected year 2040 future volumes. The results of these analyses has been summarized as follows:

- Existing Conditions (Off-Peak)
  - There is adequate capacity for all movements and low-to-moderate delay for side-street traffic turning onto or driving across SH 55.
- Existing Conditions (Peak)
  - There is adequate capacity for most movements and moderate delay for side-street traffic turning onto or driving across SH 55 at most intersections, **except for left-turns and through movements from:**
    - » **Lenora Street - Railroad Avenue**
    - » **Park Street**
  - Traffic volumes are high enough to warrant signals at Park Street and Railroad Avenue-Lenora Street intersections of SH 55 during the peak summertime season and some of the off-peak season (i.e., using counts from May/June).

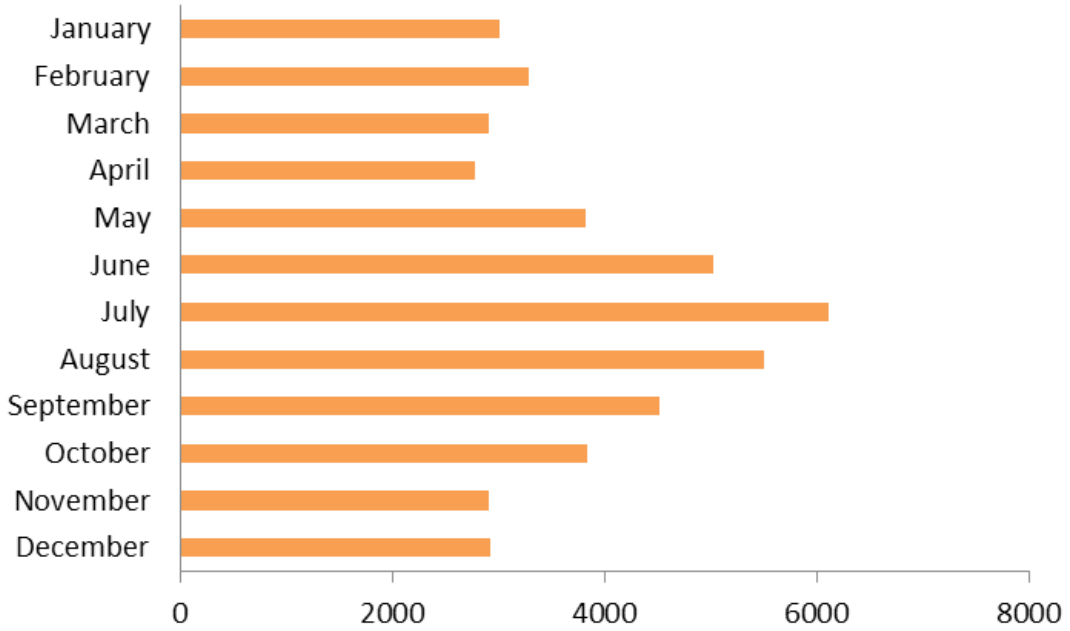


Figure 5. Monthly Change in Daily Traffic Volumes on SH 55

- Future Conditions (Off-Peak)
  - There is adequate capacity for most movements and low-to-moderate delay for side-street traffic turning onto or driving across SH 55 at most intersections, **except for left-turns and through movements from:**
    - » **Railroad Avenue**
    - » **Park Street (westbound only)**
- Future Conditions (Peak)
  - There is adequate capacity for most movements; **however, most side-street left-turns and through movements will experience moderate to high delays. There is also projected to be inadequate capacity for the left-turn and through movements from:**
    - » **Lenora Street- Railroad Avenue**
    - » **Park Street**

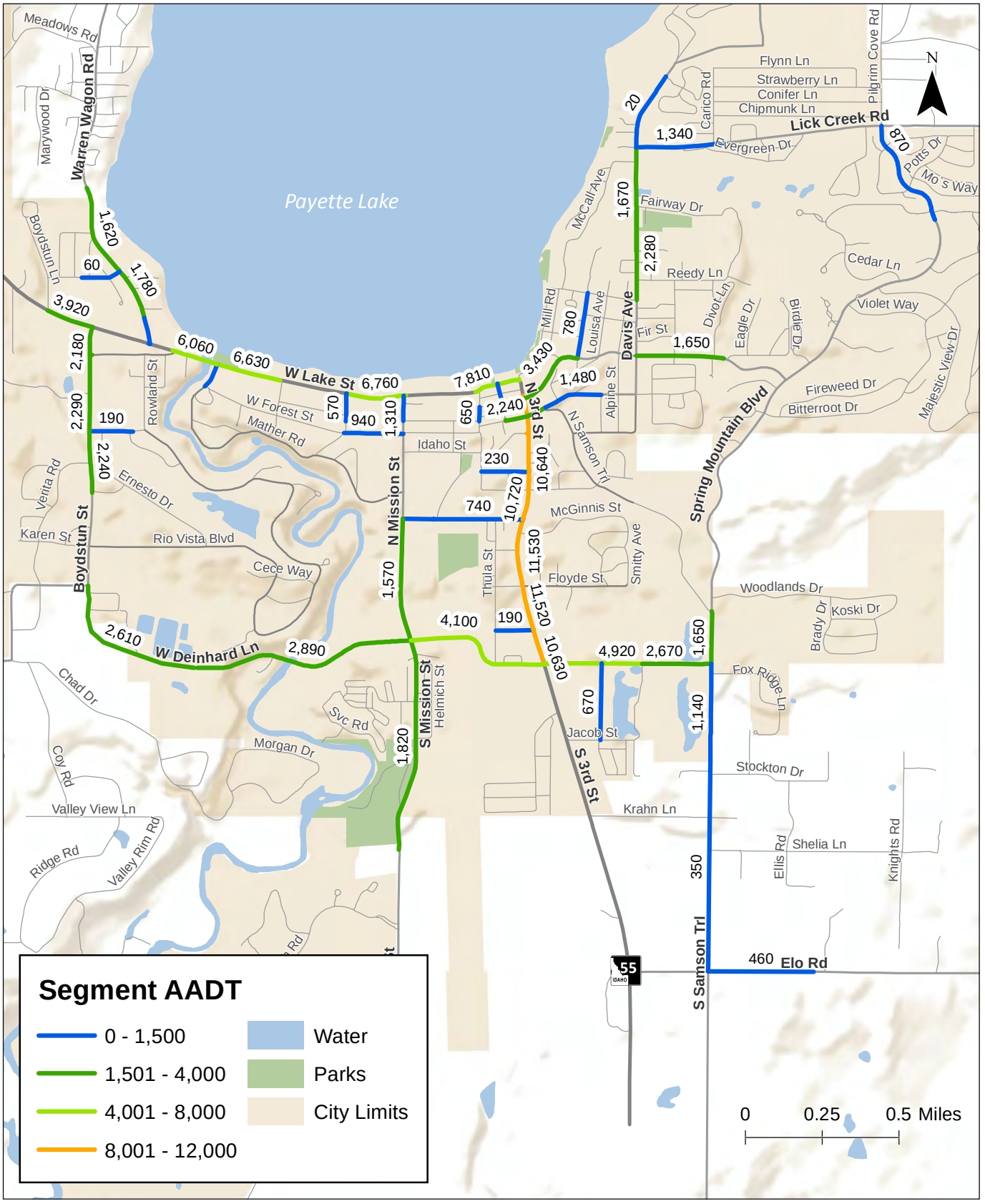
More information on the traffic operations analysis can be found in Appendix "B."

EXISTING CRASH TRENDS

Crash data provided by ITD revealed the following crash trends in the City from 2010 to 2014:

- The proportion of crashes resulting in an injury or fatality is roughly similar to those reported for other like-sized cities in Idaho (Reference 3);
- Fixed object and other run-off-the-road crashes are the most common crash type, with nearly one-third of all reported crashes falling into this category;
- There were two reported crashes involving a person bicycling and no reported crashes involving a person walking during this time period; and,
- Generally, crashes were concentrated on roads with higher volumes, including the SH 55 corridor and Deinhard Lane.

More information on recent crash trends can be found in Appendix "B."



Existing Year 2016 AADT Volumes
McCall, Idaho

Figure 6

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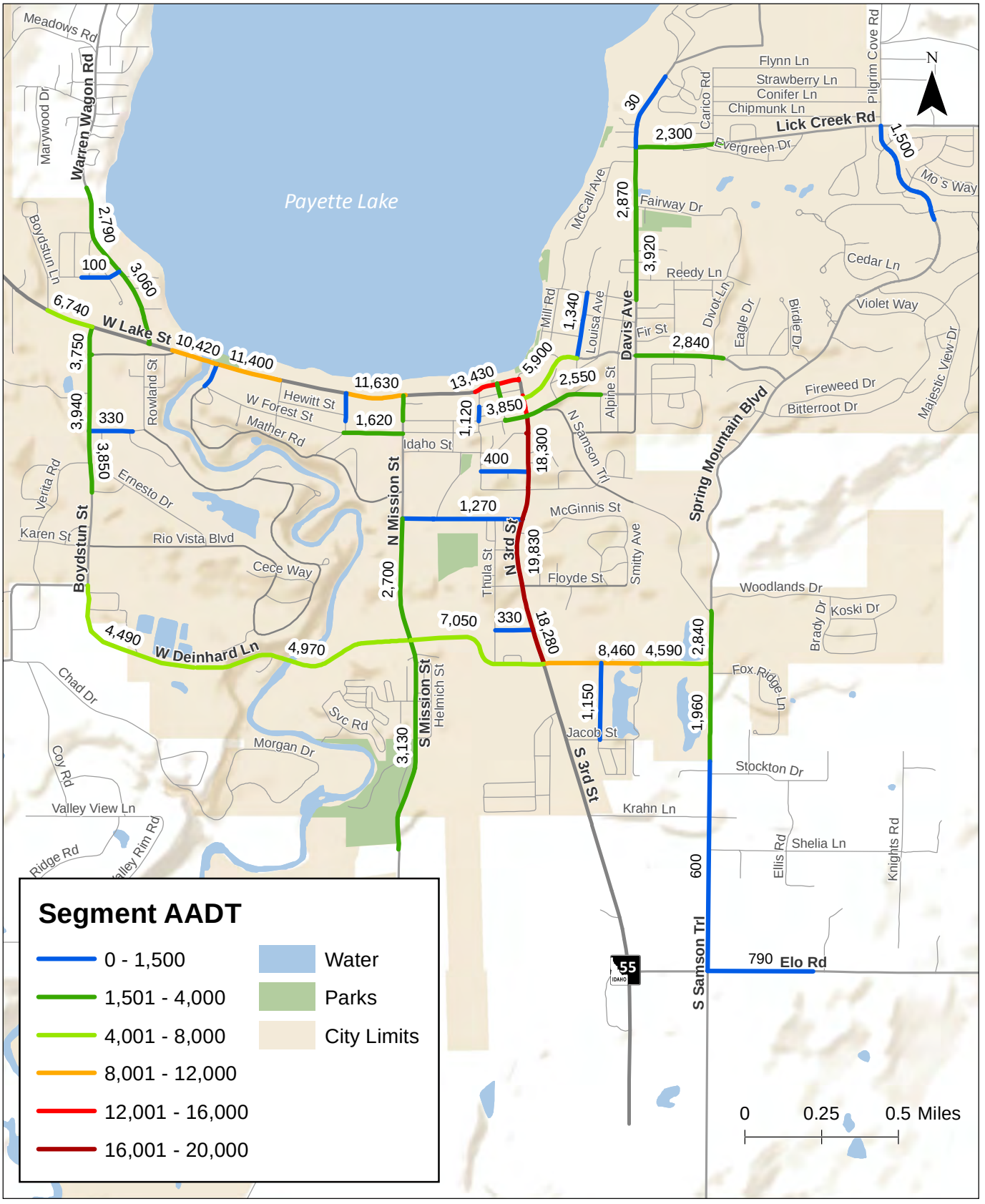
Coordinate System: NAD 1983 StatePlane Idaho West FIPS 1103 Feet
Data Source: City of McCall, ITD, Valley County, Topo Data Sources: Esri, USGS, NOAA



Projected Year 2040 AADT Volumes
McCall, Idaho

Figure 7

Coordinate System: NAD 1983 StatePlane Idaho West FIPS 1103 Feet
Data Source: City of McCall, ITD, Valley County, Topo Data Sources: Esri, USGS, NOAA

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2.3 OUR PATHWAYS

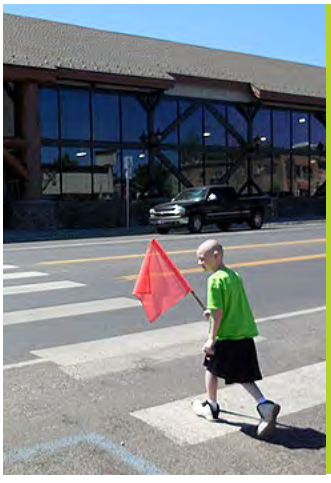
McCall's existing network of paths, sidewalks, bike lanes, and bike routes are prized by the community. Public input during this plan noted that the paths can be a destination themselves in McCall and not just a means to get around. Enhancing the walking and bicycling network in McCall has been a priority for the City, evidenced by the McCall Area Pathways Master Plan, adopted in 2012.

The existing bicycle network in McCall consists of shared-use pathways, bike lanes, shoulders, and low-volume roadways, as shown in Figure 8 (Figure 21 from Technical Memorandum #1).

The existing walking network consists of sidewalks and shared-use paths, as shown in Figure 9 (Figure 22 from Technical Memorandum #1).

Notable gaps in the existing bicycling and walking systems include:

- ***3rd Street/SH-55*** (from Colorado Street to Deinhard Lane): missing sidewalks and bike lanes
- ***Lake Street*** (Bear Basin Connector Trail west of Boydstun Street to 1st Street): missing sidewalks and bike lanes
- ***Davis Avenue*** (Ponderosa State Park to Thompson Avenue): missing sidewalks and bike lanes
- ***Wooley Avenue*** (Davis Avenue to Spring Mountain Boulevard): missing sidewalks and bike lanes
- ***Lick Creek Road*** (Davis Avenue to Spring Mountain Boulevard): missing sidewalks and bike lanes
- ***Several locations in downtown McCall***: missing sidewalk)



Benefits of Walking and Biking

Increased walking and biking in McCall can provide many benefits to McCall residents and visitors

- Less traffic congestion
- Manage parking demand (12 bikes can park in the same space as a single car!)
- Biking and walking are good for business:
  - Contributes to McCall's reputation as a recreation destination
  - People walking and biking tend to frequent businesses more often
- Increased physical activity can reduce sickness and health care costs
- Less wear and tear on our City streets

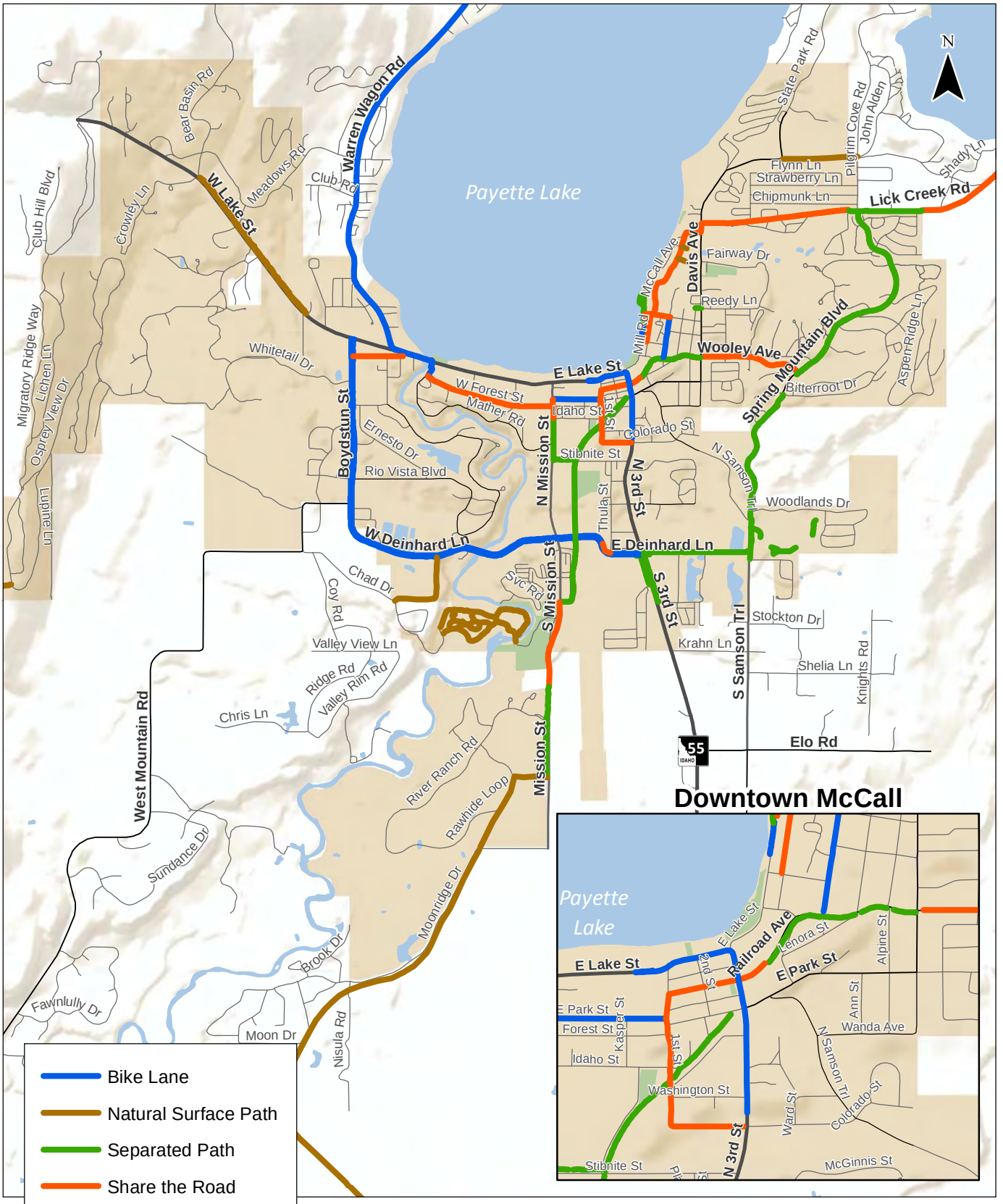
Photo Credit of http://www.californiawithkids.com/pacific-northwest/201308290336/mccall-idaho-does-safety-flags-to-benefit-everyone/

2.3.1 PARKS PATHWAYS VS. STREETS PATHWAYS

Pathways typically serve two primary functions: recreation and transportation. Paved pathways designed to meet the requirements associated with the Americans with Disabilities Act (ADA) are an important part of the transportation network, providing options for people to walk or bike to their destination. They also serve a recreational purpose, too, and as such can be a destination themselves. Paved pathways may be built as part of transportation projects (e.g., street reconstruction projects), with development, or as part of a Parks Department project with either transportation or recreation-focused funding sources.

Unpaved, or natural surface, pathways, primarily serve a recreational purpose (e.g., mountain biking, trail running, hiking). They may sometimes be used for transportation purposes, too, but this is not their primary focus and they are not usually accessible to all users. Natural surface pathways are likely to be built using recreational focused funding sources and be under the purview of the Parks Department.

The McCall Area Pathways Master Plan includes both paved and natural surface trails. This TMP incorporates this recommended pathway network. However, the primary focus of the TMP is on paved pathways, given their role in the transportation network.

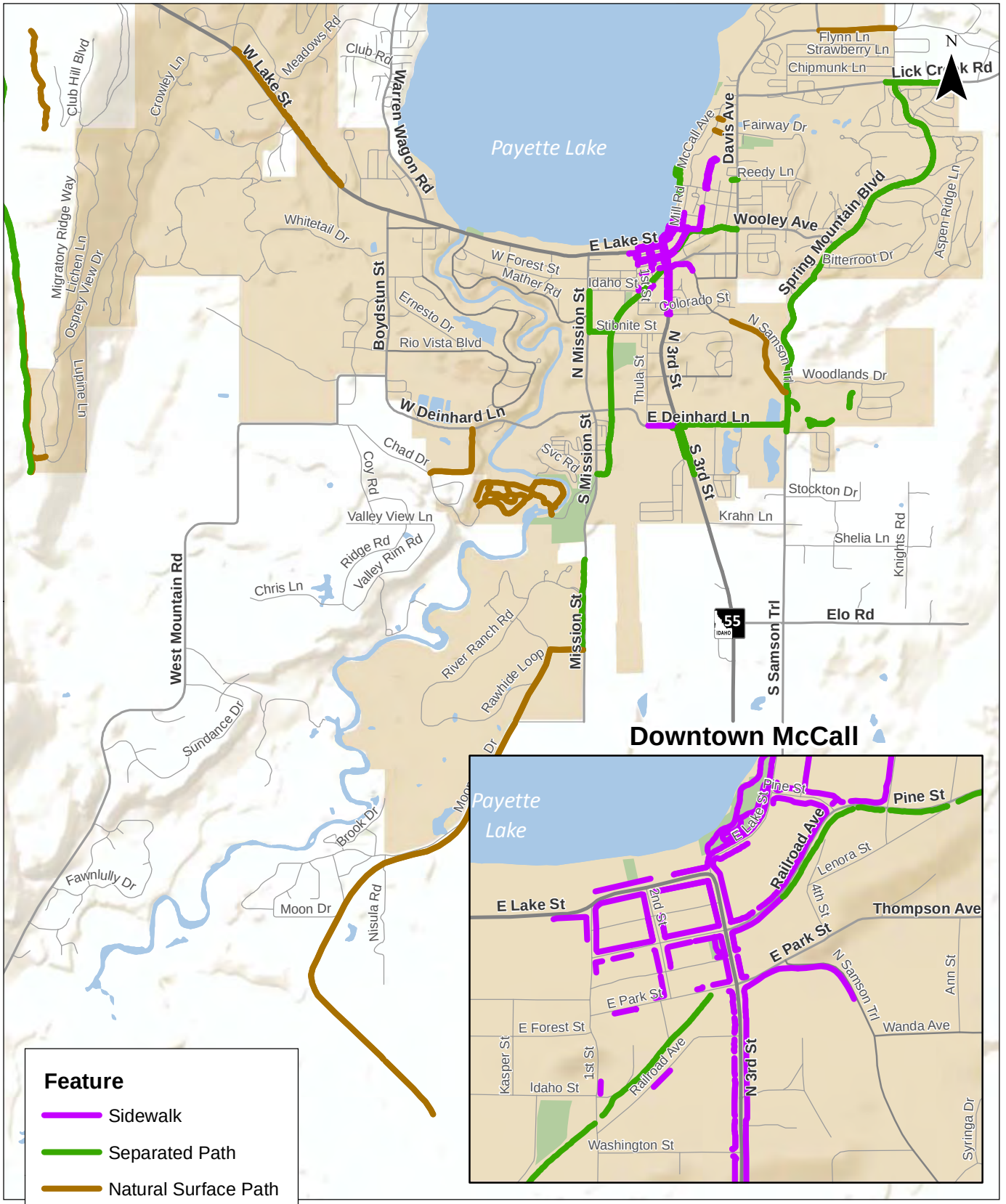


Existing Bicycle Network
McCall, Idaho

Figure 8

H:\19\19638 - McCall Comprehensive Plan\gis\XX Pathway Network_No#.mxd - jmarkosian - 2:10 PM 8/14/2017

Coordinate System: NAD 1983 StatePlane Idaho West FIPS 1103 Feet
Data Source: City of McCall, Topo Data Sources: Esri, USGS, NOAA



Existing Walking Network
McCall, Idaho

Figure 9

H:\19119638 - McCall Comprehensive Plan\gis\XX Walking Network_Nott.mxd - jmarkosian - 2:11 PM 8/14/2017

KITTELSON & ASSOCIATES

Coordinate System: NAD 1983 StatePlane Idaho West FIPS 1103 Feet
Data Source: City of McCall, Topo Data Sources: Esri, USGS, NOAA


DETOUR

3. Recommended Projects

The following plan for McCall's transportation system provides a set of projects that will be undertaken to implement the City's transportation vision. These projects range from policies to capital projects to maintenance and cover walking, bicycling, driving, and transit service options. They have been identified from the following sources:

- Public input received during the development of this plan;
- Adopted plans (e.g., McCall Downtown Master Plan, McCall Area Pathways Master Plan, previous Comprehensive Plan);
- Review of practices in peer cities; and
- Technical analysis completed for this plan (see Appendix "C" and Appendix "D" for more information).

Recommended Projects

3.1 Transit and Parking

Transit and parking related projects are discussed in the following sections. There is a direct relationship between these areas, as transit service can be used to manage parking demand (and conversely, transit demand may increase as parking utilization increases in the future) and efforts on these two fronts should be coordinated.

3.1.1 Transit Projects

Transit-related projects include:

- Work with Mountain Community Transit to evaluate and develop a plan for enhanced transit service, including:
- Increased summertime service in key areas (e.g., downtown core and lakefront), potentially through a summertime only loop that is more compact and able to run more frequently than current City-wide service
- Evaluating service along Spring Mountain Boulevard
- Coordinating service within McCall with the Green Line route to Cascade
- Exploring bike share service
- Better publicizing transit schedules
- More closely aligning the transit service brand with the City's brand, so that people understand it is a service sponsored by the City
- Develop the transportation hub planned for the southwest corner of the 2nd Street/Park Street intersection

A primary challenge with implementing some of these projects is the lack of a dedicated public transportation funding source in Idaho. The City will continue to look for opportunities to impress upon the State legislature its desire to develop a dedicated State funding source. In the meantime, the City may also look to develop creative ways to cost-effectively implement these projects, including partnering with local businesses and other transportation providers.

More information about transit projects can be found in Appendix "C."

TRANSIT & PARKING CONNECTIONS

Transit and parking strategies can be supportive of each other and should be coordinated. For instance, in developing this plan, there was public support for providing a summertime transit service focused on the downtown core and lakefront. This service could help move people from further out parking areas, or new satellite parking lots, to popular destinations.

PARKING PRIORITIES

- Manage demand to ensure existing supply is efficiently used
- Look for opportunities to cost-effectively increase parking supply

3.1.2 PARKING STRATEGIES AND POLICIES

Priorities for parking in downtown McCall are:

1) managing demand to ensure efficient use of the existing parking supply; and

2) looking for opportunities to increase parking supply in and/or near downtown.

The highest priority is given to managing demand to ensure existing parking facilities are efficiently used, since it is projected they provide adequate overall capacity for most time periods. Further, focusing on management strategies should help avoid overbuilding parking capacity that will only be used for a limited time throughout the year and allow downtown land to be used more productively.

To this end, *the City will develop a parking management plan focused on improving efficiency of existing parking supply, managing demand, and opportunistically increasing capacity over the long term*. More information on potential parking strategies that could be included in such a plan are described in Appendix "C."

3.2 OUR STREETS

Roadway related projects are described in the following sections. These projects include:

- An updated Functional Classification Map and corresponding typical street cross-sections
- A Capital Improvements Plan (CIP) developed to improve pavement conditions on roads that need to be reconstructed and enhance walking and bicycling safety at the same time
- A Maintenance Improvements Plan (MIP) focused on preserving pavement condition
- Enhancement projects for further investigation and programming
- Other projects related to the function of the City's Streets department

3.2.1 FUNCTIONAL CLASSIFICATION AND CROSS-SECTIONS

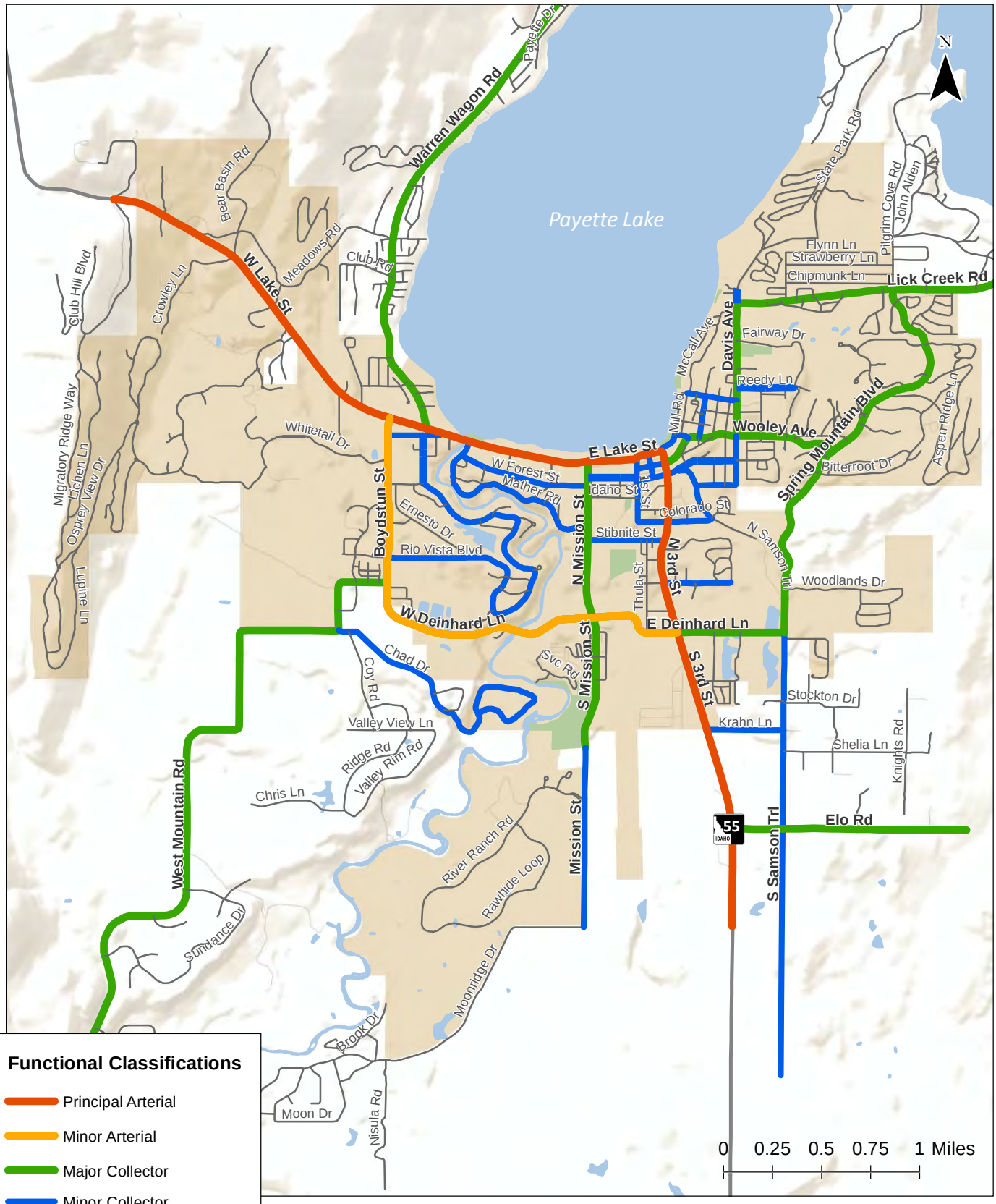
Functional classification is based on the type of service that a roadway is intended to provide within the context of the transportation system. The functional classification of a roadway determines a number of its characteristics, including how access is provided to surrounding land uses, the desirable amount of right-of-way, and the width and design of the road. Functional classification is also a component of how State and Federal funding is allocated. Within McCall, roadways may be classified as Principal Arterials, Major or Minor Collectors, and Local streets.

These classifications are described further below:

- ***Arterial streets*** typically carry the highest traffic volumes in a city. One of their primary functions is moving people and goods across longer distances. Consequently, access from adjacent properties is limited by the City's Access Management Policy.
- ***Collector streets*** complement the arterial system and facilitate local circulation and access. Major collectors augment the atrial system to provide access within areas of the City. Minor collectors generally provide access to the local street system within residential and commercial areas. Access to Major Collectors is governed by the City's Access Management Policy.
- ***Local streets*** provide access to individual land-uses and provide the highest level of access since they typically serve individual homes and businesses. They generally have the lowest traffic volumes and speeds in a city.

The existing functional classification system was reviewed with City staff and against existing traffic volumes and function. Based on this review, an updated functional classification map was developed. The City's updated functional classification map is shown in Figure 10. More information on the specific changes that were made to the map can be found in Section 2 of Appendix "C."

This updated map will become the City's functional classification map with the adoption of this plan. Coordination with the Idaho Transportation Department (ITD) will be required to implement these changes to the Federal Functional Classification designations, which are part of determining how funding is allocated to the City and to specific projects.



Functional Classifications

- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- City Limits

Roadway Functional Classifications McCall, Idaho

Figure 10

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KITTELSON & ASSOCIATES

Coordinate System: NAD 1983 StatePlane Idaho West FIPS 1103 Feet
Data Source: City of McCall, Topo Data Sources: Esri, USGS, NOAA

3.2.2 TYPICAL ROADWAY CROSS-SECTIONS

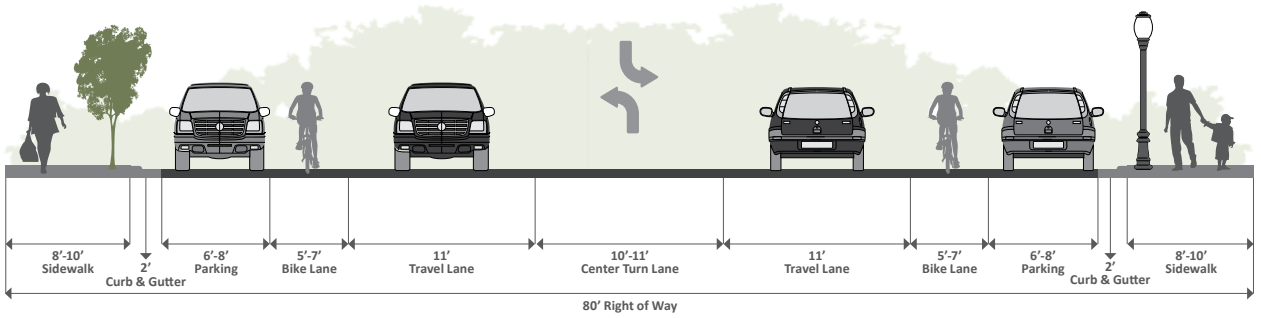
Standard cross-sections based on functional classification have been updated to reflect the values identified in the public outreach effort for this plan, the City's Complete Streets policy, and plans that have been adopted since the current Comprehensive Plan was adopted. They have been designed to be flexible so that they can be adapted, as necessary, to the surrounding land-use context and physical constraints, but also provide the required components (drive lanes, paved shoulders, sidewalks, etc.) that can be used to guide future development and land use application requirements throughout the City. These cross-sections are shown in Figure 11, Figure 12, and Figure 13.

The typical cross-sections will be used as the starting point for identifying the standard that new roadways will be built to and that existing roadways may be required to be upgraded to when development occurs along them.

In addition to these typical sections, cross-sections have been developed for several streets that will be reconstructed as part of separate efforts. These include Sampson Trail and Krahn Lane, Figures 14 and 15, as well as the Downtown Master Plan in Figure 16. More information on these is included in Appendix "C."

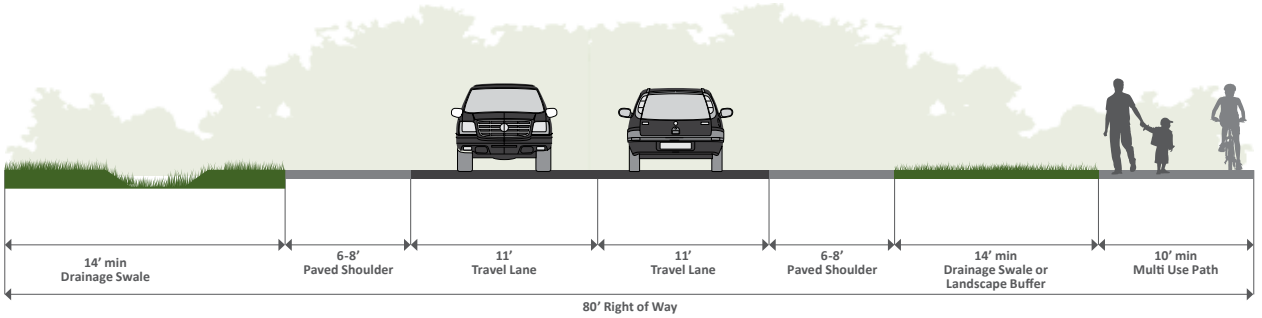
Figure 11. Typical Roadway Cross-Section - Arterial Streets

Arterial - Urban



- Sidewalk width may be increased from maximum if determined there is not a need for center turn lane
- Assumes underground stormwater facilities are provided; otherwise drainage will need to be provided via surface based methods which may impact section that can be built
- On-street parking may be optional if there is insufficient right-of-way
- Street trees and lighting may be required

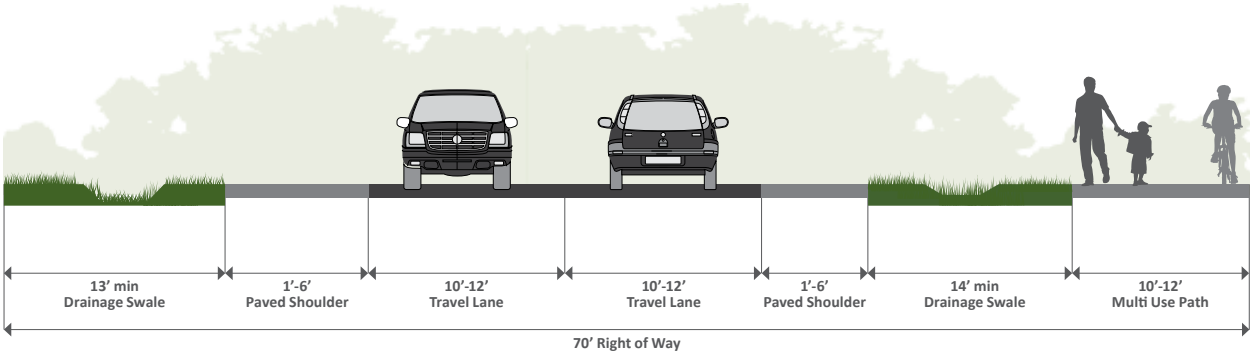
Arterial - Rural



- Minimum width of drainage or landscaping buffer will depend on drainage needs. Minimum width shown is based on a standard swale treatment. Less width may be required for other stormwater treatments.
- Shoulder width improvements depend on Pathways Master Plan, development considerations, and city code

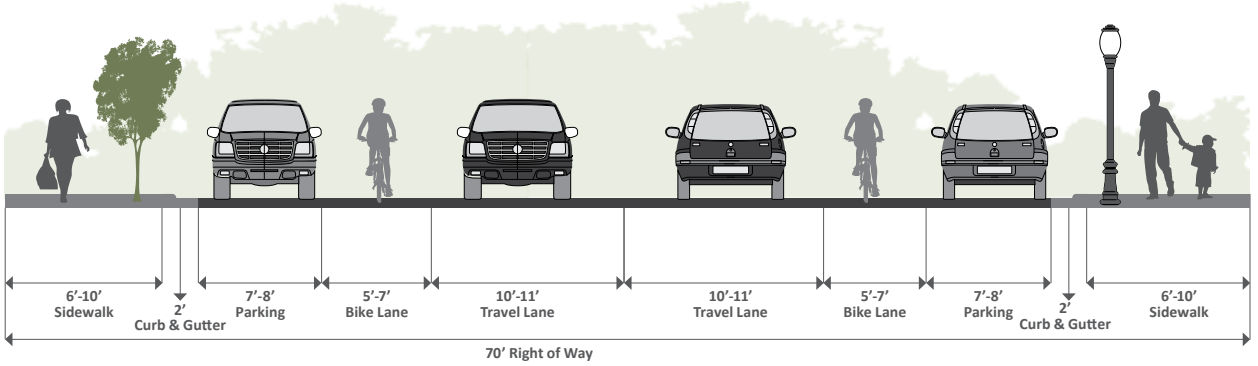
Figure 12. Typical Roadway Cross-Section - Collector Streets

Collector - Rural and Low Density Residential (RR - R4 Zoning)



- Minimum width of drainage or landscaping buffer will depend on drainage needs. Minimum width shown is based on a standard swale treatment. Less width may be required for other stormwater treatments
- Provision of a path or bike lane is dependent on designation in McCall Area Pathways Master Plan or McCall Transportation Master Plan. Consult with City staff

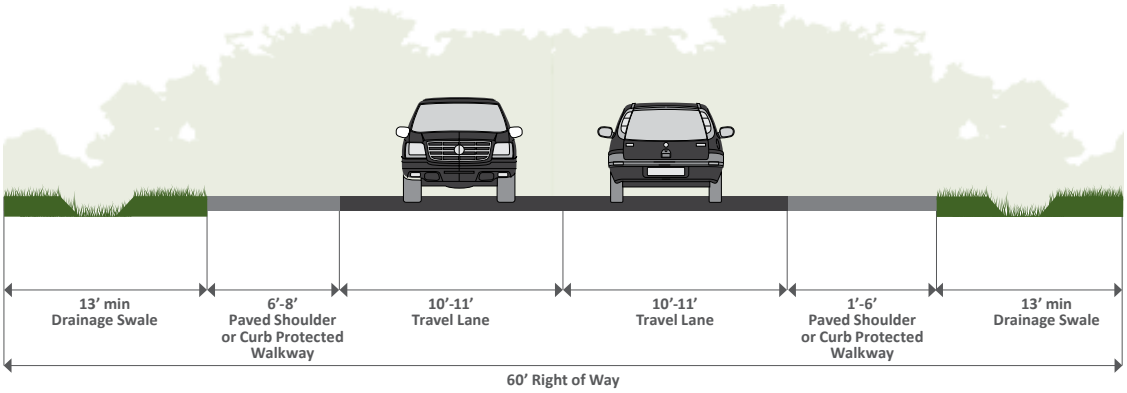
Collector - Commercial and High Density Residential (R8 - R16 Zoning)



- Assumes underground stormwater facilities are provided; otherwise drainage will need to be provided via surface based methods which may impact section that can be built
- Provision of a bike lane is dependent on McCall Area Pathways Master Plan or McCall Transportation Master Plan and consultation with City staff
- On street parking is dependent on right-of-way and need for center turn lane
- Street trees and lighting may be required

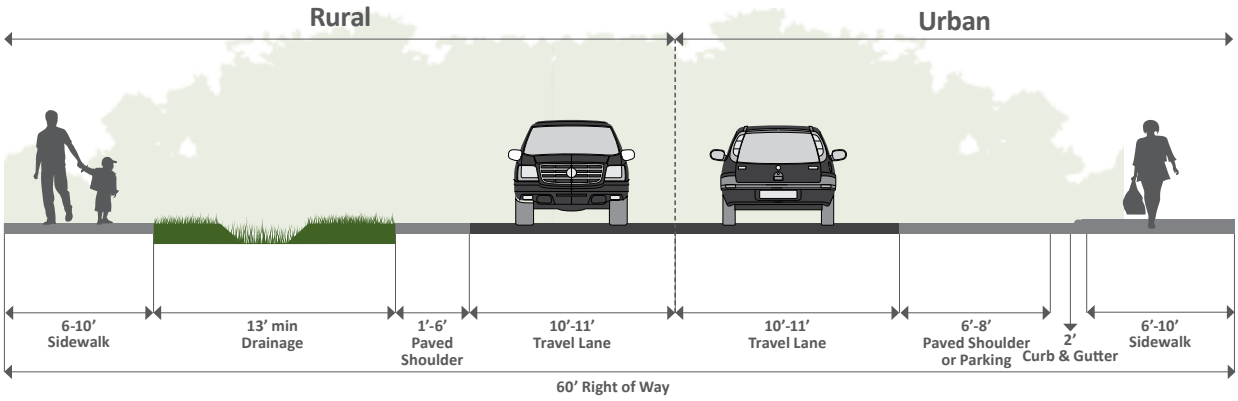
Figure 13. Typical Roadway Cross-Section - Local Streets

Local Rural and Low Density Residential (RR-R4 Zoning)



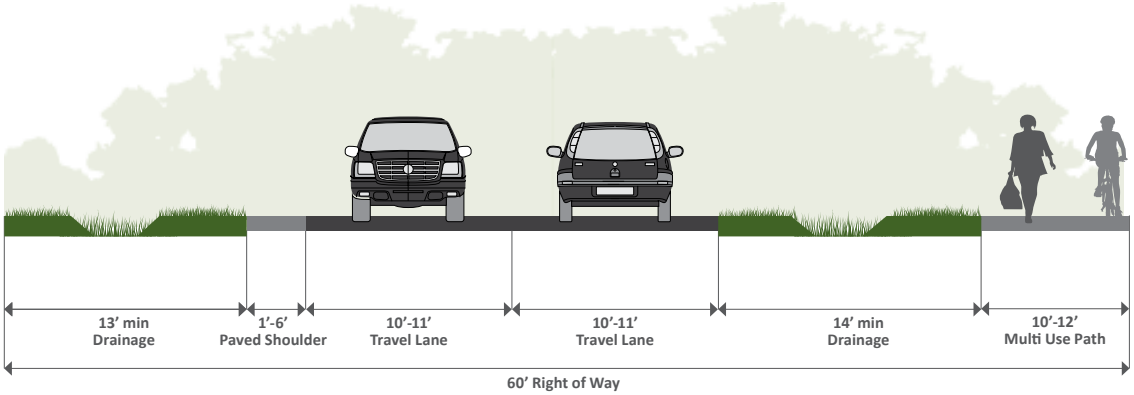
- Minimum width of drainage or landscaping buffer will depend on drainage needs. Minimum width shown is based on a standard swale treatment. Less width may be required for other stormwater treatments
- Shoulder width improvements depend on Pathways Master Plan, development considerations, and city code
- Minimum drainage assumes city's standard swale. Less width may be required for other storm water treatments

Local Commercial and High Density Residential (R8-R16 Zoning)



- Minimum width of drainage or landscaping buffer will depend on drainage needs. Minimum width shown is based on a standard swale treatment. Less width may be required for other stormwater treatments
- Urban section assumes underground stormwater facilities are provided; otherwise drainage will need to be provided via surface based methods
- Shoulder width improvements depend on Pathways Master Plan, development considerations, and city code
- Minimum drainage assumes city's standard swale. Less width may be required for other storm water treatments

Local with Multi-Use Path (Commercial or Residential)



- Minimum width of drainage or landscaping buffer will depend on drainage needs. Minimum width shown is based on a standard swale treatment. Less width may be required for other stormwater treatments
- Can be applied to commercial or residential streets
- Shoulder width improvements depend on Pathways Master Plan, development considerations, and city code
- Minimum drainage assumes city's standard swale. Less width may be required for other storm water treatments

Figure 14. Sampson Trail Cross-Section

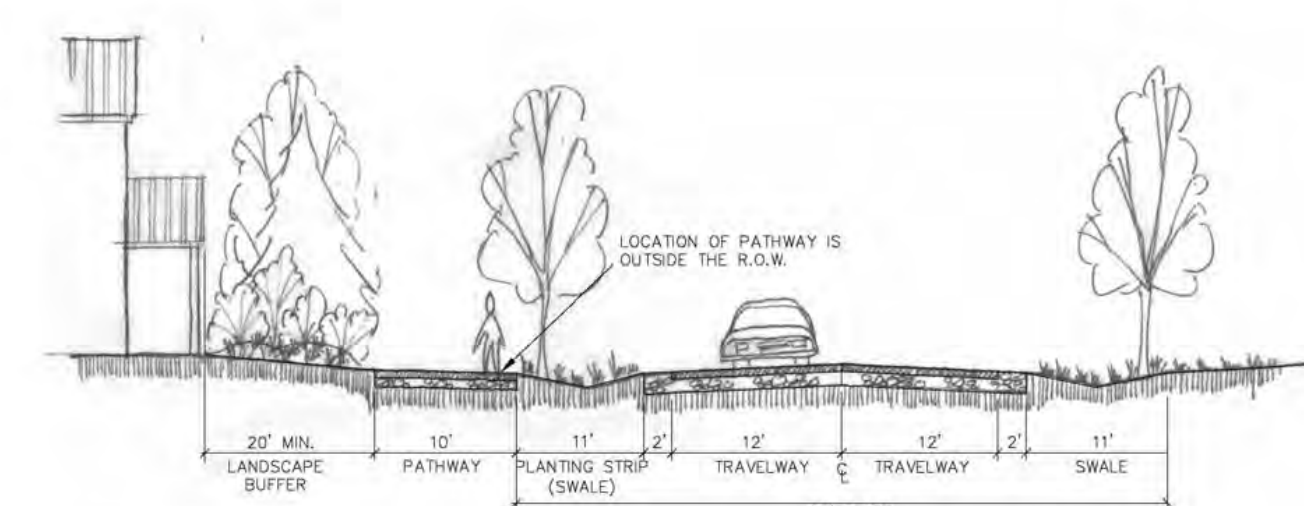


Figure 15. Krahn Lane Cross-Section

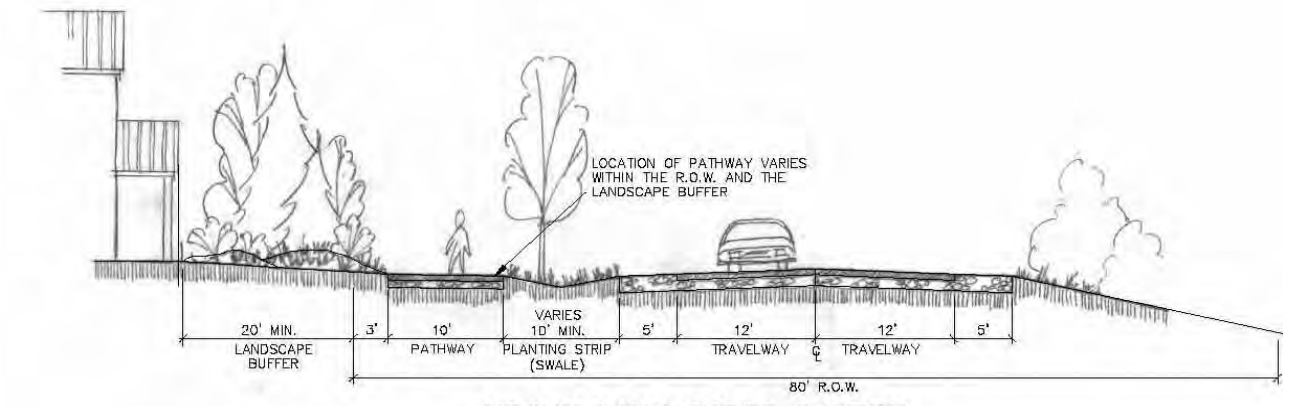
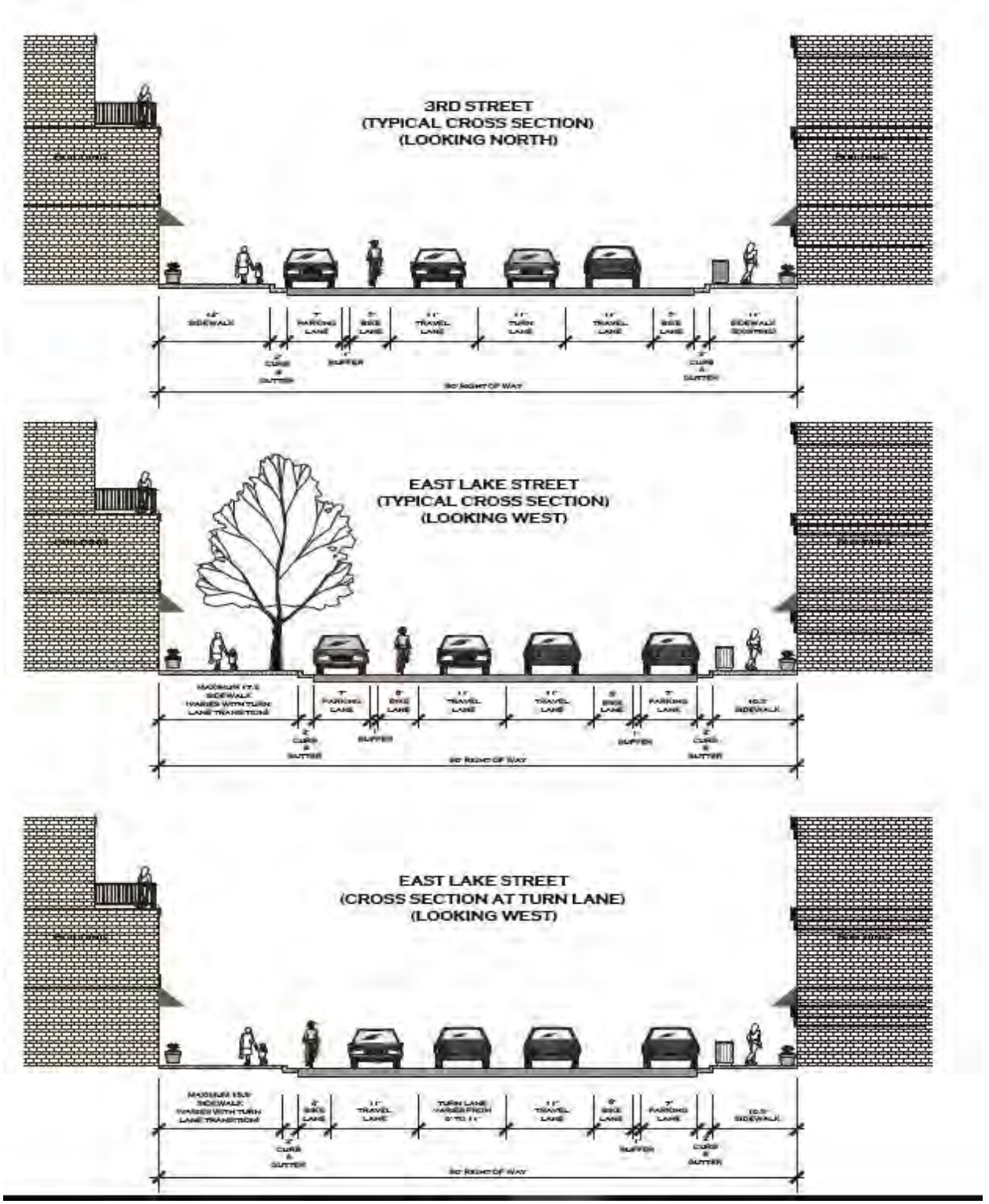


Figure 16. Downtown Master Plan Cross-Sections



3.2.3 STREET SECTIONS PUBLIC MEETINGS

The City of McCall hosted public meetings with residents and stakeholders to brainstorm possible design options for five regionally significant streets that have been identified for re-construction in the next 10 years. The purpose of these meetings was to allow the community an opportunity to provide input on the future street section, and identify areas of concern, so that these design considerations can be planned for in the future roadway reconstruction projects for these corridors. The recommended street sections will also serve to guide the right-of-way requirements and pathways planning as future development occurs along these corridors. The five street sections that were discussed at public open houses held on April 19, 2017 and April 20, 2017 were:

- Mission Street between Deinhard Lane and the smokejumper base
- Lake Street between Mather Road and 1st Street
- Idaho Street between Mission Street and 1st Street
- Davis Avenue between Wooley Avenue and Agate Street
- Wooley Avenue between Davis Avenue and Spring Mountain Ranch Boulevard

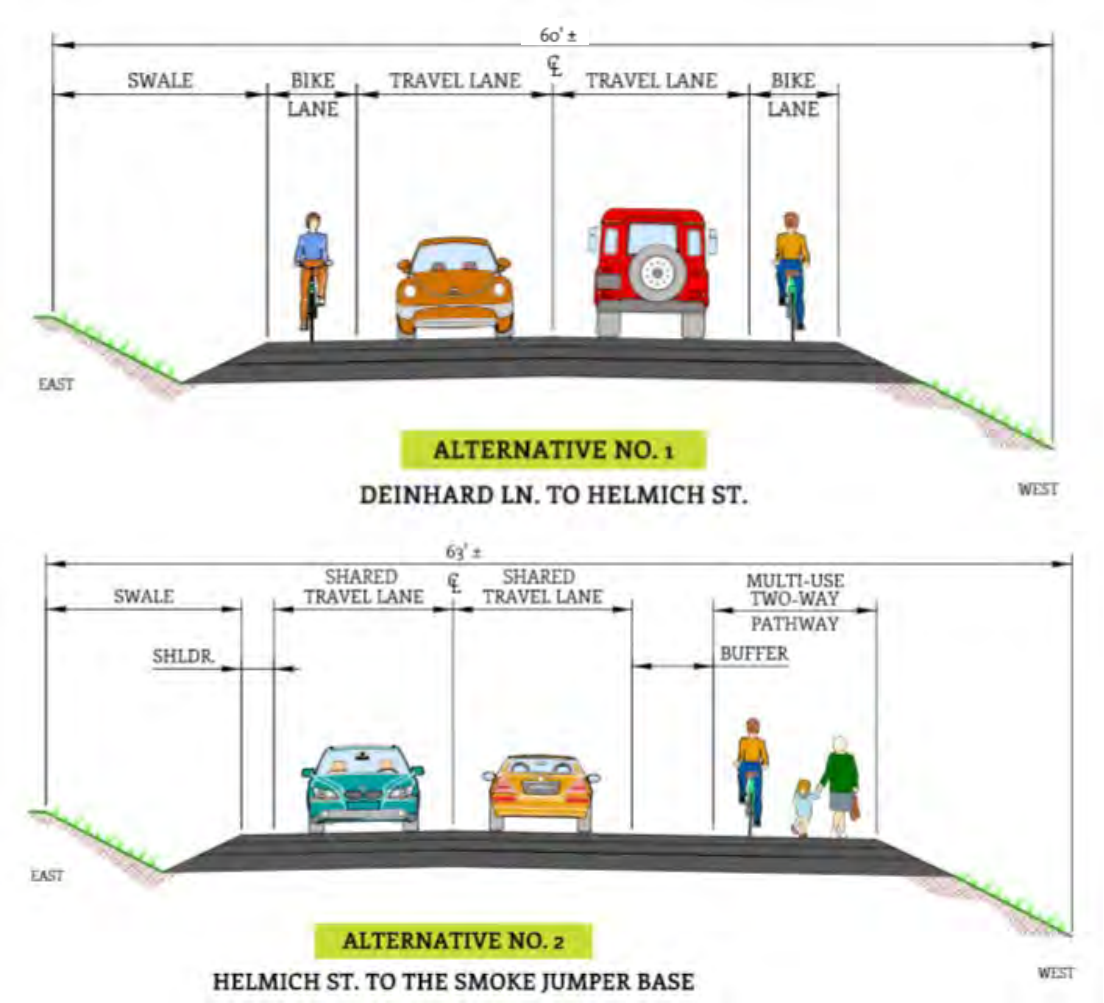
Participants identified general themes, locations of significance, street priorities, and design preferences for each street. The documentation and summaries of the public input received at these meetings can be viewed in Appendix D.

3.2.4 RECOMMENDED STREET SECTIONS

Each of the streets discussed during the public meetings, held April 19 and 20, 2017, has its own design challenges and individual character. Meeting attendees expressed their ideas and important design priorities of each street, which are summarized below in order of frequency. As a result of the meeting, the consultant team and City staff developed the following recommended street sections. These sections take into consideration various design constraints, such as the existing topography and right-of-way, while still providing accommodations for the many pedestrians and bicyclists that travel these roadways. These recommended street sections should be carried forward for planning purposes. However, these sections may be modified in the future based on topographical, right-of-way, funding or other design constraints that will be evaluated during the design phase of each individual project. The complete findings from each meeting can be viewed in Appendix D.

Mission Street

Approximately 8 people participated in the Mission Street public meeting on April 19, 2017, and provided input on how the street should be designed for the future. It was determined that Mission Street from Deinhard Lane to the smokejumper base has the opportunity for two different roadway sections. It is recommended that the section from Deinhard Lane to Helmich Street include bike lanes. A separated pathway is recommended from Helmich Street to the smokejumper base to connect the existing pathway that ties into Mission Street south of Helmich Street to the existing pathway that was recently constructed

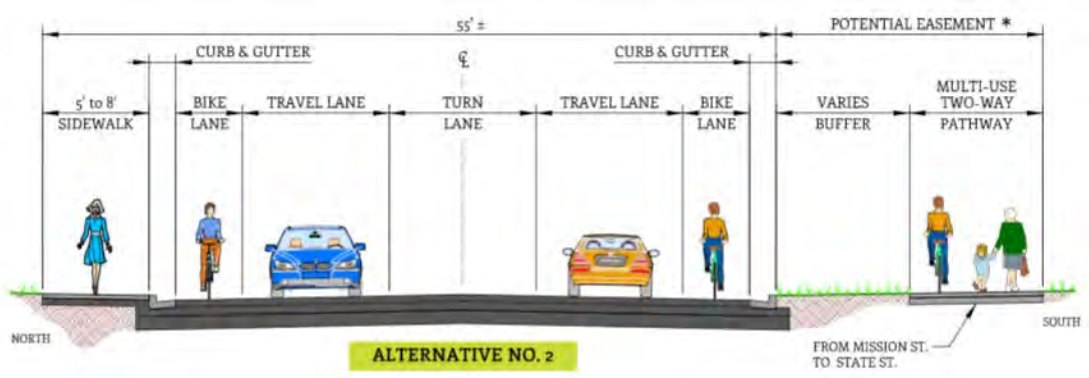


south of the smokejumper base. Below are the recommended street sections:

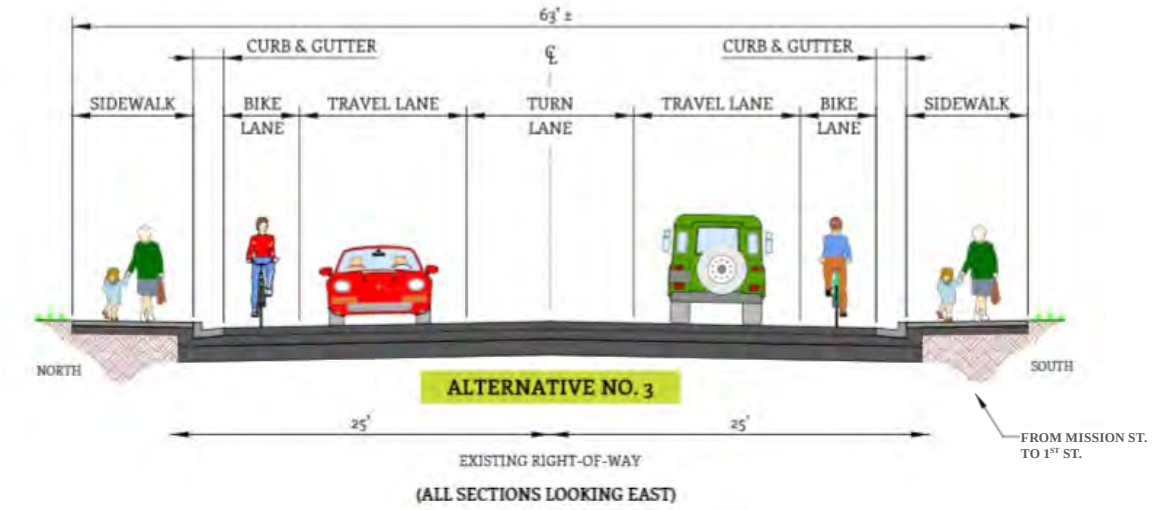
Mission Street Design Priorities: bike lanes, crosswalks/crossings, multi-use pathway, stormwater/drainage, signage, visibility, snow removal/storage, driveway access

Lake Street

Approximately 7 people participated in the Lake Street public meeting on April 19, 2017, and provided input on how the street should be designed for the future. Lake Street is under the jurisdiction of the Idaho Transportation Department, therefore all future design efforts will need to be coordinated between the City and ITD. Lake Street/SH-55 has a narrow 50' existing right-of-way with significant development on both the north and south side of the roadway which presents design constraints that were taken into consideration when developing the proposed roadway sections. These design constraints are the reason for the differing sections from Mission Street to 1st Street and Mission Street to Mather Road as shown. Below are the recommended street sections based on these existing constraints as well as the input received at the public meeting:



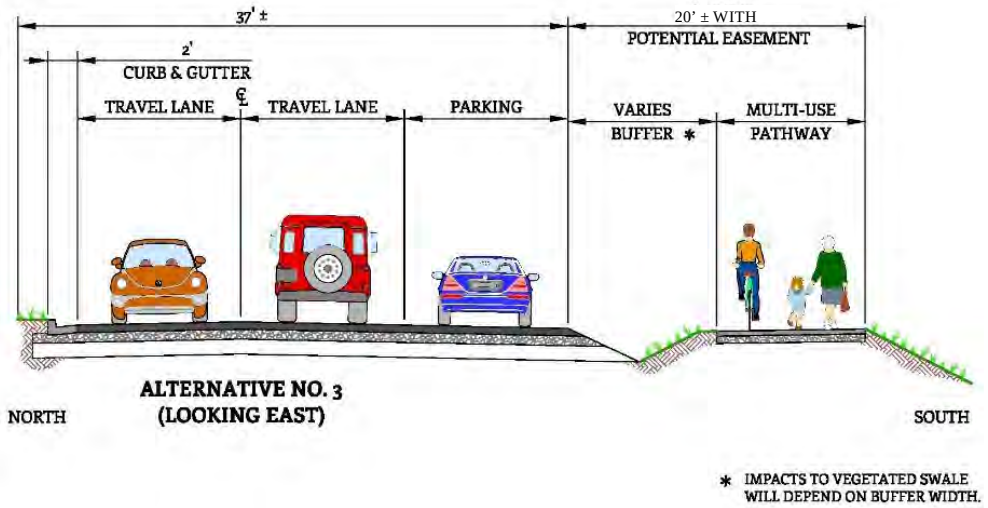
(sidewalk on the north side where possible and separated pathway on the south side where possible)



W. Lake Street and E. Lake Street Design Priorities: bike lanes, sidewalks, multi-use pathway, crosswalk/crossings, stormwater/drainage, snow removal/storage, private property

Idaho Street

Approximately 10 people participated in the Idaho Street public meeting on April 19, 2017, and provided input on how the street should be designed for the future. Based on this input it was determined that the preference was for parking on the south side with curb and gutter from Mission Street to Kasper Street on the north side of the roadway. Below was the recommended street section based on this public input:

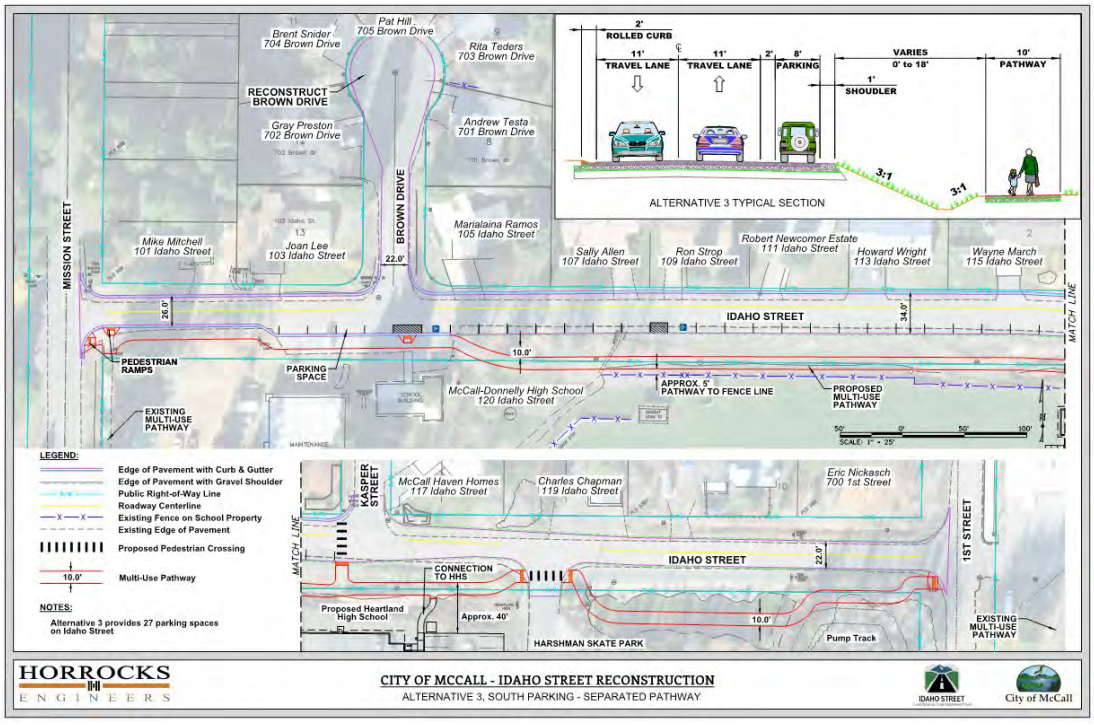


Idaho Street Design Priorities: stormwater/drainage, multi-use pathway, parking, snow removal/storage, driveway access/private property, landscaping, better road surface, slower vehicle speeds

Idaho Street is programmed for construction in 2018, therefore an additional public meeting was held on August 21 to present design alternatives for the project. Three alternatives were presented:

- Alternative 1, parking on the north side,
- Alternative 2, parking on south side with adjacent pathway, and
- Alternative 3, parking on south side with separated pathway.

Based on the input received at the public meeting, and through the on-line survey, Alternative 3 was chosen as the preferred alternative that would be carried forward to design:

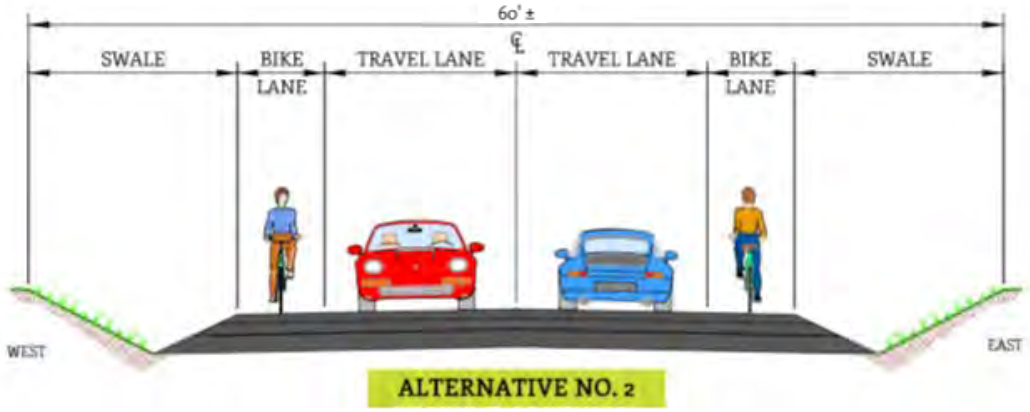


Davis Avenue

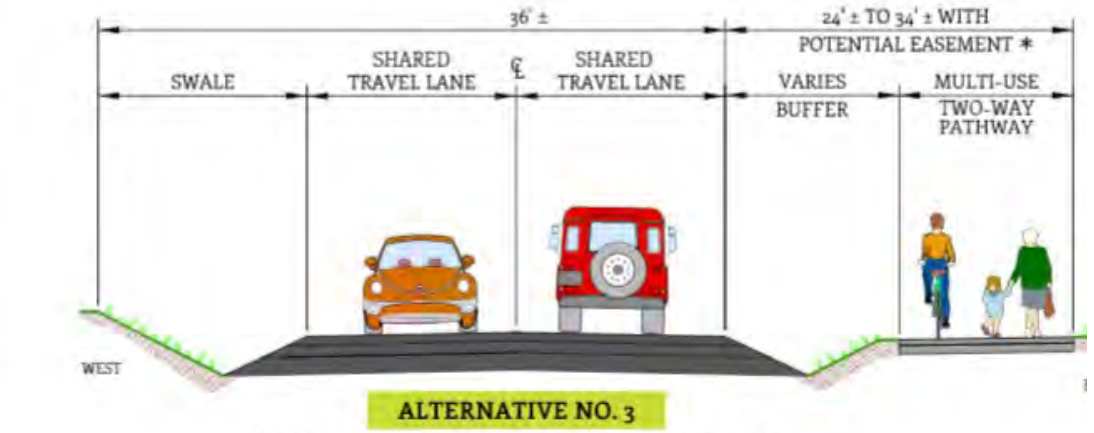
Approximately 10 people participated in the Davis Avenue public meeting on April 20, 2017, and provided input on how the street should be designed for the future. There were three subsections of Davis identified based on the varying roadway characteristics within this corridor:

- ***SOUTH (Wooley Ave. to Wanda Ave.)*** – retain low-volume neighborhood character with no major changes to roadway design
- ***MIDDLE (Wooley Ave. to Lick Creek Rd.)*** – better accommodate mix of roadways users and better separate pedestrians and less experienced bikers from vehicle traffic
- ***NORTH (Lick Creek Rd. to Agate St.)*** – prefer pathway to transition to park and open space

Based on the public input it was determined that Davis Avenue, south of Wooley Avenue should maintain the current roadway section with shared travel lanes and no bike lanes. Davis Avenue from Wooley Avenue to Fairway Drive, as well as Davis Avenue from Lick Creek Road to Agate Street, should provide for bike lanes. A pathway was considered from Lick Creek Road to Agate Street based on public input, however the limited right-of-way will make this difficult. Davis Avenue from Fairway Drive to Lick Creek Road could potentially allow for a separated pathway along the golf course, therefore the preferred roadway section shows a pathway on the east side of the roadway. The preferred roadway sections are shown below:



ALTERNATIVE NO. 2



ALTERNATIVE NO. 3

SOUTH OF FAIRWAY DR. TO LICK CREEK RD.

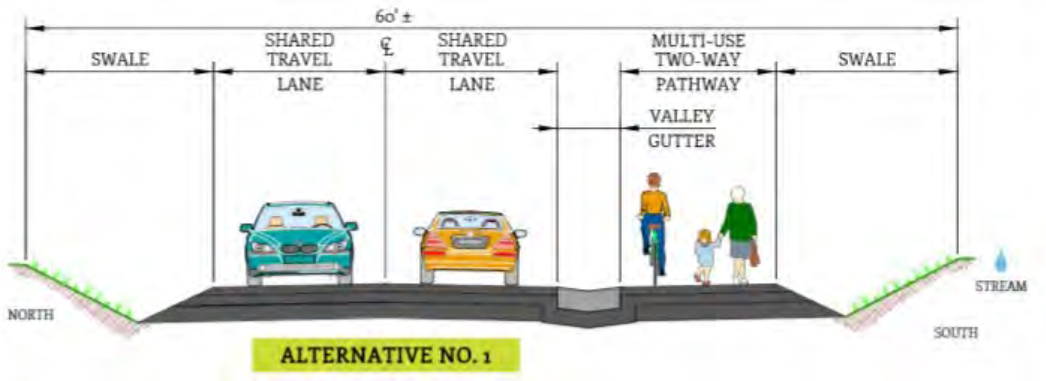
Davis Avenue Design Priorities: multi-use pathway, snow removal/storage, signage, crosswalk/crossings, bike lanes, safer bus stops, stormwater/drainage, better road surface, wider shoulders, lighting

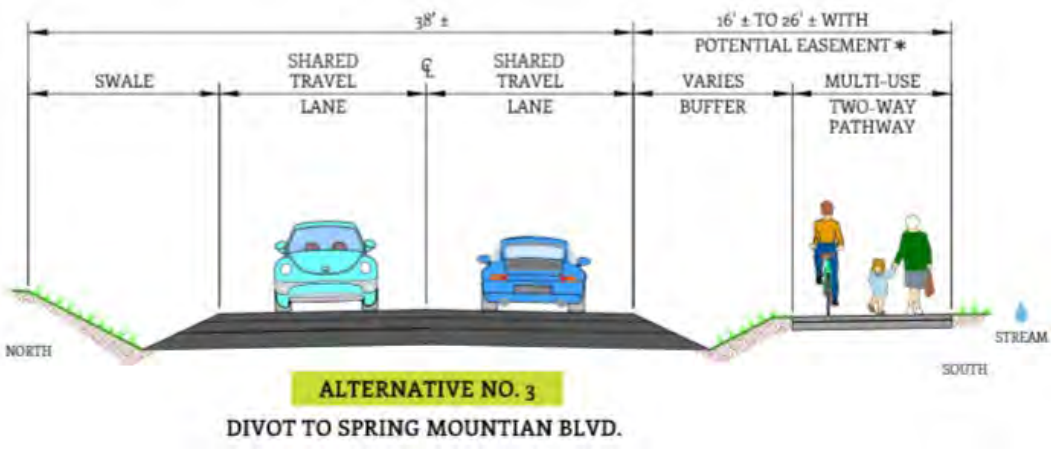
Wooley Avenue

Approximately 12 people participated in the Wooley Avenue public meeting on April 20, 2017, and provided input on how the street should be designed for the future. Highlights from the meeting discussions as well as a review of written feedback shows support and preferences for the following design elements and approaches on Wooley Avenue:

- Participants agreed that Wooley Avenue is a critical bike/ped connection that is heavily used, and better accommodations for these uses should be made.
- Participants were enthusiastic about the idea of a separated pathway wherever possible along Wooley. A "boardwalk style," separated path was particularly appealing.
- Where a separated pathway is not possible, participants generally liked at least some separation from the vehicle lanes (e.g., valley gutter, bollards, temporary curb, etc.)

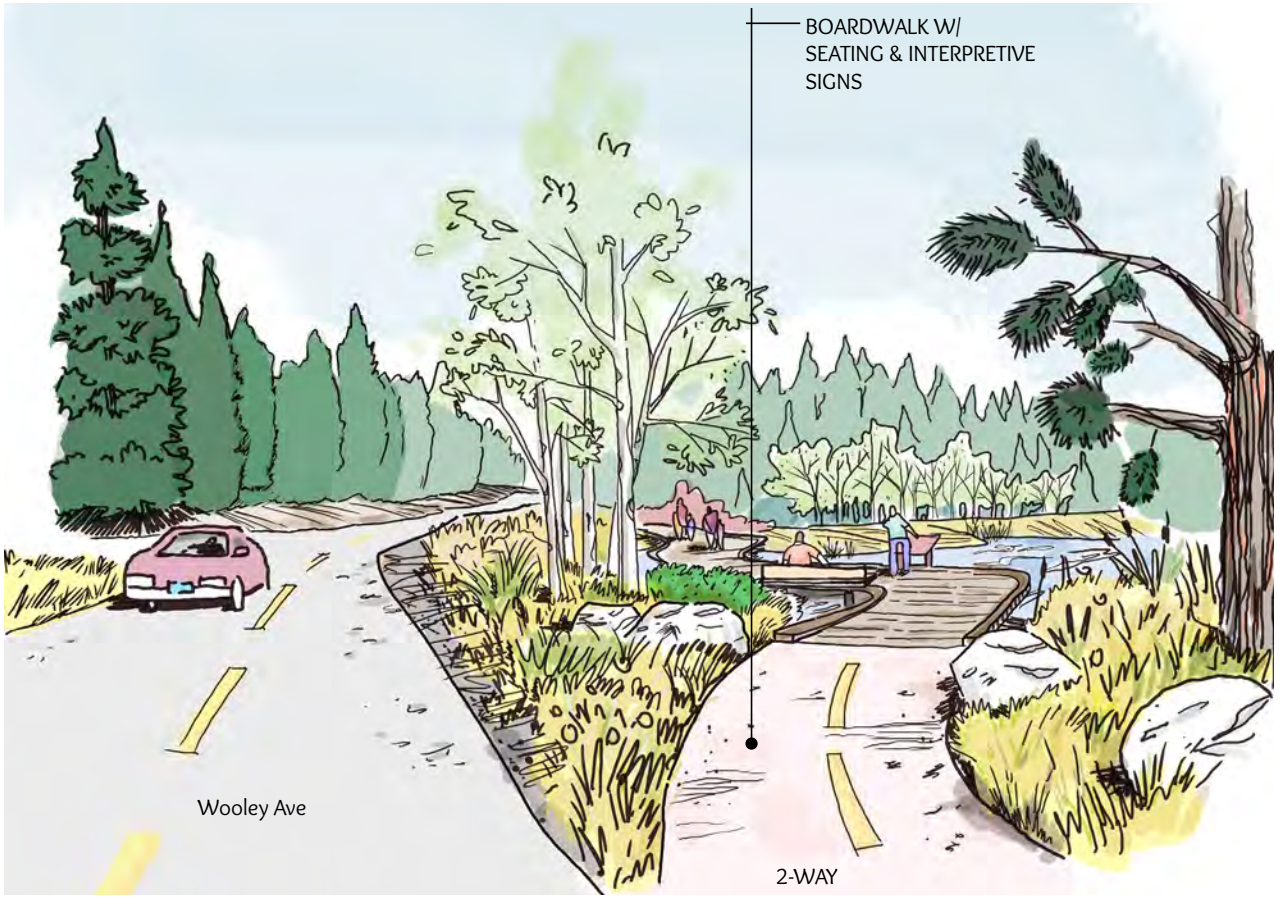
Based on the public input, preferred roadway sections were developed for two segments of Wooley Avenue: one segment being from Davis Avenue to Divot Lane and one being Divot Lane to Spring Mountain Ranch Boulevard. The Davis Avenue to Divot Lane segment has limited opportunities for a separated pathway due to the existing development adjacent to the roadway. Therefore, an attached multi-use pathway is shown in this area. However, a separated pathway could potentially be constructed in the wetlands area on the south side of Wooley Avenue between Divot Lane and Spring Mountain Ranch Boulevard. The recommended roadway sections are shown below:





(separated pathway on the south side where possible)

Wooley Avenue Design Priorities: multi-use pathway, stormwater/drainage, bike lanes, crosswalks/crossings, snow removal/storage, sidewalks, slower vehicles, better road surfaces, slower vehicles, driveway access, signage, natural areas, visibility, private property



This artist rendering depicts what a section of Wooley Avenue could look like when reconstructed

3.3 CAPITAL AND MAINTENANCE IMPROVEMENT PLANS

The City has developed two 10-year (i.e., 2017-2026) plans to guide its near-term roadway investments, the Capital Improvement Plan (CIP) and Maintenance Improvement Plan (MIP). These plans are focused on improving the overall state of repair of the City's roadway network to provide for more economically efficient maintenance of the roadway system going forward. The CIP, in conformance with the City's Complete Streets Policy (City Council Resolution 11-20), also opportunistically includes several enhancements to existing roadways to provide for more walking and bicycling opportunities (i.e., new paths, bike lanes, and sidewalks) when the roads are reconstructed. Each of these plans is summarized in the following sections. Appendix "D" provides more information on the plans.

3.3.1 CAPITAL IMPROVEMENTS PLAN (CIP)

The 10-year CIP utilizes the results of an asset management program developed for the City and described in Appendix "D." The 10-year CIP is graphically presented in Figure 17. Improvement projects are specifically summarized for years 2017-2026, and another 16 capital improvement projects have been identified for preliminary development. Projects beyond the 10-year window have been identified in the event additional funding becomes available or other opportunities to implement all or a portion of the projects becomes possibles. Additionally, as supplementary grant money or other revenue is gathered, these projects may be moved into the 10-year CIP as needed.

The CIP incorporates the projects and construction timelines that have been suggested by the Downtown Core Feasibility Study and approved by City Council. Projects outside the downtown core were prioritized based on the following criteria, in order of importance:

- Remaining Service Life of existing facility
- Function Classification of street and traffic volume
- Community value (vicinity to schools, hospitals, recreation, etc.)
- Need for pathway, storm drain, or utility improvements
- CIP program funding and outside funding sources

The 2017-2026 CIP proposes improvements to twelve streets, one alley, and the construction of a storm drain facility. The plan encompasses 3.8 centerline miles of roadway, which constitutes 8.6% of the city's paved network. The estimated cost for the proposed CIP is approximately $11,000,000. Reconstruction of the downtown core 1st, 2nd, Lenora, Park, and stormwater facilities represents 45% of the 10 year investment.

The list of preliminary projects, which are next in line to be adopted into the 10-year CIP, totals 5.8 centerline miles, or 13.6% of the paved network. The estimated construction costs of these projects are approximately $13,000,000.

Each improvement project will implement strategies outlined in the City's Complete Streets Policy. Full details regarding the 10-year CIP and the projects that have been identified for preliminary development can be found in Appendix "D."

RESULTS OF IMPLEMENTING THE CIP & MIP

- More cost-effective maintenance of the City's roads
- Efficient implementation of priority walking and bicycling projects

The goal of the proposed MIP is to prevent good-conditioned streets from falling into a condition that would require a more expensive treatment.

3.3.2 MAINTENANCE IMPROVEMENT PLAN (MIP)

The MIP proposes a detailed approach to maintaining the existing paved streets in the City. The goal of the proposed MIP is to prevent good-conditioned streets from falling into a condition that would require a more expensive treatment.} The Streets Department utilized asset management strategies to identify specific routine, preventative, and rehabilitative pavement treatments for the city's paved network over a 10-year horizon. Maintenance planning was completed to minimize spending long-term by applying the appropriate pavement treatment at the correct time using the RSL measure. For instance, a chip seal treatment is known to be most beneficial to the life of a pavement when the segment is classified in the 8 to 14-year RSL range. Similarly, it is not cost effective to chip seal a pavement segment classified in the 4 to 8-year RSL range because the pavement is passed the point of no return, and a more expensive treatment is warranted to replace the existing pavement. In some cases it is economical to allow a pavement segment to further degrade to the point in which full reconstruction of the pavement section is warranted. Reconstruction projects, although expensive, allow the city to plan for future improvements to pathways, storm drain systems, water and sewer systems, and parking areas.

Results of the pavement inventory have made it possible to identify streets that should receive similar surface treatments and that can be grouped together for cost savings. A budget of $350,000 per year for MIP projects was used for project identification. Any funds not spent during the year it is collected from the Streets Local Option Tax (LOT, discussed in a subsequent section) will be carried over to subsequent years. The Streets Department will spend less than the budgeted amount in 2017 and 2018 for the purpose of using the rollover funds to complete larger maintenance projects, and to implement economy of scale strategy.

The June 2016 pavement inventory identified a large percentage of the paved network that falls in the preventative and routine maintenance spectrum. The goal of the proposed MIP is to prevent good-conditioned streets to degrade to a condition that would constitute a more expensive treatment. Initial planning utilized the concept of a 5-year cycle. One 5-year cycle consists of three heavy routine and preventative maintenance years and two rehabilitative maintenance years on streets where improvements have not been identified. Rehabilitative measures, as part of the MIP, are completed on pavement that have reached the end of their useful life. Additionally, the MIP incorporates routine and preventative treatments for streets that are planned for reconstruction. The goal is to apply a preventative measure to newly constructed streets within two to three years of completion to protect the City's investment in improved street facilities. Likewise, many streets will receive multiple maintenance treatments. For example, roadways that receive a rehabilitative treatment as identified in the CIP or MIP, depending on size, will typically receive a preventative chip seal several years after the initial treatment. The 10-year MIP is presented in Figure 18. Full details of the MIP can be found in Appendix H.

The presented MIP proposes 39.1 centerline miles of routine, preventative, and rehabilitation maintenance treatments. Proposed spending on MIP projects is approximately $350,000 per year. Additional Streets L.O.T. revenue that is allocated for maintenance projects may be used for additional routine maintenance on streets that have received preventative treatments.

Gravel roads have not been considered for the MIP or the CIP because annual maintenance is adequate to upkeep the integrity of the surface. Unpaved streets are typically in residential areas and do not receive heavy-vehicle traffic.

Capital Improvement Plan

Years 2017 - 2026 and Future Projects

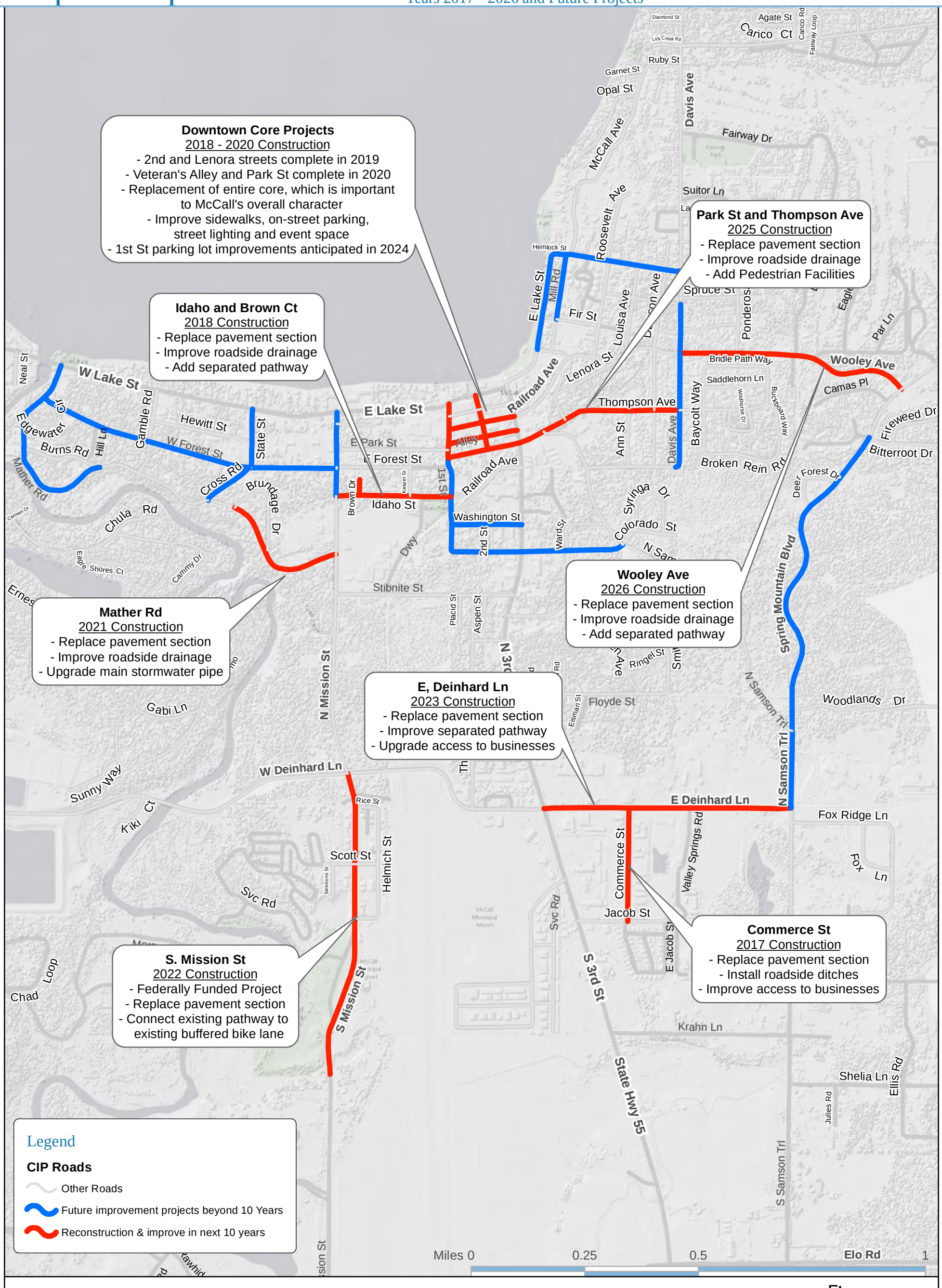


Figure 17

Maintenance Improvement Plan

Years 2017 - 2026 West

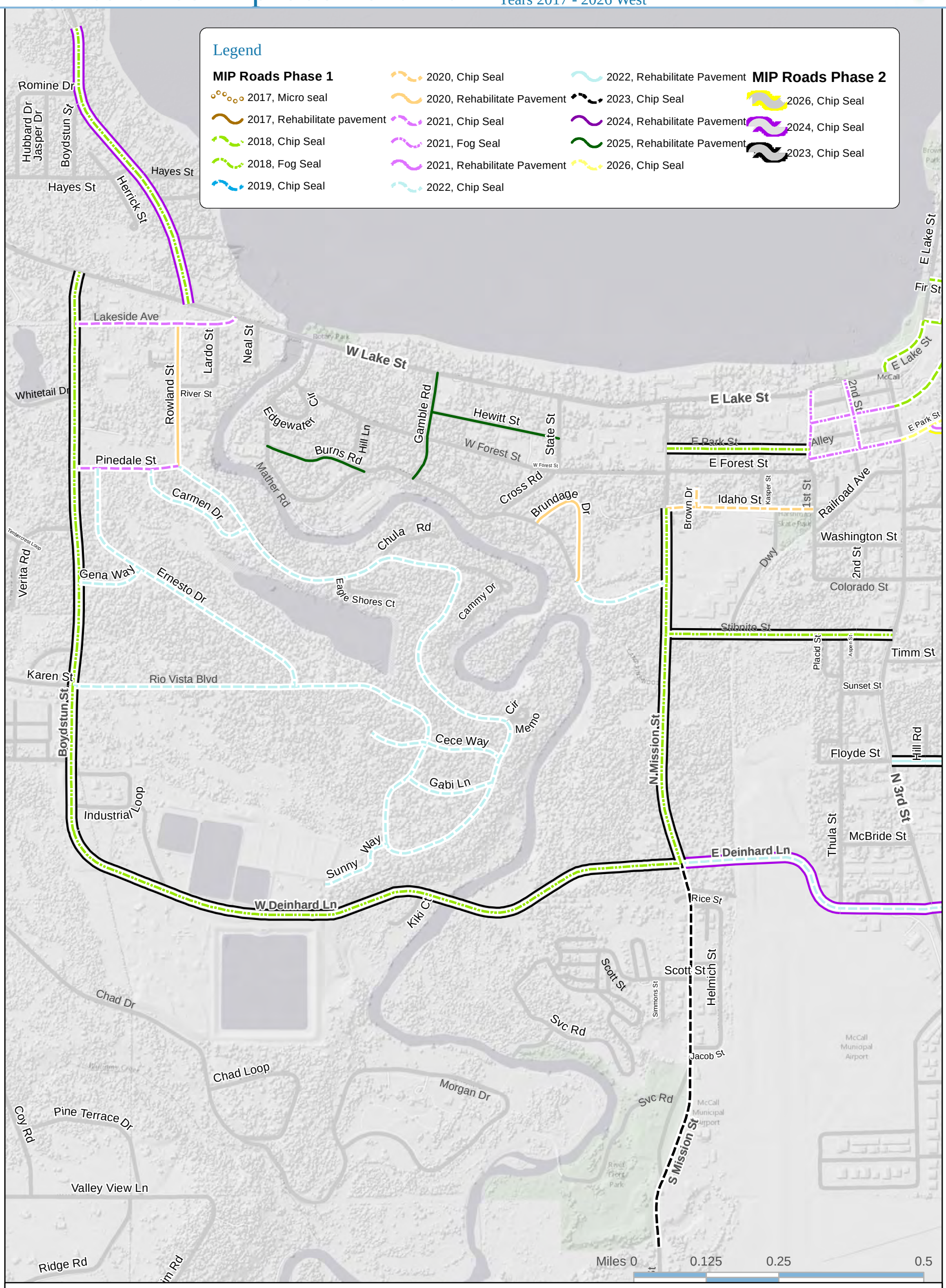


Figure 18

Maintenance Improvement Plan

Years 2017 - 2026 East

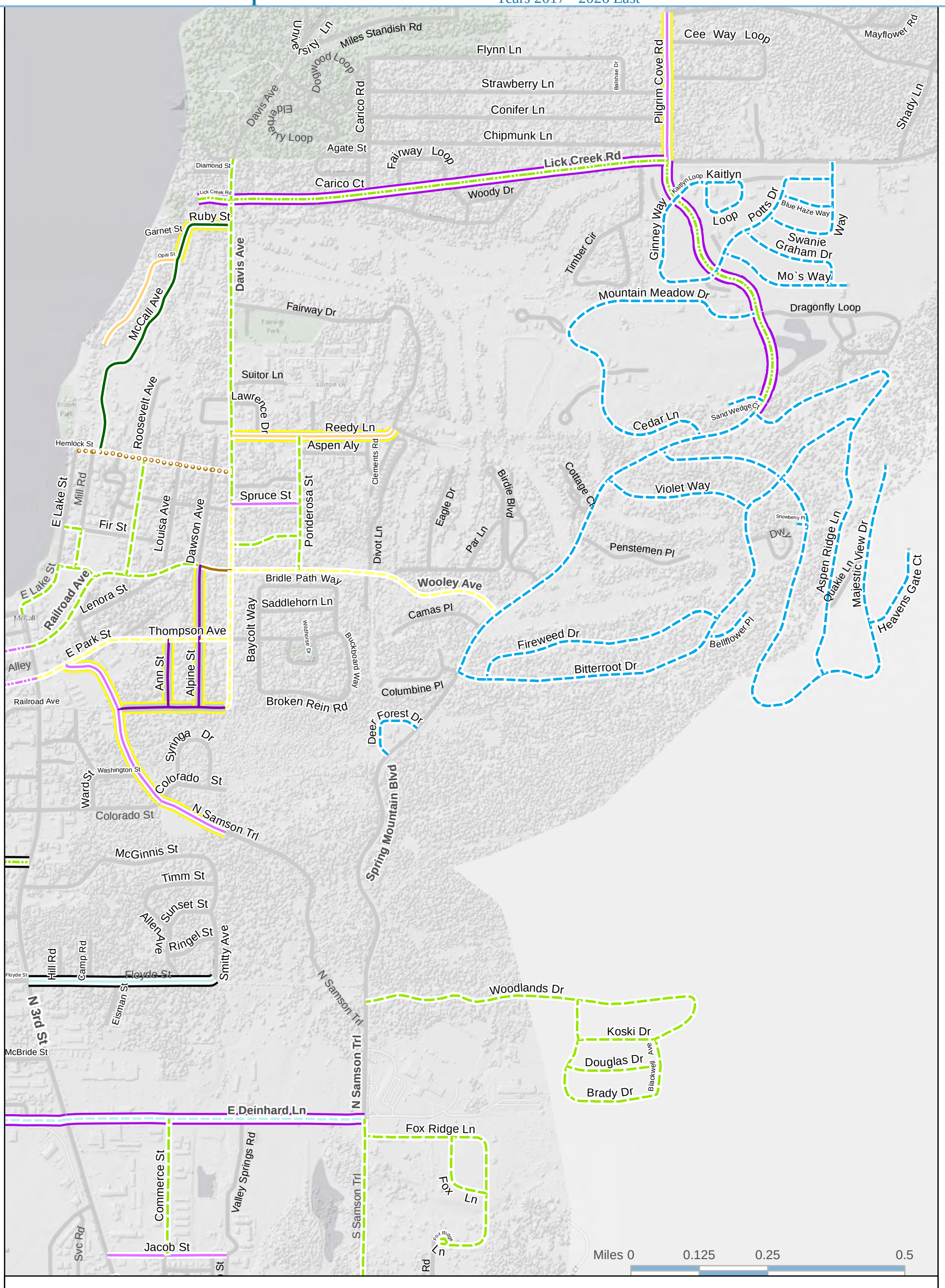


Figure 18a

Figure 19. Capital Improvement Plan Table and Project List

McCALL 10-YEAR CAPITAL IMPROVEMENT PLAN - 2017 TO 2026
Accelerated DT Core Strategy

October 2017

YEAR	GROUP NO.	DESCRIPTION	TOTAL LENGTH (MILES)	% OF NETWORK	FUNCTIONAL CLASSIFICATION	GROUP TOTAL COST ROADWAY RECONSTRUCTION	GROUP TOTAL COST STORMWATER	GROUP TOTAL COST MULTIMODAL	CONSTRUCTION COST	CONTINGENCY (25%)	DESIGN & CONSTRUCTION ENGINEERING COST (25%)	TOTAL PROJECT COST
2017	27	Commerce St**	0.2	0.6%	Local	$417,313	$109,900	$0	$527,213	na	$157,283	$684,500
		2017 TOTALS ===>	0.2	0.6%		$417,313	$109,900	$0	$527,213	na	$157,283	$690,000
2018	45, 18	Idaho St & Brown Drive	0.3	0.7%	Local	$594,979	$86,760	$37,654	$719,393	$71,939 ▲	$197,833	$989,165
		2018 TOTALS ===>	0.3	0.7%		$594,979	$86,760	$37,654	$719,393	$71,939	$197,833	$990,000
2019	3	2nd St from E. Lake to Park	0.1	0.3%	Minor Collector	$616,253	$57,600	$169,310	$843,163	$210,791	$263,488	$1,317,442
	52	Lenora St from 3rd to 1st St	0.1	0.3%	Minor Collector	$667,640	$77,000	$106,082	$850,722	$212,681	$265,851	$1,329,253
		2019 TOTALS ===>	0.3	0.3%		$1,283,893	$134,600	$275,392	$1,693,885	$423,471	$529,339	$2,650,000
2020	7	Veterans' Alley	0.2	0.4%	Minor Collector	$130,629	$10,500	$0	$141,129	$35,282	$44,103	$220,514
	62	Park St from 1st to 3rd	0.2	0.4%	Minor Collector	$629,862	$44,000	$115,691	$789,553	$197,388	$246,735	$1,233,677
		2020 TOTALS ===>	0.3	0.8%		$760,491	$54,500	$115,691	$930,682	$232,671	$290,838	$1,460,000
2021	54c	Mather Rd from Mission to Brundage*	0.3	0.7%	Minor Collector	$141,000	$75,305	$0	$216,305	$54,076	$67,595	$337,977
		2021 TOTALS ===>	0.3	0.7%		$141,000	$75,305	$0	$216,305	$54,076	$67,595	$340,000
2022	57	S. Mission St from Deinhard to City Limits*+	0.7	1.6%	Major Collector	$177,000	$0	$0	$177,000	na	na	$177,000
	2	1st Street from E Lake to Park *	0.1	0.3%	Minor Collector	$518,205	$55,600	$91,069	$664,874	$166,219	$207,773	$1,038,866
		2022 TOTALS ===>	0.8	1.9%		$695,205	$55,600	$91,069	$841,874	$166,219	$207,773	$1,220,000
2023	31	E Deinhard Ln	0.5	1.3%	Major Collector	$764,250	$0	$99,283	$863,533	$215,883	$269,854	$1,349,270
		2023 TOTALS ===>	0.5	1.3%		$764,250	$0	$99,283	$863,533	$215,883	$269,854	$1,350,000
2024	na	Stormwater Facilities *	na	na	DT Core Project	$0	$461,050	$0	$461,050	$115,263	$144,078	$720,391
		2024 TOTALS ===>	0.0	0.0%		$0	$461,050	$0	$461,050	$115,263	$144,078	$730,000
2025	60	Park St, Thompson Ave to Davis *	0.4	0.9%	Minor Collector	$175,230	$48,650	$60,764	$284,644	$71,161	$88,951	$444,756
		2025 TOTALS ===>	0.4	0.9%		$175,230	$48,650	$60,764	$284,644	$71,161	$88,951	$450,000
2026	73b	Wooley Ave, Davis to Spring Mnt. Blvd*	0.6	1.5%	Major Collector	$332,825	$127,610	$271,507	$731,942	$182,985	$228,732	$1,143,659
		2026 TOTALS ===>	0.6	1.5%		$332,825	$127,610	$271,507	$731,942	$182,985	$228,732	$1,150,000
		10-Year Totals ===>	**3.8**	**8.6%**		**$5,165,186**	**$1,153,975**	**$951,360**	**$7,270,521**	**$1,533,668**	**$2,182,277**	**$11,030,000**

* Denotes project not included in previous capital improvement plan years 2016 to 2022

** Commerce Street reconstruction project awarded. Notice to proceed issued July 12, 2017 and to be completed October 2017

▲ Denotes use of 10% Contingency due to the completion of Preliminary Design and a Preliminary Project Estimate.

+ Denotes federally funded project. Construction year is undetermined. City cost is 7.43% match of project cost.

McCall Preliminary Development Project List
Future Projects to be Funded for Construction

October 2017

PRIORITY LEVEL	GROUP NO.	DESCRIPTION (ROAD NAMES WITHIN GROUP)	TOTAL LENGTH (MILES)	% OF NETWORK	FUNCTIONAL CLASSIFICATION	COMMUNITY VALUE (Scale from 0-10)	AADT (veh. per day)	PAVEMENT TREATMENT AND IMPROVEMENTS	PRELIMINARY PROJECT COST (2017 cost)
High	na	E Lake St from 1st to Mission St	0.2	0.6%	Arterial	9	6,760	Full Reconstruct, Urban Stormdrain, Sidewalk	$1,000,000
High	29a	Davis Ave from Wanda to Spruce St.	0.5	1.2%	Major Collector	9	2,270	Mill & Inlay (4"), Widen Shoulders	$720,000
High	67, 68b	Spring Mountain Blvd from Aspen Ridge Ln to E Deinhard Ln	1.2	2.9%	Major Collector	9	1,640	Mill & Inlay (4"), Widen Shoulders	$1,840,000
High	58b	Mission St from Mather to E Lake St	0.3	0.7%	Major Collector	8	~ 2,000	Full Reconstruct, Urban Stormdrain, Bike Lanes	$800,000
High	33	E Lake St from Pine to Hemlock	0.2	0.5%	Minor Collector	7	~ 2,000	Mill & Inlay (3"), Urban Stormdrain, Sidewalk	$1,240,000
Medium	43	Hemlock St	0.3	0.7%	Minor Collector	6	~ 1,500	Mill & Inlay (3"), Urban Stormdrain, Sidewalk	$880,000
Medium	28	Cross Rd, State St	0.2	0.6%	Minor Collector	7	570	Mill & Inlay (3"), Urban Stormdrain, Sidewalk	$530,000
Medium	1	1st St Park to Colorado	0.2	0.5%	Minor Collector	6	~ 750	Full Reconstruct, Urban Stormdrain, Sidewalk	$1,000,000
Medium	25	Colorado St from 3rd St to Samson Trail	0.2	0.5%	Minor Collector	5	~ 500	Full Reconstruct, Ditch Grading	$440,000
Medium	54a	Mather Rd, E Lake St to Burns	0.5	1.1%	Minor Collector	5	~ 500	Full Reconstruct, Ditch Grading, Seperated Pathway	$940,000
Low	38	Forest St from Mission to Mather	0.7	1.6%	Minor Collector	5	~ 750	Mill & Inlay (3"), Ditch Grading, Bike Lanes	$1,160,000
Low	56	Mill Rd from Hemlock to Fir	0.1	0.3%	Minor Collector	5	~ 500	Full Reconstruct, Urban Stormdrain, Sidewalk	$510,000
Low	26	Colorado St from 3rd St to 1st St	0.2	0.4%	Minor Collector	4	~ 500	Full Reconstruct, Urban Stormdrain, Sidewalk	$600,000
Low	54b	Mather Rd, from Burns to Brundage	0.3	0.8%	Minor Collector	3	~ 500	Mill & Inlay (3"), Ditch Grading	$370,000
Low	72	Washington St, Railroad Ave (from 3rd St to end of pavement)	0.3	0.6%	Residential	2	230	Mill & Inlay (3"), Ditch Grading	$310,000
Low	17a	Bridle Path Way, Saddlehorn Ln	0.3	0.6%	Residential	2	~150	Full Reconstruct due to frost heave	$450,000
		Totals ===>	**5.8**	**13.6%**					**$12,790,000**

NOTES: ~ Denotes Estimated AADT.
Pavement Treatments to be verified and are dependent on project construction year.

3.4 ROADWAY ENHANCEMENT PROJECTS FOR FUTURE STUDY AND PROGRAMMING

Beyond the scope of the CIP and MIP, the following projects have been identified for future study and programming into the City's CIP. While the projects in the current CIP are largely focused on improving the condition of the roadways, these projects mostly aim to increase capacity, reduce delay, reduce crashes, and otherwise enhance the function of the transportation system. These projects are shown in Figure 18 and described below.

3rd Street/Railroad Avenue-Lenora Street and 3rd Street/Park Street Intersections

Traffic signals are recommended for both of these intersections of 3rd Street. These signals will reduce delay for side-street traffic and help mitigate conflicts between pedestrians and motor vehicles. The Railroad Avenue-Lenora Street intersection is the highest priority of the two locations.

Implementing these projects will require coordination with ITD, which owns 3rd Street (SH 55) and further engineering study. This project may not be competitive under ITD's current funding structure without a financial partnership from the City. The City is actively investigating hiring crossing guards for this intersection. The effectiveness of this strategy should be evaluated before deciding whether to move forward with pursuing a signal at this intersection. Sight distance has been recently improved but could be further evaluated to determine if further adjustments are warranted.

Boydstun Street/Lake Street Intersection

Either a roundabout or traffic signal is recommended in the long-term at this intersection. Further study will be required to evaluate the feasibility and trade-offs between these two options. This project would also need to be coordinated with ITD, which owns Lake Street (SH 55), and any efforts to designate Deinhard Lane-Boydstun Street as a bypass route.

SH 55 Bypass

Incrementally implement Deinhard Lane-Boydstun Street between 3rd Street and Lake Street as a bypass to State Highway (SH) 55. This would involve starting with officially designating this route as an alternate freight route through signage and communication with the freight community. Turning movement radii for freight vehicles will need to be evaluated at SH 55 intersections before this could happen. Prior to implementing this project, the City will also need to confirm that restrictions on using this route as a freight bypass have been lifted.

3rd Street/Lake Street Intersection

Implement urban design treatments at this intersection and investigate and implement treatments to further enforce the existing right-out only movement from Lake Street onto SH 55 at this intersection.

Pine Street/Roosevelt Street Intersection

Investigate whether all-way stop-control is the most appropriate treatment for the Pine Street/Roosevelt Street intersection. City staff have received complaints about people sliding through the westbound approach at this intersection in the wintertime. Future engineering study will be required and should consider sight distance, traffic volumes, and potential impacts to people walking and bicycling.

Additional East-West Connections from Central McCall to Spring Mountain Boulevard

To provide additional travel options between the central part of McCall and the Spring Mountain Boulevard area, either:

- Extend Floyde Street to intersect with Spring Mountain Boulevard across from Woodlands Drive; or
- Extend Samson Trail to intersect with Spring Mountain Boulevard across from Woodlands Drive, which would also require improving and re-opening existing portions of the road

To enhance connectivity on the west side of 3rd Street, the City will consider extending 1st Street from its current terminus at Colorado Street south to Stibnite Street. This extension (via Thula Street) would provide another option for people to travel from Deinhard Lane to Lake Street and downtown McCall without using 3rd Street. This extension would require obtaining privately owned right-of-way, so potentially affected landowners would need to be engaged in further discussions of this possible extension.

More information on each project, including technical analyses, can be found in Section 3 of Appendix "C."

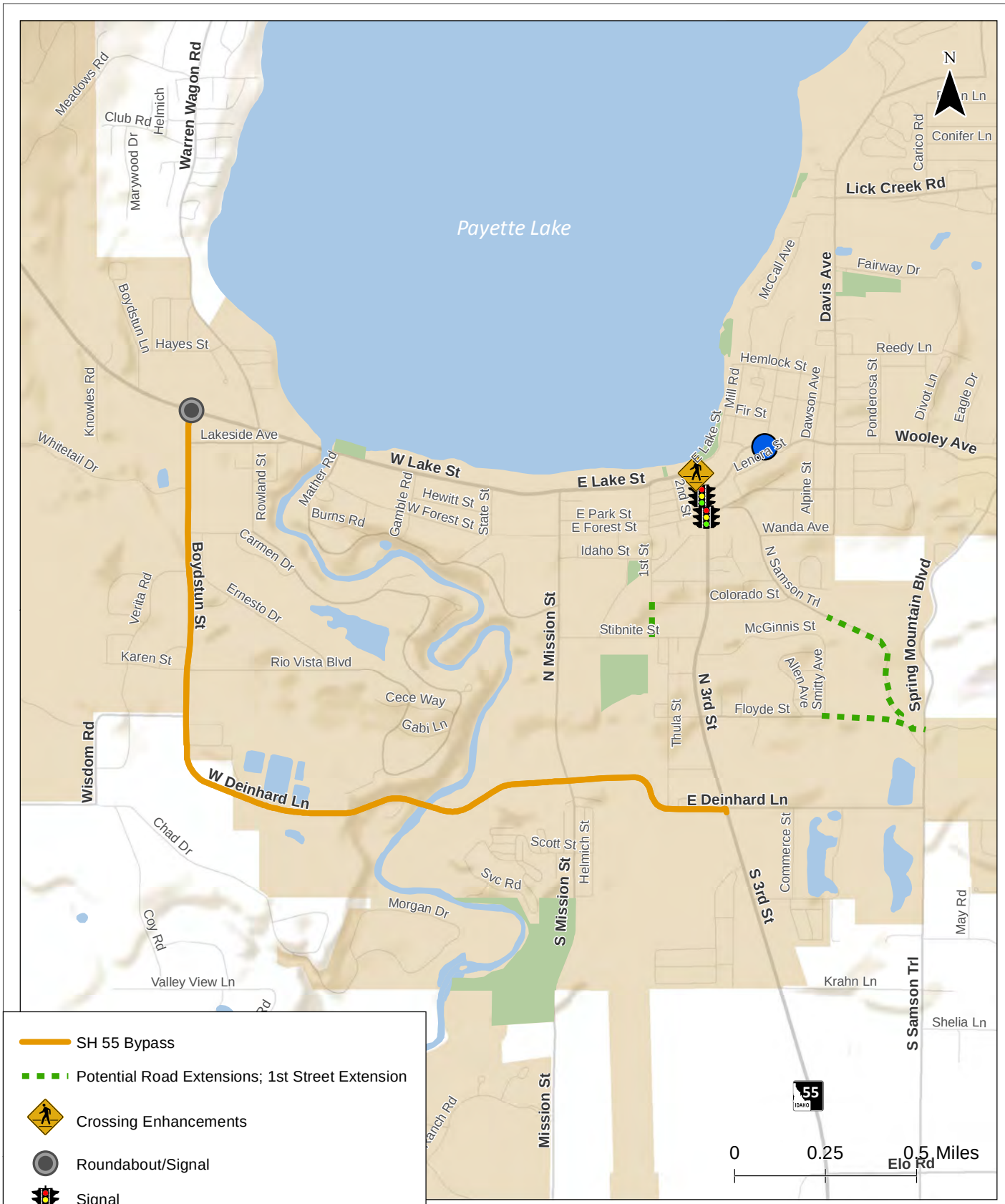
3.5 OTHER PROJECTS

In addition to the specific infrastructure projects described previously, the following additional projects have been identified in response to interviews with City staff:

- Update City code (Titles 2, 3, and 9) and engineering standard drawings to reflect current City policies, Comprehensive Plan, and industry practices
- Work with the McCall Renewal Agency (MRA) to define future transportation projects in their boundary
- Complete a public works facilities capacity and needs analysis to assess and identify the City's physical and fiscal needs related to equipment, maintenance facilities, and staffing, along with an implementation schedule for ensuring the City is able to maintain its infrastructure in a sustainable manner
- Conduct an analysis of the feasibility of different streetscape and multimodal infrastructure improvements along 3rd Street between Colorado Street and Deinhard Lane.

Priorities from Public Feedback

- Traffic signal at 3rd Street/Railroad Avenue
- Freight bypass of downtown McCall
- Streetscape/crossing improvements at 3rd Street/Lake Street



Proposed Roadway Projects
McCall, Idaho

Figure 20

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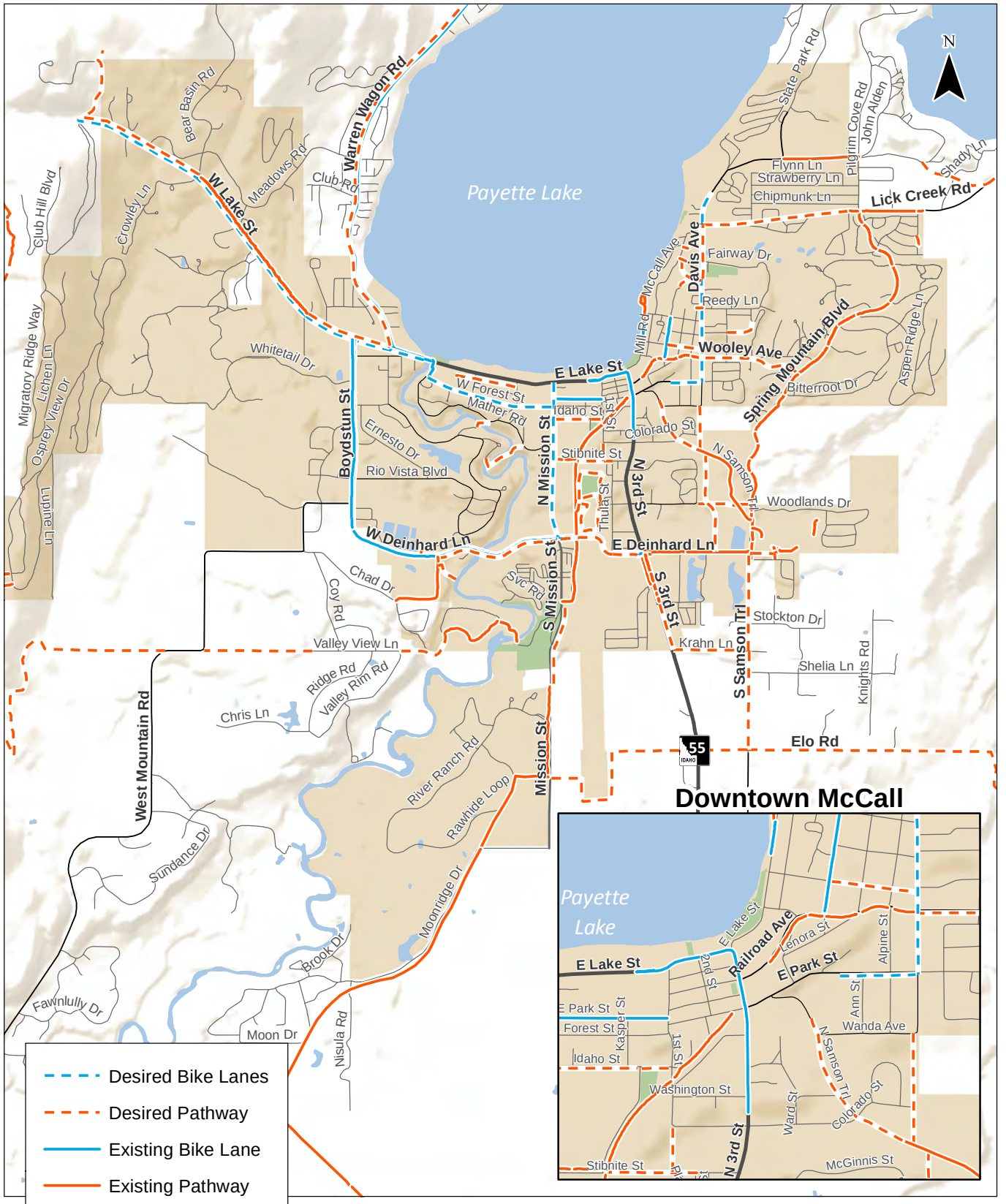
KITTELSON & ASSOCIATES

Coordinate System: NAD 1983 StatePlane Idaho West FIPS 1103 Feet
Data Source: City of McCall, Topo Data Sources: Esri, USGS, NOAA



Planned Bikeway Network
McCall, Idaho

Figure 21

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Coordinate System: NAD 1983 StatePlane Idaho West FIPS 1103 Feet
Data Source: City of McCall, Topo Data Sources: Esri, USGS, NOAA

3.6 OUR PATHWAYS

This plan includes projects related to expanding the City's existing network of pathways, sidewalks, bike lanes, and bike routes, as well as maintaining them and other urban streetscape features.

3.6.1 EXPANDING THE PATHWAYS NETWORK

The plan for improving the walking and bicycling networks in McCall is largely based on the McCall Area Pathways Master Plan. Recommendations from that plan have been updated for this Transportation Master Plan to reflect projects that have been built and other plans that have been developed since it was adopted and public input received during this project. Additionally, as the City continues to expand the walking and bicycling infrastructure in McCall, it is important to consider how future maintenance of the system should be handled.

The planned walking and bicycling networks are shown in Figure 21 and Figure 22. More information on these projects can be found in Appendix "C" and the *McCall Area Pathways Master Plan.*

Interim Treatment Options

In certain instances, interim treatments may help provide a better walking and/or bicycling experience until the ultimate planned improvement can be built. For these locations, consideration should be given to providing some type of physical buffer that allows for drainage to function as exists, such as extruded curbing or plastic posts, to create a more comfortable walking and/or bicycling environment. These treatments could be put in as permanent or temporary (i.e., removed before snow falls). If curbing is put in on a permanent basis, the City may want to consider installing snow markers in them during the winter.

Priorities from Public Feedback

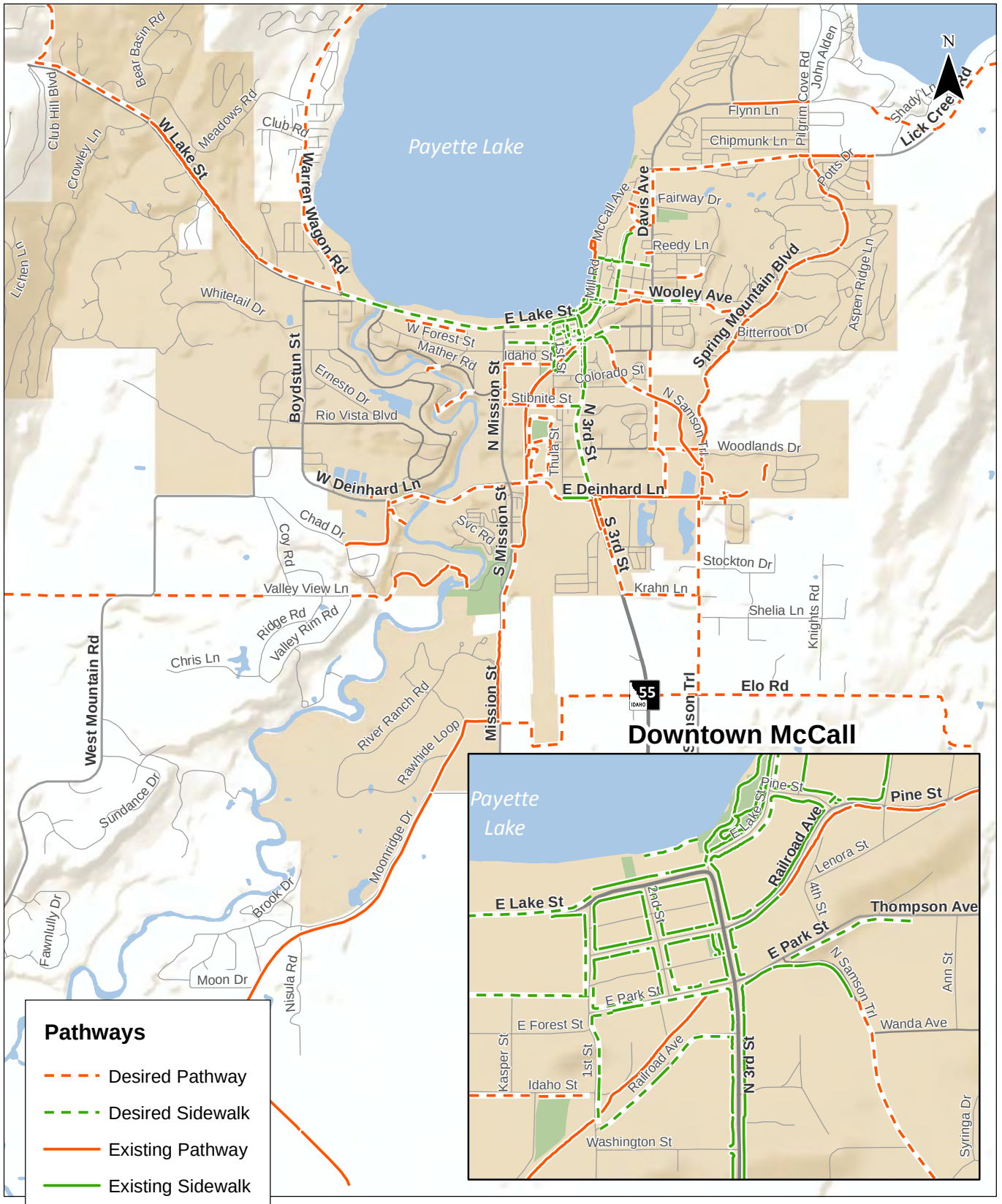
- 3rd Street, Colorado Street – Deinhard Lane
- Lake Street, Bear Basin Connector Trail (west of Boydstun Street) – 1st Street
- Davis Avenue, Ponderosa State Park – Thompson Avenue
- Wooley Avenue, Davis Avenue – Spring Mountain Boulevard

Potential locations where such treatments may be considered include:

- 3rd Street, Colorado Street – Deinhard Lane
- Lake Street, Bear Basin Connector Trail (west of Boydstun Street) – 1st Street

3.6.2 DOWNTOWN SNOW REMOVAL AND LANDSCAPING MAINTENANCE

In addition to these infrastructure projects, the City will also investigate assuming responsibility for urban infrastructure, including landscaping and snow removal in order to provide for more consistent maintenance of these items. As noted later in this plan, the City is planning a significant investment in enhancing its downtown multimodal infrastructure. It will be important that these items are regularly maintained to ensure that their benefit is fully realized. Taking on this additional responsibility would alleviate adjacent property owners and businesses of this increased responsibility, but it would also have a fiscal impact to the City so the City should work with downtown landowners and business owners to evaluate financial models for how this would work. Appendix "C" Section 3.3 contains more information on what this may entail.



Planned Walkway Network
McCall, Idaho

Figure 22

Coordinate System: NAD 1983 StatePlane Idaho West FIPS 1103 Feet
Data Source: City of McCall, Topo Data Sources: Esri, USGS, NOAA

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4. Coast
(IMPLEMENTATION)

The projects described in Chapter 3 have been categorized by project type and prioritized for implementation. The following sections describe the prioritization criteria and summarize the projects by type.

4.1 PRIORITIZED PROJECTS

4.1.1 PRIORITIZATION CRITERIA

The different types of projects contained in this plan (i.e., policies, plans, infrastructure improvements) have generally been prioritized into the following categories:

- ***Near-term*** – These are projects that should be initiated within 0 to 5 years of adoption of this plan
- ***Mid-term*** – These are projects that are likely to be initiated within 6 to 15 years of adoption of this plan
- ***Long-term*** – These are projects that are likely to be initiated 15 years or later after this plan is adopted
- ***Recurring*** - These are projects that will take place regularly at a defined time interval (e.g., every three years).

Projects were generally categorized according to the following criteria:

- Demand/need fulfillment – This is based on technical analysis and public involvement (i.e., how often was this project noted as a priority by the public)
- Implementation – A qualitative review of factors, such as:
  - Expected cost
  - Property impacts
  - Expected City funding levels and currently programmed projects
  - Ability to construct with other projects (e.g., roadway reconstruction with pathway addition)

The resulting prioritization categories are meant to serve as general guidelines for when the projects may be funded by the City and a general prioritization of how the City should order improvement as funding becomes available. Prioritization levels may change based on changing funding levels and/or sources (e.g., grant funding that has to be used for a certain type of project) and private development projects (particularly in the case of projects where additional right-of-way may be required).

Reconstruction projects in the Capital Improvements Plan (CIP) were prioritized through a separate process, described in Chapter 3 and Appendix "D."

4.2 PROJECT SUMMARY

Monthly Change in Daily Traffic Volumes on SH 55 summarizes the projects discussed in Chapter 3 and organizes them by type (i.e., policy, plan, infrastructure) and priority level. The programmed funding year is shown for CIP projects.

Table 3. Comprehensive Project Summary

PROJECT #	LOCATION	DESCRIPTION	PRIORITY
Policies (PO)			
PO – 1	City-wide	Adopt updated functional classification map	Near-term (with plan adoption)[1]
PO – 2	City-wide	Adopt revised typical cross-sections	Near-term (with plan adoption)
PO – 3	Downtown core	Establish policy that assigns ownership, maintenance and funding responsibilities for urban streetscape infrastructure including: sidewalks, landscaping, lighting, stormwater, and snow removal	Near-term
PO – 4	City-wide	Adopt updated CIP	Near-term (with plan adoption)
PO – 5	City-wide	Adopt updated MPI	Near-term (with plan adoption)
PO – 6	City-wide	Update City code and engineering standard drawings to reflect current City policies, Comprehensive Plan, and industry practices	Near-term
Plans (PL)			
PL – 1	Downtown	Develop a parking management plan	Near-term
PL – 2	City-wide	Work with Mountain Community Transit to develop a plan for enhanced transit service	Near-term
PL – 3	McCall Renewal Agency (MRA) area	Work with MRA to define future projects in its boundary	Mid-term
PL – 4	City-wide	Update pavement management inventory every three-years and revise CIP and MIP project lists and implementation schedules annually	Recurring
PL – 5	City-wide	Complete a public works facilities capacity and needs analysis	Near-term
PL – 6	City-wide	Revise/Rewrite Transportation Master Plan	Mid-term
PL – 7	3rd Street (Colorado St – Deinhard Ln)	3rd Street Corridor Streetscape Feasibility Analysis	Near-term
PL – 8	City-wide	Maintenance and Depreciation Funding Strategy	Near-term

PROJECT #	LOCATION	DESCRIPTION	PRIORITY
Capital Improvements Plan (CIP)			
CIP – 1	Commerce Street (Jacob St – Deinhard Ln)	Reconstruct roadway, install ditches, improve access	2017
CIP – 2	Downtown Core (2nd St, Lenora St, Veteran's Alley, Park St, 1st St parking lot)	Reconstruct roadways, enhance sidewalks and street lighting, modify parking	2018 – 2020
CIP – 3	Idaho Street (Mission St – 1st St & Brown Court)	Reconstruct roadway, improve drainage, add separated pathway	2018
CIP - 4	Mather Road (Brundage Dr – Mission St)	Reconstruct roadway, improve drainage	2021
CIP – 5	Mission Street (Smokejumper Base – Deinhard Ln)	Reconstruct roadway, add separated pathway/ bike lanes	2022 - 2033
CIP – 6	Deinhard Ln (3rd St – Spring Mountain Blvd)	Reconstruct roadway, improve pathway, improve access	2023
CIP – 7	Park Street/Thompson Avenue (3rd St – Davis Ave)	Reconstruct roadway, add bicycling/walking facilities, improve drainage	2025
CIP – 8	Wooley Avenue (Davis Ave – Spring Mountain Blvd)	Reconstruct roadway, improve drainage, add separated pathway	2026
CIP – 9	Lake Street (Mather Rd – 1st St)	Reconstruct roadway, add walking and bicycling facilities	2027[1]
CIP – 10	Davis Avenue (Wanda Ave – Spruce St)	Reconstruct roadway, improved bicycling and walking facilities	2027
CIP – 11	Mather Rd (Burns Rd – Lake St)	Reconstruct roadway, upgrade drainage, bicycle, and pedestrian facilities, if necessary	Long-term
CIP – 12	Forest St (Mather Rd – Mission St)	Reconstruct roadway, upgrade drainage, bicycle, and pedestrian facilities, if necessary	Long-term
CIP – 13	State Street (Mather Rd – Lake St)	Reconstruct roadway, upgrade drainage, bicycle, and pedestrian facilities, if necessary	Long-term
CIP – 14	Mission Street (Idaho St – Lake St)	Reconstruct roadway, add bike lanes, upgrade drainage, if necessary	Long-term
CIP – 15	1st Street (Colorado St – Park St)	Reconstruct roadway, upgrade drainage, bicycle, and pedestrian facilities, if necessary	Long-term
CIP – 16	Washington Street (1st St – 3rd St)	Reconstruct roadway, upgrade drainage, bicycle, and pedestrian facilities, if necessary	Long-term

PROJECT #	LOCATION	DESCRIPTION	PRIORITY
CIP – 17	Colorado Street (1st St – Samson Tr)	Reconstruct roadway, upgrade drainage, bicycle, and pedestrian facilities, if necessary	Long-term
CIP – 18	Lake Street (Pine St – Hemlock St)	Reconstruct roadway, upgrade drainage, bicycle, and pedestrian facilities, if necessary	Long-term
CIP – 19	Mill Road (Fir St – Hemlock St)	Reconstruct roadway, upgrade drainage, bicycle, and pedestrian facilities, if necessary	Long-term
CIP – 20	Hemlock Street (Lake St – Davis Ave)	Reconstruct roadway, add sidewalk, upgrade drainage facilities, if necessary	Long-term
CIP – 21	Spring Mountain Boulevard (Deinhard Ln – Bitterroot Dr)	Reconstruct roadway, upgrade drainage, bicycle, and pedestrian facilities, if necessary	Long-term
MIP	Various Streets	Apply maintenance treatment as noted in MIP (Figure 18)	2017-2026
Roadway Enhancement Projects for Further Investigation/Programming			
R – 1	3rd Street/Railroad Avenue – Lenora Street	Install a traffic signal	Near-term[1]
R – 2	3rd Street/Park Street	Install a traffic signal	Mid-term[1]
R – 3	Deinhard Lane/ Boydstun Street (Lake St – 3rd St)	Implement Freight Bypass	Near-term[1]
R – 4	Boydstun Street/Lake Street	Install a roundabout or traffic signal	Long-term[1]
R – 5	Lake Street/3rd Street	Urban design treatment	Mid-term[1]
R – 6	Lake Street/3rd Street	Treatments to enforce right-out only movement	Mid-term[1]
R – 7	Pine Street/Roosevelt Street	Investigate traffic control needs	Mid-term
R – 8	Floyde Street/Samson Trail (Samson Tr – Spring Mountain Blvd)	Extend either Floyde Street or Samson Trail to Spring Mountain Boulevard	Long-term
R-9	1st Street (Colorado St – Stibnite St)	Investigate feasibility and desirability of extending 1st Street to Stibnite Street	Long-term (likely dependent on development)
Pathways (PMP)			
PMP – 1	Bear-Basin Connector Extension (Current northwest terminus to Bear Basin Trailhead)	Extend existing pathway to the Bear Basin trailhead	Mid-term

PROJECT #	LOCATION	DESCRIPTION	PRIORITY
PMP – 2	SH 55 (Lardo Bridge – Bear Basin Rd)	Bike Lanes	Long-term[1]
PMP – 3	Lake St (Bear Basin Connector – Warren Wagon Rd)	Shared-use Path	Long-term[1]
PMP – 4	Payette Lake Loop	Shared-use Path	Long-term[2]
PMP – 5	Lake St (Mather Rd – 1st St)	Sidewalks	With CIP – 9
PMP – 6	Lake St (Warren Wagon Rd – Mather Rd)	Sidewalks	Mid-term
PMP – 7	Forest St (Mather Rd – Mission St)	Bike Lanes	With CIP – 12
PMP – 8	Alley between Lake St & Hemlock St (Brundage Bungalows – State St)	Shared-use Path	Long-term
PMP – 9	Mission Street (Deinhard Ln – Lake St)	Bike Lanes	Long-term (part with CIP -14)
PMP – 10	Park Street (Mission St – 1st St)	Sidewalk	Long-term
PMP – 11	Downtown	Sidewalks and shared road bikeways	See CIP – 2
PMP – 12	Idaho Street (Mission St – 1st St)	Shared-use Path	With CIP – 3
PMP – 13	Railroad Avenue (1st St – 3rd Street)	Sidewalk	Long-term
PMP – 14	Lake Street (SH 55 – Fir St)	Sidewalk (east side)	Long-term
PMP – 15	Lake Street (Fir Street)	Sidewalk	With CIP – 18
PMP – 16	Fir Street (Lake St – Mill Rd)	Sidewalk	Long-term
PMP – 17	Hemlock Street (Lake St – Davis Ave)	Sidewalk	With CIP – 20
PMP – 18	Roosevelt Avenue (Pine St – Hemlock St)	Sidewalk	Long-term

PROJECT #	LOCATION	DESCRIPTION	PRIORITY
PMP - 19	Davis Avenue area pathways	Shared-use path	Long-term
PMP – 20	Davis Avenue (Wanda Ave – Agate St)	Various treatments	With CIP - 10
PMP – 21	Lick Creek Road (Davis Ave – Spring Mountain Blvd)	Shared-use Path	Mid-term
PMP – 22	Miles Standish Road (Shady Ln – Plymouth Rd)	Shared-use Path	Long-term
PMP – 23	Graham Dr to Swanie Way	Shared-use Path	Mid-term
PMP – 24	Spruce Ave to Clements Rd	Shared-use Path	Long-term
PMP – 25	Fir Street (Roosevelt Ave – Davis Ave)	Shared-use Path	Mid-term
PMP – 26	Wooley Avenue (Davis Ave – Spring Mountain Blvd)	Shared-use Path	With CIP – 8
PMP – 27	Park Street/Thompson Avenue (Samson Tr – Davis Ave)	Various Treatments	With CIP – 7
PMP – 28	Samson Trail (Wanda Ave – Existing trail)	Shared-use Path	Long-term
PMP – 29	Wanda Avenue to Samson Trail	Shared-use Path	Long-term
PMP – 30	Samson Trail to Deinhard Lane	Shared-use Path	Long-term
PMP – 31	Floyde Street to Spring Mountain Boulevard	Shared-use Path	With R-8
PMP – 32	Mather Road to Rio Vista Boulevard	Shared-use Path/Bridge	Long-term
PMP – 33	Colorado Street – Stibnite Street	Shared-use Path	Long-term
PMP – 34	Stibnite Street (Existing path – 3rd St)	Shared-use Path/Sidewalk	Long-term

PROJECT #	LOCATION	DESCRIPTION	PRIORITY
PMP – 35	Nature Area South of Stibnite St	Shared-use Paths	Long-term
PMP – 36	3rd Street (Colorado St – Deinhard Ln)	Sidewalk, street trees, illumination, bike lanes and on-street parking	Mid-term[1]
PMP - 37	Deinhard Ln (Existing Path – 3rd St)	Shared-use Path	Mid-term
PMP – 38	Sunny Way – Deinhard Lane	Shared-use Path	Long-term
PMP – 39	Water Treatment Path – Payette River	Shared-use Path	Long-term
PMP – 40	Morgan Drive - Valley View Lane	Shared-use Path	Long-term
PMP – 41	Valley View Lane – West Mountain Road	Shared-use Path	Long-term
PMP – 42	Crowley Lane	Shared-use Path	Long-term
PMP – 43	3rd Street, Existing path – Krahn Lane	Shared-use Path	Long-term1
PMP – 44	Krahn Lane (3rd Street – Samson Trail)	Shared-use Path	Long-term
PMP – 45	Mission Street (Smokejumper Base – Deinhard Ln)	Shared-use Path	With CIP – 5
PMP – 46	Elo Road	Shared-use path	Long-term
PMP – 46	Samson Trail (Deinhard Ln – Elo Rd)	Shared-use Path	Long-term
PMP – 47	Deinhard Lane to Fox Ridge Lane	Shared-use Path	Long-term
PMP – 48	Davis Avenue (Spruce St – Agate St)	Bike Lanes	Long-term
Other			
O – 1	2nd Street/Park Street	Transportation hub	Near-term

[1]*Coordination with ITD required*
[2]*Certain parts of the project are already under planning*

A paved network is economically efficient when a minimal amount of budget is spent on pavement treatments that do not improve the condition of the street.

4.3 PROJECT FUNDING

The projects in this plan are expected to be funded through a number of sources, including:

- City funds (i.e., general fund and local option tax dollars)
- External sources (i.e., grants)
- Private development

The following sections describe each source further.

4.3.1 STREETS DEPARTMENT BUDGET ANALYSIS

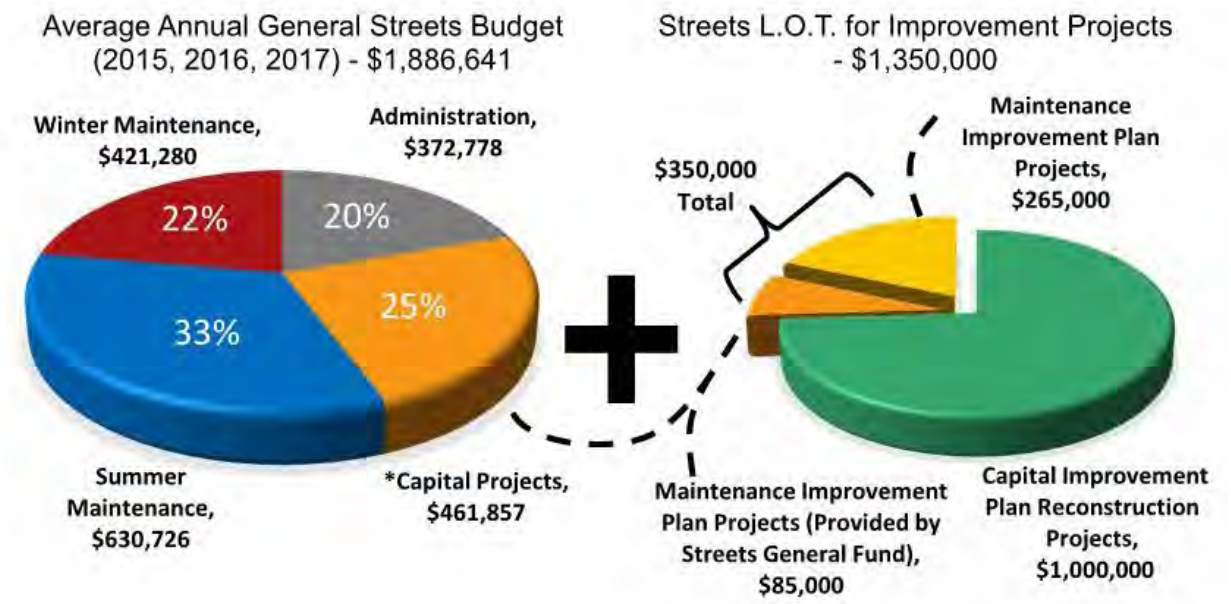
The Streets Department works year round to maintain roadways. Each season requires different maintenance activities and brings unique challenges to the City. Figure 23 summarizes the average spending of the Streets Department using the department General Fund. A more detailed list of department expenditures can be found in Appendix "D."

In November 2015, the residents of McCall voted to pass a local option tax (LOT) to provide a financial solution to repair the crumbling streets and to improve streets with needed storm drain systems and pedestrian and bike-friendly facilities. The Streets LOT started generating revenue January of 2016. Based on the funding received from January through December of 2016, the Public Works department anticipates using $1,000,000 of Streets LOT revenue per year on CIP projects and $265,000 of Streets LOT revenue per year for MIP projects. The Streets Department will include $85,000 from the General Fund towards MIP projects for a total budget of $350,000 per year.

This budget analysis and the previously described review of pavement conditions resulted in the development of the CIP and MIP described in the following sections.

CIP/MIP Execution Analysis

Figure 20 summarizes the estimated average paved network RSL with respect to several different improvement funding amounts. The red line signifies the average network RSL if the Streets Department were to cease all maintenance efforts. The health of the network would degrade at a high rate over the



*The Streets Budget Capital Projects are for projects not included in the CIP.

Figure 23. CIP & MIP Spending Summary

The Streets Department works year-round to maintain drivable and safe roadways. Each season requires different maintenance activities and brings unique challenges to the department. Typical maintenance activities per season are outlined below.

Summer Maintenance Activities:

- asphalt repair/maintenance – cracks and potholes
- blading & dust abatement for gravel roads
- street sweeping & catch basin cleanout
- stormwater maintenance (ditch cleaning & culvert replacement)
- signing, striping & illumination
- city parking lot maintenance
- hanging banners and light pole flags

Winter Maintenance Activities:

- snow plowing & removal
- ice melt
- preparation for Winter Carnival
- pothole repair
- tree removal

Department Administration:

- department facilities & supplies
- city administration employees
- city engineering and improvement project management
- staff management and crew supervision

next 10 years. The purple line represents the anticipated health of the network if the Streets Department did not receive the $1,350,000 budgeted for improvement projects. At this funding level, the health of the network would gradually worsen over the next 10 years and the expense to create an economically efficient network would grow. A paved network is economically efficient when a minimal amount of budget is spent on pavement treatments that do not improve the condition of the street. Crack sealing and pothole patching are examples of treatments that prevent further damage of a paved street, but do not improve the RSL of pavement. The green line represents the results of the proposed CIP and MIP spending on streets improvement projects. If the city invests the anticipated Streets LOT revenue of $1,265,000 plus the $85,000 from the Streets General Fund into improvement projects, the overall health of the network is expected to recover gradually over the next 10 years.

Despite the additional improvements to the city's roadway infrastructure, the analysis shows that within the next 10 years the overall condition of the roadway network will remain below the RSL range that constitutes it as economically efficient. Future pavement inventories will provide data to check the accuracy of the presented forecast.

The June 2016 pavement inventory identified a large percentage of the paved network that falls in the preventative and routine maintenance spectrum. The goal of the proposed MIP is to prevent good-conditioned streets to degrade to a condition that would constitute a more expensive treatment. Initial planning utilized the concept of a 5-year cycle. One 5-year cycle consists of three heavy routine and preventative maintenance years and two rehabilitative maintenance years on streets where improvements have not been identified. Rehabilitative measures, as part of the MIP, are completed on pavement that have reached the end of their useful life. Additionally, the MIP incorporates routine and preventative treatments for streets that are planned for reconstruction. The goal is to apply a preventative measure to newly constructed streets within two to three years of completion to protect the City's investment in improved street facilities. Likewise, many streets will receive multiple maintenance treatments. For example, roadways that receive a rehabilitative treatment as identified in the CIP or MIP, depending on size, will typically receive a preventative chip seal several years after the initial treatment. The 10-year MIP is presented in Figure 18. Full details of the MIP can be found in Appendix H.

The presented MIP proposes 38.9 centerline miles of routine, preventative, and rehabilitation maintenance treatments. Proposed spending on MIP projects is approximately $350,000 per year. Additional Streets L.O.T. revenue that is allocated for maintenance projects may be used for additional routine maintenance on streets that have received preventative treatments.

Figure 24 outlines the proposed CIP and MIP spending on streets improvements for the 10-year study period, as well the estimated annual revenue and one-time revenue sources. The Streets LOT revenue is the primary revenue source of the proposed CIP and MIP projects. To execute the streets improvement program proposed in this document over the long term continued implementation of the Streets LOT is required unless another funding source is identified. A funding shortfall may occur in years 2022, 2023, and 2024 based on 2016 project estimates. To compensate for the shortfall each year, monetary support from outside funding sources may be needed. State and Federal funding sources are described in the following section.

It is important to recognize that the proposed CIP and MIP

implementation schedules are intended to be dynamic. The Streets Department will continue to assess the condition of the city streets by conducting a pavement inventory every three years. Accordingly, the CIP and MIP will be updated based on future inventories.

The City of McCall has published a website that outlines the proposed CIP and MIP projects using an interactive map. Citizens may continually check the interactive map to keep informed of the timeline of planned projects by navigating to the "Maps/GIS" tab at www.mccall.id.us.

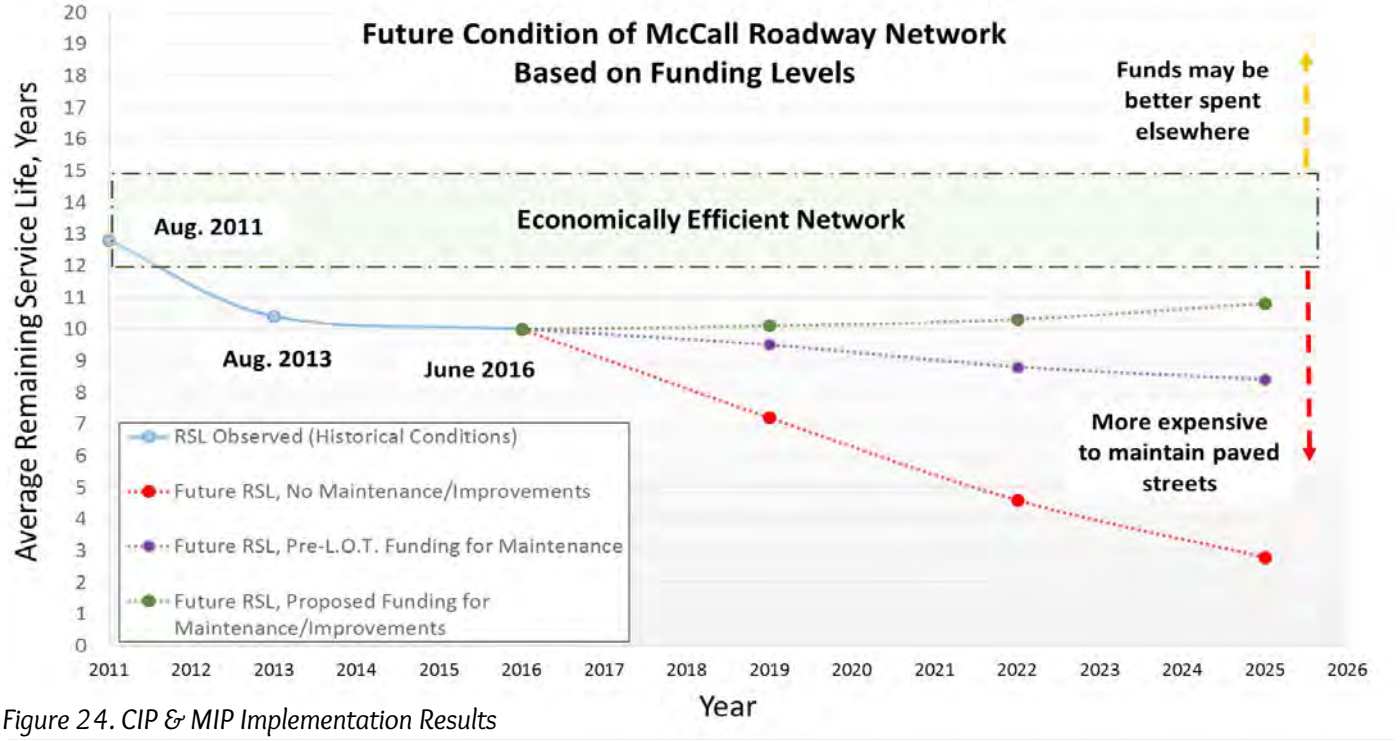


Figure 24. CIP & MIP Implementation Results

City of McCall, Idaho
Streets Department Improvements Annual Spending Summary
10/23/2017

Annual Revenue Sources		***One-Time Revenue Sources***	
Improvements Budget from LOT Revenue ($ per Year)	$1,000,000	FY 2016 LOT Revenue Surplus	$1,100,000
Maintenance Budget from LOT Revenue($ per Year)	$265,000	FY 2017 LRHIP Grant for Commerce Street	$100,000
Maintenance Budget from Streets General Fund ($ per Year)	$85,000	General Fund for Brown Drive	$135,000
		FY 2017 Timbercrest Reimbursement	$84,000

Improvements Spending Summary:

Year	***Maintenance Improvements***	***Capital Improvements***	***Total Improvements Spending***	***Remaining Improvement Budget***
2017	$59,147	$690,000	$749,147	**$1,880,000**
2018	$380,000	$990,000	$1,370,000	**$2,000,000**
2019	$450,000	$2,650,000	$3,100,000	**$250,000**
2020	$530,000	$1,460,000	$1,990,000	**-$390,000**
2021	$470,000	$340,000	$810,000	**$150,000**
2022	$460,000	$1,220,000	$1,680,000	**-$180,000**
2023	$360,000	$1,350,000	$1,710,000	**-$540,000**
2024	$360,000	$730,000	$1,090,000	**-$280,000**
2025	$440,000	$450,000	$890,000	**$180,000**
2026	$210,000	$1,150,000	$1,360,000	**$170,000**
Average Annual Improvement Spending	**$371,915**	**$1,103,000**	**$1,474,915**	

Notes: Annual Revenue from LOT source is estimated based on 2016 LOT revenue. Actual revenue will vary.

Figure 25. CIP & MIP Spending Summary

4.3.2 EXTERNAL SOURCES

In addition to City funds, local transportation projects in McCall may be funded by Federal or State sources. A variety of external funding sources were pre-screened to determine which funding vehicles would be applicable to the City of McCall. The Local Highway Technical Assistance Council (LHTAC) provides information on, and administers several programs related to, local transportation funding. Table 4 below summarizes the pre-screened options for programming assistance that are available to Idaho communities through LHTAC and non-LHTAC associations and entities such as, but not limited to, the Transportation Alternative Program (TAP), Federal Lands Access Program (FLAP), and the ITD Safety Grant (Reference 4).

Table 4. External Sources for Project Programming

FUNDING PROGRAM	TYPES OF PROJECTS	ELIGIBILITY REQUIREMENTS
Local Rural Highway Investment Program (LRHIP)	*Transportation Plans/Updates Road Construction Signs (Warning, Regulatory) Federal-aid Match Emergency Preservation*	*Must be a Local Highway Jurisdiction, Section 40-113 (3), Idaho Code, with jurisdiction over roadways outside Census Bureau designation of urbanized areas.*
Local Highway Safety Improvement Program (LHSIP)	*Safety projects – stop signs, stop bars, signals, guardrail, shoulder widening, RSA, reflective back-plates, signal timing*	*All jurisdictions Eligible projects identified based on the total number of fatal and serious type A injury crashes per jurisdiction using five years of crash data*
Surface Transportation Program (STP) – Rural	*Road construction, reconstruction or rehabilitation, transportation planning, corridor studies*	*Rural areas of the state including counties, highway districts, and cities with populations below 5,000 Road must be functionally classified with FHWA as Collector or higher*
Federal-aid Bridge Program	*Bridge replacement/rehabilitation*	*All jurisdictions Bridge must be 20 ft. long Below 50 sufficiency rating for replacement Below 75 sufficiency rating for rehabilitation Structurally deficient and functionally obsolete*
Transportation Alternatives Program (TAP)	*Infrastructure and Non-Infrastructure projects including: Road and trail design and construction, sidewalks, pedestrian/bicycle infrastructure, asset management, stormwater management, education - safe routes to school, walk/bike safety programs, walk/bike to school programs*	*Local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts/ local education agencies, tribal governments, nonprofit entities responsible for local transportation safety programs*
Federal Lands Access Program (FLAP)	*Transportation Planning, Transportation Improvement Plans (TIP)*	*All Jurisdictions with control of transportation facilities that provide access to, are adjacent to, or are located within Federal lands*
ITD Highway Safety Grant	*Safety projects – Distracted driving education/enforcement, occupant protection (seatbelts education/enforcement), child passenger safety, pedestrian/bicycle safety, motorcycle safety/ enforcement*	*Government agencies, school districts, fire departments, public emergency services providers*
Americans with Disability Act (ADA) Curb Ramp Program	*Construction of new or rehabilitation/alteration of curb ramps on the state highway system*	*Local agencies/communities*
Recreational Trails Program (RTP)	*Maintenance and restoration of existing recreational trails, development and rehabilitation of trailside and trailhead facilities, construction of new trails*	*Local agencies in control of, adjacent to recreational trails*
Road and Bridge Fund	*Develop, construct, maintain , and repair roads, bridges, and parking areas within and leading to parks and recreation areas of the state*	*Local agencies in control of, adjacent to parks and recreational facilities*

4.3.3 CONCLUSION

This TMP provides McCall with a roadmap to achieving the vision laid out by the community for its transportation system. Implementing this plan will result in a multimodal transportation system that provides residents and visitors options for how to move around town and is managed in a fiscally responsible manner. The TMP provides realistic implementation schedules for maintenance and capital projects over the next 10 years. Recognizing that circumstances frequently change, this plan is also flexible and includes provisions for regular updates, as well as performance assessments (e.g., triennial pavement condition assessments) so that the City can adapt as necessary to continue to strive toward the community's vision of itself.

A public website is available for more information about projects, plans, and the ongoing implementation of the TMP. It can be found by navigating to the "Maps/GIS" tab at www.mccall.id.us.

4.4 REFERENCES

1. City of McCall, Idaho. *Multimodal Transit Center Location Analysis.* January, 2013.
2. DESMAN Associates. *City of McCall Downtown Parking Study & Needs Assessment.* November 2009.
3. Idaho Transportation Department, Traffic Safety. *Reported Crashes 2010 – 2014.*
4. Local Highway Technical Assistance Council – Idaho. *Local Highway Transportation Funding Options - http://lhtac.org/wordpress/wp-content/uploads/2014/03/Idaho-Highway-District-Transportation-Funding-Options-2017.pdf.* May, 2016.

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