



## SECTION 6 Implementation Strategy



## SECTION 6. IMPLEMENTATION STRATEGY

This section describes the phased implementation strategy for achieving the long-term transportation vision for downtown Kuna. The phasing plan identifies how the various roadway, intersection, pedestrian, and bicycle projects could be implemented for the Corridor Plan. Additionally, each project has a corresponding prospectus sheet to support the overall implementation strategy. The implementation plan elements describes the steps that should be taken by the ACHD and City of Kuna to ensure that all of the identified projects are coordinated with other studies, projects, and land use actions and implemented accordingly.

### PHASING PLAN

The phasing plan has been developed around a future year 2035 planning horizon and is divided into three phases of improvements: near-term, medium-term, and long-term. A total of 40 projects are identified with this plan and a brief summary of the phasing is presented below.

For each phase, a prioritization of the projects was developed through input from the PAC and PMT. The project prioritization is categorized by a high, medium, and low priority within each near-term, medium-term, and long-term. The high priority projects are the projects that would occur first followed by the medium and low priorities.

The projects identified in the plan are categorized by the following lettering scheme to match ACHD's Five-Year Work Plan:

- I – Intersection
- AR – Arterial Roadway
- CR – Collector Roadway
- B – Bridge
- CP – Community Program

Tables 18 and 19 (next two pages) summarize the near-term, medium-term, and long-term capital and community program projects, respectively, for this plan. Figure 45 shows all of these projects on the downtown map.

To support the implementation strategy, a project prospectus sheet has been developed for each of the 40 projects. The project prospectus sheets include the following information:

- Project #, Name, Purpose, and Timeframe
- Planning Background
  - Is the project part of a past plan?
  - Programmed construction year, if applicable
  - Functional classification
  - Daily traffic volumes, if applicable
- Project details (right-of way, length, drainage)
- Project criteria met (Mobility, Safety, Multimodal, and Livability)
- Project location by map
- Project illustrations by concept design and/or photo

All project prospectus sheets are included with this report in Appendix A.

### Near-term Improvements (0 to 10 years)

The near-term phasing represents an approximate timeline of the next ten years for planning, design, and construction of the identified improvements. The near-term phase includes five capital projects and eleven community program projects. As shown in Table 18 (next page), the capital projects include the following:

- Single lane roundabout at Linder Avenue/Main Street/3<sup>rd</sup> Street intersection (I-3)
- Traffic signal at Kay Avenue/Avalon Street intersection (I-1)
- Widening of Avalon Street East to five lanes (AR-1)

Table 18 Implementation Schedule of Corridor Plan (Capital Projects) Improvements

Phasing	Priority	Project #	Project Name	Description	Construction Cost (\$)	ROW Cost (\$)	Total Cost (\$)
Near	High	I-1	Kay Avenue/Avalon Street Traffic Signal	Install a traffic signal at intersection	\$500,000	\$150,000	\$650,000
Near	High	I-3	Linder Avenue/Main Street/3rd Street Single-Lane Roundabout	Construct a single lane roundabout at intersection	\$1,000,000	\$160,000 <sup>1</sup>	\$1,160,000 <sup>1</sup>
Near	Medium	I-2	Swan Falls Road/Avalon Street Multilane Roundabout	Construct a multilane roundabout at intersection	\$1,250,000	\$120,000	\$1,370,000
Near	Medium	AR-1	Avalon Street Widening, Kay Street to Swan Falls Road	Widen to five lanes with bike lanes and sidewalks	\$3,130,000	\$390,000	\$3,520,000
Near	Low	I-8a	Shortline Street/Swan Falls Road Curb Return Improvements	Construct curb returns to improve truck mobility at intersection	\$80,000	\$110,000	\$190,000
Medium	High	I-4	Avenue D/Main Street Traffic Signal	Install a traffic signal at intersection	\$500,000	\$10,000	\$510,000
Medium	High	I-5	Avenue E/Bridge Avenue Realignment & Channelization	Realign Avenue E and install channelization on Bridge Avenue	\$330,000	\$150,000	\$480,000
Medium	Medium	AR-2	Linder Avenue Widening, Swan Falls Road to Main Street	Widen to three lanes with bike lanes and sidewalks	\$440,000	\$30,000 <sup>1</sup>	\$470,000 <sup>1</sup>
Medium	Low	I-6	Bridge Avenue/Avalon Street/Shortline Street Single-Lane Roundabout	Construct a single lane roundabout at intersection	\$1,000,000	\$150,000	\$1,150,000
Medium	Low	AR-3	Main Street Streetscape Enhancements, Linder Avenue to Avenue D	Reconstruct three lanes with landscaping, wider sidewalks, on-street parking, and bike sharrows	\$1,970,000	\$40,000	\$2,010,000
Long	High	B-1	Swan Falls Road Bridge Widening	Widen bridge to add sidewalks and bike lanes	\$200,000	\$0	\$200,000
Long	High	CR-1	Shortline Street Widening, Bridge Avenue to Swan Falls Road	Widen to three lanes with bike lanes and sidewalks	\$2,030,000	\$640,000	\$2,670,000
Long	Medium	I-8b	Shortline Street/Swan Falls Road Traffic Signal	Install a traffic signal at intersection	\$500,000	\$110,000	\$610,000
Long	Low	I-7	Avalon Street/School Avenue Traffic Signal	Install a traffic signal at intersection	\$500,000	\$80,000	\$580,000

<sup>1</sup>Both projects are anticipated to impact a commercial building. At this time, the cost estimates do not include this cost, but will be updated for the final plan.

Table 19 Implementation Schedule of Corridor Plan (Community Program) Improvements

Phasing	Priority	Project #	Project Name	Description	Construction Cost (\$)	ROW Cost (\$)	Total Cost (\$)
Near	High	CP-1	Orchard Street/Avalon Street Enhanced Pedestrian Crossing	Install enhanced pedestrian crossing	\$10,000 - \$150,000	\$0	\$10,000 - \$150,000
Near	High	CP-2	2nd Street/Linder Avenue Enhanced Pedestrian Crossing	Install enhanced pedestrian crossing	\$10,000 - \$150,000	\$0	\$10,000 - \$150,000
Near	High	CP-3	Indian Creek Greenbelt at Bridge Avenue Enhanced Pedestrian Crossing	Install enhanced pedestrian crossing	\$10,000 - \$150,000	\$0	\$10,000 - \$150,000
Near	High	CP-4	Swan Falls Road Bridge Enhancement	Add sidewalk and share the road signage and markings for bikes	\$30,000	\$0	\$30,000

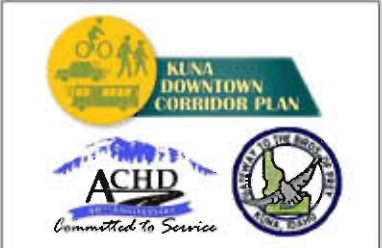
Phasing	Priority	Project #	Project Name	Description	Construction Cost (\$)	ROW Cost (\$)	Total Cost (\$)
Near	High	CP-5	Linder Avenue/4th Street Enhanced Pedestrian Crossing	Install enhanced pedestrian crossing	\$10,000 - \$150,000	\$0	\$10,000 - \$150,000
Near	High	CP-6	4th Street Between Avenue D and Avenue E Enhanced Pedestrian Crossing	Install enhanced pedestrian crossing	\$10,000 - \$150,000	\$0	\$10,000 - \$150,000
Near	High	CP-8	Bridge Avenue Pedestrian Connection, Shortline Street to Bridge Avenue Bridge	Add new pedestrian connection	\$70,000	\$20,000	\$90,000
Near	High	CP-12	4th Street Sidewalk Addition, Kay Avenue to Orchard Avenue	Add sidewalks	-	-	Under construction
Near	High	CP-13	4th Street Sidewalk Addition, Orchard Avenue to Linder Avenue	Add sidewalks	-	-	Under construction
Near	Medium	CP-7	Bridge Avenue Sidewalk and Bike Lane Addition, Avenue D to Bridge Avenue Bridge	Add bike lanes	\$95,000	\$100,000	\$195,000
Near	Medium	CP-16	Swan Falls Road Sidewalk Addition, Shortline Street to Sunbeam Street	Add sidewalks	\$410,000	\$0	\$410,000
Near	Medium	CP-17	Swan Falls Road Bike Lane Addition, Shortline Street to Sunbeam Street	Add bike lanes	\$310,000	\$0	\$310,000
Near	Low	CP-18	Southeast Downtown Blocks Sidewalk Addition	Add sidewalks on Avenue A and B between Main Street and 2nd Street	\$160,000	\$0	\$160,000
Medium	High	CP-20	2nd Street and Avenue D Bike Lane Addition, Avalon Street to Main Street	Add bike lanes	\$300,000	\$0	\$300,000
Medium	Medium	CP-19	Southwest Downtown Blocks Sidewalk Addition	Add sidewalks on Avenue C and Avenue D between Main Street and 2nd Street	\$210,000	\$0	\$210,000
Medium	Medium	CP-24	Indian Creek Greenbelt Connection to West Downtown Pathway Additions	Add an asphalt-pathway connection from the Indian Creek Greenbelt to Avenue D and the proposed Avenue E extension	-	-	-
Medium	Medium	CP-26	Indian Creek Greenbelt Extension to Deer Flat Road Pathway Addition	Add an asphalt-pathway connection from the Indian Creek Greenbelt to Deer Flat Road	-	-	-
Medium	Low	CP-21	North Downtown Blocks Sidewalk Addition	Add sidewalks on Avenue A, Avenue B, Avenue C, and Avenue D between Main Street and 4th Street	\$300,000	\$0	\$300,000
Medium	Low	CP-22	Avenue E Block Sidewalk Addition	Add sidewalks on Avenue D and Avenue E between Main Street and 4th Street	\$90,000	\$0	\$90,000
Long	High	CP-14	Linder Avenue Sidewalk Addition, 4th Street to Boise Street	Add sidewalks	\$200,000	\$70,000	\$270,000
Long	High	CP-15	Linder Avenue Bike Lane Addition, 4th Street to Boise Street	Add bike lanes	\$280,000	\$70,000	\$350,000
Long	Medium	CP-10	2nd Street Sidewalk Addition, Orchard Avenue to Linder Avenue	Add sidewalks	\$280,000	\$0	\$280,000
Long	Medium	CP-11	3rd Street Sidewalk Addition, Orchard Avenue to Linder Avenue	Add sidewalks	\$280,000	\$0	\$280,000
Long	Low	CP-9	Orchard Avenue Sidewalk Addition, Avalon Street to 4th Street	Add sidewalks	\$230,000	\$0	\$230,000
Long	Low	CP-23	Indian Creek Greenbelt Connection to East Downtown Pathway Addition	Add an asphalt-pathway connection from the Indian Creek Greenbelt to 2nd Street	-	-	-
Long	Low	CP-25	Indian Creek Greenbelt Connection to Stroebel Road Pathway Addition	Add an asphalt-pathway connection from the Indian Creek Greenbelt to Stroebel Road	-	-	-



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LEGEND	PROJECT KEY
<span style="color: green;">█</span> NEAR TERM PROJECT	I - INTERSECTION (9 PROJECTS)
<span style="color: orange;">█</span> MEDIUM TERM PROJECT	AR - ARTERIAL ROADWAY (3 PROJECTS)
<span style="color: blue;">█</span> LONG TERM PROJECT	CR - COLLECTOR ROADWAY (1 PROJECT)
	B - BRIDGE PROJECTS (1 PROJECT)
	CP - COMMUNITY PROGRAMS (26 PROJECTS)

**Corridor Plan Project Phasing**



**Figure 45**

- Multilane roundabout at Swan Falls Road/Avalon Street intersection (I-2)
- Curb return improvements at the Shortline Street/Swan Falls Road intersection (I-8a)

The total estimated cost is approximately \$7 million (includes \$1 million for right-of-way costs) for the near-term capital projects.

As shown in Table 19 (previous pages), the community program projects include the following high priority projects:

- Five locations with enhanced pedestrian crossings, including:
  - 2<sup>nd</sup> Street/Linder Avenue (CP-2)
  - Linder Avenue/4<sup>th</sup> Street (CP-5)
  - Orchard Street/Avalon Street (CP-1)
  - Indian Creek Greenbelt at Bridge (CP-8)
  - 4<sup>th</sup> Street between Avenues D and E (CP-6)
- Add sidewalk and share the road signage and markings for bikes on the Swan Falls Road bridge (CP-3)
- Provide sidewalks and bike lanes on Swan Falls Road between Shortline Street and Sunbeam Street (CP-16 and CP-17)
- Add sidewalks to sections of Avenues A and B between Main Street and 2<sup>nd</sup> Street (CP-18) and 4<sup>th</sup> Street between Linder Avenue and Kay Avenue (CP-12 and CP-13, projects are under construction).

The total estimated cost is approximately \$1.25 to \$1.95 million (includes \$0.12 million for right-of-way costs) for the near-term community program projects.

### Medium-term Improvements (10 to 20 years)

The medium-term phasing represents an approximate timeline of the next ten to twenty years for planning, design, and construction of the identified improvements. In the medium-term, the plan includes five capital projects and seven community program projects. As shown in Table 18, the capital projects include the following:

- Traffic signal at Avenue D/Main Street intersection (I-4)
- Realignment and channelization improvements at Avenue E/Bridge Avenue intersection (I-5)
- Widening of Linder Avenue to three lanes (AR-2)
- Single lane roundabout at Bridge Avenue/Avalon Street/Shortline Street intersection (I-6)
- Streetscape enhancements to Main Street (AR-3)

The total estimated cost is approximately \$4.6 million (includes \$0.4 million for right-of-way costs) for the medium-term capital projects.

As shown in Table 19, the community program projects include several sidewalk and bike lanes projects and a couple new connections for the Indian Creek Greenbelt. The total estimated cost is approximately \$0.9 million (no right-of-way costs identified) for the medium-term community program projects.

### Long-term Improvements (20 to 25 years)

The long-term phasing represents an approximate timeline of the next twenty to twenty-five years for planning, design, and construction of the identified improvements. In the long-term, the plan includes four capital projects and eight community program projects. As shown in Table 18, the capital projects include the following:

- Widening of the Swan Falls Bridge to include sidewalks and bike lanes (B-1)
- Widening of Shortline Street to three lanes (CR-1)
- Traffic signal at Shortline Street/Swan Falls Road intersection (I-8b)
- Traffic signal at Avalon Street/School Avenue intersection (I-7)

The total estimated cost is approximately \$4 million (includes \$0.8 million for right-of-way costs) for the long-term capital projects.

As shown in Table 19, the community program projects include several sidewalk and bike lanes projects and some additional connections for the Indian Creek Greenbelt. The total estimated cost is approximately \$1.4 million (includes \$0.14 million for right-of-way costs) for the long-term community program projects.

Overall, the total construction costs for the near-term, medium-term, and long-term phases of the Corridor Plan are estimated at approximately \$19 to \$20 million (includes \$2.4 million for right-of-way costs).

## IMPLEMENTATION PLAN ELEMENTS

This section describes the key implementation steps to ensure project development occurs for the downtown corridor plan, including coordination with an upcoming Indian Creek Railroad Crossing Study, private development actions, Capital Improvements Plan / Five-Year Work Plan, and monitoring process for future updates.

### Coordination with Indian Creek Railroad Crossing Study

Several grade separated crossing alternatives were developed and evaluated during the development of this Corridor Plan. A grade separated crossing (depending on location) can improve the north/south mobility, emergency vehicle access, and travel time and reliability for users, but may have significant impacts to the natural and built environment, downtown businesses, and compatibility with land uses. Although a grade-separated crossing alternative was not selected as a preferred alternative for the downtown corridor plan, there is interest from the PMT, PAC, and the public to evaluate the different grade-separated crossing alternatives in downtown and at other locations to the west and east of downtown.

Currently, ACHD has programmed the Indian Creek Railroad Crossing Study for fiscal year 2013. This study should include a broader evaluation of potential grade-separated crossing locations within the City. Potential locations include, but are not limited to:

- Ten Mile Road
- Extension of SH 69
- Extension of Avalon Street (Alternative C6-8 from this study)
- Linder Avenue to Swan Falls Road Crossing

Study elements should include an evaluation of the following: mobility, safety and emergency services, access and connectivity for users, travel time and reliability, natural and built environmental, visual impacts, business impacts, land use compatibility, right-of-way and construction costs, and funding options. Additionally, active public engagement and an expanded PAC and PMT should be considered for continuity between the two projects.

As the Indian Creek Railroad Crossing Study begins, ACHD and the City should utilize the analysis and findings in this Corridor Plan as an initial step in developing the overall project approach and assumptions. Through the study process and adoption, a review of the Corridor Plan should be conducted to identify any potential changes to the Corridor Plan with the adoption of the Indian Creek Railroad Crossing Study.

### Private Development Actions

The following section outlines the transportation requirements for development and land use amendment applications and describes how the City of Kuna and ACHD should coordinate in reviewing these applications. The corridor plan provides a framework for new development and land use applications to understand the

transportation needs and improvements in the study area.

The implementation of the Corridor Plan through private development land use actions and/or land use amendments will follow the development application and approval procedures of the City of Kuna and ACHD. The Corridor Plan through its adoption will serve as the transportation element and provide guidance for identifying the necessary transportation facility provisions (e.g., right-of-way, improvements, traffic control devices, etc.) associated with a specific land use action(s) and amendment(s). However, the Corridor Plan's adoption would necessitate the local agency with land use jurisdiction to consider the following when reviewing and approving specific land use actions:

- **Right-of-Way Dedication Requirements:** Right-of-way dedications should be consistent with the Corridor Plan and developed in the Corridor Plan (refer to Figure 35) and specific capital and community program projects identified in Tables 16 and 17. Any deviations to the Corridor Plan should be coordinated with the ACHD.

#### Capital Improvement Plan / 5-Year Work Plan

The implementation of the Corridor Plan by the ACHD will be initiated by associated project(s) being incorporated into the Capital Improvement Plan (updated every three years) and Five-Year Work Plan (updated annually). Once the project(s) is incorporated into these two plans, ACHD can initiate a design and construction project that is consistent with the concept-level design projects developed in the Corridor Plan (refer to Figure 35) and specific capital and community program projects identified in Tables 16 and 17. Any deviations to the Corridor Plan should be coordinated with the ACHD.

#### Monitoring Process

The purpose of the corridor plan is to ensure that adequate safety and capacity is provided for highway users throughout the year 2035 horizon. While general monitoring thresholds are included within the plan to assist agencies in reviewing the need and timing of phased implementation, the corridor plan should remain dynamic and responsive to development and changes to the adopted land use and transportation plans. To accomplish this goal, a monitoring process should be agreed upon by the City and ACHD in an Inter-Governmental Agreement that identifies triggers for reviewing the corridor plan and how development within the surrounding area will be reviewed and coordinated with all parties.

Periodically, the Corridor Plan implementation program will need to be evaluated to ensure it is meeting the needs of ACHD and the City. Events that will trigger a review of the Corridor Plan include:

- Evaluation of an Indian Creek Railroad Crossing.
- Every fifth year from the date of Corridor Plan adoption or its latest update.
- Identified safety issues as noted by periodic review of crash data, statewide ranking and prioritization, and findings from traffic impact studies.
- Identified mobility failures as noted through periodic agency review and findings from traffic impact studies.
- Comprehensive Plan and Zone change applications.
- Updates to the City of Kuna Comprehensive Plan.
- Subarea and/or corridor studies conducted in the area