

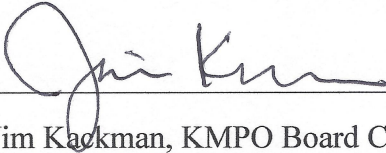
**Policy on the Identification, Establishment and Protection of  
Critical Arterial Corridors  
Within and Effecting the Coeur d'Alene Urbanized Area  
(2019)**



**Prepared by: Kootenai Metropolitan Planning Organization's  
Kootenai County Area Transportation Team**



*The Policy on the Identification, Establishment and Protection of Critical Arterial Corridors Within and Effecting the Coeur d'Alene Urbanized Area (2019)* was adopted by the Kootenai Metropolitan Planning Organization (KMPO) Board on May 9, 2019.

A handwritten signature in dark ink, appearing to read "Jim Kackman", is written over a horizontal line.

Jim Kackman, KMPO Board Chair

**Disclaimer:** This policy has been developed and established by the Kootenai Metropolitan Planning Organization (KMPO) through funding provided through Title 23 U.S.C. Section 134 and Title 49 U.S.C. Section 5303 as part of the Federal Metropolitan Planning requirements administered by the Federal Highway and Federal Transit Administration's. The policies and recommendations set forth within this document are solely those of the Kootenai Metropolitan Planning Organization, and not those of the U.S. Department of Transportation.

### **Purpose and Need for a Critical Arterial Corridor Policy:**

The purpose of this policy is to establish area wide guidance on the identification and establishment of access controls, as well as access treatments onto arterials within the federally designated urbanized area of Kootenai County, which is expected to see rapid and continuous growth and development between 2019 and 2040. The additional purpose is to provide notice to those developing in growth areas, of policies that can be expected to impact site design and guide the early communication of transportation access between the development community and the various agencies that will have requirements on or decision-making authority over transportation access approvals.

The need for a Critical Arterial Corridor Policy has been identified as a result of growth and development activities that have sought to develop and request access onto regionally significant arterials. These regionally significant arterial corridors have, or are intended to be designed for higher speed (35 mph and above) facilities, where access is intentionally limited in order to protect and maintain the safe and efficient regional movement of people and goods. Managing access reduces travel times and fuel costs, while improving safety for the public.

The need for such a policy has also been identified to establish a long-term grid of transportation facilities that can be used to establish and enhance safe and well-defined walking, bicycling, and public transportation access throughout the urbanized area. Controlled vehicular access along Critical Arterial Corridors (CACs) improves safety of the public by identifying and adequately designing the points of interaction between modes of transportation (typically at intersections).

In conclusion, the purpose and need for a Critical Arterial Corridor Policy is to ensure the safe and efficient regional movement of people and goods, regardless of how they choose to travel; minimize the number of conflict points to locations that can be adequately designed to meet the users expectations; and maintain the health, safety and welfare of the general public.

### **Critical Arterial Corridor Policy:**

It is the policy of the Kootenai Metropolitan Planning Organization (KMPO), and the signatories hereto signed, that Critical Arterial Corridors are identified and established to protect the long term integrity of transportation facilities that provide regional transportation access across the Coeur d' Alene Urbanized Area, as well as provide direct access to the State and National Highway System.

### **Transportation corridors, will require the following characteristic to qualify as a CAC:**

1. The roadway must be identified on the Federal Functional Classification System as a principal arterial, minor arterial or major collector roadway that connects to a least one State Highway or National Highway System facility.
2. The roadway must cross multiple jurisdictions and is intended to serve in the same functional capacity across those jurisdictions.
3. The roadway corridor must be planned, designed and/or currently function as an arterial with a speed of 35 miles per hour or higher.

4. The roadway corridor should be capable of achieving, to the extent possible, access control in a manner that can limit traffic signals, stop signs, and/or cross traffic movements to ½ mile spacing.

#### **Designation of a Critical Arterial Corridor:**

Once identified, qualified corridors will be submitted by the jurisdiction(s) to the KMPO's KCATT committee for review and recommendation to the KMPO Board, after a 30-day public comment period is provided to solicit input from the general public on the establishment of the corridor as a CAC. Upon receipt of public comments and a recommendation from KCATT, the KMPO Board will place the request on the agenda of the next regular meeting. The item will be designated as an action item, and an opportunity for public testimony on the request will be provided. Upon closure of public testimony, the Board, at its discretion, may approve the request, deny the request, or table the decision in order to obtain additional information.

If the request to designate an arterial corridor as a CAC is approved, KMPO will place the corridor on the CAC map, with a link to the associated description including the termini and publish it on the KMPO website and send it to affected agencies and jurisdictions.

#### **Attributes of a Critical Arterial Corridor:**

1. CAC's will be limited access arterials with controlled access locations no less than on ½ mile spacing.

2. Controlled access locations will be designed to achieve the purpose and need of the corridor and will be consistently applied to the extent possible to achieve consistent expectations from users.

3. Access to and from developing properties are to be taken from existing roads that provide access to the CAC that meet the minimum spacing requirements or from a new road that is to be constructed in order to meet the requirements.

4. Where a larger, high-traffic development is being proposed (light industrial, commercial, etc.), and adjacent roadways are not available (presently built or physically limited), access to the CAC will be considered as a temporary access until such time as adequate roadway infrastructure is in place to re-establish the ½ mile spacing requirements. Temporary access will be designed in way to ensure through traffic is not impeded and that adequate acceleration and deceleration distances are provided with necessary safety measures incorporated. The Developer will be responsible for demonstrating how long-term access will be achieved to remove the temporary access and may require a recorded agreement between the Developer, adjoining Jurisdiction, and/or highway district to acknowledge the "temporary" nature of the access point.

5. New accesses (that meets the minimum spacing requirements) that are required on the CAC as a result of growth and development, but are not part of a jurisdiction's arterial street system, will be funded by others as a condition of development.

### **Notification of Potential Development:**

A critical element of this CAC policy is to ensure that all parties to the policy are aware of potential developments in advance of a formal development application. This is to provide the development community and the impacted transportation-related agencies an opportunity to clearly articulate and understand the implications of developing along or connecting to a CAC. During the pre-application process for a proposed project, the land use approval authority will provide notification and distribute a pre-development checklist to the project proposer that provides:

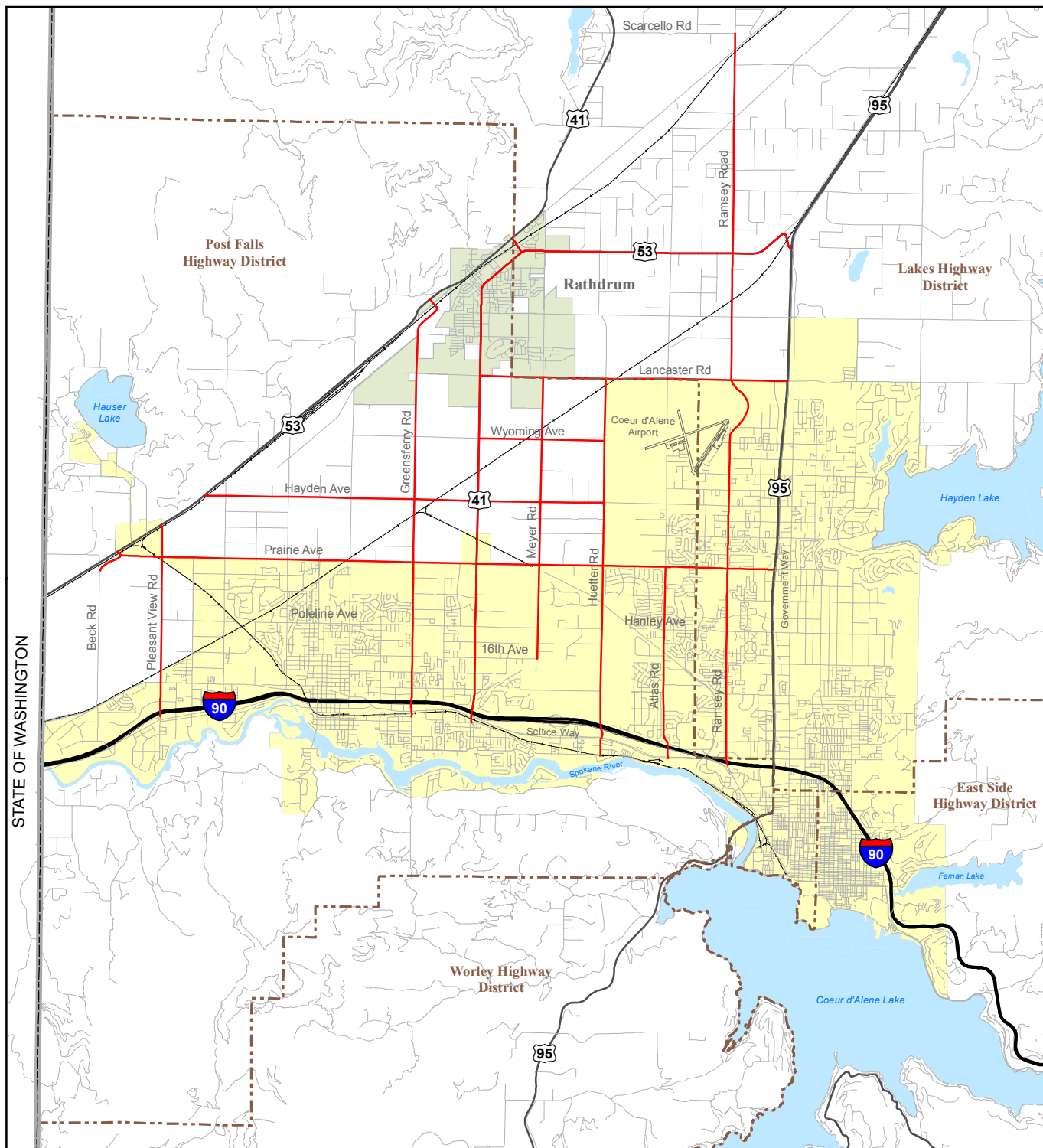
1. A map detailing the location of the proposed project and where and how it may connect to a CAC, based on the scope of the proposed project.
2. A copy of the attributes and expectations associated with a particular CAC.
3. A list of affected agencies that have some interest, review or approval authority on the CAC. The list shall include a corresponding signature line for each agency. The proposer would then be responsible for contacting and obtaining signatures from the listed agencies. Affected agencies may include, but are not limited to:
  - a. Local jurisdiction
  - b. Local road district
  - c. Idaho Transportation Department
  - d. Coeur d' Alene Airport
  - e. City Link Transit System
  - f. Fire department or EMS
  - g. School District
  - h. Utilities

Again, the purpose of the check list is to provide early notification of a possible development in order to maximize communication and transparency between Developers and affected Agencies. The results of the check list should provide developers pre-proposal awareness of potential impacts a proposed development may have to the CAC by the Agencies; and an estimate of the costs to implement access restrictions identified as required mitigations by the Developer.

### **Updates and Modifications:**

This policy and the CAC map will be reviewed at a minimum every three years to reflect changing conditions. Amendments or additions to the CAC map may only be initiated by the authority having jurisdiction over the CAC in question.

# KOOTENAI METROPOLITAN PLANNING ORGANIZATION

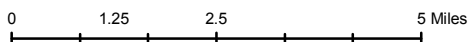


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## PARTNER AGENCIES

City of Coeur d'Alene	East Side Highway District	Coeur d'Alene Tribe
City of Hayden	Lakes Highway District	Idaho Transportation Department
City of Post Falls	Post Falls Highway District	Kootenai County
City of Rathdrum	Worley Highway District	



## CRITICAL ARTERIAL CORRIDORS

- |                     |                           |
|---------------------|---------------------------|
| Critical Arterial   | Highway District Boundary |
| Interstate 90       | Railroad                  |
| Principal Arterials | Rathdrum                  |
| Collectors          | Urbanized Area            |

Critical Arterial Corridors (CAC) are designated per the KMPO Critical Arterial Corridor Policy.  
Approved by the KMPO Board on May 9, 2019.

Note: Data based on best available information. Data for illustrative purposes only.