

McCall Area PATHWAYS MASTER PLAN



HARMONY
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City of McCall



Prepared for the City of McCall
Prepared by Harmony Design & Engineering

ADOPTED MAY 2012
BY: MCCALL CITY COUNCIL AND
VALLEY COUNTY BOARD OF COMMISSIONERS

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Executive summary

Pedestrian and bicycle infrastructure is vital to maintaining the character, livability and quality of life in small towns as well as large urban areas. Whether used for recreation or utilitarian purposes, the benefits of a high quality, interconnected system of pedestrian and bicycle pathways, walkways and trails are many. In order to create a safe, efficient, and comprehensive pedestrian and bicycle system it is important to have a good plan in place to guide the development of infrastructure and facilities. This McCall Area Pathways Master Plan evaluates existing conditions, recommends improvements, and outlines implementation strategies to achieve this goal.

The following Vision statement was developed by the pathways steering committee.

The vision of the McCall Area Pathways Master Plan is to plan and develop an integrated pathways network that includes trails and pathways interconnected throughout and adjacent to McCall and connects users to forest recreation opportunities.

Community involvement was the cornerstone of the McCall Area Pathways Master Plan. This included participation and leadership from the McCall Pathways Planning Steering Committee, two multiple day community workshops, participation in community events such as the McCall Centennial, public displays, stakeholder interviews and a questionnaire. The results of the public input showed wide support for improving and increasing the number of pathway connections in and around McCall.

Currently, McCall has a good foundation of existing pedestrian and bicycle infrastructure. Several separated multi-use pathways exist and bike lanes and bike routes are established throughout the area. There are also several popular existing natural surface recreational trail systems within biking and hiking distance from town. Some sidewalks exist in the downtown core and throughout several of the city parks.



However, although some pedestrian and bicycle infrastructure is in place, there are numerous deficiencies and gaps that leave the existing system disconnected and difficult to negotiate. Connecting the recreational trails systems that lie outside of the City to the downtown area is important from both a tourist and recreational aspect. There is a lack of adequate accommodations for non-motorized transportation along the main thoroughfares through town which presents safety issues for pedestrians and cyclists along these higher volume roads. Way-finding throughout the pathways network can be difficult for tourists and visitors.

This Pathways Master Plan identifies the deficiencies and gaps in the existing pathways system and categorizes priority connections and improvements to improve the system for both local residents and visitors to McCall. Standards and guidelines for trails and pathways improvements are provided and specific short term, mid-term, and long term projects are identified and prioritized. Options for funding of proposed improvements are also included.

Introduction

1.1 McCall Area

The City of McCall, located in central Idaho on the south shore of Payette Lake, is truly one of the state's premier small towns. With its early roots in the timber industry, McCall has since become an all-season destination for tourists as well as a great small community to live. Access to vast forests, wild rivers, majestic alpine lakes, and abundant recreational opportunities sets the McCall Area apart from other Idaho communities.

This Pathways Master Plan includes all property located within the City Limits and the City Area of Impact. Connections to trails and pathways outside of the Area of Impact were considered although details of pathways outside of the study area are not included in this plan.

Throughout this document the term pathway includes sidewalks, detached paved pathways, share-the-road cycling lanes, and natural surface trails used for non-motorized recreation and transportation, cross country ski trails, and water trails.

Figure 1 – Existing natural surface trail at Bear Basin (left) and separated pathways along Spring Mountain Boulevard (right) in the McCall Area



1.2 Why Improve Pathways?

Having a high quality non-motorized trails and pathways network is important in McCall and can be used as an important tool for community development. Investing in pathway improvements in the McCall Area will help increase biking and walking activity and improve the



quality of life for residents and visitors alike. The following are just a few of the benefits of creating an excellent pathways system.

- Stimulates economic development
- Enhances community and quality of life
- Enhances recreational opportunities
- Provides transportation that is flexible, convenient, and affordable
- Increases safety
- Conserves energy
- Decreases emissions, noise
- Saves money
- Improves public health
- Reduces traffic congestion
- Connects communities

1.2.1 Current Trends

Biking and walking as a means for transportation and recreation is growing significantly in popularity throughout the United States in both small rural towns and large urban areas. Recent statistics and studies clearly show this trend. Nationwide, biking and walking make up 11.9 percent of all trips made in this country (FHWA, 2009). This is up from 9.5 percent in 2001, a 25 percent increase. In rural areas, 20 percent of all trips are one mile or less and 25 percent of those are made by walking or biking. Over 25 percent of the population in the U.S. over the age of 16 rides bicycles. According to the U.S. Census Bureau's 2008 American Community Survey (ACS), the number of Americans that use a bicycle as the primary means of getting to work increased 36% from 2005 to 2008. It is likely that these statistics are higher in the McCall Area due to the active lifestyle of the community and the high number of visitors. In the wintertime, cross country skiing amenities are being introduced in urban and suburban neighborhoods new and old. Neighborhood Nordic tracks such as the Skyliner Sports Complex Track in Bend Oregon, the North Boulder Park Track in Boulder Colorado, the Alta Track in Alta Wyoming, the Driggs Track in Driggs Idaho, Rossland BC, as well as many others throughout North America are proving the benefits of neighborhood Nordic trails. Pathways contribute significantly to the reputation of an area as an outdoor recreation destination and can help attract tourists, permanent residents looking for a lifestyle community, and businesses in outdoor related industries.

1.2.2 Economic Benefits

The economic benefits of a well planned pathways system are significant. Today the national bicycling industry contributes an estimated \$133 billion a year to the United States economy. It supports nearly 1.1 million jobs and generates \$17.7 billion in federal, state, and local taxes. Another \$46.9 billion is spent on meals, transportation, lodging, gifts and entertainment during bike trips and tours (Flusche, 2009). Communities that have invested in bicycle and pedestrian infrastructure have experienced positive economic impacts by attracting bicycle industry dollars. For example, Jackson, WY has spent an estimated \$1.7 million over the past decade on area trail systems and, in return, has benefited from an estimated \$18 million annual boost to their economy as a direct result of trail related goods and services purchased in addition to supporting \$3.6 million in jobs and generating \$1.8 million in taxes every year (Kaliszewski, 2011).

Improving the walkability of downtown areas can attract new money into the McCall economy as well. Retail centers are positively affected by improvements to pedestrian environments that encourage people to get out of their cars and shop. Studies have also shown that people who walk or bike to commercial areas regularly spend more money than those who drive (Litman, 2007). The addition of bike lanes, bike parking, and other biking and walking facilities can increase pedestrian activity on commercial streets in McCall.

The presence of pathways not only increases the attractiveness and value of the community in general, it also increases the value of properties located adjacent to pathways. An analysis of MLS sales of homes located along greenway systems in Indianapolis, Indiana found that the average premium paid for a home within one-half mile of a greenway trail system was \$4,384 and the premium paid for a home within one-half mile of the Monon Trail, the flagship of the Indianapolis greenway system, commanded a premium of \$13,059 (Lindsey, 2003). An examination of home sales in seven Massachusetts towns showed that houses near rail trails sold for a higher proportion of the asking price in about half the time (29.3 vs 50.4 days) that it took for other houses to sell (Penna, 2006). Allison Monroe of

Jackson Hole Real Estate Associates noted that “at least 50% of the buyers who scheduled showings for a home she listed adjacent to a neighborhood Nordic track first noticed the house while skiing or mentioned the proximity to the track as one of the main selling points”. She further stated that as many or more informational flyers were taken from the flyer box at the back of the property adjacent to the track as from the box on the street side. Several other studies support the finding that proximity to pathways increases property values through increased sales price or overall desirability (Duygu, 2008; Greer, 2000; NPS, 1995). An increase in property values translates to increased tax revenue which can offset the public investment costs for installing and maintaining pathway amenities (Lindsey, 2003; Vom Hofe et al., 2011).

“Improving pathways in McCall will tremendously improve the satisfaction level of our visitors.”

Joel Hellerman
Vice-President, McCall
Chamber of Commerce

“The new Nordic Track and other pathways improvements in the City of Driggs help us attract new residents and businesses.”

Mayor Dan Powers
City of Driggs, Idaho



Figure 2 - Real Estate Ad, "Borders Ski Trails!"

Borders Ski Trails!
Teton County, Wyoming

Adjacent to groomed cross-country trails, this Alta gem is within walking distance of the library and Alta Elementary, a recipient of the US Blue Ribbon award. Recent upgrades include a new roof and updated tile in 2 baths. Finish off the basement for additional square footage! Enjoy the grandeur of the Tetons from the spacious back deck, living room, loft and dining area. Call for a showing!

\$485,000

 Allison Monroe
CELL: (208) 709-6426
allisonmonroe@jhreassociates.com

1.2.3 Community Benefits

The entire community benefits from quality pathways systems with an increase in community cohesion and perceived quality of life. People who live in walkable areas are more likely to know their neighbor due to the having more opportunities to interact within the public realm. Surveys and studies have shown that people agree that well-maintained trail systems are important to their quality of life (Kaliszewski, 2011; Greer, 2000) and that residents of more walkable neighborhoods have higher levels of social networks, personal connections and community involvement (Rogers et al, 2010). Neighborhood cross country ski tracks serve as a place for social interaction during the winter months leading to a greater sense of community and add value and desirability to the neighborhood.

Figure 3 – Neighborhood Nordic tracks create opportunities for social interaction (Alta, Wyoming)



1.2.4 Health Benefits

Pathways provide health-related benefits as well. Health experts believe that more balanced transportation systems can contribute to improved public health by accommodating and encouraging active transportation (Sallis, et al, 2004). Having safe and convenient cycling and walking options for transportation increases the number of people using those options and seeing health-related benefits from physical exercise, basic mobility and accessibility, mental health and social benefits of reduced isolation and affordability. Safe Routes to School allow children to easily incorporate exercise into their day and promote active lifestyles that play a critical role in reversing the nationwide trend of childhood obesity. Nordic skiing on neighborhood cross country ski trails is great exercise during the winter months when there is limited opportunity for a convenient workout. Improved health also translates to additional monetary savings in reduced medical costs and fewer employee sick days for employers.

1.2.5 Environmental Benefits

Pathways that are well connected and used for daily commuting help to reduce traffic congestion and the environmental impacts of automobile use. Automobile transportation accounts for roughly 70% of greenhouse gas emissions, with 45% from cars and light duty trucks, and produces an array of pollutants with human and environmental health impacts (Campbell, 2004). Motor vehicles also contribute to significant noise pollution and water pollution which largely goes unrecognized compared to air pollution. Fortunately, McCall's busiest time of the year for traffic congestion is summer time which is also the best time to take advantage of alternative means of transportation such as walking or biking.



Background information

2.1 Related Planning Documents

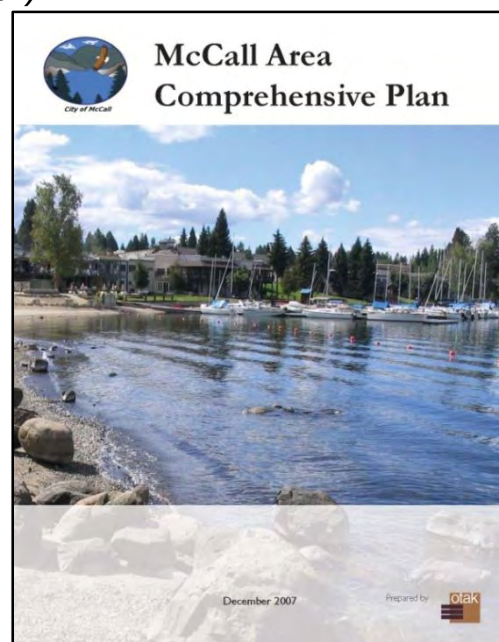
The McCall Area is guided by several adopted planning documents and policies that contain references to trail and pathways development. This Pathways Master Plan is intended to supplement these documents by adding more specific details and recommendations regarding pathway improvements. Related documents include:

- McCall Comprehensive Plan, 2007
- McCall Parks and Recreation Master Plan, adopted 2006
- EPA Smart Growth – Connecting McCall, 2005
- Downtown McCall Master Plan, 1997
- City of McCall Design Guidelines, 2006
- McCall Bike Path Master Plan, 2005
- USDOT/FHWA Policy Statement: Integrating Bicycling and Walking into Transportation Infrastructure, March 2010
- McCall Complete Streets Policy, 2011
- Payette national Forest, Forest plan and Travel plan, current edition

The following is a summary of the components from these documents that indicate support for the development and improvement of pedestrian and bicycle infrastructure and that informed and directed the recommendations included in this Pathways Master Plan.

2.1.1 McCall Comprehensive Plan (December 2007)

- Vision Statement
 - “McCall’s system of bicycling and walking paths is highly connected throughout the community and supports transportation and recreation needs for both residents and visitors” (page 12)
- Land Use
 - Key elements of the Preliminary Draft Town Plan include
 - Integrated network of parks, open space and trails – connects villages, employment, commercial, and civic (page 44)
 - Trails as part of transportation system (off-street system of trails and pathways)(page 44)



- On-street pedestrian circulation (sidewalks) (page 44)
 - Completion of sidewalks downtown and along Third Street, as priority areas (page 48, Community Concerns)
 - Linking of land uses in McCall with an excellent bike trail system (page 48, Community Concerns)
 - The downtown sidewalk network is a priority area for new sidewalks. (page 50, Objective o)
 - Off-street pathways will be developed to supplement the sidewalk network. (page 50, Objective p)
 - Work towards and coordinate with property owners to create a lakefront pathway or boardwalk that connects First Street to Brown Park and provide a publically accessible edge to the lake. (page 50, Objective q)
 - The Third Street corridor, from downtown to Four Corners will evolve into a mixed-use corridor well served by streets, pathways and/or sidewalks, bike routes, and transit. (page 51, Objective y)
 - Retain public access to network of planned bike and pedestrian pathways and open spaces and parks. (page 51, Objective nn)
- Community Character
 - Promote a pedestrian and bike friendly city (page 63, Goal VI.c.)
 - Connected street and pathways network (page 63, Objective l)
- Public Facilities, Utilities, and Services
 - Snow removal techniques need to preserve walking routes (page 88, Community Concerns)
- Transportation
 - Many references given to multi-modal systems, bike and pedestrian infrastructure improvements (pages 91-111)
 - Bike lanes and/or sidewalks included in proposed street cross sections (page 104-107)
 - Increase mode choices (bike, walking, transit, Nordic) and route choices (connectivity of routes) to increase travel options and reduce reliance on automobile travel (page 110, Goal II)
 - Establish McCall as a community known for its excellent bike and trail system. (page 110, Goal III)
 - Implement McCall's bicycle lanes, multi-purpose pathways, priority sidewalks, and trails plan shown in this Comprehensive Plan (Green Network), the Pathways Master Plan, and the Parks and Recreation Master Plan. (page 110, objective c)
 - Plan and allow for accessibility of wheelchair bound persons on pedestrian and bicycle pathways. (page 110, objective d)
 - Develop and implement pedestrian-friendly and functional sidewalk design standards for downtown and the Third Street corridor. (page 110, objective e)
- Parks, Recreation, and Open Space
 - Connectivity through enhanced bicycle and pedestrian facilities is another often stated and important need in the community. Increasing bicycle and pedestrian safety and encouraging a walkable, bike-able community through improvements of both the on-street transportation system and off-street pathways and trails remains a high priority. An emerging trend in the community is the vision to create a “Green Network” of parks, schools, public lands, and civic spaces, publicly accessible and



tied together through an interconnected system of off-street and on-street bicycle and pedestrian facilities and pathways. (page 113-114, Community Conditions and Trends)

- McCall’s public parklands, open space areas, civic properties (i.e. city hall campus, fire station, etc.) schools, and other public sites should become a connected system accessible by pedestrians and bicyclists from throughout the town and surrounding area. Citizens have expressed much interest in creating a connected “Green network” in McCall. Several recent planning initiatives have unveiled the strong public interest in creating a more walkable, bike-able community through a developed network of pathways and corridors and associated open spaces that provide access to public spaces and popular destinations. (page 114, Green Network Opportunities)
- Priorities for on-street bicycle and pedestrian improvements should focus on routes that link neighborhoods, downtown, schools, parks, and other popular community destinations. (page 122, Green Network Opportunities).
- “Ongoing pathway and trail improvements” are identified as “Needs and Priorities” for the next 20 years. (page 124, Needs Assessment)
- The public noted important open space networks and trails to be developed along Payette River, around Payette Lake, and throughout the town connecting important destinations like schools, parks, community areas, and residential neighborhoods. (page 126, Community Concerns)
- There was broad support for expanding and improving the regional trail network (both within McCall and in the surrounding region) to serve a wide variety of year-round recreational needs. (page 126, Community Concerns)
- Plan, design, and develop a Green Network of that includes pedestrian trails and pathways interconnected throughout McCall and surrounding areas. (page 127, Goal III)
- Plan, design, and develop a Green Network of public parks, wildlife natural areas, and open spaces interconnected with paths and trails throughout McCall and surrounding areas. (page 127, Goal IV)
- Economic Development
 - Encourage diversification of the economy by:
 - Making improvements to the downtown and Third Street corridor. (page 135, Objective e)
 - Promoting McCall as a green community (page 135, Objective e)

2.1.2 Parks and Recreation Master Plan (adopted 2006)

- Goals, Objectives and Actions (page 2-3)
 - Goal: Enhance quality of life for youth and adults (residents and visitors) through recreation programs, and acquiring parks and facilities
 - Objective: Create a safe city for youth and adult residents
 - Action: Make area roads safe for bicyclists and pedestrians.
 - Action: Promote a pedestrian friendly community.
 - Objective: Enhance quality of life through the acquisition, development, and improvement of parks.
 - Action: Create and expand greenbelts and bike paths.
 - Action: Turn railroad grade (former right-of-way) south of town into bike path.

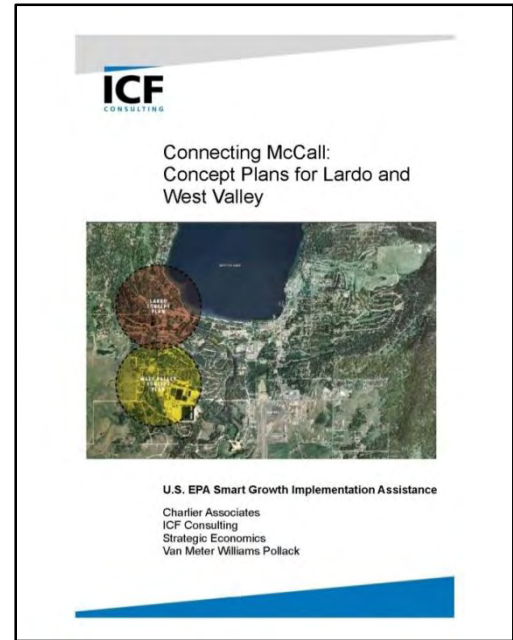
- and include new project opportunities. As the year-round resident population and the visiting population continues to grow, more paths, trails, pedestrian and bicycle facilities will be needed.
- Other Recommendations for Preserving and Enhancing the Quality of Life for McCall's Citizens, Balanced with Enhancing Recreational Experiences for Visitors (page 40)
 - Develop and Promote Alternative Transportation Opportunities: McCall should encourage travel throughout town through alternative transportation modes by promoting and expanding the City's paths, trails, pedestrian and bicycle facilities, and expanding transit service. This will help to reduce traffic congestion and its associated impacts to the environment. As part of this strategy, the City could look for appropriate locations and partnership properties (hotel sites for example) to serve as "park and rides" for transit service. RV parking areas may also be needed. Once the alternative transportation system becomes more developed, when promoting tourism, also be sure to promote the City as a place where bicycling, walking, and transit use are encouraged. Post information on the web and work with resorts and vacation businesses to get the word out about how to get around in McCall.
 - Parks Capital Improvements – Land Acquisition (as Applicable), Permitting, Design, and Development (page 44)
 - Paths and Trails and Pedestrian/Bicycle Facilities: The costs for these facilities, unless specifically located within the parks listed above, are not included in this improvements plan. Refer to the McCall Bike Path Master Plan for this information. Off-street and on-street paths, trails, pedestrians and bicycle facilities are important complements to a successful parks and recreation system and other community destinations such as schools and civic areas. In a mountain town community focused on enhancing recreation opportunities for its citizens and visitors, paths, trails, bike lanes, and sidewalks should be considered as mandatory needs. It is assumed the City will continue to actively seeking funding opportunities for these projects, closely coordinating between departments and with the school district, to maximize connectivity throughout McCall.

2.1.3 EPA Smart Growth Implementation Assistance – Connecting McCall (2005)

At community meetings held during the "Connecting McCall" project, participants were asked to share ideas for development in the Lardo and West valley areas and to raise issues important to them. Among the comments were the importance of bike/pedestrian paths, parks, and open space; making it easier to walk to places; and access to the river.

- Lardo Study Area
 - Development Design Options
 - Make connections to downtown
 - Create more opportunities to travel by foot or bike.
 - Among the proposed design elements for the Lardo Concept plan:
 - Pathways and public connections to the river
 - Utilizing the existing dam as well as sidewalks across the bridge to connect a pathway across the river.

- Two road cross section options for Highway 55. Each option would make the roadway more bike and pedestrian friendly.
 - West Valley Study Area
 - Development Design Options
 - Bike/Pedestrian paths, parks, and open space
 - Places to walk for pleasure and places to walk for utilitarian needs (e.g. get a quart of milk)
 - Preserve open spaces to provide recreational trail opportunities
 - Highly connected, small scale road system that can readily connect to a regional bike network
 - Among the proposed design elements for the Lardo Concept plan:
 - Create a high quality walking environment by bringing buildings to the street and provide good sidewalks
 - Strong connection to the planned residential development east and west of the West Valley/Boydston intersection with a well designed pedestrian street
 - Consider various pedestrian crossings for Boydston
 - The “Connecting McCall” project promotes and outlines benefits and opportunities of providing a non-motorized pathways system which include (page 36-37):
 - Improved quality of life for residents and workers
 - Increased recreational opportunities for visitors and tourists
 - Longer pathways create cycling destinations
 - Create opportunities to bike from lodging areas to trailheads
 - Use bicycling to lengthen the tourist season
 - A comprehensive non-motorized network in McCall would contribute to community sustainability in numerous ways. The benefits for children and resident families are obvious. In the event of fuel price increases, the community can make increased use of a bicycling network for commuting and basic mobility (as has occurred in other mountain towns). A non-motorized network also offers McCall a way to attract recreational visitors who are less auto-dependent and who will spend more money in local sporting goods and clothing retail, thereby strengthening the economy and at the same time partially mitigating the traffic impacts of growth.



2.1.4 City of McCall Downtown Master Plan (1997)

- Bike racks should be highly visible and accommodate locking mechanisms to reduce the risk of theft (page 8, Section 4.0 Site Design)
- Objective I: Create a Central Business District that is pedestrian oriented, safe and easy to navigate whether on foot or in a vehicle (page 5)
 - Where deemed appropriate by zone standards, install sidewalks throughout the CBD on both sides of every street.
 - Install bike/walking paths through the CBD to connect with other routes planned in



- the community.
- Encourage development in the CBD which provides for pedestrian and non-vehicular traffic.
- Provide for the comfort of pedestrians and non-vehicular traffic by providing benches, access to rest rooms, bicycle racks, and other amenities.
- Priority No. 4: Improve bike/pedestrian circulation within the CBD and ensure integration with surrounding systems
 - Encourage the prompt completion of the bike path network within the timeline in the City’s Parks and Recreation Master Plans.
 - Amend the planning and zoning committee guidelines for review of developments to include, where prudent, a review of the project’s potential contribution to the City’s bike path network.

2.1.5 City of McCall Design Guidelines (March 2006)

- Guideline #16 Circulation Needs – Pedestrian and Vehicles (page 15): “Pedestrian circulation should be clearly identifiable through the use of continuous sidewalks, separated walkways within parking areas and well designed pedestrian crossings.
- Guideline #45 Bike Paths (page 27): Implement the provisions of the McCall Bike Path Master Plan. In summary the plan is to promote and develop a non-motorized pathways system in McCall and surrounding areas to enhance recreation, safety, tourism, fitness, enjoyment and quality of life for all users.

2.1.6 McCall Bike Path Master Plan (updated 2005)

This update to the Master Plan has served to guide the development of a pathways network throughout the McCall Area since its last update in 2005. It outlines purpose, goals, and policies as well as the implementation of specific projects and improvements. Many of the recommended projects have been completed as of the fall of 2011 however several projects remain to be done. In addition, several new needs, issues, and opportunities have been identified since the writing of this plan that is the impetus for an update of the plan. This Bike Path Master Plan will serve as a starting point for the current re-write.

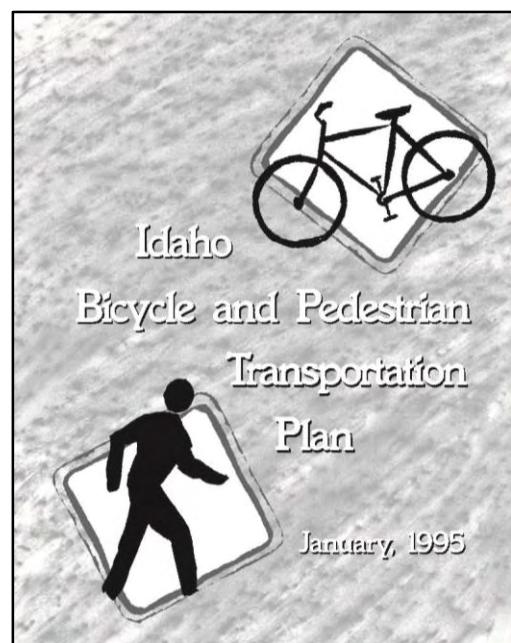
2.1.7 Idaho Bicycle and Pedestrian Plans and Policies

The Idaho Bicycle and Pedestrian Plan is a policy document which establishes a statewide vision, goals and strategies for a long-range planning program throughout the state of Idaho. The plan includes a vision, goals, action strategies, and a list of relevant policies, design standards, and statutes, was completed in 1995 and should be updated soon.

http://itd.idaho.gov/bike_ped/IDT.pdf

Idaho Transportation Department’s Administrative Policy A-28-04 (2009) includes Idaho’s commitment to accommodations for bicycles and pedestrians.

http://itd.idaho.gov/bike_ped/Bicycle%20and%20Pedestrian%20Facilities.pdf



2.1.8 USDOT/FHWA Policy Statement: Integrating Bicycling and Walking into Transportation Infrastructure

This policy statement developed by the Federal Highway Administration is to provide a recommended approach to the accommodation of bicyclists and pedestrians.

<http://www.dot.gov/affairs/2010/bicycle-ped.html>

2.1.9 McCall Complete Street Policy (2011)

In early November 2011, the City of McCall adopted a Complete Streets Policy which helped memorialize the fact that “McCall strives to be a pedestrian friendly environment with an overriding priority to provide pedestrian and cyclist facilities connected with the transportation system as the dominant element of design”. The vision of the policy includes streets and bridges that are designed, constructed, operated and maintained so that pedestrians and bicyclists can travel safely and independently.

2.1.10 Payette National Forest, Forest plan and travel plan

This plan prioritizes and emphasizes different zones of the Forest for various resource use, including recreation emphasis.

2.2 Existing Conditions Inventory & Analysis

Existing conditions of the pathways in the McCall Area were analyzed using a combination of GIS mapping, comments from the public and the “handle bar surveys” performed by Harmony and City staff. The following are general observations as well as some specific conditions and issues observed in some areas.

- Pavement marking is lacking in most locations (although repainting was scheduled for later in the summer).
- Signage is sparse, especially for the McCall Avenue detour for Davis Avenue.
- Some signage is sufficient, but confusing. Some signs area obscured by trees.
- Cross walks were missing for most path crossings at streets and at most all driveway access locations.
- The Wooley Avenue separated pathway separation is minimal. Need elevation barrier, dip or mound, rumble strips, or removable posts.
- Many user created pathways exist which is an indication of the need for pathways in these locations.
- Many people use the existing pathways.
- Pedestrians and bicyclists are traveling on routes such as 3rd Street and Lake Street even though there are alternative routes that are safer.
- Pathway definition varies such as in width and surface types which can create confusion.
- The new bridge across Deinhard is excellent. However, it is almost too wide since a car could drive through the pedestrian section.
- Deinhard bike lanes are well marked and signed.
- Many gaps and poor conditions exist in downtown sidewalks.
- After crossing 3rd Street from Railroad Avenue onto Lenora Street, the pathway definition disappears and creates confusion on where to go.
- Observed grade challenges in connecting the Rio Vista Subdivision with town.
- Pathway crossing mid-block on Mather Road to Lardo Bridge is confusing and seems dangerous.



Figure 4 – Existing Pathway Crossing Marking (June 16, 2011), repainted summer of 2011



Figure 5 – Existing bike and pedestrian sidewalk over Lardo Bridge on the north side only



Figure 6 – Existing pathway over Deinhard Bridge (pathway on right, travel lane on left)



Figure 7 – Existing pathway separation on Railroad Avenue



Public outreach

3.1 Pathways Steering Committee

In the spring of 2011, the McCall Pathway Master Planning Steering Committee was formed to assist in the development of a new McCall Area Pathways Master Plan. The committee consisted of over a dozen dedicated community and agency members with various interests and expertise in trails and pathways issues. During the first Pathways Committee meetings, sub-committees that focused on different aspects of the Master Plan were formed and the mission, vision and goals for the committee were established. Subcommittee topics included inventory, outreach, and health.

COMMITTEE MISSION

Guide development of a McCall Area Pathways Master Plan that serves as a long range planning tool to promote and develop a non-motorized pathways system in the McCall Area to enhance recreation, tourism, safety, fitness, pedestrian transportation, enjoyment and quality of life for all users.

The committee acknowledged that public involvement and input was essential to develop a successful community plan. Members of the community and pathway users have the best knowledge of existing conditions and often already have ideas on where improvements and connections are needed. Therefore, soliciting public input was a major component of the planning process. The public involvement plan consisted of a series of community workshops, stakeholder interviews, surveys, and public meetings. The dedication to public involvement is the cornerstone of the Committee's goal.

COMMITTEE GOAL

Develop a McCall Area Pathways Master Plan by involving key partners and the community in the planning process and in developing the pathways system.

3.2 National Park Service Technical Assistance Grant

In November of 2010, the National Park Service (NPS) awarded technical assistance to the City of McCall to update the McCall Pathways Plan. This assistance was to help develop a plan that includes a network of bike and pedestrian pathways within McCall and also identifies pathway connections between a city-wide pathways network and nearby public lands through the Rivers, Trails and Conservation Assistance (RTCA) program. Due to cutbacks in the travel budget, the NPS Community Planner, Sue Abbot, provided assistance primarily via phone and email but was able to make two visits to McCall at the beginning of the process and during the McCall Centennial Celebration in July 2011.

After the committee discussed the amount of time that it can typically take a citizen committee to produce a pathways master plan with Sue Abbott, they determined that it was desirable to fast-track the project so it would take less than 1-2 years to complete. City staff requested economic development funding from the McCall City Council to hire consultants to facilitate the public involvement process and pull together the information to complete the McCall Area Pathway Master Plan. Harmony Design and Engineering from Driggs, Idaho was selected as the consultants for the project.

3.3 McCall Pathways Partners

A list of potential stakeholders was identified that included organizations, committees, government entities, and other groups that have a substantial impact or influence on McCall Area pathways. These stakeholders were considered key partners in this effort and were called upon specifically throughout the process to provide input on the Master Plan.

- Chamber of Commerce
- Central Idaho Mountain Bike Association (CIMBA)
- City of McCall (Community Development, Parks & Recreation, Police Department, Public Works)
- Environmental Advisory Committee
- Idaho Power
- Idaho Transportation Department (ITD)
- McCall Planning and Zoning Commission
- McCall City Council
- National Park Service Rivers & Trails Program (NPS)
- Parks and Recreation Advisory Committee
- Ponderosa State Park
- St. Luke's McCall Hospital
- US Forest Service (USFS)
- Valley County Pathways



3.4 McCall Pathways Outreach List

In addition to the Pathways Partners, another list of other organizations were also included in email updates and were encouraged to participate as the plan was developed. Efforts were made to encourage participation and include these organizations in the process via email notices and interviews and by soliciting review and comments on the draft master plan.

- Airport manager
- Central District Health (CDH)
- City of Donnelly
- Health Services
- Department of Environmental Quality (DEQ)
- Developers/property owners
- Historic Preservation Commission (HPC)
- Idaho Department of Lands (IDL)
- Idaho Department of Parks and Recreation (IDPR)
- University of Idaho Extension
- Library Board
- Local Option Tax Commission (LOT)
- McCall Arts and Humanities Council/Arts Community
- McCall Business Representatives
- McCall-Donnelly School District
- McCall Outdoor Science School (MOSS)
- McCall Fire Protection District
- McCall Improvement Committee (MIC)
- McCall Redevelopment Agency (MRA)
- Payette Lakes Watershed Advisory Group (WAG)
- Payette Lakes Recreational Water and Sewer District
- Realtors
- Safe Routes to School Committee
- Transportation Advisory Committee (TAC)
- U.S. Forest Service
- Utility Providers
- Valley County Roads Department
- Valley County Board of Commissioners

3.5 Outreach Events

Throughout the planning process, the public was kept informed of upcoming events and opportunities to provide input through a variety of means. Meetings, workshops, and surveys were promoted in the local newspaper as well as on the City of McCall website. In addition, flyers advertising pathways planning events were distributed around town, direct email and telephone invites were given to key stakeholders, an information booth was set up at the McCall Centennial Celebration Street Fair, and workshops were held in popular public spaces.

Figure 8 – Outreach events in McCall included Bike to Library Day (left) and McCall Centennial Celebration (right)



3.6 Public Map/Dot Exercise Displays

Three public display boards were created for the Pathway Master Plan and posted in several locations around town from August to September 2011 in order to gain community input on the proposed pathway connections. The display maps were interactive and the public was asked to show their preferences on where they would like to see pathways by placing dot stickers on the locations on the map that were priority pathway locations. The purpose of this activity was to engage the public in a format different from the community workshops or the questionnaire. The displays also raised general awareness of the Pathway Master Plan project and helped to promote the Pathway Community Workshop #2. The three displays were placed in the locations shown in Table 1 and general conclusions from the displays follows.

Table 1 – Dot Exercise Display Locations

Location	Time
McCall Public Library	3 weeks
Mud Creek and Backcountry Chiropractic	2 weeks
Rudy's Gym	2 weeks

3.6.1 McCall Public Library Display

The most people participated and placed dots on the display located at the McCall Public Library. The pathway display was complimentary to an air quality display from the Department of Environmental Quality (DEQ). The McCall Public Library also coordinated with the Bike to School event and held a Bike to the Library event where participants received a free book.



Most of the dots at the Public Library display were found along the following major streets:

- Highway 55 (Lake Street and 3rd Street)
- Wooley Avenue
- Lick Creek Road
- Davis Avenue
- Samson Trail
- Krahn Lane

Other dots were placed within the McCall Donnelly Middle and Elementary School property, along the connection to Bear Basin, Payette Lake Loop, East Lake Street to Brown Park, path to Ponderosa State Park, Pilgrim Cove Road and the connection to the Valley Trail on Mission Street.

Figure 9 – Interactive map displayed at the McCall Public Library



3.6.2 Mud Creek and Backcountry Chiropractic.

The following pathways received the most dots:

- Highway 55 (Lake Street and 3rd Street)
- Wooley Avenue
- Lick Creek Road
- Payette Lake Loop

Some neighborhood connections received dots along with Krahn Lane, Samson Trail, Forest/Park Street Share the Road and Davis Avenue.

Figure 10 – Interactive map displayed at Mud Creek and Backcountry Chiropractic



3.6.3 Rudy's Gym.

The pathways that received the most dots included:

- Highway 55 (Lake Street and 3rd Street)
- Davis Avenue
- Forest/Park Street Share the Road
- Wooley Avenue
- Payette Lake Loop
- McCall Avenue Share the Road

Other identified pathways included Samson Trail, the connection to the Valley Trail on Mission Street, West Mountain Share the Road, Lakeside Avenue and there was one dot for the connection to Bear Basin.

Figure 11 – Interactive map displayed at Rudy's Gym



3.7 Workshops

Two public workshops were held in the spring and fall of 2011. The workshops were held over a two to three day period and consisted of site visits, biking and walking tours, open house sessions, individual and group interviews and discussions, and mapping work sessions. These workshops were intended to inform and engage the community and garner as much public input as possible.

3.7.1 Workshop #1

Workshop #1 was conducted over three days from June 15 through June 17, 2011. Day 1 included a kick off meeting with the public and a “handle bar survey” of the existing pathways in the McCall Area. Day 2 included stakeholder meetings in the morning and two public hands-on workshops in the afternoon and evening. Day 3 was a work day for the consultant team that was also open to the public.

Workshop #1 culminated with a presentation of the preliminary Pathways Master Plan at an informal open house gathering held outside in the Hotel McCall Courtyard. Full records and notes containing all the feedback received as well as copies of the attendance sheets are included in the Appendix.

Workshop #1 Results

The input gathered from stakeholders and the public was used to help form the basis of the McCall Area Pathways Master Plan. The following is a summary of the public comments gathered during Workshop #1.

- In general, participants agreed that the goal of the plan should be to provide a clear plan for guiding future development and maintenance of a safe and connected pathways network that accommodates all types of pedestrians and bicyclists (casual, commuter, recreational).
- Many benefits of improving trails and pathways in the McCall Area were mentioned that included positive economic impacts, creating an identity for the region, promoting McCall as a recreational hub, and improving the quality of life for its residents.
- Locations for pathway connections and other improvements were identified and mapped on large and small scale maps provided at the workshop. Schools, parks, downtown, Bear Basin, and area hotels were identified as desired places to interconnect as well as connections to other existing trails and bike routes. Specific locations were given for some desired improvements that included bike lanes and improved sidewalks on 3rd Street and Lake Street, a pathway/bike route around Payette Lake, and various other short connections.
- Some issues and barriers to the pathways system were identified. Among those were safety considerations at major highway crossings, winter maintenance, establishing separation of pathways and roadways in several locations, gravel and irrigation sprinklers on bikeways, and funding challenges. Some ways to overcome these barriers were to install traffic lights, roundabouts, orange flagging, and carsonite posts.
- Ideas for improving wayfinding and pathway identification were presented which included better signage, more pavement markings, and cycling maps for tourists. Additional ideas to help promote cycling in McCall were to develop a branding logo for pathways, establish pathways events, and engage the Chamber of Commerce and real



estate professionals in promotional activities.

- Interviews with key stakeholders were held during the workshop to discuss issues and opportunities specific to their interests. Representatives from ITD, Idaho Power, the McCall-Donnelly School District, and McCall Transit shared their thoughts regarding a pathway to Bear Basin, 3rd Street and Lake Street improvements, use of utility right of ways, pathways to and through school properties, and connections to public transit stops.

During the workshop a “handle bar survey” was conducted and included touring the project area on bicycles and identifying and mapping areas of issues and opportunities for pathways. Many users were observed on the existing pathways network and several of the more recent pathways improvements were visited. Several “user created” paths were also noted that connected adjacent neighborhoods and destinations. Some deficiencies were identified such as lack of connectivity, missing crosswalks, minimal signage, poor pavement surfaces, and hazardous conditions on the major thoroughfares.

Figure 12 – Open House at the Hotel McCall Courtyard during Workshop #1 (June 17, 2011)



3.7.2 Workshop #2

Workshop #2 was conducted over three days from September 27 through September 29, 2011. Day 1 included a meeting with the Pathways Committee to discuss the Draft Master Plan and review the agenda for days 2 and 3 of the workshop. Day 2 included meetings with affected landowners followed by a community workshop and priorities exercise held outside in the Hotel McCall Courtyard. Day 3 included meetings with City of McCall staff including Public Works, Parks and Recreation, and Community Development as well as interviews with local business owners and realtors. Copies of the attendance sheets and meeting summaries are included in the Appendix.

Meetings were held with owners of properties where desired pathway connections were identified in Workshop#1 and the possibility of allowing access through their properties was discussed. The properties in question varied from small residential lots where short pathway accesses were desired to large undeveloped parcels, such as property managed by the Idaho Department of Lands, that could connect entire neighborhoods to the main pathways system.

When the owners of lands needed to make proposed pathways connections were not interested in providing public access, those pathways were removed from the Master Pathways Plan. Fortunately, most property owners were open to allowing access and perhaps granting easements or permits for pathway connections. Although no formal agreements have been made, these property owners were willing to continue discussing possibilities with the City.

Several meetings were held with the City staff including Community Development, Parks and Recreation, and Public Works departments. Pathways issues such as pending roadway projects, maintenance responsibilities, potential funding sources, and other opportunities and constraints were discussed.

A community workshop and open house was held from 5:00 pm to 7:00 pm at the Hotel McCall Courtyard on Wednesday, September 28 and was well attended by over 60 community members. Preliminary pathways maps were displayed and the public was asked to participate in a pathways priority exercise where each person was given \$100 in play money. Thirteen separate pathways projects were described and shown on the maps. Each project was given a price that roughly represented the relative cost of the project. The costs varied from \$10 to \$80. Each participant could then “spend” their allotted \$100 on whatever projects they chose. They had to pay the full price of each project and could not make partial payments. This was intended to help participants think hard about their priorities and the limited amount of resources that are realistically available for these projects. Information and ideas gathered from this workshop will help prioritize pathways projects and further refine the Pathways Master Plan. The Table 2 includes a summary of the results.

Figure 13 - Pathways Priority Money Exercise, Hotel McCall Courtyard (September 28, 2011)



Table 2 – Summary of Results of the Priority Money Exercise (in order of “most votes”)

Project #	Project description	Project “Cost” (\$)	# of “Votes”	Total “Invested” (\$)
1	Downtown to Bear Basin - A natural surface trail from the Brundage Inn to the Bear Basin Trailhead along Highway 55.	\$20	39	\$780
11	Downtown to North Valley Rail Trail - Improving Mission Street from Jacob Street to River Ranch to connect McCall to the Rail Trail south of town.	\$10	39	\$390
3	Downtown to Ponderosa State Park - Adding bike lanes to Davis Avenue and making improvements to share the lane roads leading to Ponderosa State Park.	\$30	31.3	\$940
8	Neighborhood Connections – Includes several short segments of pathways to connect local neighborhoods to the greater pathways system.	\$10	30	\$300
10	3rd Street - Sidewalk and bike lane improvements along 3 rd Street from Deinhard to Lake Street.	\$40	27	\$1,080
7	Wooley Avenue - Adding a separated paved pathway along Wooley Avenue to connect Spring Mountain Boulevard to the Downtown area.	\$20	24	\$480
6	Lick Creek Road - Adding a separated paved pathway along Lick Creek Road.	\$20	11	\$220
4	Downtown Sidewalk Improvements - Improving sidewalks and adding missing sidewalk connections throughout the downtown area.	\$30	10.3	\$310
13	Payette Lake Loop - Adding separated pathways all around Payette Lake and a natural surface trail along Miles Standish to complete the loop around the lake.	\$80	9.5	\$760
2	West Lake Street - Improving sidewalks and adding bike lanes along West Lake Street and over the Lardo Bridge.	\$70	7.4	\$520
5	Perimeter Pathway Connection - Adding a separated pathway from the wastewater treatment plant to 3 rd Street to complete the pathway system around the perimeter of McCall.	\$40	4.5	\$180
9	Downtown to Elo Road & Farm to Market - Improvements to South Samson Trail, Krahn Lane and Elo Road to connect the McCall area to Farm to Market.	\$50	3.8	\$190
12	West Mountain Road - Improving share the road and natural surface paths along West Mountain Road	\$80	0	\$0

3.8 Pathways Questionnaire

A pathways questionnaire was developed and distributed throughout the community in the spring and summer of 2011 via the internet and hard copy. The availability of the questionnaire was published in the local newspaper, posted on the City of McCall website, and posted on flyer notices around town. It was also emailed directly to stakeholders and pathways partners and was available in hard copy at several summer events. Community members were encouraged to respond to the questionnaire and provide input on pathway issues in McCall.

Over 140 people responded to the questionnaire as of August 30, 2011 and the results show that there is overwhelming support for creating more public pathways in the McCall Area. Most respondents were full time residents (73%), lived within the area of impact for McCall (65%) and used pathways often for recreation and exercise (67%). About half of the respondents used pathways for getting around town/running errands (51%) and the most important destination for pathways was City parks and playgrounds (83%) followed by the lakefront (81%), schools (74%) and retail/entertainment areas (74%).

In addition to the multiple choice questions, over 500 open ended comments were received. Downtown topped the list of places that people liked to walk or hike. Bear Basin was the favorite biking location and Ponderosa Park was the favorite winter destination. Local option tax and grants were the most common suggest source of funding. A complete copy of all the results and comments of the questionnaire is included in the Appendix and summary graphs are included here.

92%

Feel that “gaps between existing pathways” is a current barrier or impediment to using pathways more often

85%

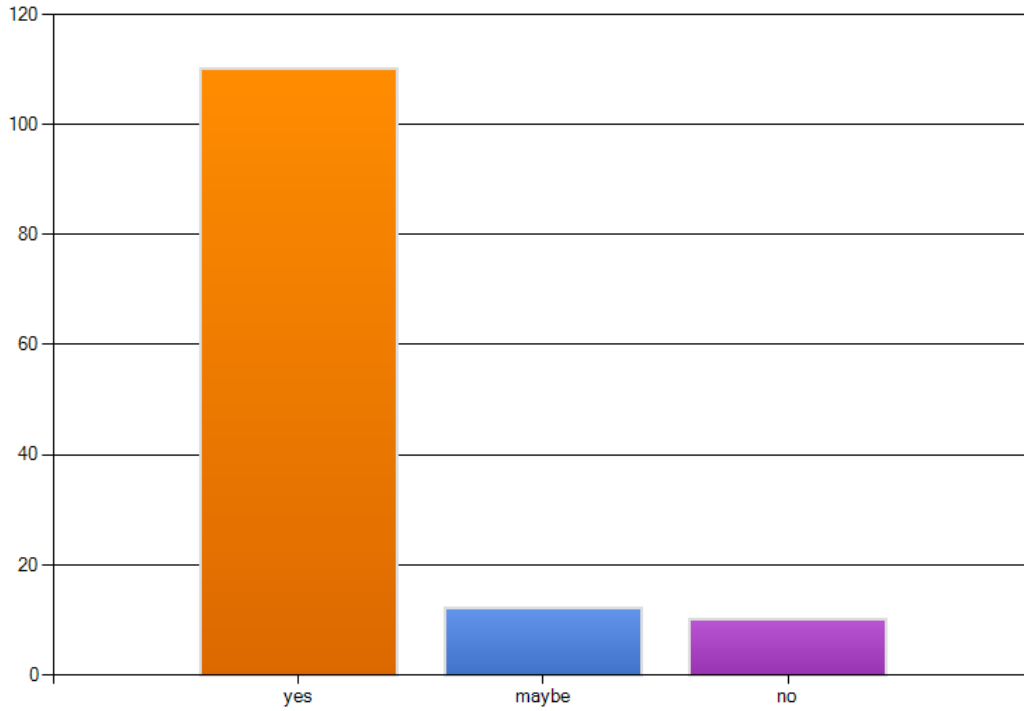
Support the idea of creating more public pathways in the McCall Area

72%

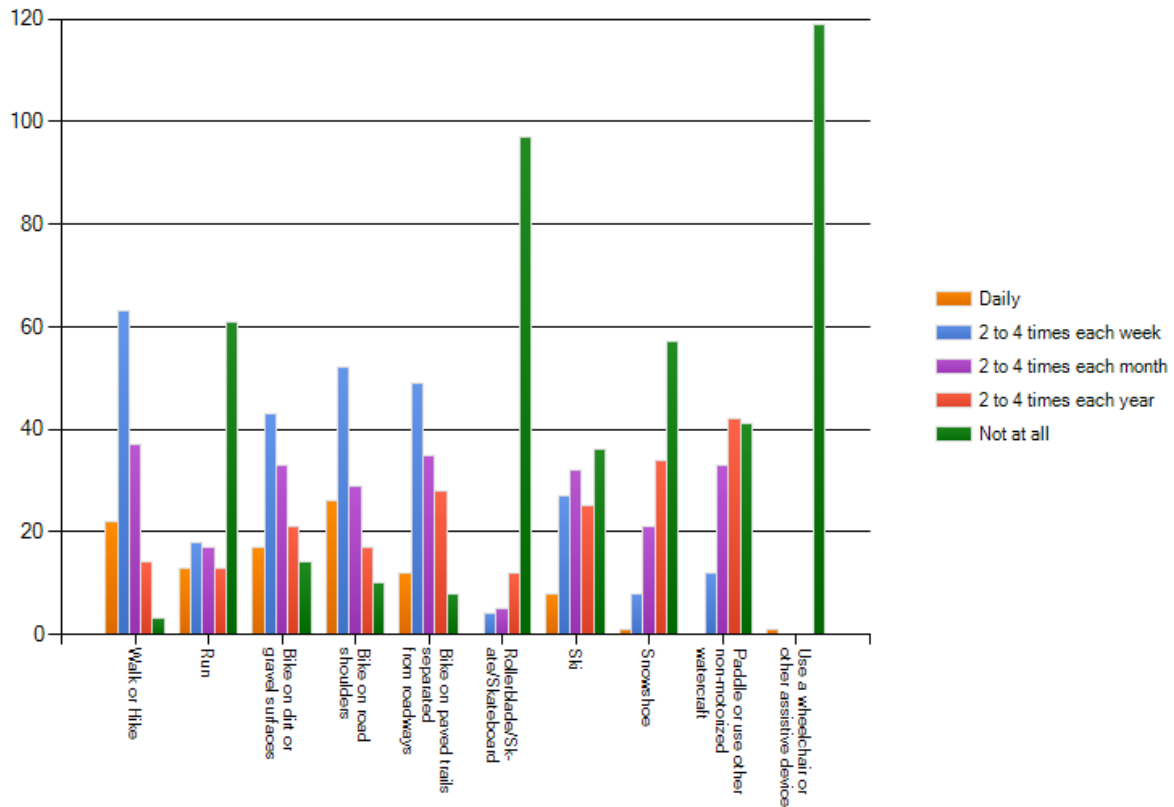
Strongly agree that pathways “increase our community’s general quality of life”



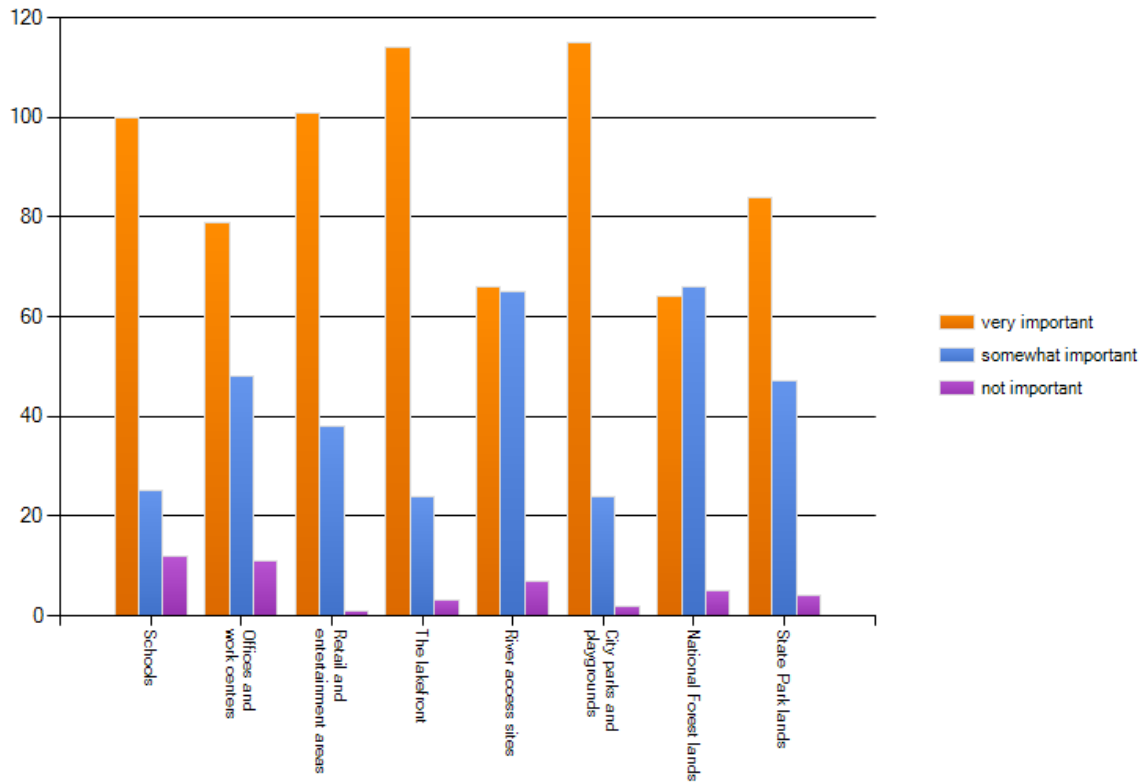
Do you support the idea of creating more public pathways in the McCall Area? If so, do you have any ideas or suggestions for funding pathway construction, improvements and maintenance?



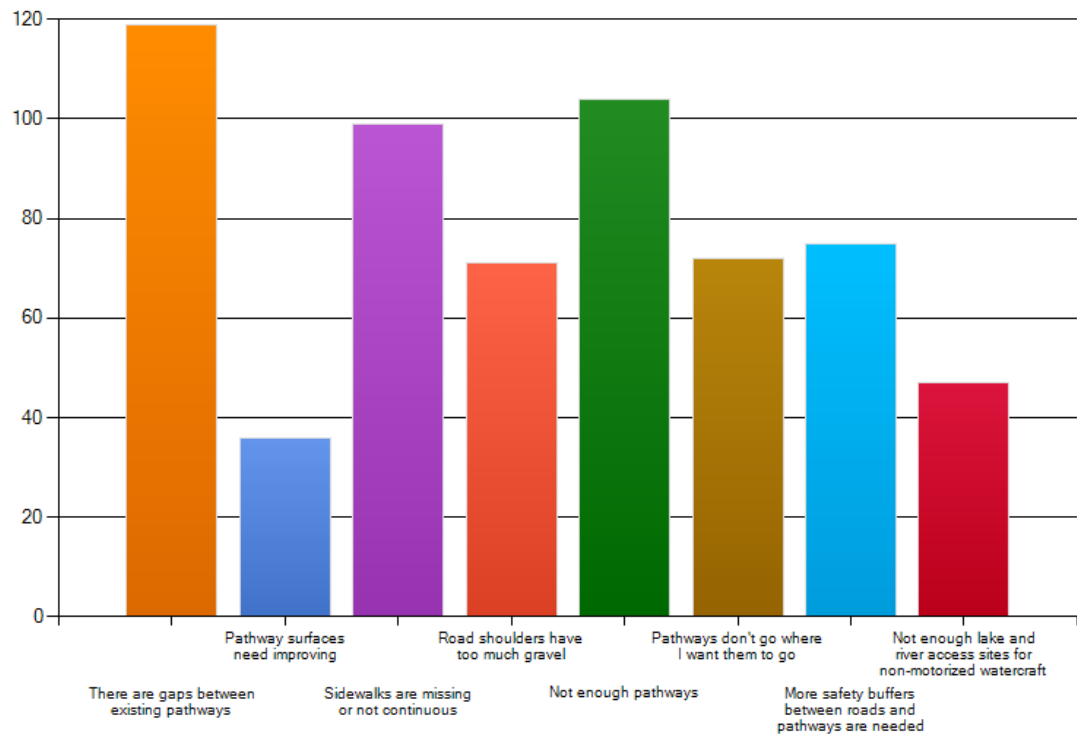
On average, how often do you use McCall Area pathways to do the following activities (as seasons allow)?



What community destinations are important to connect to pathways in the McCall Area?



What are the current barriers or impediments to using pathways more often in the McCall Area (check all that apply)?



Pathways master plan

The McCall Area is well on its way to having a quality pathways system. Several separated multi-use pathways exist in the area along Spring Mountain Boulevard, from Mission Street to Downtown, along portions of 3rd Street, and along East Deinhard Lane. Bike lanes are present along West Deinhard Lane, Boydston Street, a portion of Warren Wagon Road, and a portion of Roosevelt Avenue. Designated “share the road” bike routes exist throughout town on several low volume residential streets. There are also several existing natural surface recreational trail systems in the area in Bear Basin (northwest of town) and Ponderosa State Park (northeast of town). Some sidewalks exist in the downtown core and throughout several of the city parks.

Although some pedestrian and bicycle infrastructure is in place, there are numerous deficiencies and gaps in connectivity of the system. There is a strong desire and need for connecting the recreational trails systems to downtown. These connections are important due to the tourist and recreation aspects of the area. A lack of adequate accommodations for non-motorized transportation along the main thoroughfares through town present safety issues for pedestrians and cyclists along these higher volume roadways. Lake Street, 3rd Street, and Davis Avenue are the primary concerns. Although designated bike routes have been established several blocks off of these main thoroughfares, way finding through these routes can be difficult and often do not accommodate desired destinations located along the main roads.

4.1 Vision

The vision for this plan was developed by the pathways steering committee and refined based on feedback from Workshop #1.

The vision of the McCall Area Pathways Master Plan is to plan and develop an integrated pathways network that includes trails and pathways interconnected throughout and adjacent to McCall and connects users to forest recreation opportunities.

4.2 Goals

Goals that will help McCall achieve the above Vision were developed by the steering committee and refined after the Workshops. Goals of the Pathways Plan include:

1. Improve pathway connections and safety within neighborhoods and between parks, schools, recreational areas, public buildings, neighborhoods, Ponderosa State Park, Payette National Forest and other community destinations
2. Increase pathway use for people of all physical abilities, and improve health and fitness of trail users by providing connected pathways for walking and biking.
3. Enhance McCall's reputation as a pedestrian-friendly, small-town community and boost economic development opportunities
4. Provide alternate transportation options in the McCall community and reduce traffic congestion and air pollution
5. Promote respect for private property along the pathways to minimize disruption and disturbance
6. Promote McCall Area Pathways' benefits and routes for residents and visitors
7. Establish community involvement in the development and maintenance of the McCall Area pathways system

4.3 Policies

The following are recommended policies to support the goals of the Plan. These policies should guide decisions that the City of McCall makes regarding pathways facilities and programs.

Goal 1. Improve pathway connections and safety within neighborhoods and between parks, schools, recreational areas, public buildings, neighborhoods, Ponderosa State Park, Payette National Forest, the North Valley Rail Trail, and other community destinations.

Policy 1.1

Explore opportunities for public pathway connections through new and existing developments and require that all new developments and re-development projects discuss with staff the possibilities and opportunities for pathway access through their sites. This should be done regardless of whether an existing pathway is currently available for connection realizing that incremental improvements will eventually result in a connected and functional network.

Policy 1.2

Coordinate with other agencies (e.g. Idaho Transportation Department, US Forest Service, Valley County, etc.) in the planning and construction of pathway connections.

Policy 1.3

Prioritize pathways that provide links that complete main east-west and north-south connections in the McCall Area as well as the pathway around Payette Lake.

Policy 1.4

Provide distinct physical and visual separation between pathways that are meant to be separated from the roadways. Consider candle type barriers and/or rumble strips where space is limited.



Policy 1.5

Minimize auto lane widths with striping to reduce speeds and increase pedestrian safety.

Policy 1.6

Promote the use of distinct and easy to see signage and pavement markings to increase safety of pathways.

Policy 1.7

Support the use of small aggregates (less than 1/4") for chip sealing or other pavement maintenance methods that are safer and cyclist friendly than the larger aggregate chip seal applications.

Goal 2. Increase pathway use for people of all physical abilities, and improve health and fitness of trail users by providing connected pathways for walking and biking

Policy 2.1

Provide facilities that meet ADA standards and are easy to find.

Policy 2.2

Establish education programs that promote the health benefits of increased physical activity.

Policy 2.3

Provide pathway information such as maps to residents and visitors.

Policy 2.4

Begin to collect measurable data on pathway usage in order to provide facilities that are in line with current and anticipated needs.

Policy 2.5

Partner with St. Lukes McCall on a health impact assessment to measure the health of the community over the long term.

Goal 3. Enhance McCall's reputation as a pedestrian-friendly, small-town community and boost economic development opportunities

Policy 3.1

Coordinate with the Chamber of Commerce and other agencies in developing a marketing campaign to brand McCall as a destination for bicycling and hiking.

Policy 3.2

Develop maps that are easy for visitors to understand and that area available in locations throughout town.

Policy 3.3

Make pathways maps available at local and regional gas stations, hotels, shops and restaurants.

Policy 3.4

Support the development of a series of bike rides that start and end in downtown McCall.

Policy 3.5

Publish water trail information to promote the recreational opportunities in and around Payette Lake and the Payette River.

Goal 4. Provide alternate transportation options in the McCall community and reduce traffic congestion and air pollution

Policy 4.1

Update current standards, ordinances, and codes to reflect the vision, goals, and policies of this Pathways Master Plan.

Policy 4.2

Assume that all roadways will be used by bicyclists and pedestrians and routinely consider their use in the planning, design, construction, re-construction, operation, and maintenance of all transportation facilities.

Policy 4.3

Encourage walking in the downtown area and improve the safety and convenience by coordinating with ITD to help improve cross walk safety on 3rd Street. And Lake Street.

Policy 4.4

Encourage key services to stay or be located in the downtown area.

Policy 4.5

Incentivize policy and codes that encourage walking and biking and discourage auto use.

Goal 5. Promote respect for private property along the pathways to minimize disruption and disturbance

Policy 5.1

Provide clear signage on pathways that cross private property that informs users they are entering private property and requests that they be respectful.

Policy 5.2

Include private property designation on pathways maps.

Goal 6. Promote McCall Area Pathways' benefits and routes for residents and visitors

Policy 6.1

Provide maps and information to the public about McCall Area pathways and their community benefits.

Policy 6.2



Develop consistent wayfinding signs that are easy to recognize and understand.

Policy 6.3

Consistently install and maintain wayfinding signage.

Policy 6.4

Improve pavement markings for bike lanes, “share the road” streets, and crosswalks.

Goal 7. Establish community involvement in the development and maintenance of the McCall Area pathways system

Policy 7.1

Routinely inspect and maintain all pathways facilities in a safe and functional condition by sweeping, clearing, re-surfacing, re-marking, etc. as needed.

Policy 7.2

Coordinate pathway connection priorities and maintenance with Valley County and support the enhancement of multijurisdictional pathways.

Policy 7.3

Support the development of a unified snow removal maintenance program as well as a pavement management plan for all separated pathways and bike lanes.

Policy 7.4

Re-visit and re-evaluate this Pathways Master Plan as needed to keep up with current practices, needs, and technologies.

4.4 National Design Guidelines / Standards

In order to create a pathways network that is safe, convenient, and consistent, it is important to have design guidelines and standards in place to guide construction of pedestrian and bicycling facilities. At the national level there are existing laws, guidelines, and standards that apply to bicycle and pedestrian facilities. At a minimum, pathway design should adhere to accessibility requirements of the Americans with Disabilities Act (ADA) Accessibility Guidelines (ADAAG). Street crossings and pathways in a public right-of-way that function as sidewalks should also be designed in accordance with the draft Public Rights-Of-Way Accessibility Guidelines (PROWAG). Pathways built in independent corridors should meet the accessibility standards described in the Architectural Barriers Act Accessibility Guidelines for Outdoor Developed Areas (AGODA).

Two documents published by the American Association of State Highway and Transportation Officials (AASHTO) are specifically applicable to pathways. The AASHTO Guidelines for the Development of Bicycle Facilities (1999), and the AASHTO Guidelines for the Development of Pedestrian Facilities (2004) are widely used by many public agencies as minimum requirements for pedestrian and bicycle facilities.

AASHTO has recently published a draft document titled “AASHTO Guide for the Planning, Design, and Operation of Bicycle Facilities”, dated February 2010. Although this is currently a draft document, it represents the best available standards and guidelines to date. These



guidelines cover the design and construction of typical pathway facilities to include shared roadways, paved shoulders, bike lanes, bicycle boulevards, shared use paths, signage and pavement markings, bicycle parking facilities, and maintenance operations. These guidelines are very comprehensive, easily understood, and cover many different scenarios and site conditions. It is recommended that these guidelines be integrated as part of this Pathways Master Plan.

Other standard documents that should be incorporated as part of this plan include the FHWA Manual of Uniform Traffic Control Devices (MUTCD) and the International Mountain Biking Association (IMBA) - Trail Solutions Handbook.

4.5 Pathways Facility Classification

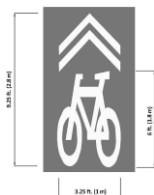
Pathways can be classified by purpose and function (i.e. regional, local access), user type (i.e. road cyclist, jogger, commuter), or by facility type (i.e. separated pathway, bike lane). Given the limited area of this project and the wide variety of users of the McCall Area pathways, it is assumed that any part of the pathways system could be used by any type of user for any purpose at any time. Therefore, for the purpose of this master plan, pathways will be classified by the following facility types (further defined below):

- Shared Lanes / Roadways
- Paved Shoulders
- Bike Lanes
- Bicycle Boulevards
- Separated Pathways
- Natural Surface Trail

4.5.1 Shared Lanes / Roadways

In essence, all roadways within the McCall Area are shared roadways. Bicycles may legally be operated on all roadways except where prohibited by statute or regulation. Generally, roadways that carry traffic of low volume or low speed are suitable for comfortably accommodating bicyclists. There are, however, some features that can be incorporated on local streets to make them more compatible with biking and encourage bicycle use such as:

- “Bikes May Use Full Lane” signs to alert motorists of the presence of bicycles in traffic lanes
- “Bike Route” signs to help direct bicycle traffic to these streets
- Shared lane pavement markings or “sharrows”
- Good pavement quality
- Maintenance to minimize gravel and debris



Some of these exist in McCall but could be improved by increasing the frequency of signage and adding pavement markings. The Proposed Pathways Map included with this Master Plan shows locations where specific bicycle routes and “share the road” designations exist or are desired.

4.5.2 Paved Shoulders

Paved shoulders can accommodate bicyclists on some rural roadways although designated bike



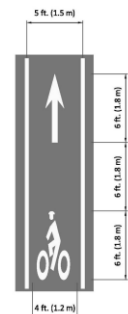
lanes are always more desirable. Where existing roadway pavement width is limited and in temporary retrofit situations, paved shoulders may sometimes be the only option. It is often possible to provide space for paved bike shoulders on existing roads by simply restriping narrower motor vehicle travel lanes. The narrower vehicle lanes will also serve to slow down motor vehicles, making it safer for cyclists and pedestrians. If paved shoulders are used, they should be provided on both sides of the roadway to discourage wrong way riding. The minimum width of a paved shoulder should be 4 feet. Wider shoulders are desirable for roads with higher traffic volume or speed.

The McCall Pathways Master Plan Map does not show routes with paved shoulders. This option is only given here to apply to temporary situations or rural roads that see only a low volume of bicycle traffic.

4.5.3 Bike Lanes

Bike lanes are a portion of the roadway designated specifically for bicyclist use. They differ from paved shoulders in that they are specifically identified travel lanes for bicycles and cannot be used for parking or other uses. The minimum width of a bike lane should be 5 feet. In some cases where motor vehicle traffic volume is heavy, speeds exceed 45 mph, or high turnover on-street parking is provided, wider bike lanes are desired. Several features should be included in all bike lanes to safely accommodate cyclists and clearly designate the lane including:

- Clear and identifiable pavement markings
- Lane lines delineating the bike lane from motor vehicle travel lanes and parking lanes if present
- “Bike Lane” signage where appropriate
- Bicycle friendly drainage inlet grates
- Ongoing maintenance and clearing of gravel and debris from bike lanes



Specific standards for dimensions and frequency of bike lane pavement markings, signage, configuration at intersections, etc., are given in the AASHTO Guide for Planning, Design and Operation of Bicycle Facilities. In addition, this document outlines possible modifications to existing roadways such as “road diets” and lane narrowing that can facilitate the addition of bike lanes within existing pavement widths.

Figure 14 – Existing bike lane on Roosevelt Street



4.5.4 **Bicycle Boulevards**

Bicycle boulevards are local streets that are modified to give preference to bicycle and pedestrian traffic and discourage automobile travel while allowing access for local motor vehicle use. There are several locations in downtown McCall that could be suitable for a transformation into a bicycle boulevard (East Lake Street, Mill Road). This option will need further study and input from adjacent property owners to study its viability.

Figure 15 – Example Bike Boulevard (Boulder, CO)



4.5.5 **Separated Paved Pathways**

Separated paved pathways are multi-use pathways that are physically separated from motor vehicle traffic and typically accommodate two-way travel. They can be located within the right-of-way of the adjacent roadway or within an independent right-of-way or easement, and they are intended for a variety of users including bicyclists, skaters, pedestrians, joggers, and other non-motorized users. Separated paved pathways can serve to provide shortcuts through neighborhoods and parks, safe alternatives to busy roadways, recreational opportunities, and access to areas not reachable by motor vehicle.

The minimum width of a paved multi-use pathway should be 10-feet. Greater widths of 12-feet or more are desirable where expected user volumes are high, in areas of sharp curves, or where high speed cycling is anticipated such as on steeper hills. Wider pathways or separated pedestrian paths are sometimes needed when use is very heavy although this condition is not anticipated in the McCall Area in the foreseeable future. Paved pathways should be paved with a hard, all weather surface, typically asphalt or concrete. The thickness of the pavement section should be determined based on the loading capacity and characteristics of the existing soils and should be capable of sustaining loads from emergency and maintenance vehicles.

The guidelines given in the AASHTO Guide for the Planning, Design, and Operation of Bicycle



Facilities should be followed in the design of any new or reconstructed separated paved pathways. This document gives further guidance on appropriate pavement widths, shoulders, pavement markings, signage, alignments, street crossings, grades, etc.

The McCall Area Pathways Master Plan Map shows existing and desired locations for separated paved pathways.

Figure 16 – Example Separate Pathway Cross Section from AASHTO Guidelines

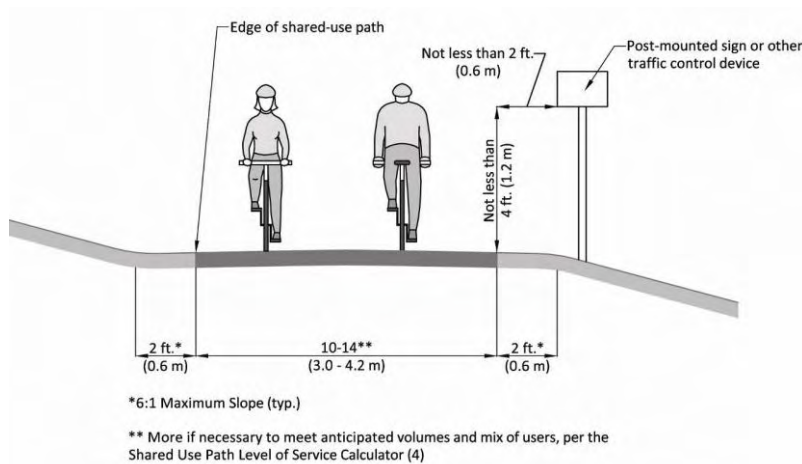


Figure 17 – Existing separated pathways in the McCall Area



4.5.6 Natural Surface Trail

Natural surface trails are generally intended for recreational use by hikers and mountain bikers and are located outside the urban area.

Several trail networks exist within the area covered by this Master Plan or within riding distance of downtown including the Bear Basin trails, Ponderosa Park trails and the Valley County Rail Trail. These trail systems are a major destination for many residents and visitors to the McCall Area. For this reason it is very important to provide safe and convenient pathway connections to these trailheads. Also the North Valley Rail Trail serves as a commuter route for some bicyclists living south of McCall.



The primary design consideration for these types of trails is sustainability to minimize erosion and maintain the tread. “Trail Solutions – IMBA’s Guide to Building Sweet Singletrack, by the International Mountain Bicycling Association (IMBA) is an excellent resource for planning and design of natural surface trails and should be used as a guide for any further trail development. Any trail improvements on public land will also need to adhere to all regulations and processes required for that specific entity. The Pathways Master Plan Map shows the location of these recreational trail networks and existing and proposed pathway connections to the trailheads.

4.5.7 Sidewalks

Sidewalks and streetscapes within downtown, neighborhoods, parks, schools, and commercial areas are an integral part of the pathway infrastructure. These areas are often the points of origination and destinations for most walking and biking trips. The streetscape adjacent to commercial enterprises, especially retail and entertainment, is extremely important for the viability of these businesses. It is critical that connections be made between sidewalks and the overall pathways network.



Sidewalks are primarily the realm of pedestrians and they should be given priority over bicyclists and other users. Narrow sidewalks (less than 6’) in congested areas should be restricted to pedestrian use only and all other users should be restricted to walking their bicycles or other wheeled vehicles (with the exception of wheelchairs).

Wider sidewalks can potentially accommodate very slow bicycle and non motorized wheeled traffic (walking speed) under the condition that they immediately yield to all other users at all times. Signage and education is critical to maintaining a safe and enjoyable environment on the sidewalks.



Sidewalk and streetscape improvements should be in conformance with other adopted McCall planning documents, standards and policy.



4.5.8 Water Trails

Water trails are designated routes along a waterway that are most often intended for non-motorized recreational paddlcraft and emphasize stewardship, conservation and education. Water trails vary significantly in character and each one is unique due to the character of the waterway, adjacent land ownership, and management. Although the waterways already exist, a designated water trail helps users to get to and from the water and navigate to various points of interest and facilities along the way. Water trail signage, route markers, and maps aid in wayfinding and identify launching and landing sites, points of interest and provide educational information on natural resource conservation and stewardship. Developing and promoting a water trails system can not only help build awareness and stewardship of natural resources, but can also be a significant economic driver by attracting the growing number of recreational paddlers.



A water trails map should be developed to guide users through the water trails system and provide information on level of difficulty, hazards, land ownership, natural features, points of interest, camping opportunities, facilities, local laws, rules and regulations.

Facilities such as soft surface (sand or grass) launching areas as opposed to hard surface concrete or asphalt pavements are preferred for canoes and kayaks. Most existing general purpose boat ramps can be modified to provide a paddlcraft friendly launch by developing a soft surface area adjacent to the paved ramp. These facilities should provide ample parking and perhaps long term and short term boat storage and rental facilities.

There are some safety concerns with water trails that need to be addressed. Small paddlcrafts are slow moving, have a low profile, and are often colored to blend in with the natural landscape, which makes them sometimes difficult to see. Conflicts with motorized watercraft should be minimized by designating water trails outside of congested areas and areas of open water where high speed motorized traffic is common. Locations in protected coves and close to shorelines are ideal places to designate flatwater water trails. Moving waterways and whitewater river sections present their own set of hazards that include natural obstacles such as rocks, logs, and overhanging vegetation as well as manmade structures such as bridge abutments, dams, irrigation diversion structures, and fences. Maps, signage and other educational material should be readily available to educate users on these hazards.

Additional information regarding the development of water trails including case studies of their economic impacts on communities is available at <http://www.americantrails.org/resources/water/index.html>.

4.5.9 Neighborhood Nordic Ski Trails

McCall's long winters and abundant snowfall create excellent and unique opportunities for nordic skiing. Although McCall is blessed with several excellent nordic venues close to town including Ponderosa Park, Jug Mountain, and Bear Basin, smaller nordic venues within the city

limits and adjacent to neighborhoods can provide the community with easily accessed opportunities for short and frequent ski excursions during the winter months.

Figure 18 – Residential Nordic trails (Alta, WY)



Cross-country ski trails are one of the few amenities that can be retrofitted into developed neighborhoods; all that is required is the desire and cooperation of the residents to make it happen. Winter nordic trails have no significant permanent impact on the properties in which they cross and can be accommodated by accesses as narrow as 10' to 12'. Formal easements are not necessary in most cases due to the temporary nature of the trail, and simple access agreements can be drafted for owners of properties where the trail is set. Privacy issues for this type of pathway are less prevalent than with summer pathways due to the fact that residents adjacent to the track are spending less time outdoors in their yards in the winter and are thus less sensitive to adjacent pathway traffic.

Figure 19 – Nordic trail access between existing homes (Alta, WY)



Neighborhood Nordic trails can be located on undeveloped parcels, incomplete subdivisions, city and county parks, and farm land adjacent to residential areas. Even small areas of just a few acres can accommodate a Nordic track since tracks need not be extensive or lengthy. A track as short as one kilometer or less can provide significant benefits to the community and will be used frequently if it is easily accessible. Locations on or adjacent to school sites serve not only the surrounding community, but provide the opportunity to include Nordic skiing into the student curriculum.



The development and grooming of neighborhood Nordic tracks can be managed by municipal or county departments, homeowners associations, ski clubs, non-profit organizations, neighborhood groups, or individuals. Grooming equipment and operations can be funded through trail use passes, homeowner's associations, grants, club memberships, and voluntary donations. Grooming can be accomplished with simple equipment that includes a snowmobile (4 stroke recommended), roller, track setter, and other grooming implements that are relatively inexpensive and simple to operate. Expenses can be further minimized by purchasing used equipment that is often available. The equipment can be easily transported in order to groom multiple venues if necessary. It is often easy to solicit eager volunteers to groom and maintain the tracks.

Figure 20 – Small scale nordic grooming equipment – roller, track setter and ginzugroomer



4.5.10 Bicycle Parking Facilities

Bicycle racks and specified bicycle parking areas contribute to an orderly appearance of sidewalks, streetscapes, and building sites and keep bicycles from interfering with the flow and accessibility of the pathway. In addition, properly designed racks provide a means for securing bicycles and helping to prevent theft. There are an unlimited number of design options for racks from simple, production models like the standard “inverted U” to very unique artistic designs. In general, any bicycle rack should be constructed out of sturdy material, fixed to the ground or other permanent structure, should support the bicycle at two points above its center of gravity, and have a loop or other feature that can accommodate a standard cable or “U” lock.

Bicycle parking shall be in accordance with the City of McCall, City Code, 3.8.063 in regards to the number of parking spaces required and the design of bicycle parking facilities.

Additional information and guidelines for the design and layout of bicycle parking facilities is included in the AASHTO Guide for the Planning, Design, and Operation of Bicycle Facilities.

Figure 21 – Example bike racks

4.5.11 Wayfinding / Signage

Bicycle route and guide signs are intended to help bicyclists navigate through the pathways network from important origins to major destinations and designating continuous routes that may be comprised of several different types of facilities (bike lane, separated pathway, shared road, etc.). Clear, visible, and understandable signage is important to establishing bicycle routes and encouraging use of the routes by residents and visitors. It is especially important in areas like the McCall Area that have a large number of tourists and visitors.

Guide signs should be placed at pathway intersections, road crossings, and where the pathway facility type changes along the route. Standard bike route signs such as the “D” series signs in the MUTCD are universally recognizable and can include helpful directional and distance information to destinations. In addition to the standard MUTCD signage, a unique, artistic logo can be added to pathway signage to help brand and promote the McCall Area pathways system.

It is recommended that bike route signs include destination information such as “To Downtown” or “To Bear Basin” to help orient users and that the number of designated destinations be kept to a minimum in order to simplify navigation. Downtown should be the central hub of the bike routes and guide signs should indicate directions to or from downtown to other destinations. The following is a list of recommended destinations:

- Downtown
- Ponderosa State Park
- Bear basin
- Valley County Rail Trail
- Payette Lake Loop

In addition to signage, a bikeways map should be made available to users to help with



wayfinding through the system.

The McCall Area Pathways Master Plan Map shows the location of major bicycle routes to various destinations.

Additional guidelines for placement and design of signage are included in the AASHTO Guide for Planning, Design, and Operation of Bicycle Facilities and The Manual of Uniform Traffic Control Devices (MUTCD).

Figure 22 – Example wayfinding signs

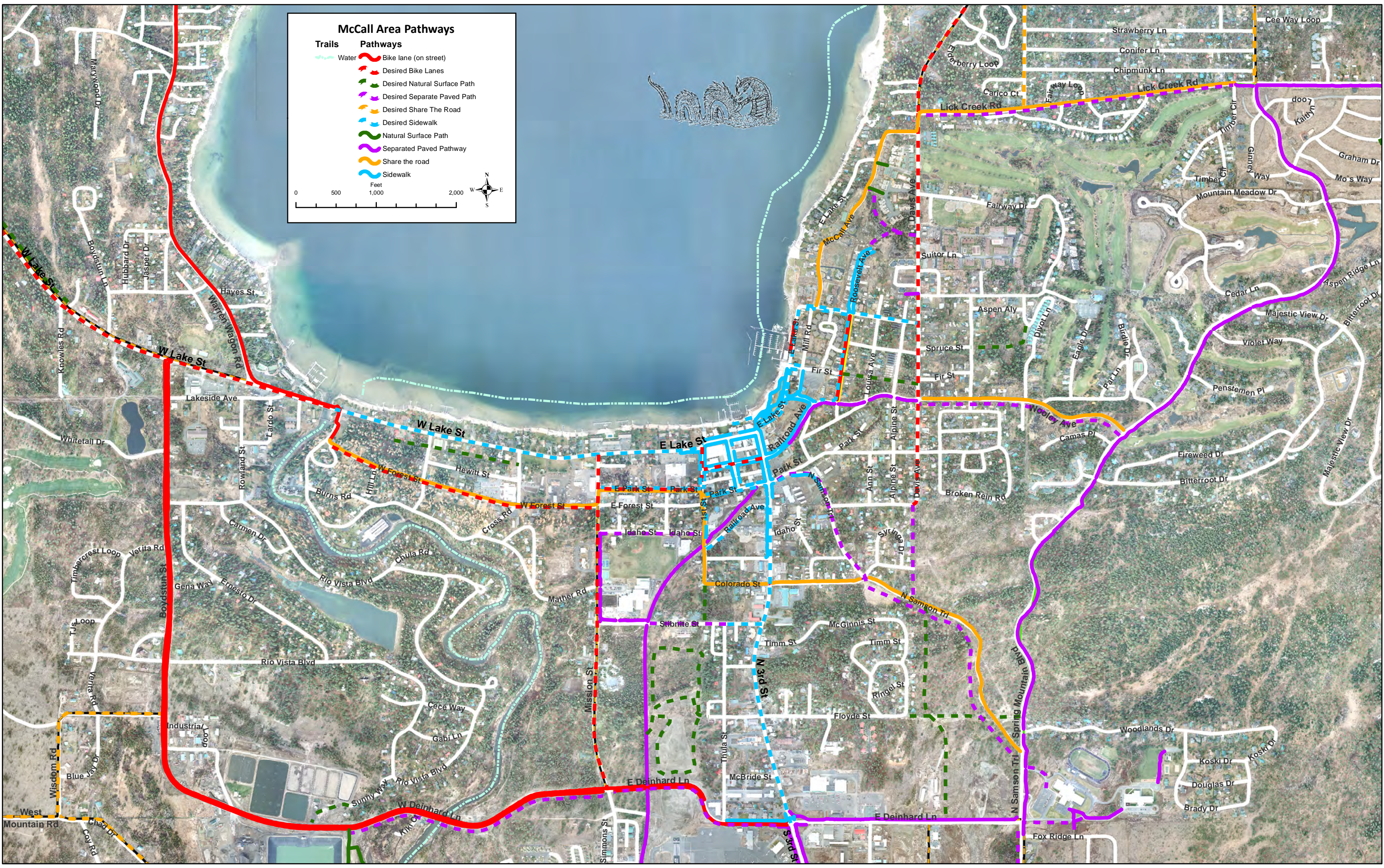
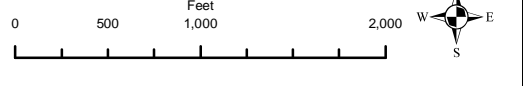


4.6 Master Plan Maps

The following Master Plan Maps were developed as a result of input from the Pathways Steering Committee and the general public combined with evaluation of the existing conditions. The maps include a map of the existing and proposed water trails, winter trails maps, overall maps of the McCall Area that shows the major proposed connections, and a more detailed maps focused on the area around downtown McCall.

McCall Area Pathways

- | Trails | Pathways |
|---|--|
|  Water |  Bike lane (on street) |
| |  Desired Bike Lanes |
| |  Desired Natural Surface Path |
| |  Desired Separate Paved Path |
| |  Desired Share The Road |
| |  Desired Sidewalk |
| |  Natural Surface Path |
| |  Separated Paved Pathway |
| |  Share the road |
| |  Sidewalk |













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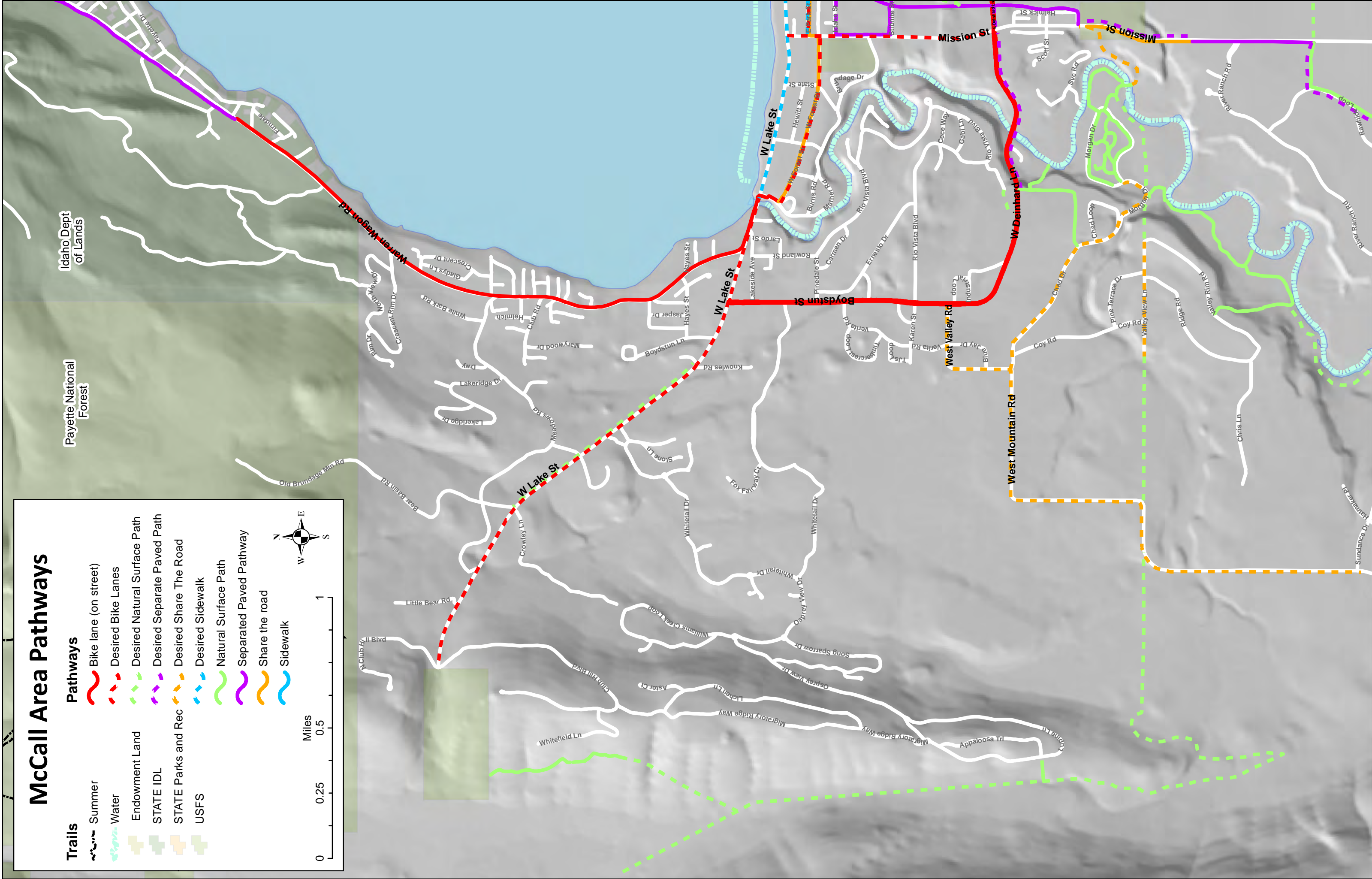
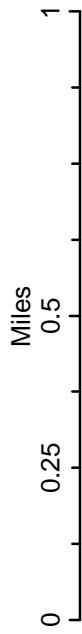
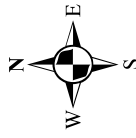
McCall Area Pathways

Trails

-  Summer
-  Water
-  Endowment Land
-  STATE IDL
-  STATE Parks and Rec
-  USFS

Pathways

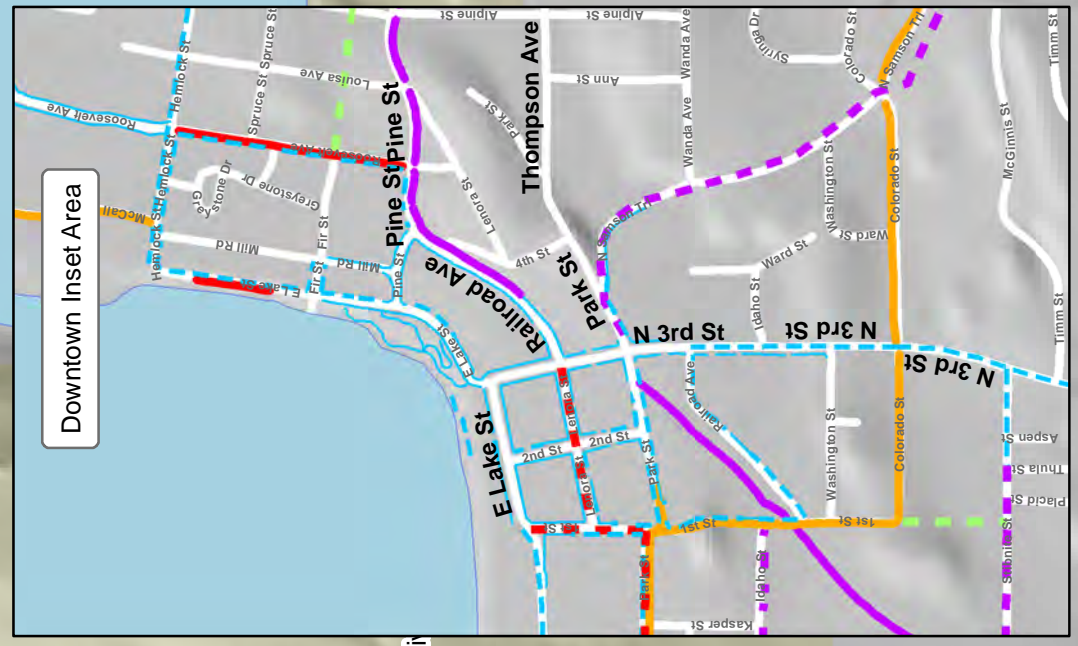
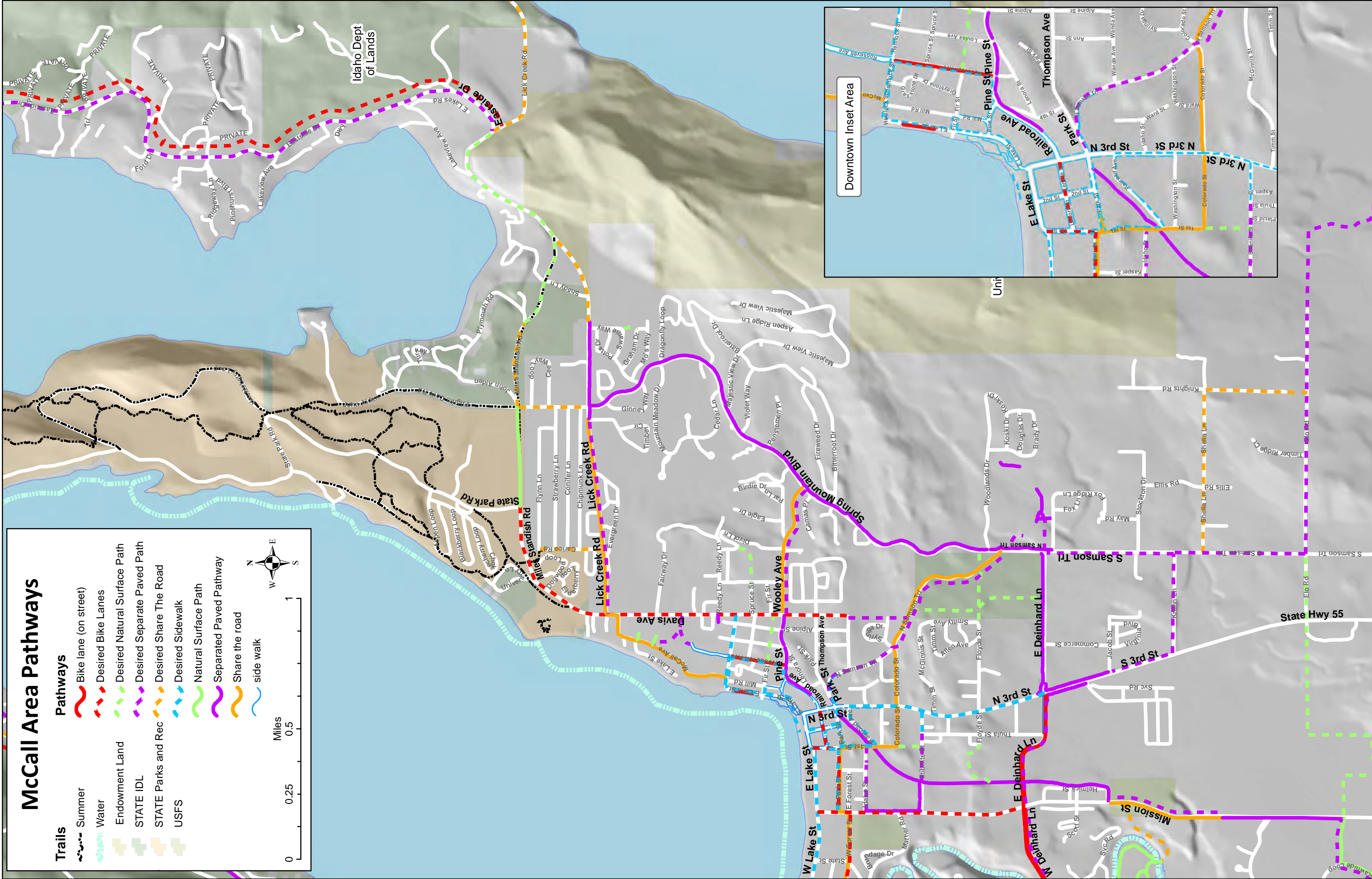
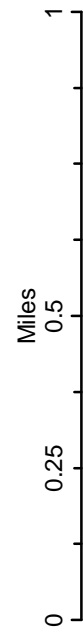
-  Bike lane (on street)
-  Desired Bike Lanes
-  Desired Natural Surface Path
-  Desired Separate Paved Path
-  Desired Share The Road
-  Desired Sidewalk
-  Natural Surface Path
-  Separated Paved Pathway
-  Share the road
-  Sidewalk



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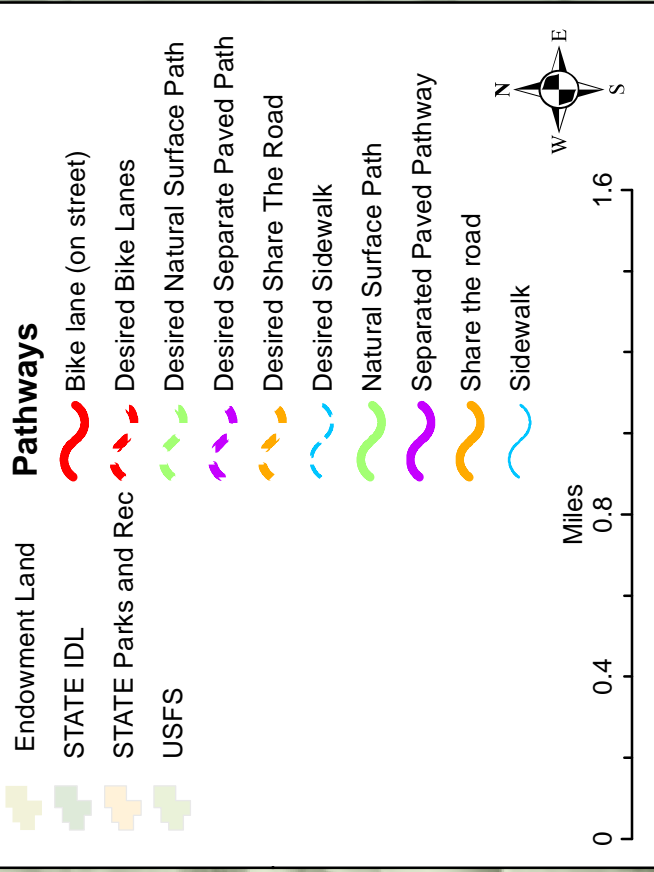
McCall Area Pathways

Trails	Pathways
<ul style="list-style-type: none"> Summer Water Endowment Land STATE IDL STATE Parks and Rec USFS 	<ul style="list-style-type: none"> Bike lane (on street) Desired Bike Lanes Desired Natural Surface Path Desired Separate Paved Path Desired Share The Road Desired Sidewalk Natural Surface Path Separated Paved Pathway Share the road side walk



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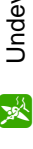
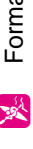

McCall Area Pathways

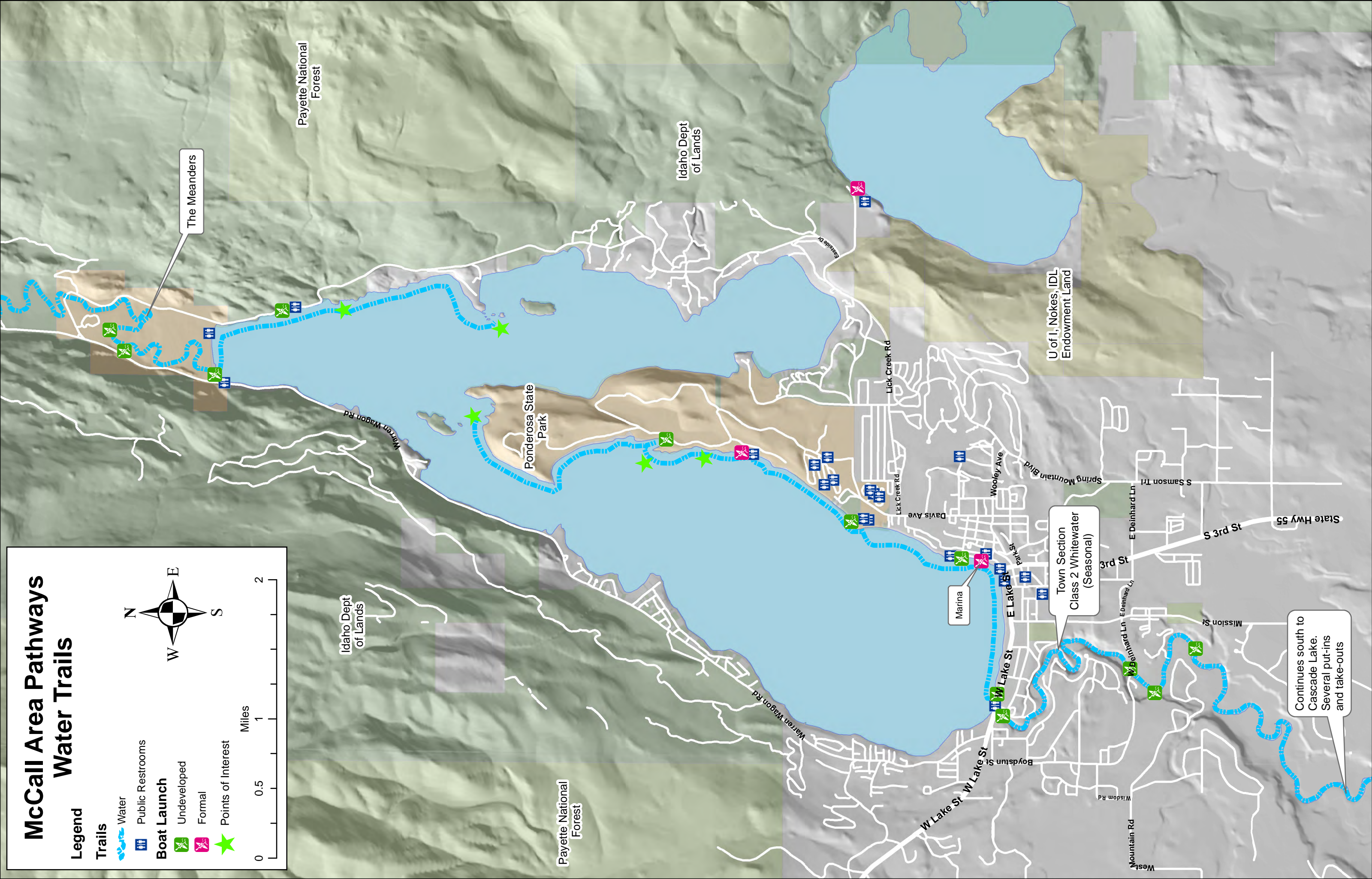
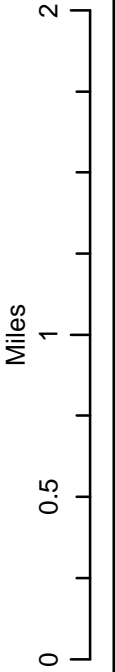
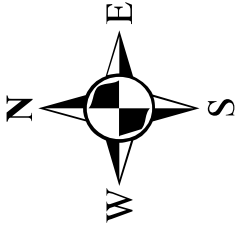


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McCall Area Pathways Water Trails

Legend

- Trails**
-  Water
-  Public Restrooms
- Boat Launch**
-  Undeveloped
-  Formal
-  Points of Interest



The Meanders

Town Section
Class 2 Whitewater
(Seasonal)

Continues south to
Cascade Lake.
Several put-ins
and take-outs

Payette National Forest

Idaho Dept of Lands

U of I, Nokes, IDL Endowment Land

Ponderosa State Park

Marina

Payette National Forest

Idaho Dept of Lands

W Lake St
E Lake St

West Mountain Rd

Mission St

3rd St

S Samson Trl

State Hwy 55

E Deinhard Ln

Spring Mountain Blvd

Woolley Ave

Davis Ave

Lick Creek Rd

Lick Creek Rd

Essex Dr

Warren Wagon Rd

Warren Wagon Rd

Boydston St

W Lake St

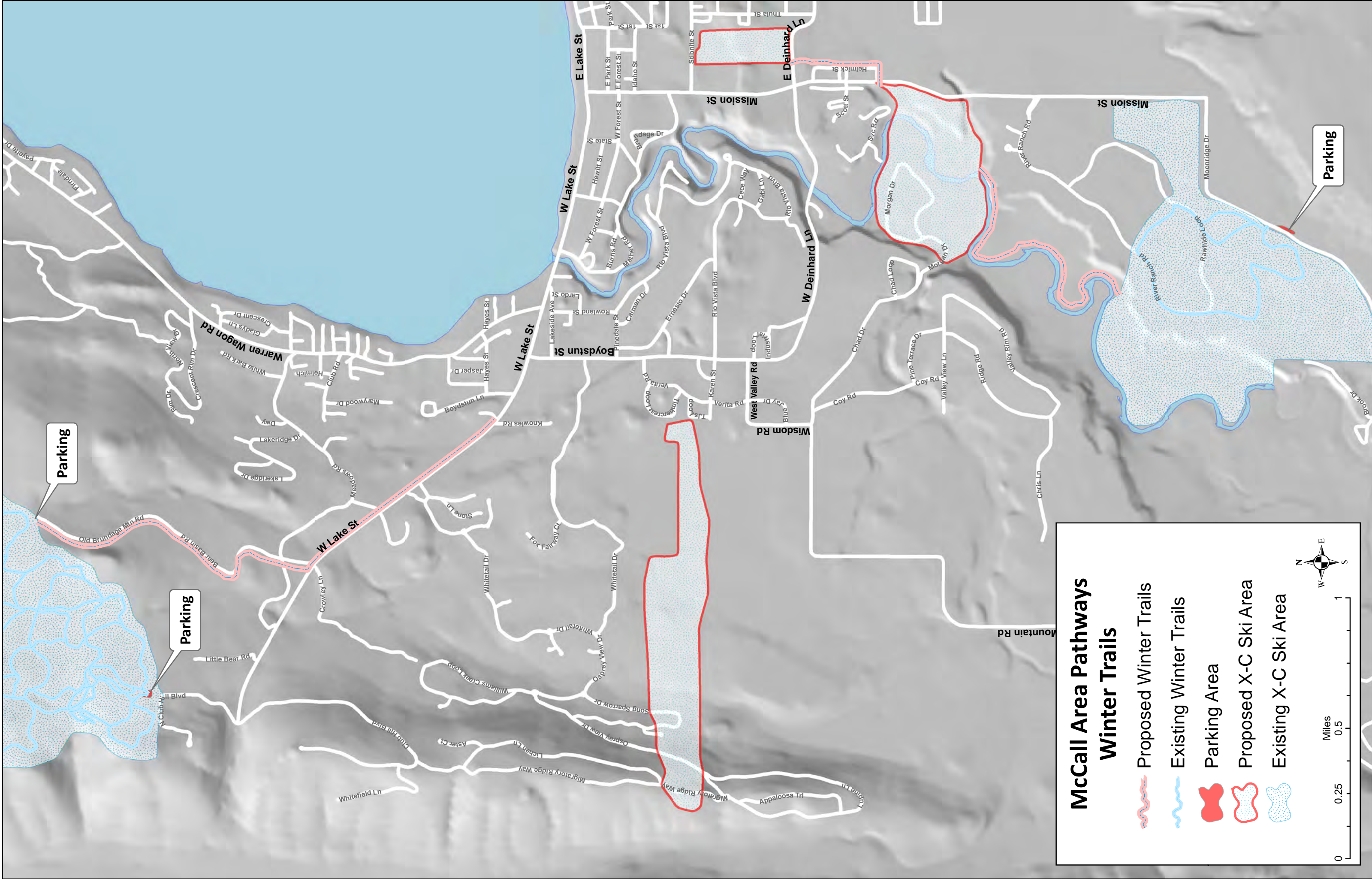
E Lake St

E Deinhard Ln

E Deinhard Ln



Wisdom Rd

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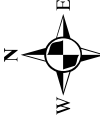
McCall Area Pathways

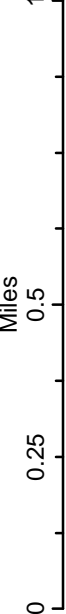
Winter Trails

-  Proposed Winter Trails
-  Existing Winter Trails

Parking Area

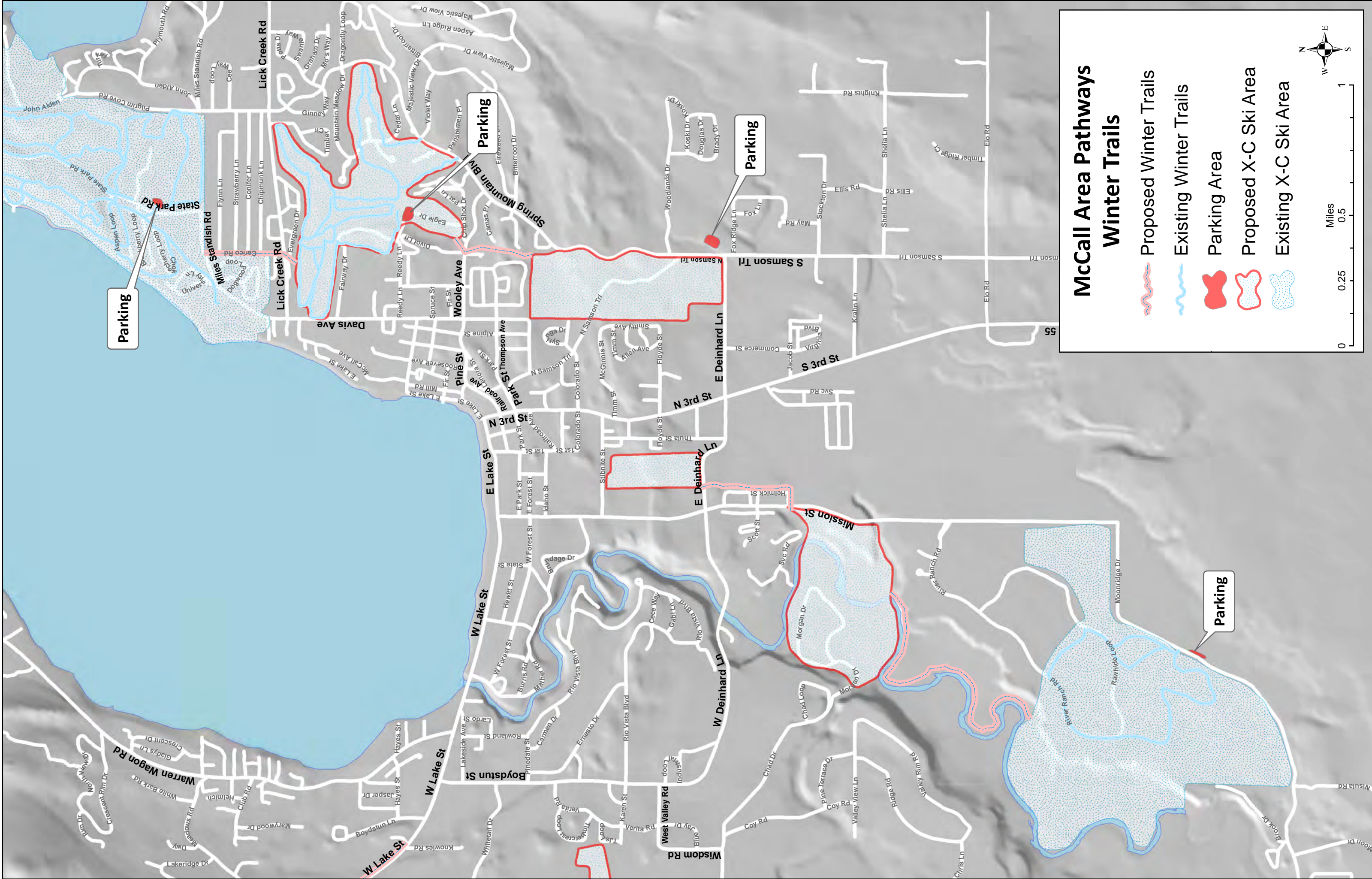
-  Proposed X-C Ski Area
-  Existing X-C Ski Area










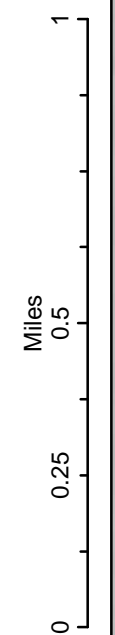
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McCall Area Pathways Winter Trails

-  Proposed Winter Trails
-  Existing Winter Trails
-  Parking Area
-  Proposed X-C Ski Area
-  Existing X-C Ski Area



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4.7 Projects

Through the public outreach activities and master planning process, several “big picture” ideas rose to the surface. Within each of these overarching ideas are specific projects that, when implemented, will achieve the final goal or big picture. All of these improvements are shown on the preceding McCall Area Pathways Master Plan Maps.

4.7.1 North-South Connections

Bicycling and walking from the south end of McCall to the downtown area is currently difficult and includes barriers and safety issues along the way. Many comments were made during the public outreach process regarding this issue.

3rd Street

The 3rd Street corridor is vital to providing access to downtown businesses and amenities for tourists and visitors as well as McCall residents. The 3rd Street corridor was consistently identified as a top priority for the public. Currently, sidewalks are missing or deteriorating along major portions of the route. Sidewalks and bike lanes on both sides of the roadway using the approved street cross section should be constructed to complete this important connection. A standard street section for 3rd Street that consists of a 10' sidewalks, 6' bike lanes, 11' travel lanes, and a 12' center turn lane has been approved by ITD and is awaiting funding for implementation. An Idaho Community Development Block Grant (ICDBG) request for improvements from existing sidewalks to Colorado Street has been submitted.

Downtown to Rail Trail

A separated pathway exists from the downtown area to Mission Street south of Deinhard Lane. Currently, bicycle and pedestrian traffic wishing to access the North Valley Rail Trail uses Mission Street through the industrial area. A separated paved pathway could be constructed along this portion from Scott Street to River Ranch to complete the pathway connection to the North Valley Rail Trail.

4.7.2 East- West Connections

Connecting neighborhoods to the downtown area with a safe and efficient pathways system is one of the main goals of this Master Plan. Wooley Avenue, Lick Creek Road, and Lake Street are the main corridors connecting east and west neighborhoods to downtown McCall. These roads receive significant vehicular traffic and were identified as being a high priority for pathways improvements.

Wooley Avenue

A separated paved pathway along Wooley Avenue should be constructed from the pathway along Spring Mountain Boulevard to the pathway at Railroad Avenue in downtown. This connection will serve numerous residents in neighborhoods east of town. In fact, this project is such a high priority for residents of the Spring Mountain Subdivision located east of town that their HOA has currently pledged \$50,000 to go towards a pathway along Wooley Avenue.

West Lake Street

West Lake Street (Highway 55) is the main thoroughfare through town and is heavily traveled autos as well as cyclists and pedestrians. A relatively narrow right-of-way, numerous private

driveway accesses, large trees, and encroachments along its length present significant challenges for sidewalk and pathway improvements. Additional right-of-way width should be acquired wherever possible to alleviate this constraint. East Lake Street from 3rd Street to Mission Street is within the Central Business District and has the character of a downtown street. Typical downtown sidewalks should be constructed along this section. West Lake Street west of Mission Street takes on a slightly different character and contains numerous private driveway accesses. Sidewalks should be constructed on both sides and, ideally, a separated pathway could be constructed on the south side of the road where possible. Currently, space exists along a portion of this section for a separated pathway but existing development west of State Street will prohibit this until redevelopment occurs. In the interim, Forest Street serves as a parallel alternate route for cyclists.

The Lardo Bridge over the Payette River is narrow and serves as a choke point for bikes and pedestrians. Pathway improvements through this section are important for connecting Lardo and other western neighborhoods to downtown. One option for alleviating this problem is to provide a separate pedestrian bridge parallel to the existing bridge or across the existing dam as suggested by the “Connecting McCall” report by the EPA. Another option would be to reconstruct the Lardo Bridge with adequate width to provide the necessary pathway infrastructure. Either of these options would be relatively expensive but would provide this critical access.

4.7.3 Connection and Access to Recreational Sites

The McCall Area is rich in outdoor recreational opportunities and many of the comments received from the public expressed the desire to be able to access these amenities without having to get into a car. Numerous parks, beaches, and trailheads are within only a few miles of downtown and can be easily accessed on foot or bicycle. Improving bicycle and pedestrian routes to these recreational destinations will help to ease traffic congestion, improve safety and convenience, and greatly enhance the experience of visitors.

Downtown to Bear Basin

Bear Basin, located northwest of downtown, provides a network of single-track trails that are popular with hikers and mountain bikers. Currently, the trailhead is accessed via West Lake Street (Highway 55) which has narrow shoulders with significant vehicular traffic moving at high speed. There is a strong community desire to create a safe pedestrian and bike pathway linkage to this popular trail network. Construction of a separated natural surface pathway within the highway right-of-way would provide a safe and enjoyable alternative route. Preliminary discussions with ITD are already underway regarding this opportunity and it appears likely that this improvement could come to fruition in the near future.

Downtown to Ponderosa State Park (Davis Avenue)

Ponderosa Park, northeast of downtown is another popular recreational destination. Improved bike lanes along Davis Avenue would greatly improve access and was cited by many as a critical link for residents and tourists alike.

Figure 23 – Existing Davis Avenue to Ponderosa State Park



4.7.4 Connecting neighborhoods

Due to the existing topography, geographical features, and development patterns, several residential neighborhoods are somewhat isolated from the services and amenities of McCall. In many cases, short pathway sections could provide connectivity to existing pathways that would eliminate or reduce the necessity to travel lengthy distances along congested thoroughfares to access destinations. Providing these convenient connections will facilitate and encourage pedestrian and bicycle travel and reduce the reliance on motor vehicles for local trips.

The Payette River divides the community into a west side and east side and bridge connections are provided along Highway 55, Deinhard Lane, and the pedestrian bridge known as “the Sheep Bridge”. Currently pedestrians and bicyclist, as well as vehicular traffic must travel a lengthy route west out of the neighborhood to Boydston Street and West Lake Street in order to access downtown. A short pathway connection from the end of Sunny Way to West Deinhard Lane would provide a significant shortcut at the south end of the neighborhood and a convenient connection to the main pathways system. Ideally, an additional connection from Rio Vista Boulevard to Mather Road via a pedestrian bridge would provide connectivity at the northern end of the neighborhood. This connection would require a bridge over the Payette River and acquisition of a public right of way in order to be implemented.

Several smaller neighborhoods along Syringa Drive and Floyd Street would benefit from new pathway connections. This need is evident from the existence of several unofficial user created paths across adjacent vacant land owned by the Idaho State Endowment and a private owner. Preliminary discussions have begun and should continue with these landowners to establish temporary access permits or easements across these properties.

Figure 24 – Existing user created trail from Floyd Street



4.7.5 Payette Lake Loop

The loop around Payette Lake is a popular route for cyclist and pedestrians despite the lack of developed pathways around its entire length. Payette Lake is a prominent tourist attraction and many people feel that a high quality connected pathway around the lake could be a destination ride for many visitors.

The Payette Lake Loop starts on Warren Wagon Road on the west side of the lake. After Warren Wagon Road passes North Beach, the loop follows the eastern side of the lake along Eastside Drive to Lick Creek Road. Currently, the conditions on Warren Wagon are variable and include stretches with bikes lanes, separated pathways, and share the road. Conditions on Eastside Drive are also variable with the most notable section being gravel and narrow with very little clearance between the lake and cliffs to the east.

Ideally, due to the popularity of the loop and to enhance the tourism potential, a separated pathway along the entire loop is preferred. However, there are some physical challenges that might limit the project to include a separated pathway where possible and a paved roadway with bike lanes in other locations. The transition areas between separated pathways and bike lanes need to be clearly marked and signed with crossings to alert motorists to the presence of pedestrians and cyclist. Several people recommended reducing and enforcing the speed limit and further enforcement to improve safety.

Figure 25 – Pedestrians and cyclists on the northern section of Warren Wagon Road around Payette Lake



4.7.6 Payette Lake and River Water Trails

Idaho has long been a major destination for non-motorized water recreation including whitewater and flatwater paddling. McCall’s location on the south shore of Payette Lake and along the Payette River makes it an ideal location for paddlers wishing to spend a few hours or a few days exploring the waterways. Located within a few hours of several major recreational whitewater rivers, McCall also provides a convenient centralized location for day and multi-day trips. These outstanding water resources are definitely at the top of the list of McCall’s assets. A designated water trails system can serve as a complement to the hiking and biking trails in the McCall Area to attract recreationalists. Although Payette Lake and the Payette River currently see use by paddlers, designating a water trail system can enhance the experience, promote the opportunity, and attract new users and tourists. A study by Lindsey Johnson, MCRP from the University of Oregon titled “Case Studies of Water Trail Impacts on Rural Communities”, (2002) outlines the economic benefits of water trails in several rural communities in the United States.

There are many opportunities for this type of “blueway” trail to connect destinations along the shores of Payette Lake, on the seasonal class II whitewater section of the Payette River south of the lake through McCall, and on the scenic flatwater section of the river known as “The Meanders” at the north inlet of the lake. Little Payette lake, located east of McCall provides yet another opportunity for flatwater paddling just minutes from town.

Establishing a water trail system can be relatively easy and inexpensive. Much of the necessary infrastructure already exists which includes soft surface launching areas at many of the public access points and restrooms at public beaches. Educational and wayfinding markers and signage should be developed and installed at key locations. A water trails guide should also be created which can be used to educate and orient paddlers and to promote and brand the water trails system.

The attached Water Trails Map shows the location of these waterways as well as access points, points of interest, and facilities.

4.7.7 Rural Road Cycling Routes

Road cycling and touring is popular among tourists and residents of the McCall Area. Several of the existing rural roads throughout the valley pass through the rolling hills of the scenic landscape and are ideal for this activity. These roadways also serve residents commuting to town from outlying areas to the south. These roads are relatively lightly traveled by motorists and currently serve cyclists as shared lanes or paved shoulder routes with some “share the road” signage. These routes include Elo Road to Farm to Market on the east side of the valley, West Mountain Road on the west side, and Warren Wagon Road north to Secesh Summit.

From a long term perspective these roads could be made safer and more enjoyable with increased signage and full width, designated bike lanes. These improvements should be considered and could be easily implemented when the opportunity arises in conjunction with repaving, restriping, or reconstruction projects.

4.7.8 Downtown Walkability

Providing a safe and comfortable pedestrian environment in the downtown core will no doubt have a positive impact on businesses and the experience of tourists and residents. Studies show that pedestrian friendly streets attract more customers and entice them to stay longer and spend more money in local businesses. During the public outreach portion of this planning process, this sentiment was echoed by many. Other McCall planning documents including the current Comprehensive Plan and the Downtown Master Plan also call for prioritizing sidewalks and walkability in the downtown core.

The existing sidewalk network in downtown contains numerous gaps. These missing sidewalks should be constructed in accordance with the Downtown Master Plan and City Code and crosswalks should be painted and maintained at all intersections.

Figure 26 – Existing missing sidewalk connection in downtown McCall



4.7.9 Wayfinding and Signage

Although wayfinding and signage is not a specific pathway project, it is an important aspect of creating a cohesive pathways system that is easy to recognize and follow. Wayfinding and signage can be related to an overall branding and logo campaign for the McCall Area Pathways that can be included in promotional material and help boost tourism. Some ideas that emerged from the public process for branding included tying into the “Sharlie” legend of Payette Lake or Payette Lake itself. The existing public art “cairns” that are currently used to identify the multi-use pathway through town are a great example of an interesting and creative way to brand the pathway system while providing necessary wayfinding information. Using something that is uniquely McCall is important and it is recommended that a distinct brand be developed. This could be accomplished by having a logo contest in the schools or hiring a professional marketing consultant.

Figure 27 – Pathway cairns (left) and one local rendition of “Sharlie” (right)



4.8 Implementation

To oversee implementation of this Pathways Master Plan, it is recommended that the City of McCall Community Development Department take a leadership role in coordinating with the City Public Works Department, City Parks and Recreation Department, and Valley County. Coordinated efforts between multiple agencies will help McCall develop the proposed pathways system in the most cost effective manner. In reality, realization of the Plan will be incremental and may take up to 5-, 10-, or 20-years to complete.

Periodic evaluation and monitoring of the plan’s progress is also recommended. Performance measures such as system performance, increased mobility, increased safety, cost effectiveness, environmental impact, and community support could be used to evaluate the effectiveness of the pathways system. Selecting a benchmarking program that is based on data that can be collected with available resources over time is important. Based on the plan’s progress, this Master Plan should be reviewed and updated as necessary.

4.8.1 Priorities

Several projects rose to the top as high priorities for the McCall Area during the public input period. These have been classified into low, medium and high costs categories based on required capital expenditure and ease of implementation which considers ownership issues and landowner support. The following Table 3 categorizes these projects, gives a brief description and identifies responsible parties for implementation.

Table 3 – Priority Projects

Low Cost (possible short term projects, early success, easy to implement)	City department / agency responsible for implementation
Brand Development Develop unique wayfinding signage, and promotional maps for the pathways system.	Community Development / Parks & Recreation
Roadway Markings “Sharrow” painting and signage on shared roads.	Public Works / Valley County / Community Development
Spring Mountain Pathway Safety Improvements Separation (bollards) along Spring Mountain Pathway.	Public Works / Parks & Recreation
Wayfinding Signage Improve signage for 1 or 2 main routes such as “to downtown”, “to Ponderosa State Park”, “to Bear Basin”, “to Valley County Rail Trail”.	Community Development / Parks & Recreation / Public Works / Valley County
Water Trails Payette Lake and River Water Trail Mapping and Promotion.	Community Development / Parks & Recreation / Valley County
Medium Cost (possible medium term projects, minor infrastructure)	
Single-track Trail to Bear Basin A natural surface trail from the Brundage Inn to the Bear Basin Trailhead along Highway 55.	Community Development / Parks & Recreation / Public Works
Davis Avenue Improvements Adding bike lanes to Davis Avenue and making improvements to share the lane roads leading to Ponderosa State Park.	Public Works / Ponderosa State Park
North Valley Rail Trail Improve Mission Street from Jacob Street to River Ranch to connect McCall to the Rail Trail south of town.	Public Works / Parks & Recreation
Park Street Improvements From 1 st Street to Mission Street with desired sidewalks on the north along commercial properties, desired bike lanes and a separate sidewalk on the south.	Community Development / Public Works
Water Trails Improvements to launch sites around Payette Lake and River Water Trail and development of promotional and educational materials.	Parks & Recreation / Valley County / Community Development
High Cost (possible long term projects, major infrastructure, land acquisition)	
3rd Street Improvements Sidewalk and bike lane improvements along 3 rd Street from Deinhard to Lake Street.	Community Development / Public Works
Lake Street Improvements Improving sidewalks and adding bike lanes along West Lake Street and over the Lardo Bridge.	Community Development / Public Works
Payette Lake Loop Improvements Adding separated pathways all around Payette Lake and a natural surface trail along Miles Standish to complete the loop around the lake.	Community Development / Parks & Recreation / Valley County / Public Works / Idaho Department of Lands / Ponderosa State Park
Wooley Avenue Improvements Adding a separated paved pathway along Wooley Avenue to connect Spring Mountain Boulevard to the Downtown area.	Public Works
Lick Creek Road Improvements Adding a separated paved pathway along Lick Creek Road.	Public Works / Valley County / Golf

4.8.2 Funding

There are a variety of funding sources for pathways improvements, maintenance, and programs that include local, state and federal programs as well as non-profit and private sector organizations. Grants are available to local governments or non-profit advocacy organizations and can be used for a variety of pathways projects and programs. Leveraging local funds as the matching component for larger grants is recommended whenever possible.

The following list briefly describes a number of funding options with links and references for more information. In addition to securing funding for new improvements and projects, the City of McCall should allocate sufficient funds in the annual budgets for maintenance of existing facilities as well as funding ongoing programs, education, and promotion of the pathways system.

Federal Programs

- Safe Routes to School (SR2S)
 - Administered through ITD – competitive grant process
 - Approximately \$1 million available statewide in Idaho
 - Up to \$100k available per infrastructure project
 - Up to \$50k available per non-infrastructure project (education, encouragement)
 - Suitable Projects – pathway along Idaho Street near high school
- Transportation Enhancement (TE) Program
 - Administered through ITD
 - Not currently available in Idaho
 - Status - In April of 2008, the Transportation Board decided to suspend solicitation for new TE projects for FY 2011-2013. Depending on future funding, the program may be reinstated.
 - The entire program is in danger of being eliminated on the federal level.
- Transportation Investment Generating Economic Recovery (TIGER) program
 - Administered through the US Department of Transportation
- National Park Service - Land and Water Conservation Fund (LWCF)

State Programs

- Idaho Department of Parks and Recreation (IDPR)
 - Recreational Trails Program (RTP)
 - \$1.5 million available statewide annually
 - Waterways Improvement Fund (WIF)
 - \$1 million available statewide
- Idaho Community Development Block Grant (ICDBG)
 - Administered through Idaho Department of Commerce
- Local Highway Technical Assistance Corporation (LHTAC)
 - Projects associated with roadway projects

Private Programs

- Alliance for Biking and Walking
 - Model Grants (\$20,000 to \$50,000 per year for up to three years) - provide multi-year

- support to state and local advocacy organizations with efforts to significantly increase federal investment at state, regional, and/or local levels for biking and walking infrastructure and programs.
- Rapid Response Grants (\$1,000 to \$3,000) - help state and local organizations take advantage of unexpected opportunities to win, increase, or preserve funding for biking and walking.
 - Capacity Building Grants (\$5,000 to \$15,000 with match) - support the development and professionalization of state and local advocacy organizations to increase rates of biking and walking.
 - Bikes Belong
 - The Bikes Belong Grant Program (up to \$10,000) - strives to put more people on bicycles more often by funding important and influential projects that leverage federal funding and build momentum for bicycling in communities across the U.S. These projects include bike paths and rail trails, as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives.
 - American Canoe Association (ACA) and L.L. Bean
 - The Club-Fostered Stewardship (CFS) program provides grants of up to \$1000 to paddling clubs and other water-related organizations that undertake stewardship projects on their favorite waterways. CFS grants are available for projects that utilize volunteers in efforts to protect, maintain or restore recreational waterways, to provide for or improve public access, or to enhance safe navigation.
 - Kodak American Greenways Awards
 - The Eastman Kodak American Greenways Awards, a partnership project of Kodak, The Conservation Fund, and the National Geographic Society, provides small grants to stimulate the planning and design of greenways in communities throughout America.
 - Other Private Organizations
 - Smartwool Advocacy Fund
 - North Face Explore Fund
 - Cliff Bar

Local and other Programs

- McCall Community Improvements Corporation
 - Funding earmarked for Lake loop
- Spring Mountain H.O.A.
 - Pledged support for Wooley pathway
- Highlighted suggestions from questionnaire
 - Local Option Tax (LOT) (many suggested this in questionnaire)
 - Donations – in kind and financial
 - Adopt a path – in kind and financial
 - Events / Fundraisers (concerts, festivals)
 - Establishment of a Recreation District
 - Annual pathways pass (voluntary), bike license
 - Part of land use approval process
 - Increase pathways allocation from City budget
 - Bonds

4.8.3 Promotion, Encouragement, and Education

Promotion, encouragement, and education are integral parts of any pathways plan and are needed for creating a bicycle and pedestrian friendly community. The benefits of a high quality pathways system are only realized when there is significant use. Bicycling and walking can be encouraged through marketing campaigns, promotional events, and distribution of pathways information as well as improving infrastructure.

There are several common encouragement programs and events that have been in place in similar communities. These include “Bike Month”, “Bike and Walk to School Days” and promotional group bicycle rides. These events are excellent ways of showcasing the pathways system and introducing the opportunities that the pathways system provides for alternative transportation, recreation, and healthy lifestyles.

Bike Month is a national event that is typically held in May and is sponsored by the League of American Bicyclists. This event can include bike to work days, other bike to events, commuter challenges, and other programs to engage businesses and the community. More information regarding Bike Month is available on the League of American Bicyclists website at http://www.bikeleague.org/programs/bikemonth/pdf/national_bike_month_guide.pdf. The website provides a guide to organizing Bike Month events and also contains links and information regarding other events, program and educational resources.

Walk to School Day is an annual international event held in October to promote and encourage kids to bike and walk to school. This event can include an organized group walk or bike parade and can be used to showcase or dedicate recent improvements in pathways infrastructure as was done for the new Deinhard pathway on September 9, 2011. More information on this event is available at <http://www.walktoschool.org/index.cfm>.

Other promotional events including group rides and volunteer maintenance days can be organized throughout the year by the City of McCall or other groups such as CIMBA or Valley County Pathways. These types of events help to promote use and give users a sense of ownership in the pathways system.

The pathways system can be promoted through marketing campaigns and materials that include a McCall Area Pathways Map that can be distributed to the public and available to residents and visitors at convenient locations around town. This map should show recommended bicycle and pedestrian routes through the area, points of interest, and destinations and could be sponsored by the City of McCall, Chamber of Commerce, local advocacy groups, and local businesses that want to show their support for pathways.

During the public input process, there were many comments regarding the development of a catchy and unique “brand” for the pathways system that is pertinent to the area and can help to promote McCall as a walkable community and cycling destination. Branding can include an identifiable logo that could be used on pathways signage throughout town and on promotional materials, websites, and maps. These branding ideas can be further developed through a logo design competition.

Both cyclists and motorists need education on how to safely and efficiently share the roadways and navigate through traffic. Bicycle safety programs can be included as part of other events like

Bike Month and Bike and Walk to School Days. Bicycle education and skills courses can be sponsored by non-profit organizations or local governments or a partnership between the two and can teach the rules of the road and proper bicycle handling skills to both kids and adults.

4.8.4 Maintenance

Pathways require periodic maintenance in order to keep them in a safe and functional condition. Poorly maintained facilities can become hazardous, unusable, and costly to repair. A pathways maintenance program that consists of periodic inspections of the pathways and signage in the spring and fall as well as routine clearing and sweeping program will serve to provide users with a safe and enjoyable experience and will reduce long term costs of major repairs and re-construction. A maintenance schedule of pathways facilities should be developed that includes resources needed, time allocations, and estimated budget. The schedule should also include the estimated lifespan of facilities and costs for replacement or major re-construction projects.

Many maintenance activities of pathways are the responsibility of various parties. Keeping bike lanes clear of parked vehicles and any other encroachments is the responsibility of the City Police Department. Maintenance operations such as sweeping and clearing of separated pathways as well as major repairs are the responsibility of the City Parks and Recreation Department, and time and financial resources should be allocated in the department's schedule and budget. Maintenance operations of bike lanes and sidewalks within the right-of-way is the responsibility of the adjacent property owner per the City of McCall City Code Section 8.5.010.

Community members and organizations can also be involved in maintenance of the pathways system through programs such as “pathway cleanup days” or “adopt a pathway” programs. Involving users in volunteer maintenance and improvement projects not only saves money but leads to a sense of stewardship for pathways.

Since pathways users are often times the first to discover deficiencies and needs for maintenance, it is important to have a means to hear comments from the community and respond to their concerns. A pavement management plan is recommended for separated pathways, widened shoulders and bike lanes that include an inventory of the condition, type, and mileage. The Public Works and Parks and Recreation departments should work collectively to develop this plan and keep it up to date.

Figure 28 – Community volunteer maintenance of separated pathways and natural surface trails



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5.1 Supplements to this Document

AASHTO Guidelines for the Development of Bicycle Facilities, 1999

AASHTO Guidelines for the Development of Pedestrian Facilities, 2004

AASHTO Guide for the Planning, Design, and Operation of Bicycle Facilities, DRAFT, February 2010

Americans with Disabilities Act Accessibility Guidelines (ADAAG)

Architectural Barriers Act Accessibility Guidelines for Outdoor Developed Areas (AGODA)

Idaho Bicycle and Pedestrian Transportation Plan, January, 1995

International Mountain Bicycling Association (IMBA) Trail Solutions handbook

Manual of Uniform Traffic Control Devices (MUTCD), FHWA 2009

Public Right-Of-Way Accessibility Guidelines (PROWAG)

U. S. Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations, signed March 11, 2010

5.2 Links to Resources and Additional Information

International Walk to School Day
<http://www.walktoschool.org/index.cfm>

League of American Bicyclists
<http://www.bikeleague.org/>

Pedestrian and Bicycle Information Center

<http://www.pedbikeinfo.org/>

Bikes Belong

<http://www.bikesbelong.org/>

U.S. Department of Transportation, Federal Highway Administration University Course on Bicycle and Pedestrian Transportation

<http://www.fhwa.dot.gov/publications/research/safety/pedbike/05085/>

Robert Wood Johnson Foundation, Walking and Biking Programs

<http://www.rwjf.org/pr/search.jsp?topicid=1067&subtopic=1303>

Idaho Transportation Department, Transit Bicycle and Pedestrian Mobility Funding Guide

http://itd.idaho.gov/bike_ped/Funding%20Guide.pdf

Public Policies for Pedestrian and Bicyclists safety and Mobility

<http://international.fhwa.dot.gov/pubs/pl10028/pl10028.pdf>

Idaho Department of Transportation Bicycle and Pedestrian Program

http://itd.idaho.gov/bike_ped/

International Mountain Bicycling Association

<http://www.imba.com/>

Rosland, BC – Trails Information

<http://www.kcts.ca/cms/KCTS-HOME.10.0.html>

Teton Valley Nordic tracks

<http://tvtpap.org/nordic-grooming>

North Boulder Park Nordic Track

<http://www.facebook.com/pages/Boulder-Nordic-Club/151703257788>

Bend, OR Skyliner Sports Complex Nordic Track

<http://www.bendbulletin.com/article/20080207/SPORTS05/802070419/>

Duluth, MN XC-Skiing

http://www.midwestweekends.com/plan_a_trip/outdoors_recreations/cross_country_skiing/skiing_in_duluth.html

Pet Friendly Nordic Trails

<http://akirchner.hubpages.com/hub/Pet-Friendly-Winter-Sports-Trails-In-Central-Oregon>

Telluride Nordic Association – Facilities & Services Assesment

http://www.telluridetrails.org/NGI_Report_Web.pdf

Real Estate Adds Near Nordic Trails

<http://www.mtnhomes.com/index.cfm?action=brokermain&brokerid=30076&pubid=1&force=1817>

<http://knol.google.com/k/meredith-amon/shock-hill-breckenridge-homes-and-real/26gibj6sg7k5/33>

<http://www.idahoresortrentals.com/cottages/cottagelist.php>

<http://www.jugmountainranch.com/owner-testimonials.html>

Nordic Grooming Equipment - Yellowstone Track Systems

<http://www.yellowstonetrack.com/snowmobilegroomingequipment.html>

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Appendix

Notes from Workshop #1

Workshop #1 was conducted over three days from June 15 through June 17, 2011. Day 1 included a kick off meeting with the public and a “handle bar survey” of the existing pathways in the McCall Area. Day 2 included stakeholder meetings in the morning and two public hands-on workshops in the afternoon and evening. Day 3 was a work day for Harmony Design & Engineering staff which was also open to the public. The Workshop culminated with a presentation of a preliminary Pathways Master Plan at an informal open house gathering held outside in the Hotel McCall Courtyard. Copies of the attendance sheets are included at the end of this document.

Feedback from stakeholders and the public was gathered throughout the three day Workshop. The following is a list of all of the public comments gathered during Workshop #1. This public input will be used to help form the basis of the McCall Area Pathways Master Plan.

Goals of Pathways Master Plan

- Connect dispersed pathways
- Neighborhood connections, use existing easements
- Plan for sidewalk connections in downtown
- Fill needs for residents commuting
- Bike and foot
- Accommodate different types of bicyclists
- Casual and higher speed
- Provide SAFE routes
- Connection at Davis
- Provide a clear plan for guiding future development
- Transportation standard
- Provide a Strategy for Maintenance

Benefits of Pathways Master Plan

- Promotion of McCall
- Vacations
- Recreational hub
- Positive economic impact
- Top 5 reasons people choose to buy includes parks and pathways
- Methow Valley model
- Improved quality of life
- Main reason people come here
- Can create an identity for the region

- Master Plan important for recreation and tourism

Areas to Connect

- Schools
- Park – Payette State Park
- Downtown
- Beaches/Public Parks
- Rotary
- Legacy
- Davis Beach
- Mill Park
- Around Lake Loop (Payette Lake Loop)
- Bear Basin
- West Mtn. Road (road ride) out and back
- Elo Road to Farm to Market
- Post Office
- Alternative to 3rd Street
- Hotels
- Valley County Rail Trail

Ideas for Improved Pathway Identification

- Brochures
- Signage that is consistent – ie: Payette Lake Loop
- Maps available for tourists
- Hotels
- Gear shops
- Chamber of Commerce
- City Hall
- Better Pavement Marking (paint is cheap)
- Dashed bike lanes, bike arrows
- Better signs
- Identify types of surfaces (asphalt, gravel, decomposed granite)
- Paint narrower auto lanes
- More wayfinding signs

Opportunities

- ITD approved street section for 3rd Street – just needs funding
- 10' walk – 4 to 5' bike lane – 11' travel – 12' center turn
- Pump track in airport flight zone owned by the City
- Alternate route on Lenora – share the road or lanes
- Single track trail on city property in town (flight zone)
- Pedestrian crossing light at 3rd and Lenora – maybe with Safe Routes to School Funding?
- Some money was raised by Valley County Pathways to complete the loop around the

- Lake. About \$40,000 is left in this fund that can go to a project around the Lake.
- Believe that County will prioritize Warren Wagon Road over the East Side Drive due to amount of use.
 - Raised money by people buying \$100 for 1 ft of pathway
 - Include information from Safe Routes to School activities in the Master Plan
 - City applied for a grant for Wooley separated pathway, did not get awarded however. Estimated about \$1million for this project. Need to get more info on scope of that project.
 - Include pathways requirement in for new development applications
 - More ski trails that are o.k. for dogs
 - Develop paved path around lake but leave road gravel/dirt
 - Educate drivers about how to drive around bikers
 - Maintenance of winter pathways
 - Grooming vs. plowing
 - Timing of path and road plowing
 - Make existing pathways safer
 - Rumble strips
 - Orange carsonite posts
 - Physical barriers
 - Visual barriers

Obstacles to Overcome

- Sprinklers on path near River Ranch
- Gravel in bike lanes
- Hwy – how to cross safely, hwy acts as a barrier between east and west McCall
- Cost of construction

Ideas for Overcoming Obstacles

- At Hwy install traffic light, round-a-bout, orange flagging
- Cost – avoid property tax increases, use volunteers or convict labor for harder sections

Economic Development Ideas

- Series of rides that start and end in downtown
- Connections from hotels to downtown businesses
- Pathway/Pedestrian connections and access on 3rd
- Tourist and recreation destination – share road striping on 3rd helps with perception
- Chamber of Commerce Involvement
- McCall Minute
- Judy Woods is contact
- Real Estate involvement with promotion
- Tie in with bike events, marathon
- Get businesses to help fund map by getting businesses listed. Help with distribution
- Use different symbol for bike lane marker that is tied into McCall pathways logo
- Develop a brand logo

- Opinion from Realtor - #1 path for economic development is trail from town to Bear Basin
- What is missing from marketing for McCall is connectivity. McCall isn't competing well with Sun Valley right now on pathways and connectivity
- Downtown connections important for economic development
- Connect hotels with downtown on 3rd St
- Connect along Lake Street to Mission or to Hospital

What Makes McCall Special?

- If it's not already here, creative people get together to make it happen in McCall: ie: Skate park, high school baseball/softball, non-profit arts groups, hiking club, theatre groups, youth programs, hockey (Manchester ice/event center) Little Ski Hill's ongoing existence, Nordic trials, etc etc. It's the people!
- The lake, river, mountains (and great planners)
- So Beautiful
- Not Boise (x2)
- Lake, river, architecture, small town charm
- As a 1st time visitor – laid back, quaint, Love it!
- As a 1st time visitor – long ways from anywhere, keep small town feel, bike trails are cool, I like to eat and good drinking, I don't do snow sports, I look for lodging bargains that are clean and nice, we're staying at Holiday Inn Express

Handle Bar Survey

Existing conditions were analyzed through a combination of GIS mapping, comments from the public, and on the ground "handle bar surveys" performed by the consultant and city staff. The following are general observations as well as some specific conditions and issues observed in some areas.

- Pavement marking is lacking in most locations
- Signage is poor, especially for McCall Drive detour for Davis
- Some signage is sufficient, but confusing. Some signs obscured by trees
- Cross walks are missing for most path crossings at streets and at most all driveway access locations
- Wooley separate pathway is not separated by much. Need elevation barrier, dip or mound, rumble strips, removable posts are some ideas
- Many user created pathways exist – gives indication of need for pathway in those locations
- Many people use the existing pathways
- People are also traveling on known routes such as 3rd and Lake, even though there are alternative routes that are safer
- Pathway definition varies - varied widths and surface types. Can create confusion
- Bridge across Dienhard is excellent. Although could be too wide since could drive a car through
- Dienhard bike lanes are well marked and signed
- Gaps exist in downtown sidewalks

- After crossing 3rd from Railroad Avenue onto Lenora, the pathway definition is gone, creates confusion on where to go
- Observed grade challenges in connecting Rio Vista with town
- Pathway crossing mid-block on Mather Road to Lardo bridge is confusing and seems dangerous

Stakeholder Meetings

Stakeholders from the business community, City and Community committees, public agencies, and health and education providers were conducted on Day 2 and some on Day 3 of the Workshop. The following are notes from these meetings.

ITD re: pathway to Bear Basin within ITD ROW

- Separate single track trail o.k.
- Trail would need to stay outside of drainage areas
- Need to be constructed and maintained by others
- Best to have agreement with City vs. some other entity such as CIMBA
- Contact Maurine Gresham, ITD Bike/Ped coordinator
- Approval process would need to begin with letter from City to ITD
- Address to Dave Jones, District Engineer
- State that the trail would not interfere with current operation of the highway
- Cc letter to Forest Service, Jane Crop (Head of Recreation) who will be the FS contact after John Groom leaves
- Include plans for the trail
- Shore Lodge might want to help create trail & give easements?
- Might need environmental review?
- ITD is installing traffic counter at mile post 153 and another outside of Lake Fork
- Will give good information on where people are traveling, what is destination

ITD re: 3rd Street

- ITD has approved McCall street section for 3rd which includes 11' travel lanes, 12' turn lane, 5' bike lanes and 10' sidewalk
- Pavement in poor condition on shoulders, drainage issues
- Parking issues within ROW is enforced by local police, not ITD
- In general, safety improvement money is reactive to areas with accident history
- ITD re: Lake Street
- Need approved street section
- Approximately 48-50' ROW (per Michelle)
- Idea for sidewalk just on south side due to landowner issues on north
- Possible Safe Routes to School funding for Lardo Bridge
- Check sufficiency rating of bridge – if less than certain amount, 50?, then could be replaced.
- Bike lanes would need to talk to resident engineer
- New striping would be coordinated between city engineer and Kevin Sablan, ITD traffic engineer

Idaho Power

- Idaho Power has easements through private property which only allow for construction and maintenance of their lines.
- They do have some ROW for transmission lines
- ROW Department in Boise has GIS info on ROW. We can request copy of these files
- If we wanted pathway through their easement, then need permission from landowner and Idaho Power. Need to show that will not interfere with their line maintenance.

School District

- School district does have plan for pathways on site for the elementary and middle schools.
- Separated pathway on other side of bus lane
- Crosses opposite of bus lane, not at intersection of Sampson and Dienhard
- Do not want to encourage public pass through use of their pathways
- It is desired to have a pathway connection from the neighborhood to the east of the school to the school

Bus/Transit

- Identified existing bus stops and possible future bus stops on the Pathways Master Plan preliminary map
- Expressed desire to have good pedestrian connections to the bus stops



McCall Area Pathways Master Plan

Thursday, June 16 – 8:30 – 12:30 p.m.

Stakeholder Meetings



NAME	PHONE	EMAIL
Bill Weida	634-8776	bweida@frontiernet.net
WAYNE RUEHMELE	634-6718	worvenmele@epikosdesign.com
Irwin Mulnick	315-3674	irwin@frontiernet.net
Gene Drabinski	634-6052	genedrabinski@yahoo.com
MARK WADDAK	334-8844	mark.waddock@IDAHO.GOV
Andrea Parnett	347-2202/630-4828	jparnett@frontiernet.net
GALYN WADSWORTH	630-7914	GWADSWORTH@IDAHOPOWER.COM



McCall Area Pathways Master Plan

Thursday, June 16 – 2:00 – 4:00 p.m.

Public Hands-On Workshop @ The HUB



NAME	PHONE	EMAIL
SCOTT ACKER	634-6711	sascesh@citlink.net



McCall Area Pathways Master Plan

Thursday, June 16 – 5:30 – 7:00 p.m.

Public Hands On Workshop #2 @ Legion Hall



NAME	PHONE	EMAIL
DAVID SIMMONDS	634-6929	DSIMMONDS@MCCALL.ID.US
DEAN MARTEUS	634-7101	dmartens@citlink.net
<hr/>		
Friday - Work Session		6/17/11
MATT MOSS	315-2173	6/17/11 School
JEFF TANGEN	315-3708	6/17/11 School
Julie Welder	315-1495	6/17/11 julier@frontiernet.net
ART TROUTNER	630-4627	ARTROUTNER@HOTMAIL.COM
Nathan Stewart	315-3304	nstewart@mccall.id.us

Notes from Workshop #2

Workshop #2 was conducted over three days from September 27 through September 29, 2011. Day 1 included a meeting with the Trails Committee to discuss the Draft Master Plan and review the agenda for the rest of the workshop. Day 2 included meetings with affected landowners followed by a community workshop and priorities exercise held outside in the Hotel McCall Courtyard from 5:00pm to 7:00pm. Day 3 included meetings with City of McCall staff including Public Works, Parks and Recreation, and Community Development. Copies of the attendance sheets are included at the end of this document.

Feedback from stakeholders and the public was gathered throughout the three day Workshop. The following is a list of all of the public comments gathered during Workshop #2. This public input will be used to help refine the initial draft of the McCall Area Pathways Master Plan.

Comments by the Pathways Committee regarding the Draft Master Plan Document (meeting 9/27/2011)

- Add reference and description of NPS Technical Service Grant Award.
- Add locations of photographs (general).
- Under “Related Planning Documents” reorganize bullets (general).
- Add impetus of process is NPS Technical Services Grant (Michelle to write).
- Separate McCall Pathways Partners into two lists: Partners and Outreach List.
- Expand on the “Poster” program: list of businesses where posters were displayed, results.
- Use the term “questionnaire” not “survey”.
- Add graphics for questionnaire results.
- Remove the section regarding public hearings until the hearings are actually held.
- Add photos and diagrams of each type of pathway under the classification descriptions
- Maintenance of bike lanes and sidewalks is the responsibility of the adjacent property owner.
- Add a unified snow removal solution recommendation.
- More emphasis on water trails (background and trends). Add information on safety, conflicts. Describe what is envisioned along the river and lake with asterisks at destinations and landing sites. Perhaps a separate map.
- Under Goals and Policies, identify several overarching recommendations or big picture ideas (east-west connections, north-south connections, pathway around lake, etc.).
- Insert pathways maps before “implementation and priorities”, not at end of document.
- Identify priority projects (top three for high, medium, and low cost).
- Number the proposed projects and provide a key to match projects to maps.

Comments from Affected Landowners (9/28/2011)

- Nokes (via telephone): Not interested in providing an official access across their property. Concerns of cutting fences.
- Richard Jordan (property between N. Samson Trail and Davis Avenue): Open to the idea of access through his property and is willing to continue to work with the city on this possibility.

- Laura (McGinnis Street-Samson Trail connection): Not interested in providing access adjacent to her residence (concerns with privacy). Suggested looking at options for access through vacant lots to the west. She will talk with other residents of her neighborhood for input on possible pathway connections.
- Idaho Department of Lands (Kate Langford, Julianne Shaw, Sheldon Keafer):
 - Show all IDL land on maps and label “State Endowment Trust Lands”. Get GIS layers if IDL and FS lands from Chris Clay.
 - IDL’s mission is to make money from the lands. Any easement will need to be compensated. Deinhard pathway easement was obtained from in-kind work (bury power and stormwater improvements).
 - East Side Drive:
 - Valley County maintains the road although there is currently no official permit for access.
 - An IDL permit would be required to pave the gravel section or to provide “share the road” signage. Signage should include educational information regarding endowment lands.
 - “Deinhard 80” (80ac at NW corner of Samson Trail and Deinhard Lane):
 - IDL is open to providing a temporary land use permit for non-motorized access across the property (one north-south, one east-west).

General Comments from Stakeholder Interviews and Written Comments

During the three day workshop, Harmony held interviews with various stakeholders and business owners throughout the McCall Area to get input on pathways projects, priorities, and benefits. Any member of the public could submit written comments as well. The following is a summary of the comments received through this process.

Interviewees

John Barth (Ice Arena)
 Judd DeBoer
 Joel Hellerman (Chamber of Commerce)
 Julie Hellerman
 Violet Patton
 Linda Corder
 Mike Maciaszek
 Damon Yerkes
 Mike Anderson
 Laura (on McGinnis)
 Jim Clarke

Written comments

Helen Washburn
 Andrew Cochrane

Comments:

- Need sidewalks on 3rd Street.
- Sidewalks from yacht club to rotary.
- Open 10’ easement from McCall Avenue to Davis Beach.

- Priority access should be to and from Downtown.
- No public McGinnis to Samson connection through private property (privacy issue).
- Pathways provide one more amenity to the numerous amenities already provided in McCall.
- More cultural and educational presence would make McCall attractive for permanent residency.
- Education for motorists is important.
- Sidewalk is important to the visibility of business (everybody eventually walks by).
- Path around Payette Lake would be an iconic destination pathway and have a tremendous impact (economic development).
- Valley County Pathway – landowners could pledge R.O.W. until funding is available, also opportunity for commercial nodes along VC Pathway.
- Pathway would not add value to property but can make it sell faster. Proximity to pathway would not make or break a decision to buy a property.
- Funding priority for pathways should be just under roads/bridges/necessary transportation infrastructure.
- Pathways improvements along Roosevelt and Pine and improvements to main corridors downtown would help my business.
- Like to see property owners follow through with required sidewalk improvements downtown.
- Walk-in business is greatest on Wednesdays during farmers market.
- Sidewalks are the key to Downtown.
- Pathways are in line with our business philosophy.
- Davis Avenue to Ponderosa Park is dangerous.
- Extend pathway from Floyd St. toward middle school so kids do not have to ride bikes on highway to get out of Floyd St. neighborhood.
- Bike Path at Forest and Mather is a dangerous junction. Turning east onto Forest dumps you out on the wrong side of the road.
- Elo Road is dangerous.
- My son uses pathways and rides Bear Basin
- Interested in trail from McCall to Little Ski Hill to keep bikes and pedestrians off of the highway.
- Bike and pedestrian improvements will improve tremendously the satisfaction level of our visitors.
- Would like bike events like a criterion.
- Need a McCall bike map. Could sell ads to pay for it. Provide it at informational kiosks.
- Need education of bike and ped safety.
- Tourists renting lodging ask 95% of the time if they can walk to town from the unit.
- #1 complaint at chamber of commerce is lack of sidewalks.
- Sidewalks and pathways are important for residents and tourists.
- Concerned about the busyness of Lake Street with too much traffic and residents pulling in and out. A sidewalk would be OK here. Could be a larger sidewalk that allowed bikes on one side.
- 3rd and Lake are most important priorities for tourism and economic development.

- My business does not have a direct benefit from pathways but has indirect benefit because pathways are good for the community in general. What's good for town is good for business.
- Winter maintenance is important for tourists walking from hotels.
- Funding could be through grants with matching funds from bonds.

Written comments:

Via Email

Please reconsider the pathways plan I received notice of in the mail. I was unable to attend the meetings last week, as must have been the case for most people when the meetings are scheduled during working hours. This method of holding "public" meetings was disturbing enough in itself, let alone the alarming nature of the pathways proposal itself!

The Davis Street right of way path as planned adjacent to our property could not provide enough advantage to pedestrians or cyclists for the amount of money it would cost. It is not that difficult to walk or ride along Sampson Trail as it is without the proposed path, nor is Sampson Trail very much out of the way. Furthermore, your letter states that it is the intent of the plan to respect private property, but anybody who has lived here very long can see from the map that one of your trails cuts straight across the Nokes' private property between Spring Mountain Ranch and The Woodlands.

There must be better things to invest the taxpayer's money on than pouring it into very costly trail-building and paving that there simply cannot be enough demand for. One thing that comes to mind is to build a path along Davis Avenue which gets loads of foot and bicycle traffic but is too narrow to be safe. The same is true of Sampson Trail from Deinhard Lane south. I sincerely hope you will reconsider the grandiose plans presented in the letter and map you sent. Starting over from scratch with practical plans would be respectable.

Via U.S. Mail

My husband and I agree on for your proposal of the McCall Area Master Plan as we are both walkers and bikers. We also own a condo at Shiner Creek on Lick Creek Road.

We would add to your plan for a lane along Davis Avenue at least to the stop streets and along Lick Creek to Spring Mountain Road. These get a lot of use with little room.

We find people in McCall are very good at considering hikers and bikers, but some out-of-town folks aren't as considerate. Thanks for your good work.

Community Workshop – Hotel McCall Courtyard (9/28/2011)

A community workshop and open house was held from 5:00pm to 7:00pm at the Hotel McCall Courtyard. The weather was beautiful and the workshop was well attended. Preliminary pathways maps were displayed and the public was asked to participate in a pathways priority exercise where each person was given \$100 in play money. Thirteen separate pathways projects were described and shown on the maps. Each project was given a price that roughly represented the relative cost of the project. The costs varied from \$10 to \$80. Each participant could then

“spend” their allotted \$100 on whatever project or projects they chose. They had to pay the full price of each project and could not make partial payments. This was intended to make participants think hard about their priorities and the limited amount of resources that are realistically available for these projects. The results therefore give a more accurate indication of the true priorities than a simple “dot” exercise. The following chart is a summary of the results.

Summary of Results of the Priority Money Exercise

Project #	Project description	Project "Cost" (\$)	# of "Votes"	Total "Invested" (\$)
1	Downtown to Bear Basin - A natural surface trail from the Brundage Inn to the Bear Basin Trailhead along Highway 55.	\$20	39	\$780
2	West Lake Street - Improving sidewalks and adding bike lanes along West Lake Street and over the Lardo Bridge.	\$70	7.4	\$520
3	Downtown to Ponderosa State Park - Adding bike lanes to Davis Avenue and making improvements to share the lane roads leading to Ponderosa State Park.	\$30	31.3	\$940
4	Downtown Sidewalk Improvements - Improving sidewalks and adding missing sidewalk connections throughout the downtown area.	\$30	10.3	\$310
5	Perimeter Pathway Connection - Adding a separated pathway from the wastewater treatment plant to 3 rd Street to complete the pathway system around the perimeter of McCall.	\$40	4.5	\$180
6	Lick Creek Road - Adding a separated paved pathway along Lick Creek Road.	\$20	11	\$220
7	Wooley Avenue - Adding a separated paved pathway along Wooley Avenue to connect Spring Mountain Boulevard to the Downtown area.	\$20	24	\$480
8	Neighborhood Connections – Includes several short segments of pathways to connect local neighborhoods to the greater pathways system.	\$10	30	\$300
9	Downtown to Elo Road & Farm to Market - Improvements to South Samson Trail, Krahn Lane and Elo Road to connect the McCall Area to Farm to Market.	\$50	3.8	\$190
10	3rd Street - Sidewalk and bike lane improvements along 3 rd Street from Deinhard to Lake Street.	\$40	27	\$1,080
11	Downtown to Rail Trail - Improving Mission Street from Jacob Street to River Ranch to connect McCall to the Rail Trail south of town.	\$10	39	\$390
12	West Mountain Road - Improving share the road and natural surface paths along West Mountain Road	\$80	0	\$0
13	Payette Lake Loop - Adding separated pathways all around Payette Lake and a natural surface trail along Miles Standish to complete the loop around the lake.	\$80	9.5	\$760

Meeting with City Staff regarding Funding Options (9/29/2011)

- Safe Routes to School (could be a good option for Idaho Street to skate park at Hartland H.S, separated pathway on south side, north side has many driveways).
- Local Option Tax funds are eligible for parks and trails
 - 3% on short term lodging and rentals.
 - Up to \$300k / yr.
 - Recommendations made by committee.
 - Recent Deinhard pathway was funded by LOT
- Idaho Department of Parks and Recreation (IDPR)
 - RTP – recreational trails program, good for separated pathways and natural surface trails.
- Developers are required to build sidewalks and grant easements adjacent to their projects.
- Idaho Community Development Block grants, HUD
 - Maximum \$500k.
 - Requires a match and community buy-in.
 - Use to remediate slum and blight (could work for 3rd near Woody's).
- Bikes Belong – up to \$10k available
- Recreation District – none in place now, could be politically difficult to implement, would need feasibility study.
- City general Fund – 4% goes to recreation programs only (no capital improvements). Improvements would need to come from Parks or Streets budget.
- McCall Community Improvements Corporation – has \$38k earmarked for Payette lake Loop, the project would need to be managed by the County for the most part.
- Local Highway Technical Assistance Council (LHTAC) – could pay for pathway improvements associated with roadway projects.
- Spring Mountain H.O.A. – has pledged \$50k for pathway improvements along Wooley.

Meeting with City Public Works and Parks & Recreation Staff (9/29/2011)

- Reconstruction projects currently being planned where pathway improvements should be considered.
 - Park Street
 - Wooley Avenue
- Need to develop a pavement management plan for all separated pathways, wide shoulders, and bike lanes and to inventory condition, type, and mileage.
- Parks Department maintains separated pathways (seal coating, snow removal, etc.).
- Adjacent property owners maintain sidewalks (snow removal).
- Parks Department has been maintaining sidewalks in downtown core.
- East Lake Street – consider sidewalk on both sides, will not be recommended bike route.
- West lake Street – consider separated path on south side, would require purchase or dedication of R.O.W. upon redevelopment, Paul's Market will be reconstructing parking area in near future and should incorporate pathway.
- Wayfinding signage
 - Need a policy to consistently install and maintain signage.

- Signs outside of R.O.W. are the responsibility of the Parks Department.
- Signs within the R.O.W. are the responsibility of Public Works.
- It is OK to have wayfinding signs on other public works sign posts.

Meeting with City Staff, Pathways Committee, and P&Z (9/29/2011)

The purpose of this meeting was to review the progress made so far in developing the Pathways Master Plan and get feedback from the pathways committee and city leaders. After a brief recap of workshops and activities to date, the following comments were made at the meeting.

- It was suggested that the results of the questionnaire be checked against the residency status of the respondents
- East Side Drive (Payette Lake Loop) – It was suggested to plan for a separated path where appropriate and feasible. Paving the gravel portion of the road was discussed. It was noted that although paving would make road cycling more enjoyable it would also potentially increase motor vehicle traffic and speeds. Lowering the speed limits and greater enforcement of speeds along the Payette Lake Loop were suggested.
- Lowering the speed limit (to 35mph) on Highway 55 from Brundage Inn to the city limits was suggested as an interim measure to increase safety for cyclists riding between Downtown and Bear Basin.
- Pathway improvements along Wooley Avenue were noted as a priority.
- Emphasize economic benefits more in the Master Plan document and add to the funding chapter as well.
- Add recommendations for reducing the impact of chip sealing on bike lanes and shared roads.
- Research information regarding increased land values adjacent to pathways.



McCall Area Pathways Master Plan

Wednesday, September 28, 2011
5:00 p.m. Community Workshop



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McCall Area Pathways Master Plan

Wednesday, September 28, 2011

5:00 p.m. Community Workshop



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Pathways Questionnaire & Results

See following pages