



OUTREACH SUMMARY

PUBLIC ENGAGEMENT OUTREACH SUMMARY REPORT

INTRODUCTION

Throughout the 18-month McCall in Motion process McCall residents, business owners and community leaders provided comments on issues related to transportation investment and improvements. The process provided an opportunity for stakeholders, residents, elected officials, and business owners to voice their values, describe pressing needs, and prioritize opportunities. A range of events were held to engage all types of respondents: kids, teenagers, and families; locals, second homeowners, and visitors were given an opportunity to voice their ideas. Representation was well balanced due to the number of tools used, resulting in a Plan built on conversations about values and desires for a shared future. Key highlights of the outreach are described on the following pages.

With the goal of reaching as many people as possible, and specifically to reach segments of the community that generally do not participate, an interactive and fun outreach process was designed. Activities included attendance at community events; presentations to local board and committee members and schools; and personal interviews with the community. The McCall in Motion engagement was fun - participants were encouraged to be playful and open-minded. Giveaways such as frisbees, cozies, temporary tattoos, and brochures, all featuring the project logo and/or website, were distributed at community events. This inspired optimism and a freedom to unveil new and innovative ideas that may not have otherwise been suggested. By the end of outreach process over 1,000 people had participated in outreach activities and hundreds of comments were received. These comments represent a broad range of ideas, concerns, and interests.

This Outreach Summary Report attempts to organize these comments into a manageable format that accurately represents the thoughts of those who participated.



Special thank you to all those who took time to participate in these meetings.



MOST FREQUENTLY HEARD THEMES

These themes related to the Transportation Master Plan were consistently heard more frequently and more passionately than others, surfacing at nearly every meeting and workshop.

IMPROVED PEDESTRIAN CONNECTIONS

Improved pedestrian connections are necessary to encourage multi-modal transportation, tourism, and livability in the city. Sidewalk improvements were one of the most frequently mentioned concerns by participants. Participants would like to see comprehensive sidewalks improvements throughout the City, but especially in the downtown core. Similar to sidewalks, pathway connections and improvements were also mentioned frequently in nearly every public meeting. McCall residents value an interconnected pathway network and the ability to use pathways at any time of the year. Participants also described the importance of amenities, such as tree-lined streets, lighting, and benches that make sidewalks and pathways more inviting.

A COMPLETE TRANSPORTATION SYSTEM

Transportation facilities should serve the needs of the entire community. Increase mobility by exploring complete streets, roundabouts, stoplights, low-stress bike lanes and crosswalks in appropriate locations. Traffic congestion on peak summer and winter weekends was identified as a challenge facing the City, although many pointed out that infrastructure should not be built to address only a few weekends of the year and that creative solutions, such as crossing guards would be appropriate.

PARKING MANAGEMENT

Two major challenges were highlighted regarding the City's current parking conditions by participants: the shortage of parking in the downtown area and difficulty in locating surface lots. Participants felt that improved parking management is key to accomplishing the goals of the Transportation Master Plan. Parking strategies are essential to the vitality of McCall's businesses, and for a multi-modal, walkable, and compact downtown.

TRANSIT SERVICE

Participants recognize the need for public transportation will intensify in the future and the challenges to meet this need will deepen. There was consensus that transit service needs to be improved, expanded, better coordinated, and made more accessible. Giving priority for transit service expansion along key corridors is important to improving the community and quality of life in McCall. Core elements such as frequency, branding, and direct routing are highly valued by McCall residents, as well as creative transit such as bike share services.

INFRASTRUCTURE IMPROVEMENTS

Although participants would like to see many street improvements, they felt strongly about prioritizing existing infrastructure first. Existing street infrastructure should be maintained and repaired before investing in new streets and improving unpaved roads.

OUTREACH PHASE 1: VISION IN MOTION

STAKEHOLDER INTERVIEWS

During Spring of 2016, staff and the consultant team interviewed more than 55 stakeholders, representing a cross section of the City to gain a broad understanding of how people view the transportation system in McCall. Those interviewed represented various groups, including:

- City Staff and Department Heads
- Elected Officials
- Business and Commercial Property Owners
- Library Director
- Airport Director
- Community Members and Thought Leaders
- Historic Preservation Commission
- School District and University Representatives
- Health Department
- Social Service Providers



Below is a summary of their input related to Transportation. Preliminary vision statements were crafted based on their input.

What are your top three priorities for Transportation in McCall?

| | Score* | Overall Rank |
|--|--------|--------------|
| Improving the condition of existing roads | 77 | 1 |
| Improving bicycling conditions (e.g., more pathways, bike lanes) | 68 | 2 |
| Improving walking conditions (e.g., more sidewalks, road crossings, pathways) | 68 | 3 |
| Diverting truck traffic around downtown | 24 | 4 |
| Reducing traffic congestion | 24 | 5 |
| Improving the look of downtown streets (e.g., adding sidewalks, lighting, and/or street trees) | 20 | 6 |
| Providing additional public parking in downtown | 19 | 7 |
| Expanding transit service | 15 | 8 |
| Other | 11 | 9 |
| Finding new locations for snow storage | 6 | 10 |
| Reducing crashes | 2 | 11 |

Total Respondents 56

*Score is a weighted calculation. Items ranked first are valued higher than the following ranks, the score is the sum of all weighted rank counts.

The question “please list 1 – 3 key opportunities for enhancing McCall’s Transportation System” was asked. Below are the comments copied as they were received:

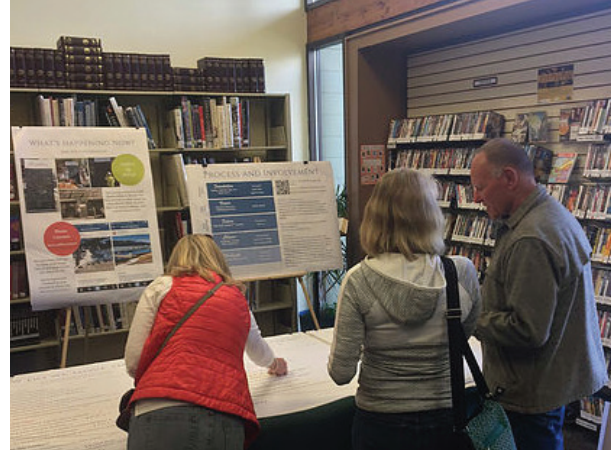
- Divert traffic passing thru traffic from downtown
- Connected pathway system 2. Enhancing streets downtown 3. Plowed pathways in winter
- Add or improve/extend sidewalks and bike lanes on: - 3rd Street - West Lake Street
- Beautification, maintenance of current roads, more walking paths.
- Better/more bike paths, more side walks
- Bike paths. Make walking, biking, easier in winter, somehow.
- Central transportation hub Transportation to Boise Valley Weather Friendly Waiting Stations
- Divert downtown traffic
- Just use the existing bus and add a couple of more stops to the route.
- More public parking area.
- North south road on the east side of hwy 55.
- Public Transportation to/from the meadows valley.
- Sidewalks & Bike pathways
- Sidewalks! Bike Paths connecting north to south in town, avoiding traffic in summer
- Traffic light at warren wagon road
- Open up southern access for auto traffic in/out of Rio Vista neighborhood via SE side of water treatment ponds. Could also include bike lane at same point for easier access to bike trail on east side of Payette River.
- Another bridge over Payette River between the lake street bridge and the bridge on Deinhard. Would allow locals to get in and out of town w/o the need to travel the “main drag” during busy times.
- Reduce speed limit on I55 / Lake to 20mph through downtown and encourage traffic to use Deinhard bypass. 2 Expand and enhance bus system routes and hours and charge fare. 3 Encourage biking and walking downtown and post safety guards during high traffic dates.
- Sidewalks and more extensive walking/biking paths. There’s really no need to drive around in town, better access paths that connect the neighborhoods would be great!
- More evening & holiday/special even transportation services - taxi services are impossible if you are trying to “drink responsibly” and not drive home . We need better advertised and more availability for public transportation during peak tourist times too. People need to know that they have alternative options to driving and know how to use them.
- Night Transportation/Holiday/Event Transportation
- Increased marketing of those services to residents and visitors
- Advocating for State funding for Public Transportation. Work closely with local legislators to show the benefits of multi modal options.
- Plow schedules worked alright when snowing, but when slush arrived...I saw no plows in our area. Public parking options are critical...it bottlenecks business. I believe a truck stop somewhere near the top of Boydstun would further incentivize trucks to bypass the core of town while also bringing the inevitable business into City Limits that is coming as Goose Creek and HWY 55 become easier for 53’ trucks to travel on.
- Pave more roads up the speed limit to 35 again concentrate bicycle paths off highway 55.
- Develop pathway on Pine-Wooley connector to Spring Mt. Blvd. 2. Develop ability to walk safely along entire Hwy. 55 inside the city limits. 3. Finish pathway along WWgn Rd from Hwy. 55 to North Beach
- Efficient use of transportation funding. Training of decision makers to apply proper criteria to solutions
- Improve by expanding downtown core parking; in our peak seasons there is not enough parking for those wishing to do business in the core and those wishing to access the recreational activities. Maintain bike and pedestrian travel routes just off the state highway routes so the interface of the modes of travel remain safe and separate
- Designated bike routes were set years ago and now there is a voice wanting 100% access here ever they want and it has a safety and economic impact on business in the core and can be safely provided just off the main corridor.
- Construct a sidewalk or bike trail all along Davis into the state park - that is a high traffic street & lots of people walk/bike there as well...Safety issue
- Fix the roads correctly. I see the city put hot mix in pot holes and it all falls apart during the winter. Davis street needs a walking/bike path. then you can up the speed limit to 30mph
- Transit would be great for visitors to travel to McCall. Many years ago the train brought passengers to McCall. I do think some work can be done on

designation of arterial streets vs collectors and residential street.

- Provide mini-bus service to New Meadows, Cascade, Riggins, Council: McCall - Donnelly HS has co-ops with all of these schools for athletics; but, the school districts are restricting students to self-transport. Some students do not have private transportation resources.
- Bike/walking paths throughout town with LIGHTS!!!! It's too dark to walk home and the paths do not connect leaving people on the main roads with no paths.
- Better roads sustainable through diverse temperatures and seasons. More space on the sides for walkability and bike riding options. Better lighting on the streets and future sidewalks.
- Bike/walking paths throughout town with LIGHTS!!!! It's too dark to walk home and the paths do not connect leaving people on the main roads with no paths.
- Better roads sustainable through diverse temperatures and seasons. More space on the sides for walkability and bike riding options. Better lighting on the streets and future sidewalks.
- Improve parking downtown, continue to make it easy for people to walk from parking areas to downtown business, make it easier for both visitors and regulars to use public transit (info on schedule, locations), longer hours - bus should run until 11pm so people can go out to dinner and have a few drinks and get home safely – would cut down on dangerous drunk driving issues
- more buses, more stops - the bus should be more convenient to use and the route needs expanded to serve more of the McCall area 3. bus drivers need to be more aware when people are at the bus stops - my family has been driven by countless times after waiting for 5-10 minutes at the bus stops
- Making walking and cycling safer with better infrastructure e.g. paths, will help ease congestion and will result in less car/road use
- Signals at turn off to Ponderosa Park to help break up the traffic from the South. Signal at Ice Rink to break up traffic from North. This would allow pedestrians and cross/turning traffic to pass. Signage for RVs to parking so they can stop and support business.
- Sidewalk or other walking path to connect downtown area to Ridley's/Rite aid Mall area 2 - Sidewalk extension west of Downtown to Paul's/Albertson's, perhaps further 3 - Clear signage at north and south ends of town informing drivers of Deinhard-Boydston bypass
- Divert snow to the lake where it will melt eventually

(that's where the trash will end up anyway and an erosion run off net fence would collect debris) instead of piling snow around driveways which limits visibility. Fix full roads at a time instead of patch jobs, they wear out quickly because they're done quickly. Diverting large trucks and through traffic will not reduce commerce downtown, those travelers don't want to be in town anyway so they speed through, this will make it safer for pedestrians and reduce the wear and tear of our sad in-town roads

- I'm not sure if this falls under "transportation system" but linking bike trails and sidewalks in town. For example, you can't get from Spring Mtn Blvd bike/walk path to downtown without traveling on a narrow road that can be dangerous while pushing a stroller! A bike lane around the lake is also needed to keep both cars and pedestrians safe.



VISION IN MOTION

The visioning process began with community input sessions. The following questions were asked:

- What do you love about McCall?
- What would you change?
- What are your big ideas for the future?

The responses were compiled to create a community-supported vision. A diverse variety of residents, businesses, public agencies, non-profits, community groups, and visitors were engaged. While many of the values identified in the 2007 plan were reaffirmed, some new ideas emerged. The result of this phase included identification of key values and developing a community-based vision. In tandem with each event or workshop there were supporting online surveys and questionnaires, which contributed a response rates nearing 1,000 participants and counting.

The process provided an opportunity for the community and visitors to voice their values, describe pressing needs, and prioritize opportunities. A range of events were held to engage all types of respondents: kids, teenagers, families, locals, second homeowners, and visitors were given an opportunity to participate. Representation of different groups was balanced due to the number of tools used.

Activities included attendance at numerous community events; presentations to schools, community groups, and committees; and personal interviews. The purpose of the *Vision In Motion* engagement was to be fun so participants were encouraged to be playful and open-minded. Giveaways such as frisbees, drink cozies, temporary tattoos, and brochures, all featuring the project logo and/or website, were distributed at community events. This inspired optimism and a freedom to unveil new and innovative ideas that may not have otherwise been suggested. The result was a series of statements that, when combined with McCall's values, helped create the foundation for the Vision. Events attended are shown on a timeline on the following page.

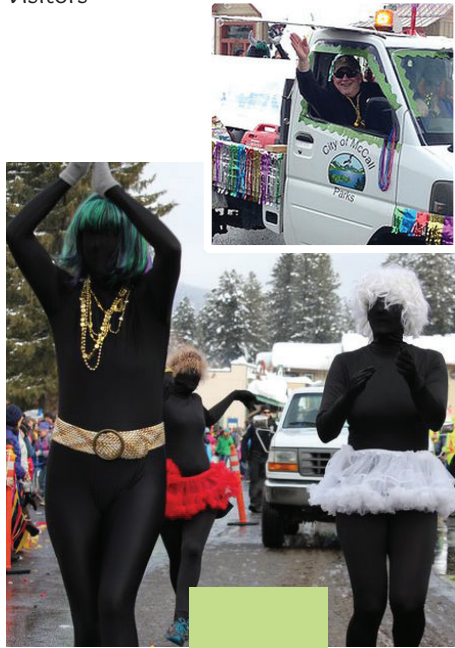
VISION IN MOTION EVENTS

Celebratory Kickoff Event

The McCall Area Comprehensive Plan Update and Transportation Master Plan processes were launched at the Winter Carnival parade with the main purpose of raising awareness and excitement of the planning effort.

Location: Citywide

Intended audience: General Public, Visitors



TAGLINE YOUTH CONTEST

High School students participated in a contest to brand the plan and develop a tagline.

Location: McCall-Donnelly HS

Intended audience: High School Students

Community Listening Sessions

Over three days, the community had the opportunity to sign up for a one-on-one 30 minutes interview with the planning team. The intent was for the project team to get to know the community and identify common themes and preliminary values.

Location: The HUB, Public Library, Bistro 45

Intended audience: Community Groups, Public Agencies, Decision Makers, Business Owners, Realtors, General Public

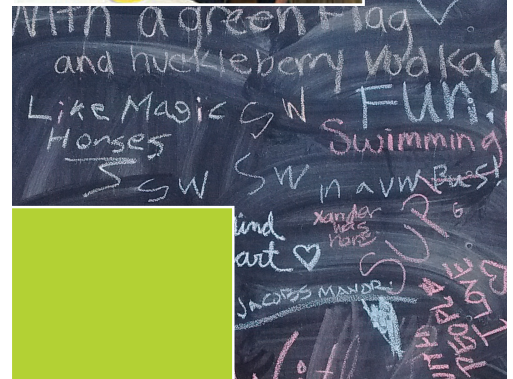


Rise and Share Committee Appreciation Breakfast

Members of city advisory groups, McCall Area Planning and Zoning, McCall Redevelopment Agency, City Council, and County Commission attended an appreciation breakfast focused on visioning and opportunities for McCall. Participants had the opportunity to share what they love about McCall and what they value for the future.

Location: City Hall

Intended audience: City Committee and Governing Boards



Chalk It Up, McCall – What Moves you About McCall?

Chalkboards were placed throughout McCall. The Chalkboards asked residents, “What moves you?” about McCall. The Chalk It Up outreach was intended to be fun, but also to reach people who may not otherwise participate in a conversations with a planning team member.

Location: Citywide

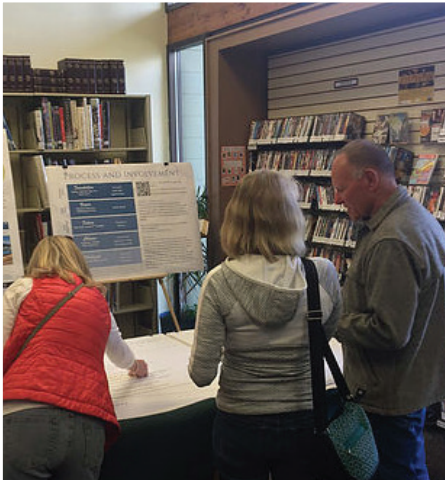
Intended audience: General Public

Creating a Vision Open House

Community members visited with the project team at the McCall Public Library at two public open house events to refine the vision for McCall. Participants were asked what they love about McCall, reviewed draft vision statements, and shared their thoughts on preliminary big ideas and opportunities.

Location: Public Library

Intended audience: General Public



Community Resource Fair

The project team set up at the Community Resource Fair to present preliminary vision themes and to confirm that each vision theme encompassed the community's values.

Location: Alpine Village

Intended audience: Kids and Families



INFORMATIONAL PRESENTATIONS

As a way to engage specific stakeholder groups, the project team gave presentations explaining the visioning process and comprehensive plan process. Guests had the opportunity to complete the Community Choices survey tailored to their areas of expertise.

Location: City Hall

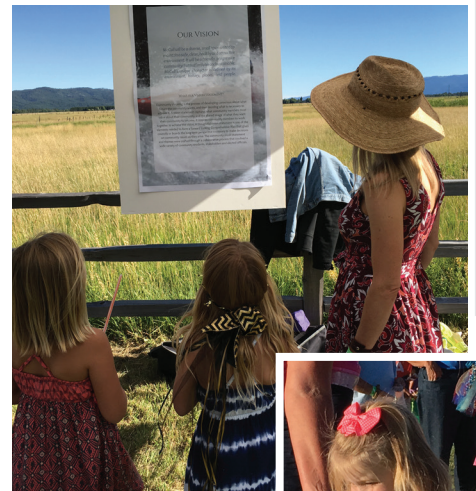
Intended audience: Boards and Commissions, Stormwater Training attendees, Rotary Club, Payette Forest Coalition, McCall Area Chamber of Commerce 'Business After Hours', Airport Advisory Committee, and McCall Redevelopment Agency

4th of July, Chalk It Up

The McCall In Motion Chalk It Up event, held in conjunction with the 4th of July McCall Lakeside Liberty Fest, provided attendees the opportunity to get creative with chalk art and related activities while continuing to invite residents and visitors to engage in the visioning process.

Location: Lakeside Liberty Festival

Intended audience: General Public, Visitors



ROSEBERRY MUSIC FESTIVAL

The project team set up a tent at Roseberry Music Festival to present Draft Vision and to confirm that each vision theme encompassed the community's values. Location: Roseberry

Intended audience: General Public

INPUT RECEIVED

Below is a summary of responses received related to the Transportation Master Plan:

Do the draft Transportation Master Plan Vision Themes match your vision for the future of McCall?

| | Yes | No |
|--|-------------|-------------|
| Our Modes: McCall will be a community of safe walkable places, diverse transportation modes, and efficient transit choices. | 66 84.6% | 12 15.4% |
| Our Mobility: McCall will support an efficient circulation system that will allow traffic flow on major streets with minor congestion. | 68 89.5% | 8 10.5% |
| Our Types of Roadways: McCall will provide a variety of well-maintained street types that will ensure safe operation of City roads. | 64 87.7% | 10 13.7% |
| Our Roadway Character: McCall will focus on a variety of creative road types that acknowledge the variety of users and surrounding land use. | 60 82.2% | 15 20.5% |
| Our Alternatives to the Car: McCall will provide accessible, connected, and safe pedestrian and bicycle routes as viable options for residents and visitors. | 69 90.8% | 7 9.2% |
| Education: McCall will educate residents and visitors of the impact their travel choices have on the environment and transportation. | 57 81.4% | 13 18.6% |
| All Seasons: McCall will emphasize comfort, safety and ease of travel in winter, spring, summer and fall for drivers, bicyclists and pedestrians. | 68 90.7% | 7 9.3% |

What is missing? Add your vision theme! Comments were copied as they were received.



- Does “diverse transportation modes” refer to bicycle lanes/paths and sidewalks for walking? If so, that is what it should say. CLARITY IS THE GOAL. We’re too small to support a bus system so it shouldn’t be included.
- Easy routes around town. Encourage large trucks to use the Boydston bypass; use bypass signage. Those going through town do so by choice.
- Greater emphasis on connectedness of cycling paths. We have several bike paths which go to nowhere. It is not user friendly or safe. Bike lanes are intermittent and short. No bike path around the lake which lacks tremendous insight and potential for health for the community and a draw for tourists.
- McCall should allow golf carts on the roads, just as they do in other resort areas such as Palm Springs.
- Carts are safer, quite, cleaner, and do not generate traffic jams like cars. They are also infinitely more practical for shopping than bicycles, especially for the living on steep hill or living farther from town (such as past the Activity Barn, out west mountain road, out towards Jug, etc.) Let go if carts share to bike paths AND the roads.
- McCall will be a regional service hub providing enhanced transportation (commercial air) and health-care services and business opportunities that will attract residents of 75 mile radius to come to McCall and not the Treasure Valley. McCall will be more inviting to businesses locating here and helping existing businesses to grow here so that our economy can be more vibrant which produces higher incomes for our workers and more opportunities for visitors to do.
- McCall will create a pedestrian Mall on 3rd and re-route 3rd to a location further South.
- McCall will consider the needs of pedestrians, bicycles, and children when designing roads and paths.
- McCall will encourage and reward efficient use of alternative ways to get around town...bikes, walking, busing, skiing, snow shoeing!
- Mobility is an important theme. The one thing that always shocks me is to see visitors walking immediately adjacent to highway traffic on the south and west end of town. Money is spent on little plazas or small streetscapes, or art. And then we have people struggling through snow, mud and Summer traffic on our main thoroughfares. If one thing says “You are not welcome.”, that is it.
- One of my concerns with new funding is the wise use of the money on two fronts. First, resist the impulse to add staff and equipment to McCall Public Works. I have been involved in several processes

that closely examine this issue. I believe that there are many tasks most efficiently done by the city workforce and other core functions more efficiently completed by the private sector. Secondly, the work done has to follow clearly articulated specifications and always be inspected. Both Public and Private Parking! Downtown merchants need to educate employees as to where the public parking is, so our tourists have places to park while enjoying and hopefully spending money downtown.

- Pedestrian and bike paths are very important to locals and tourists alike.
- Pedestrian traffic downtown needs to be addressed.
- Please consider the need for large trucks that travel through McCall as well as the need for those who do business in McCall. Trucking companies need to be able to efficiently and safely deliver goods.
- Quieter transit should be encouraged.
- SAFE OPERATION ON ROADWAYS? ? ? HAVE YOU DRIVEN WOOLEY AND DAVIS LATELY? ? ? ?
- a pedestrian/bicycle friendly town. it looks like Mexico in town, micro greenbelts, disconnected pathways, no pathways or even a shoulder. It is one thing to say the themes, it’s another thing to actually do these themes are overdue.
- An efficient bus system.
- efficient vehicular traffic is slowed and complicated to the unmonitored and policed use by bike traffic deciding regulations don’t mean them. They cross and weave through traffic at will and then point to the vehicle as the culprit.
- more bus routes and longer transit operating hours will help cut down the dangers of people driving while intoxicated and make the community safer for children and adults

Rate the Transportation Master Plan Big Ideas we've heard so far on a scale of 1 - 5 stars, with 5 being the best.

| | Big Idea |
|--|--|
| Reroute and enhance HWY 55 | ★★★★★ Count: 73 Not Applicable: 0 |
| Enhance transit service | ★★★★★ Count: 72 Not Applicable: 0 |
| Improve ridership and utilization of transit system | ★★★★★ Count: 72 Not Applicable: 0 |
| Construct a pathway on Pine-Wooley connector to Spring Mountain Boulevard | ★★★★★ Count: 73 Not Applicable: 0 |
| Add traffic signals | ★★★★★ Count: 68 Not Applicable: 0 |
| Add roundabouts | ★★★★★ Count: 68 Not Applicable: 0 |
| Improve Downtown public parking lots with surfacing, sidewalks, stormwater, lighting and landscaping | ★★★★★ Count: 70 Not Applicable: 0 |
| Enhance Downtown streets with urban design amenities | ★★★★★ Count: 68 Not Applicable: 0 |
| Provide transportation options that honor the small town feel that is McCall | ★★★★★ Count: 72 Not Applicable: 0 |
| Invest in street lights on roads and pedestrian lights on pathways | ★★★★★ Count: 72 Not Applicable: 0 |

Big Idea

| | |
|---|---|
| Divert truck traffic around Downtown | ★★★★☆ Count: 77 Not Applicable: 0 |
| Connect pathways and bike routes throughout McCall | ★★★★★ Count: 76 Not Applicable: 0 |
| Construct a pathway around Payette Lake | ★★★★☆ Count: 73 Not Applicable: 0 |
| Construct a pathway on Pine-Wooley connector to Spring Mountain Boulevard | ★★★★☆ Count: 73 Not Applicable: 0 |
| Improve the overall condition of existing roads in McCall | ★★★★☆ Count: 77 Not Applicable: 0 |
| Improve walking conditions and bicycle infrastructure in McCall | ★★★★☆ Count: 73 Not Applicable: 0 |

What Big Ideas are missing?

- Get pedestrian traffic under control on busy week-ends.
- I think you've done a good job on these.
- Improve East-West connectivity – currently only two real options – Deinhard and Pine-Wooley. Sampson Trail connects too far south- why not align w/ Woodlands and/or connect to Floyde?
- Improving bike paths means there needs to be bike parking.
- McCall needs parking lots for tourists.
- Roundabout by Hotel McCall would work well!
- Start fixing our roads!



OUTREACH PHASE 2: COMMUNITY CHOICES

As part of the community outreach process for McCall In Motion a series of two community workshops were held on September 13 and 14, 2016. Approximately 65 participants attended the in-person workshops. Participants included residents, employees, business owners, community leaders, youth, and other stakeholders. Participants were also invited to participate online through an interactive survey. This summary does not include comments or results from the online survey.

NOTICE

The workshops were noticed on www.McCallCompPlan2016.com, the City's web page, social media pages, in Star News, McCall In Motion email lists, posters and postcards placed through the City and given to community groups, and through word of mouth from active community groups.

OBJECTIVES

The purpose of these workshops was to give interested members of the public an opportunity to review publicly generated big ideas for McCall, prioritize those big ideas, and answer key corresponding questions with each idea.

FORMAT

At the workshops a presentation was given as an overview of the McCall In Motion process, the community vision, and fifteen big ideas. Following the presentation, participants discussed with their table what three big ideas resonated with them most and were asked to expand on those ideas. A big ideas Booklet and Workbook were provided to illustrate key questions and provide visual examples of the big ideas. Following the table discussions, a representative from each of the table groups shared the results of the group's work with audience at large.

ARE YOU READY TO MAKE BIG CHOICES?

TUESDAY,
SEPTEMBER 13th or
5:30 PM - 7:00 PM
McCall-Donnelly High School
401 N. Mission St.
The Commons

WEDNESDAY,
SEPTEMBER 14th
10:00 AM - 11:30 AM
Payette National Forest
500 N. Mission St.
Forest Service Room

conversation starters

- Where should workforce housing be located?*
- What pathway connections are priorities?*
- Where should telecommunication towers go?*
- Does the community support 1 percent for the arts?*
- Should the city regulate summer traffic using stop lights or roundabouts?*

PROVIDE YOUR FEEDBACK ONLINE!
Visit the Community Choices Survey or go to:
<http://www.surveymoz.com/s3/3003592/Community-Choices>

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our future together
MCCALLCOMPPLAN2016.COM

WORKSHOP SUMMARY

The following summary contains big ideas and comments related to the Transportation Master Plan. Although many groups could not limit the big ideas to only three, or they combined big ideas together, participants demonstrated agreement on ideas that resonated with them. Many groups saw overlap of Moving in Comfort, Green Connections, and Rethinking Our Streets and consolidated them into a general them of “Moving Around McCall.”

The following is a consolidated summary of feedback from the workshops:

| Big Idea | Big Idea Summary | Feedback |
|----------------------------------|--|---|
| Moving Differently | Develop a transportation hub that would include a location for transit, shuttles, bikes, and other modes to move locally and regionally. Locate the hub Downtown with good connection to downtown core and lakefront amenities to encourage people to walk, take public transit, or bike. Support bike to work programs, bike share rental programs, business incentives for walkers and bikers, and access shared ride services, electric bikes, and a regional bus system. | Other resort communities, you don’t have to be in a car to get from your hotel to activities and dining. If you want to bike, you don’t feel like you are right next to traffic. Bus system – should add park and ride locations on west and south sides of City. |
| Park It! | Identify locations for increased or modified parking, and use parking way finding, and technology, such as apps to show parking areas. Enforce parking limits. Identify which areas may one day turn into mixed-use parking decks. | Need recreational vehicle parking near downtown so tourists can park and walk. Also need clear signage to that parking for those coming in from north and south. |
| Improving on What We Have | Fix existing street infrastructure before investing in new streets and improving gravel roads. Prioritize snow removal on pathways, and sidewalks; explore urban design elements to improve safety (overhangs, encroachments). Invest in lighting, benches, art, interpretive signage, and other pedestrian amenities along pathways. | Need to fix potholes and road surface problems. Pedestrian crossings should be marked better. Should there be an additional tax to fix roads? Safe sidewalks – once we connect them, make sure they are maintained and plowed. |
| Moving In Comfort | Develop low stress bikeways, crossings, and sidewalks. Construct sidewalks and pathways where there are gaps in commercial and public areas, and connect corridors to our parks and open spaces. Connect and construct new pathways per the McCall Area Pathways Master Plan. Identify additional pathway connections and enhance walkability within and to existing neighborhoods. | Should be renamed “Moving in Comfort and Safety.” Finish connecting our community with pathways. We need to take advantage of the existing street ROW. It is ridiculous that people have to drive because there is no sidewalk or pathways suddenly end. Wooley, Davis, and Third Street are the high priorities for bike paths and sidewalks. 500,000 visitors go to Ponderosa Park per year, so the amount of traffic on Davis is unsafe for walkers or bikers. Additionally, you must go on Wooley to connect from Spring Mountain to Downtown, which is unsafe. Need pathways on Warren Wagon Road, along the Golf Course, and Lake Street. Also a connection to the Bear Basin Bike Bicycle parking should be provided downtown. Additionally, schools should be accessible by pathway. Developers should contribute to connecting or building pathways. Idea: Provide backways/local roads through town during busy seasons. Possibly reopen Samson Trail (current pedestrian connection) as a street. |

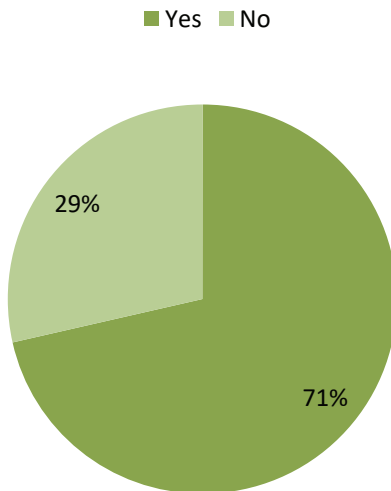
| Big Idea | Big Idea Summary | Feedback |
|-------------------------------|--|---|
| Rethinking Our Streets | Improve transportation facilities to serve the needs of the entire community. Allow for increased mobility by exploring complete streets, roundabouts, and stoplights in specific locations. Consider diverting truck traffic around Downtown. | <p>Focus on better traffic patterns.</p> <p>Supportive of truck route bypass.</p> <p>Discussed that something needs to happen at the intersection at the Foglifter café, but group was divided on the use of roundabouts, stoplights, etc.</p> <p>Idea: Alternative to a roundabout at Foglifter Café is to hire a professional traffic director to work the intersection on busy days.</p> <p>Turn off to sign to Ponderosa Park should be moved back a block so that big RV's aren't right in the center of town.</p> |

ONLINE SURVEY SUMMARY

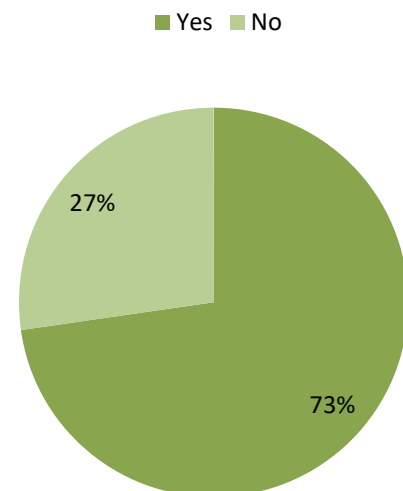
The following is a consolidated summary of feedback related to the Transportation Master Plan from the online Survey:

MOVING DIFFERENTLY

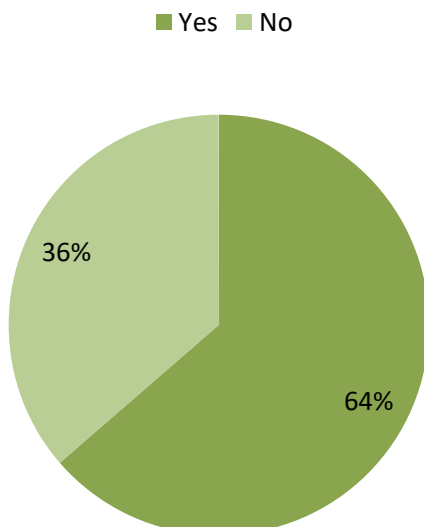
1. Are the current bus routes and stop locations adequate to serve the local and visitor population?



2. Should we encourage shared car services, bike share and other options, such as a bike to work programs or van-pools, to provide better access for visitors and residents?



3. Should we maintain free local public transit passes? If you don't use transit, what would need to happen for you to use transit? (e.g., changes in routes, frequency of buses)

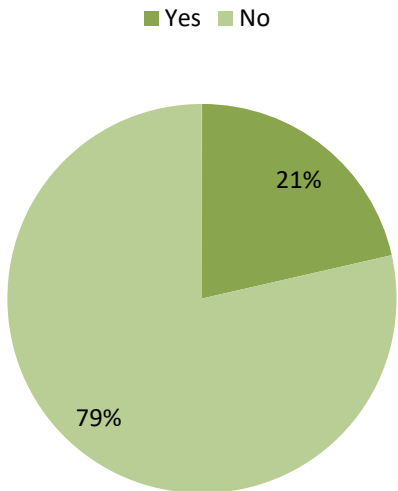


Comments:

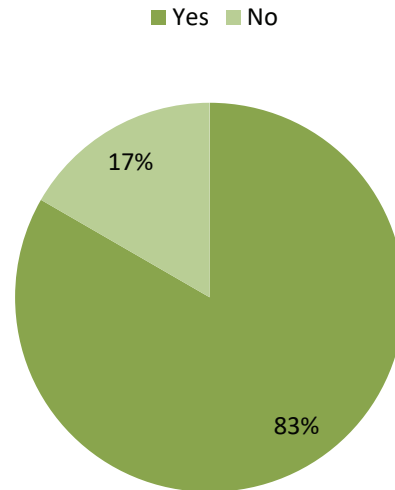
- Anything to encourage public transportation and use would be great for our community.
- I love the free local bus. I don't use it alot as I am biking in the summer, walking in the winter but it is a great backup system. I don't know about visitor use of this.
- Make alternate transportation safe and easy.
- The walking and biking is essentially focused on the summer and fall seasons. We have ice and snow which create dangerous conditions for people to walk or ride bikes in the winter and spring months. That's not going to change and changing the dynamic especially taking away more downtown parking is not good for businesses and only serves one group of the population who are more mobile. Take, for example, a family going to the lake for the day. They park, pack all of their picnic supplies, water toys and the whole group does walk to the nearest beach. Take away the parking and make them park farther offsite and have to depend upon a bus to take them back to their car is just not going to be a practice they will likely use.
- Trucks use "truck route" around town. No thing else
- We need more bike friendly paths etc. More sidewalks for walkers. REALLY!
- The current bus system is largely subsidized and we need to turn that to a sustainable program funded by users.

PARK IT

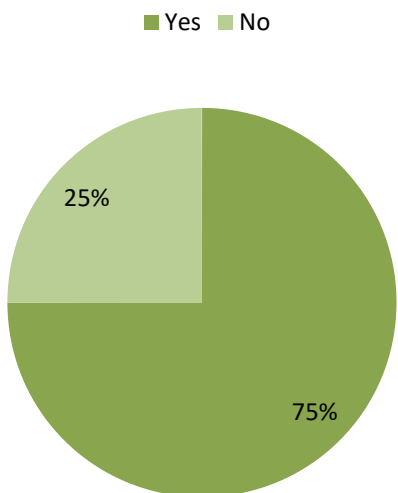
1. Should the City create a parking management plan to include time management parking, meters, etc.? Which management tools are appropriate?



2. Should we identify a principle location for a parking expansion and/or new parking facilities in the long term?



3. Should we invest in centralized public parking Downtown to decrease the frequency of short trips (park and walk)?



Comments:

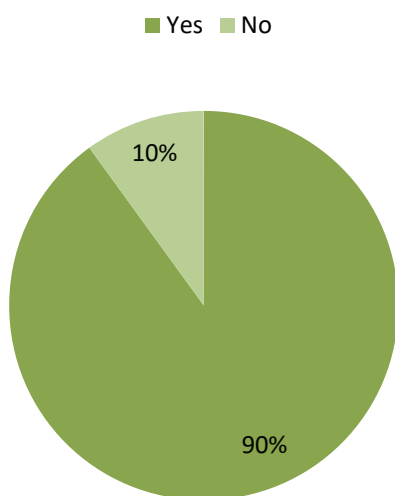
- A proactive approach to provide parking in the downtown is needed that is funded by the entire community. It is what will keep a vibrant downtown and not push to a sprawl, We build city staffs to a near peak dem and level and we need to approach parking areas the same way.
- I don't usually have a problem with parking, generally. Parking is limited by the library. There is definitely a need during the busier times in town.
- Improve parking options
- Mixed use parking decks sounds like a good idea. Are there incentives to make this happen? Also, that large-parking lot behind Police/City Hall seems like a large waste of space--could that be re-configured?
- The parking by the marina might work for double deck parking. The parking area next to Albertsons would be fine for additional parking, but is definitely needed for snow storage in the winter. There are some vacant lots for sale along 3rd St that the city could purchase for parking, especially to encourage RV & trailer parking away for the downtown core. It is VERY important to keep at least all of the parking that is now available on 2nd Street for in and out and long term parking there. Due to the heavy use with children being dropped off for hockey and skate programs all year, but especially in the fall through spring seasons. Ever watch a kid pack in all the heavy & bulky gear to each practice?

IMPROVING ON WHAT WE HAVE

1. What infrastructure improvements are priorities and to what level should they be improved?

- Can we call Deinhard a bypass with signage along the highways before entering town on Hwy 55?
- Continue the addition and expansion of the sidewalks along Lake and 3rd Streets. Repair and improvement of existing side streets and neighborhood traffic areas is becoming more and more in need.
- Paving, adding some bike lanes where possible.
- Pedestrian and bike paths
- Roads, curbs, sidewalks need to be repaired from winter damage. A definite priority. Features to improve the pedestrian experience would be a great investment in our community.
- Streets in the downtown core and sidewalk improvements on 3rd
- Those streets at the top of the list should be rebuilt first, including water/sewer lines
- water, sewer and drainage with the updated streets all need to be 1st priority.
- water, sewer and roads on main arterials

3. Should the City more stringently enforce the sidewalk snow removal policy requiring private responsibility or develop a funding source for public responsibility?



2. Are there additional street connections that are needed? If so, where?

- Paving of Samson Trail Extension
- Provide another connection between 1st and Deinhard
- Spring Mtn. to Floyd.

2. Are there additional street connections that are needed? If so, where?

- If you are going to invest in art let it be a separate budget item and make it the kind of art that people want to take their photos to remember McCall. Provide places for the art and let the art be fabulous and funded outside of the street budget. Please keep to the basics and get the streets in shape and infrastructure modernized. Lighting needs to be adequate to allow a person walking on the street to see well at night and also be seen so they aren't hidden in shadows.
- Improve what we already have
- Sidewalk snow removal should not be just shopowners' responsibility as it creates a hardship for some.
- Fix what is only in budget
- Deal with infrastructure shortcomings first, when those are corrected you can look at adding pathways, benches and art.
- More bike pathways, especially along Wooley road for east west access. sidewalks north south from Riddleys to Albertsons.

MOVING IN COMFORT

1. Identify priority sidewalks to be built or repaired.

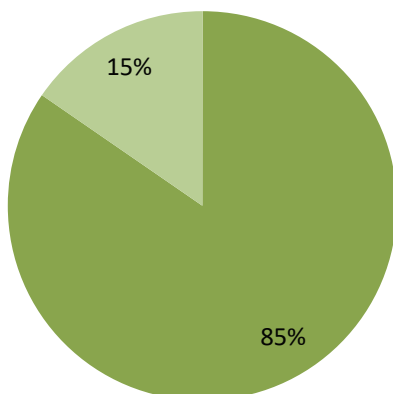
- 3rd st to the light
- Along Lake Street and Third Street.
- Connections to and from BRMES and PLMS. Intersection n at the stoplight at Deinhard.
- DO not wipe out parking to make more sidewalks.
- Pathways along Hwy 55 through town would be really nice and improve the safety of residents and visitors. Pathways along Lick Creek Road. Paths on both sides of Dienhard fro m the stoplight to the elementary/middle school would make it safer for kids riding and walking to school.
- The balance along Hwy 55 south to Deinhard
- Wooley!!!
- all ok now

3. Are there key pedestrian crossings that should be enhanced?

- Alpine Village area Pancake House
- At least one stoplight downtown preferably at Thompson and 3rd St.
- Crossing near the Hotel McCall intersection. Pedestrians can hold up traffic for quite a while in summer.
- Maybe use of electronic crosswalks would be helpful.
- Deinhard stoplight has crossings, but there teh sidewalk ends...
- Downtown McCall needs a better system for pedestrians crossing Hwy 55. It's a total mess.
- Hwy 55/Park, Hwy 55, Lenore
- The one in front of Shore Lodge is a big problem. Suggest 15 MPH limit there.

5. Should bicycle lanes be provided with future roadway improvements where parallel pathways don't already exist?

■ Yes ■ No



2. Who should maintain sidewalks? How do we pay for it?

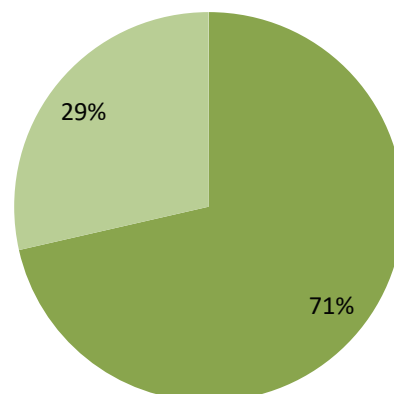
- City should maintain using tax funds.
- 1City- use exciting personnel
- Taxes
- The City o f McCall. Use money already in the budget. Put more o f the budget into physical projects instead of excessive costs for city staff & wages for office type positions.
- The City. Part of the LOT funds
- There are some areas that should be done as a regular part of business by the City, but if we ever have them in local neighborhoods, then the property owner should be required to keep them free o f sno w.
- Valley counties responsibility to maintain sidewalks
- Why sidewalks? ... Why not just paved and marked. It get maintained with the roads.
- city budget as it is infrastructure.
- private responsibility

4. Where do we need to bridge connections from our existing pathways?

- Crosswalk in between Riverfront Park and the bike path leading into town past the runway.
- Lick Creek, Davis, along hwy 55 from downtown toward Shore Lodge.
- Riverpark to airport/ along Davis to Ponderosa park
- Wooley and Davis

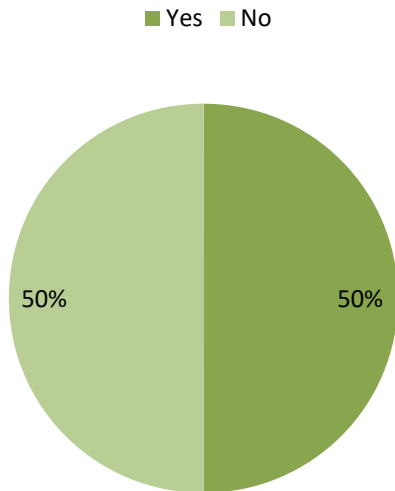
6. Should the City provide bicycle parking?

■ Yes ■ No

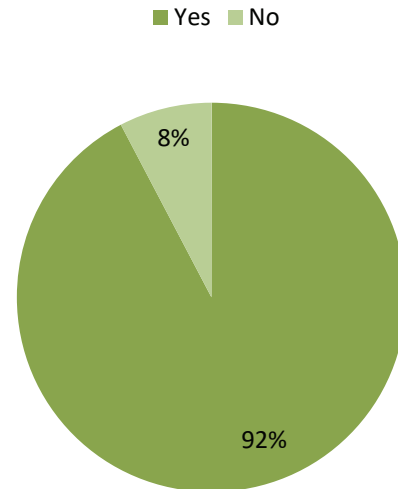


RETHINKING OUR STREETS

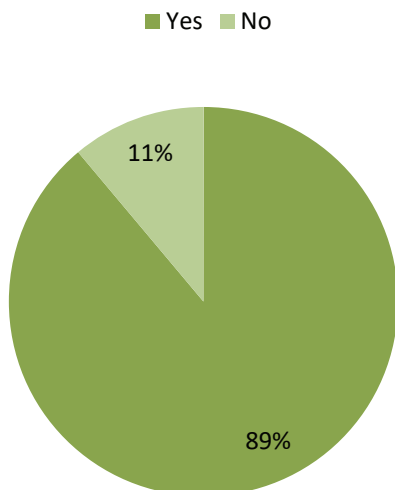
1. Should we reduce drive lane widths to allow for economical solutions to add more accommodation of bicycle and pedestrians?



2. Should heavy truck traffic through the City on Highway 55 be directed toward Deinheard-Boydston instead of Highway 55 (3rd and Lake Street) to allow for more flexibility in redesigning 3rd and Lake Street, and to move heavy truck traffic out of Downtown?



3. Should street improvement projects be focused toward supporting specific criteria such as, less traffic congestion during peak months, safety, economic development, bicycle and pedestrian connections, and freight? If so, which are the top priorities?



- Colorado St and probably several other side street need better access to left turning onto the Hwy for much of the year, not just holidays and summer weekends. This is becoming more and more a year around issue.
- Less traffic congestion, safety, bike/pedestrian pathways
- Street improvement projects should focus on repairing/ rebuilding streets falling apart making them safer to drive on.
- Bike and pedestrian connections
- Economic development first - keep the parking the businesses need. Pathway connections are important.
- Focused toward supporting current budget items
- This will have to be balanced, you can't do it all on every street. divert some of the bike and pedestrian traffic to lower volume streets to access the main core



OUTREACH PHASE 3: STRATEGIES/PROJECTS

The Strategies and Projects outreach consisted of two rounds of outreach, one in February and one in April/May of 2017.

STRATEGIES OUTREACH

McCall in Motion's community outreach process Included a series of community focus groups intended to help refine preliminary goals and policies. Approximately 60 residents, employees, business owners, community leaders, youth, and other stakeholders attended the March 1 - 3, 2017 focus groups. Participants completed an interactive workbook, which outlined each goal and policy and gave the option to keep, drop, or refine. The workbooks were then used in conjunction with other outreach and public comment to derive the goals and policies.

NOTICE

The workshops were noticed on www.McCallCompPlan2016.com, the City's web page, social media pages, in Star News, McCall In Motion email lists, posters and postcards placed through the City and given to community groups, and through word of mouth from active community groups.

OBJECTIVES

The purpose of these meetings was to give interested members of the public an opportunity to review goals and policies for McCall and assist in refining them.

FORMAT

At the week was organized with a series of focus groups per plan topic as well as a community open house. A presentation was given as an overview of the McCall In Motion process, the community vision, and fifteen big

ideas. Following the presentation, participants discussed with their table what three big ideas resonated with them most and were asked to expand on those ideas. A big ideas Booklet and Workbook were provided to illustrate key questions and provide visual examples of the big ideas. Following the table discussions, a representative from each of the table groups shared the results of the group's work with audience at large.

SUMMARY OF FEEDBACK RECEIVED

The goals and policies were modified based on the input received from the community during these worksessions. Key comments and discussion in the focus groups included:

- Support the bypass, if it is possible.
- ITD needs to repaint lanes more often.
- Seasonal demand should not be used as the basis for roadway and infrastructure improvements.
- Allocate for snow removal and commit to maintenance.
- Look at different options and more service of transit during peak periods.
- Consider in-town and between town routes.
- Is on-demand service replacing transit?
- Need continued monitoring of parking.

| TRANSPORTATION | |
|--|--|
| Goal & Action | Goal & Action |
| <p><input type="checkbox"/> Goal 1: Establish a transportation system for current and future personal needs which is safe, convenient, sustainable, efficient and cost-effective.</p> <p><input type="checkbox"/> Policy 1.1: Recognize the need for a transportation system that is safe, convenient, sustainable, efficient and cost-effective.</p> <p><input type="checkbox"/> Policy 1.2: Encourage the use of public transit, carpooling, walking, and biking.</p> <p><input type="checkbox"/> Policy 1.3: Encourage the use of public transit, carpooling, walking, and biking.</p> <p><input type="checkbox"/> Policy 1.4: Encourage the use of public transit, carpooling, walking, and biking.</p> <p><input type="checkbox"/> Policy 1.5: Encourage the use of public transit, carpooling, walking, and biking.</p> <p><input type="checkbox"/> Policy 1.6: Encourage the use of public transit, carpooling, walking, and biking.</p> <p><input type="checkbox"/> Policy 1.7: Encourage the use of public transit, 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Encourage the use of public transit, carpooling, walking, and biking.</p> |

Workbook Spread

PROJECTS OUTREACH

McCall in Motion's community outreach process included a series of community meetings intended to help prioritize projects for the Comprehensive Plan. Approximately 100 residents, employees, business owners, community leaders, youth, and other stakeholders attended the April 24 - 26, 2017 events. Participants reviewed projects on presentation boards and placed stickers on their priority projects.

NOTICE

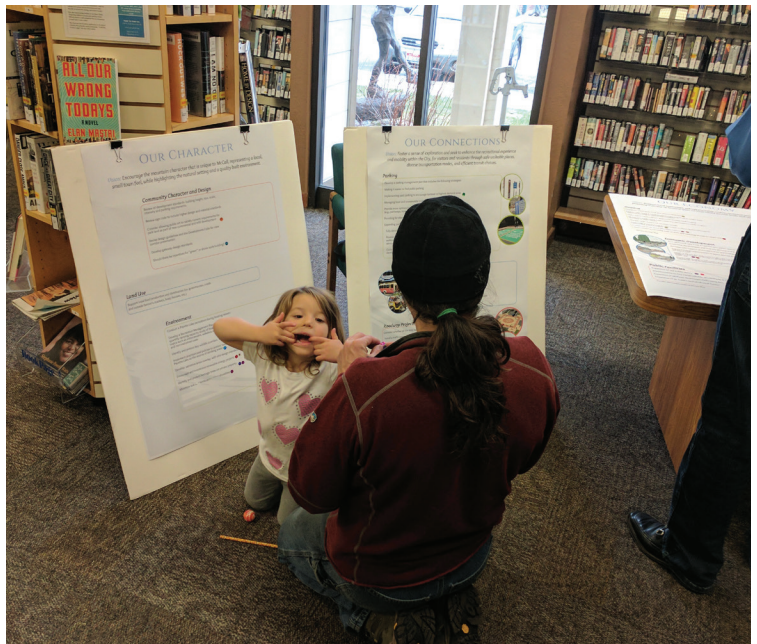
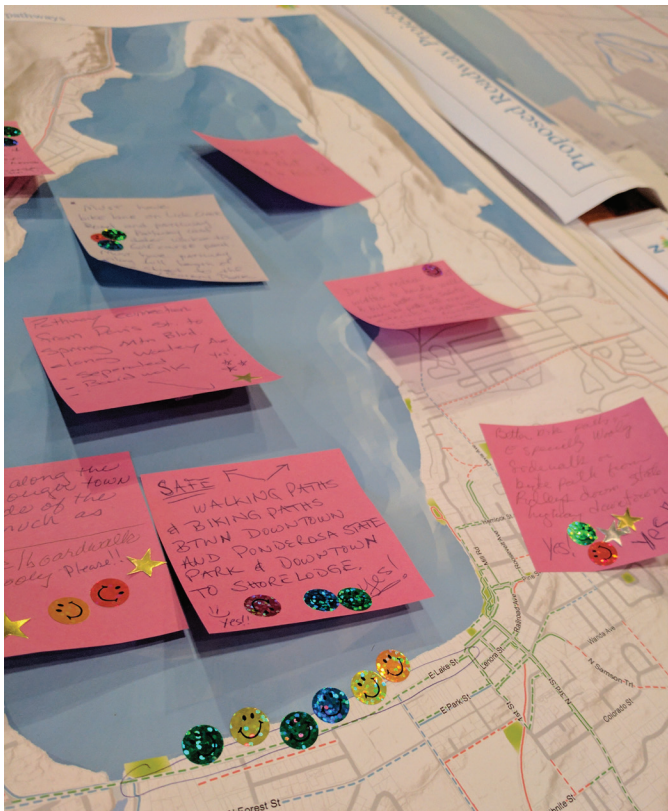
The workshops were noticed on www.McCallCompPlan2016.com, the City's web page, social media pages, in Star News, McCall In Motion email lists, posters and postcards placed through the City and given to community groups, and through word of mouth from active community groups.

OBJECTIVES

The purpose of these meetings was to prioritize Comprehensive Plan and Transportation Plan projects.

FORMAT

The main event was called Wine-Down Wednesday at The Bistro and was held from noon - 7:30 p.m. and gave the public an option to stop by anytime during the advertised hours. Additionally, mobile hubs were set up at the public library, Ridley's Market, and the elementary school.



PROJECTS RANKING

The matrix below includes in-person responses and online responses.

| Project | Stickers |
|---|----------|
| Making it easier to find public parking | 8 |
| Implementing paid parking to encourage turnover in highest demand areas | 4 |
| Managing boat and snowmobile trailer parking | 10 |
| Provide more options for getting to downtown and the lakefront (e.g., pathways, transit service) | 9 |
| Providing for electric vehicle charging stations | 5 |
| Fully develop existing public lots and on-street parking | 14 |
| Provide parking outside downtown core that is either within walking distance of downtown or can be served by a shuttle service during peak periods | 17 |
| Co-locating public parking (lots or structures) with private development (e.g., Timbercrest garage) | 5 |
| Better publicize transit schedules | 9 |
| Increase how often the bus runs, starting with the summertime | 5 |
| Evaluate a summertime bus loop that is more compact (e.g., focused on downtown and the lakefront) and therefore able to run more frequently | 5 |
| Coordinate Red Line service within McCall with the Green Line route to Cascade | 13 |
| Explore bike share service | 12 |
| Consider whether all the stop signs are necessary at the Pine Street/Roosevelt Street intersection | 3 |
| Install a traffic signal at the 3rd Street/Railroad Avenue-Lenora Street intersection | 15 |
| Construct a roundabout or traffic signal at the Boydstun Street/Lake Street intersection | 3 |
| Evaluate making Deinhard Lane-Boydstun Street between 3rd Street and Lake Street a bypass to State Highway (SH) 55 for all vehicles | 23 |
| Implement streetscape and pedestrian crossing treatments at the Lake Street/3rd Street intersection | 18 |

For more specific public input received in regards to the Transportation Master Plan, see Appendix D.



MCCALL IN MOTION

TRANSPORTATION MASTER PLAN