

## **EXECUTIVE SUMMARY**

The recent and continuing land use changes within McCall and Valley County, along with the community's desire for bicycle friendly streets that serve commuters and recreational riders alike, call for a revision of the Bicycle Master Plan. A safe and effective pathway network throughout the City enhances the quality of life for residents as well as attracts visitors who wish to explore the scenic routes McCall and Valley County have to offer.

Outlined in the plan areas are a detailed set of policies, goals and standards to be in concert with the City's Master Plan, AASHTO and Idaho Bicycle and Pedestrian Transportation Plan.

The short-to-mid-term top recommended projects in the Plan include:

1. Sampson Trail (middle school) along Deinhard to Hwy 55
2. Hwy 55 along Deinhard to Mission St
3. Sampson Trail/Deinhard to Spring Mountain Pathway
4. Deinhard-Boydston connector
5. Wooley/Davis to Spring Mountain Pathway
6. East Side By-Pass to Ponderosa State Park via Pilgrim Cove
7. Boydston/Wisdom to Hwy 55
8. Detached Bridge across lake at Mather to Whitetail
9. Warren Wagon Road to North Beach
10. Ponderosa State Park to Hotel McCall
11. Detached Path at Police Station to Lenora Pathway
12. Lanes on both sides of Park St
13. Mather St to Forest St
14. Boydston along Hwy 55 to Warren Wagon

The plan recommends that the implementation of pathways and signage follow McCall Pathway Committee's standards. Proposals that do not meet current standards should be individually reviewed and approved by McCall Pathway Committee along with Planning and Zoning before implementation.

The primary purpose of this plan is to provide for safe and convenient non-motorized travel on all roads in the City, whether or not they are part of the pathway system. A secondary purpose of this plan is to designate and provide a network of pathways that focuses on non-motorized use and serves the schools, parks, businesses and recreation opportunities within McCall and the surrounding communities. Another integral component is the City's tourist industry.

## **PURPOSE**

The master plan was developed with the following vision in mind:

***To promote and develop a non-motorized pathway system in McCall and surrounding areas to enhance recreation, safety, tourism, fitness, enjoyment and quality of life for all users.***

### ***What are the Four Issues that McCall must address to become a Bicycle and Pedestrian Friendly City?***

Safety, access, quality of life and effective implementation are imperative elements for McCall's success as a bicycle and pedestrian friendly city.

**Safety** is the number one concern of citizens, whether they are avid or casual recreational cyclists and pedestrians. Heavy traffic volumes combined with narrow streets and lack of sidewalks, which house the City's commercial areas, create difficult conditions for cyclists and pedestrians alike.

**Access** for cyclists and pedestrian to shopping, work, recreation, schools and other destination is somewhat hampered by HWY 55, Mission St, Deinhard and Lake St corridors.

This plan urges McCall to take measurable steps toward the goal of improving every McCall citizen's **Quality of Life**, creating a more sustainable environment by reducing vehicle and non-motorized congestion.

Education, enforcement, engineering, and funding are the basic components of an **Effective Implementation Program** for this Master Plan. Education must be targeted to the bicyclists and pedestrian as well as the motorist regarding the rights and responsibilities of the bicyclist, pedestrian, and automobile driver. Comprehensive enforcement of existing traffic and parking laws are critical. Priority be made for the city to locate grants and set aside funding to insure the project is a success.

## **GOALS**

The Bike Path Master Plan has been created and revised through diligent efforts of the City and citizens interested in improving the McCall bicycling environment. Without the sustained efforts of these people, this Plan would not have been conceived and written.

Goals provide the context for the specific policies and recommendations discussed in the Bike Path Master Plan. The goals provide the long term vision and serve as the foundation of the plan. The goals are broad statements of purpose that do not provide details, but show the plans direction and give overall guidance. Recommendations are made using AASHTO and Idaho Bicycle and Pedestrian Transportation Plan.

## **POLICIES**

Where proposed or existing pathways or where bicycle links are needed, require developments to dedicate land for rights of way and require that facilities for safe bicycle travel, including bike lanes where possible, be provided for as part of the new development near existing bike pathways and construction or improvements to all major collector and arterial roadways. Prioritize Class I pathways.

Create a program to provide regular sweeping, pavement repairs, striping and signs along pathways and bike lanes.

Pathways and road shoulders should be maintained in the best possible condition. Require developers to clean up, remove hazards and repair any damages that occurred during construction of private land.

Prioritize the development of Class I pathways and construct and mark pathways in conformance with state and federal standards. Waive state standards only when space constraints exist and bike lanes can be accommodated without jeopardizing safety.

Incorporate pedestrian and bicycling facilities in the design of bridges and road projects.

Where bike lanes cannot be achieved, "share the road" signing should be considered to provide safety.

Regularly inspect pathways and streets. Maintain pavement condition (including the enforcement of compaction and smoothness standards for repair work) that keeps maintenance costs at a minimum, encourages usage, and ensures that repairs are acceptable and long lasting.

Establish a signage system along pathways to guide users.

Require that construction of pathways (multi, lane or route) conforming to the standards set forth be factored into any current and future road construction plan involving arterial and collector streets designated in the Bike Path Master Plan, effective fiscal year 2005.

Create a map/brochure illustrating the pathways and bike routes. With the capabilities to update as more pathways are created

The City should pursue all available funding implementation of the adopted bike plan. A combination of Local Transportation Development Act Funds, State Highway, and Federal Highway Funds will be necessary to finance the implantation of the bike plan. Develop preliminary plans for high priority projects for potential grant sources.

In addition to pursuing funding, the City should pursue a policy of off site pathway construction or acquiring easements to some ratio of the developers required construction of pathways.

Coordinate the planning, design and construction of bicycle facilities with all other appropriate implementing agencies.

Work with the McCall Police Department on enforcement of no parking in bike lanes.

## PATHWAY DEVELOPMENT

A fold out map in Section 2 presents the proposed pathways for McCall. It also identifies existing bike routes, lanes and pathways as well as the future network desired. The projects are divided into 2 categories: separate pathways (Class I) and bike lanes (Class II)

### Definitions

**Pathway** means all facilities that primary provide for pedestrian and bicycle travel.

A **Class I Pathway or Bike Path** provides for multi-use two-way travel completely separated from any streets or roads. ADA complainant.

This type of pathway doubles as sidewalks in some areas.

A **Class II Pathway or Bike Lane** provides a striped lane for one-way bike travel along a street or highway auto travel lane. Bike Lanes are intended to delineate the portion of the right of way assigned to bicycles and automobiles and to provide for more predictable movements by each.

A **Class III Pathway, Shared Roadway or Bike Route** provides for shared use with pedestrian or motor vehicle traffic on existing roads. These routes are delineated to provide continuity to other bicycle facilities or to designate preferred routes through high demand corridors. This type of facility is not proposed in this plan.

A **Class I Separated Multiple-Use Path** is physically separated from motor vehicle traffic by open space or barrier, and it may be within the roadway or independent right of way.

Where a separated path must parallel and near a roadway, there must be a 5 foot minimum width separating them or a physical barrier of sufficient height (4.5 feet) minimum is adequate must be installed.

10 feet is standard width for a separated multiple-use path. Paths should be 12 feet wide in areas with high bicycle volume or where they are used by a combination of bicyclists, pedestrians, skaters and joggers. A minimum of 2 feet graded area should be maintained

adjacent to both sides of the pavement to provide clearance (shy distance) from poles, tress, fences, and other obstructions. Pathways of 8 feet are not recommended in most situations because they become overcrowded.

Separated multiple-use pathways are the safest for travel and create opportunities for recreation besides bicycling.

A **Class II Bike Lane** is a portion of the roadway that is designated for preferential use by bicyclists.

Bike lanes are established on arterial and collector streets. The minimum width for a bike lane is 4 feet or 5 feet from the face of a curb or guardrail. There should be a clear riding zone of 4 feet if there is a longitudinal joint between the pavement and the curb-and-gutter section. Bike lanes in excess of 6 feet wide are undesirable as they may be mistaken for a motor vehicle lane or parking area.

Bike lanes must always be well marked and signed to call attention to their preferential use by bicyclists.

If parking is permitted, the bike lane must be placed between parking area and the travel lane and have a minimum width of 5 feet.

Bike lanes must always be one-way facilities and carry bicycle traffic in the same direction as adjacent motor vehicle traffic. Bike lanes on one-way streets should be on the right side of the roadway, except in areas were a bike lane on the left will decrease the number of conflicts.

Please refer to "Oregon's Bicycle and Pedestrian Program" in section 8 regarding safety reasons for paved and wide shoulders.

## **IMPLEMENTATION OF RECOMMEND PROJECTS**

The McCall Pathway Committee recommends the following general prioritization of projects for implementation:

- A. completion of projects currently funded or in progress
- B. projects facilitating non-motorized transportation to schools
- C. projects that would help complete a loop system
- D. projects that can be implemented expediently

Our top 3 recommendation are routes to schools.

1. *Sampson Trail (middle school) along Deinhard to Hwy 55*

We proposed this as our number 1 project do to the lack of safe travel to the middle school. We think the best placement of this Class I is on the north side of the road. With the shopping center, post office and future aquatic center this makes the most sense for travel of non-motorized use.

2. *Hwy 55 along Deinhard to Mission St*

This Class I pathway/Class II could be on either side of street and would tie in with the existing Class I pathway (airport) and Mission St. This would create a safe corridor from the neighborhoods and downtown McCall to the middle school.

3. *Sampson Trail/Deinhard to Spring Mountain Pathway*

A small connection of Class I to be continued from the corner of Deinhard/Sampson Trail to the Spring Mountain Pathway at Floyd St. It would be on the same side of road as the Spring Mountain Pathway and run in front of the middle school. This would create a safe travel connection for school children from Spring Mountain, Aspen Ridge and The Woodlands.

Recommendations #4-#14 are in no particular order. They can be tied in with upcoming road construction to reduce costs or can be required from developers as part of their developments.

Please reference sections 2-8 in this notebook for exact standards, mapping and 1998 Bike Path Master Plan.

## **LEGAL**

Pathways must reflect applicable laws and ordinances. Bicycle facilities must not encourage or require bicyclists, pedestrians, or motorists to operate in a manner inconsistent with the Rules of the Road.

## **REFERENCES**

Guide for the Development of Bicycle Facilities, American Association of State Highway and Transportation Officials (AASHTO), August 1991

Idaho Bicycle and Pedestrian Transportation Plan, ITD January 1995

Oregon Bicycle Plan, Oregon Department of Transportation, July 1992

Bicycle Transportation Plan, City of Santa Cruz, 2004

Bike Lane Design Guide, City of Chicago, May 2003

Salt Lake City Pedestrian and Bicycle Master Plan, September 2004

Bicycle Master Plan, City of Portland, October 2001