

# McCall Area Pathway Master Plan

## Workshop #1

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### Summary of Public Input

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 Pathway 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 Pathway Master Plan.

#### Goals of Pathway 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 Pathway 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 –Ponderosa 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 3<sup>rd</sup> Street/Lake Street (Highway 55)
- Hotels
- Valley County Rail Trail

### Ideas for Improved Pathway Identification

- Brochures
- Signage that is consistent – i.e.: Payette Lake Loop
- Maps available for tourists at the following locations:
  - 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 3<sup>rd</sup> Street – just needs funding
  - 10' sidewalk – 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 3<sup>rd</sup> 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 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. 55 – 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 3<sup>rd</sup> Street
- Tourist and recreation destination – share road striping on 3<sup>rd</sup> 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 and help with distribution
- Use different symbol for bike lane marker that is tied into McCall pathway 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 3<sup>rd</sup> 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: i.e.: 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. It's the people!
- The lake, river, mountains (and great planners☺)
- So Beautiful
- Not Boise (x2)
- Lake, river, architecture, small town charm
- As a 1<sup>st</sup> time visitor – laid back, quaint, Love it!
- As a 1<sup>st</sup> 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

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## 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: 3<sup>rd</sup> Street

- ITD has approved McCall street section for 3<sup>rd</sup> 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 Samson and Deinhard Lane
- 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 pathway master plan preliminary map
- Expressed desire to have good pedestrian connections to the bus stops

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## Handle Bar Survey

Harmony Design & Engineering staff conducted a Handle Bar Survey of the existing McCall Area Pathways guided by City of McCall staff. The survey started on the west side and included Forest St, Lardo Bridge, Warren Wagon, Meadows, Hwy 55, Deinhard Lane, Rio Vista estates, thru gate at WW treatment Plant, Deinhard Lane to separated pathway, returning to City Hall. In the afternoon, the survey continued on the east side and included 3<sup>rd</sup> Street to subdivision with Floyd St, pathway extension of Floyd to Sampson Trail, trails east of development, to development to north, to separated path along Wooley, Gravity Sports, Roosevelt, McCall Avenue, Ruby, Davis Beach, Davis to Park, gravel path to east of park, south to Lick Creek Road, Spring Mountain separated pathway, Wooley to downtown returning to City Hall. The following are observations made by Harmony during the survey:

- Pavement marking is lacking is most locations
- Signage is poor, especially for McCall Drive detour for Davis Street
- Some signage is good, but confusing. Some signs obscured by trees.
- Cross walks 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 3<sup>rd</sup> and Lake, even though there are alternative routes that are safer.
- Pathway definition varies - varied widths and surface types. Can create confusion.
- Bridge across Deinhard is excellent. Although could be too wide since could drive a car through.
- Deinhard bike lanes are well marked and signed
- Gaps exist in downtown sidewalks
- After crossing 3<sup>rd</sup> 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

## **McCall Area Pathways**

### MCCALL AREA PATHWAYS VISION

A connected, non-motorized network of pathways and trails in the McCall Area that connects the community with nearby forest and water recreation opportunities. This pathway system enhances our unique mountain community, cherished by generations for its scenic beauty and small-town quality of life.

### MCCALL AREA PATHWAYS GOALS

- Develop a McCall Area Pathway Master Plan by involving key partners and the community in the planning process and in developing the pathways system
- Improve pathway connections and safety within neighborhoods and between parks, schools, recreational areas, public buildings, Ponderosa State Park, Payette National Forest and other community destinations
- Enhance McCall's reputation as a pedestrian-friendly, small-town community and boost economic development opportunities
- 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
- Provide alternate transportation options in the McCall community and reduce traffic congestion and air pollution
- Promote respect for private property along the pathways to minimize disruption and disturbance
- Promote McCall Area Pathways' benefits and routes for residents and visitors

### PATHWAYS COMMITTEE MISSION

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



Ideas for next Workshop in September (week of September 29-30)

1. Meeting (open to public) with Pathway Committee to review draft plan created as result of Workshop #1.
2. Prioritization Activity – perhaps with Pathway Committee
  - a. Will need general cost estimates for pathways
3. Meet with all affected property owners in sessions by pathway section
  - a. 3<sup>rd</sup> Street
  - b. Legacy
  - c. etc
4. Conduct interviews with business owners and realtors to get more input on the economic aspect of pathways – how they feel it will affect their personal business
5. Conduct random survey at Grocery stores or set up another Open House in the parks – Legacy, etc.
6. Funding possibilities