

APPENDIX A: SITE VISIT DETAILS

List of Participants

Consultant Team

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City of McCall Staff

Lindley Kirkpatrick, City Manager
Roger Millar, Community Development Director/Deputy City Manager
Carol Coyle, Grants Coordinator/Community Planner
Michelle Groenevelt, Community Planner
Bill Keating, Director of Public Works
Brock Heasley, Director of Parks and Recreation
Nick Nicholas, Building Inspector

EPA Staff

Mary Kay Bailey, Project Manager, Development, Community and Environment Division
Geoffrey Anderson, Director, Development, Community and Environment Division
Cyndi Grafe, Idaho Operations Office
Jim Werntz, Director, Idaho Operations Office
Judith Leckrone Lee, Smart Growth Program, EPA Region 10, Seattle Office

Special thanks to Fire Chief Dave Sparks and the McCall Fire Protection District for allowing the Team to use their excellent facilities the week of October 24th.

Workshop Participants

Participants in the workshops represented a wide range of view points and interests. We had participation from property owners, businesses, real estate professionals, interested citizens, utilities, and others. The participants listed have been consolidated from sign-in sheets that were circulated during the public meetings and are included for reference purposes only. This list may not represent the full number of attendees. Individuals may not have seen the sign-in sheet at the meetings or they may have chosen not to sign in for privacy concerns.

Andy Laidlaw	Izonna Stoddard	Mike Maguire
Ben Hipple	Jack Kornovich	Mike McGown
Betsy Roberts	Jacque Cochran	Paige Zobell
Bill Burke	Jamie Melbo	Pat Hill
Bob Youde	Janet Reis	Patricia Smith
Chuck Griffin	Jim Olson	Paul Washburn
Cindy Crawford	John Russell	Ravena Baker
Claire Remsberg	John Sabala	Ray Alford
Curtis Spalding	Jon Barrett	Ray Robnett
Cynthia Dittmer	Judy Maguire	Richard Trebbien
Dan Gallagher	Kurt Wolf	Rob Lyons
David Sparks	Layne Dodson	Robert Carrico
Dawn Griffin	Leslie Freeman	Robert Hamell-Stoddard
Dean Martens	Lucia Knudson	Stephanie Millar
Dennis Coyle	Luke Vannoy	Sueann Van Epps
Don Bailey	Mandi Roberts	Terry Donicht
Don Smith	Mary Nuckols	Tobeia Walker
Ed Hattrup	Matt Anthony	Tony Calzacorta
Gerald Flatz	Mike Eckhart	
Gloria Schilling	Mike Freese	
Heather Friedrichs		

Schedule

EPA SMART GROWTH CHARRETTE					
October 24-27, 2005					
	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY
7AM - 8AM	EPA/SG TEAMS TRAVEL TO MCCALL	BREAKFAST/SETTING	BREAKFAST/SETTING	BREAKFAST/SETTING	EPA/SG TEAMS DEPART
8 AM -12		8AM-9AM BIG PICTURE 9AM-NOON LARDO DESIGN	8AM-9AM LARDO LESSONS 9AM-NOON WEST VALLEY DESIGN	8AM-9AM BIG PICTURE 9AM-NOON LARDO DESIGN REFINE	
12-1PM		LUNCH	LUNCH	LUNCH	
1 - 2PM	LUNCH AND MEET WITH MCCALL TEAM	LARDO DESIGN-PUBLIC INVITED	WEST VALLEY DESIGN-PUBLIC INVITED	WEST VALLEY DESIGN WORKSHOP/REFINE	
2 - 5PM	SITE VISITS TO WEST VALLEY AND LARDO	LARDO DESIGN-PUBLIC INVITED	WEST VALLEY DESIGN-PUBLIC INVITED	WEST VALLEY DESIGN WORKSHOP/REFINE	
5 - 6PM	BREAK	BREAK	BREAK	BREAK	
6-7:30	DINNER AND PREP FOR INITIAL COMMUNITY DISCUSSION	TEAM DINNER-LARDO DISCUSS/PREP FOR MEETING	TEAM DINNER-WEST VALLEY DISCUSS/PREP FOR MEETING	6:30-7:30 PRESENTATION TO CITY COUNCIL	
7:30-9:30	COMMUNITY DISCUSSION #1 SMART GROWTH 101	COMMUNITY DISCUSSION #2 LARDO	COMMUNITY DISCUSSION #3/WEST VALLEY	COMMUNITY DISCUSSION #4 OPEN HOUSE@LIBRARY	
9:30-11:30	WRAPUP AND DOWNLOAD	WRAPUP AND DOWNLOAD	WRAP UP AND DOWNLOAD	WRAP UP AND DOWNLOAD	

APPENDIX B: TRANSPORTATION-RELATED FUNDING OPPORTUNITIES

For transportation-related infrastructure improvements associated with any of the options presented here, there are several sources of federal funding available through the Idaho Department of Transportation (ITD).

Transportation Enhancements (TE): This program is an excellent source of funding for pedestrian and bike paths. According to the Federal Highway Administration (FHWA):

Transportation Enhancements activities offer communities funding opportunities to help expand transportation choices such as; safe bicycle and pedestrian facilities, scenic routes, beautification, and other investments that increase recreation opportunity and access. Communities may also use TE funds to contribute toward the revitalization of local and regional economies by restoring historic buildings, renovating streetscapes, or providing transportation museums and visitors centers.

TE funding may also be used to acquire scenic land easements, vistas, and landscapes, however the TE project must “relate to surface transportation.” According to FHWA, factors that can help establish this relationship include:

- the project's proximity to a highway or a pedestrian/bicycle corridor,
- whether the project enhances the aesthetic, cultural, or historic aspects of the travel experience, and
- whether it serves a current or past transportation purpose.

Ten percent of ITD’s Surface Transportation (STP) funds are set aside for enhancements funding. For more details, see: <http://www.fhwa.dot.gov/environment/te/index.htm> and <http://www.enhancements.org/>.

Safe Routes to School: This new program can fund projects that will make it easier for children to walk and bike to school safely. In the case of Lardo, if trail connections were made from the river and the nearby residential communities to the high school and elementary school project, these funds could be pursued. If McCall were to consider locating a new elementary school in the West Valley area, these funds would also be appropriate.

According to FHWA, “eligible activities are the planning, design, and construction of projects that will substantially improve the ability of students to walk and bicycle to school. These include sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bike parking, and traffic diversion improvements in the vicinity of schools (within approximately 2 miles). Such projects may be carried out on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools.”

FHWA has set aside authorization limits for each year of the program (ranging from \$54 million in 2005 and \$183 million in 2009) and will apportion funds to individual states based on their relative shares of total enrollment in primary and middle schools (kindergarten through eighth grade). No state will receive less than \$1 million.

For more information, see: http://itd.idaho.gov/bike_ped/sr2s/index.html.

Transportation, Community and Systems Preservation Program (TCSP): Another federal transportation program that may be of interest to McCall is TCSP. TSCP funding can be used for projects that integrate transportation, community, and system preservation plans and practices that:

- Improve the efficiency of the transportation system.
- Reduce the impacts of transportation on the environment.
- Reduce the need for costly future investments in public infrastructure.
- Provide efficient access to jobs, services, and centers of trade.
- Examine community development patterns and identify strategies to encourage private sector development.

The City may want to coordinate with ITD about the possibilities of approaching elected officials about the use of TCSP funds in McCall. While the legislation calls for this to be a discretionary grants program, it is routinely earmarked.

For more information, see: <http://www.fhwa.dot.gov/safetealu/factsheets/tcsp.htm> for current funding maximums. For complete program description, see: <http://www.fhwa.dot.gov/tcsp/index.html>.

APPENDIX C: ONLINE INFORMATIONAL RESOURCES

For more information about smart growth tools and techniques, please visit the following websites:

EPA's Smart Growth Program: <http://www.epa.gov/smartgrowth/>

Smart Growth Network online: <http://smartgrowth.org/>

Smart Growth America: <http://smartgrowthamerica.org/>

Smart Growth Leadership Institute: <http://www.sgli.org/>

Idaho Smart Growth: <http://www.idahosmartgrowth.org/>

Idaho Planning Association: <http://www.idahoplanningassoc.com/>

APPENDIX D: EXAMPLE PEDESTRIAN CROSSINGS

These examples are taken, as much as possible, from other snowy mountain towns.



Figure 37: Curb extensions, Glenwood Springs



Figure 38: Mid-block curb extensions, Bainbridge Island, WA



Figure 39: Grade separated crossing, Boulder



Figure 40: Grade separated crossing, Boulder



Figure 41: Grade separated crossing, Wilson, WY



Figure 42: Temporary (summer) curb extensions, Crested Butte



Figure 43: Summer curb extensions, Crested Butte