



City of Coeur d' Alene
City of Post Falls
City of Hayden
City of Rathdrum
Coeur d' Alene Tribe
East Side Highway District
Idaho Transportation Department
Kootenai County, Idaho
Lakes Highway District
Post Falls Highway District
Worley Highway District

Cooperatively Developing a Transportation System for all of Kootenai County, Idaho

KMPO NON-MOTORIZED PLAN

ADVISORY GROUP MEETING #1 February 10, 2009

A kickoff workshop for KMPO's Non-Motorized Plan Advisory group was held at the Coeur d'Alene Library on February 10, from 10:30 to Noon.

After introductions, KMPO staff led the group through a series of exercises to discuss:

- KMPO's motivation for doing the plan
- Advisory group members' motivation for participating in the planning process
- Roles and responsibilities of advisory group members
- The proposed study process
- Vision for the future of non-motorized planning in Kootenai County
- Issues and Opportunities for development of the non-motorized system.

KMPO's Motivation for Non-Motorized Planning

Federal metropolitan planning rules require that MPO plans address non-motorized users, and enhance the connectivity of the transportation system across and between modes. Currently, KMPO's long range plan has some information on non-motorized facilities, but is focused primarily on roadways.

In KMPO's work plan for 2009, the KMPO Policy Board has authorized staff to improve the non-motorized plan for the region.

Advisory Group Motivation for Participating

About 35 people turned out for the advisory group kickoff meeting. There were various issues and motivations that brought people to the meeting. Many expressed an interest in improving the overall safety and connectivity of the system, and laying the groundwork for the future. Others had specific interests such as planning for school routes, exploring different community development concepts, or improving air quality.

Advisory Group Roles and Responsibilities

The group accepted the following roles and responsibilities for themselves in the study process:

1. Commit to attend meetings and participate actively.
2. Review materials prepared by KMPO as the study progresses, and provide feedback.
3. Serve as “ambassadors” for the study process. (This will involve spreading the word about study activities, and educating others about regional non-motorized issues. It also involves attending public meetings for the project, and helping to field citizen questions about the study.)
4. Recommend the final plan to the KMPO Policy Board.

In addition, the group expressed an interest in becoming a core advocacy group for bike/ped matters in the region. Group members also expressed a willingness to present the final plan to local jurisdictions and advocate for its adoption.

The Study Process

KMPO expects the study to take about one year to complete. Major tasks will include visioning, inventorying existing conditions, identifying future needs, and developing strategies for funding and implementation of recommended projects. Advisory group feedback will be sought at each stage.

Visioning

Participants went through an exercise to identify and discuss the key elements of their vision for non-motorized transportation in 2030. Several major themes emerged:

- A well-connected system. System connectivity meant different things to different participants. Both local connectivity (e.g. sidewalks within a neighborhood) and regional connectivity (e.g. pathway connections linking towns together) is envisioned.
- A safe system. Visions for safety included safe travel for vulnerable users such as disabled persons or kids walking to school, as well as the ability for anyone to be safe walking or biking next to traffic, or sharing the road with motorized vehicles.
- Community design with non-motorized travel in mind. Visioning comments on this topic dealt with “complete streets”, and other ideas that encourage less reliance on automobiles.

Issues and Opportunities

After visioning, the group was asked to identify things that might be obstacles to achieving their vision. Assets and opportunities that might be leveraged to help overcome the obstacles were also discussed.

Issues

When considering potential obstacles, several common themes emerged. Most seemed to acknowledge that our “car culture” presents many hurdles for alternative transportation modes. Many of the general themes discussed were interconnected:

- Funding is a significant issue. Funding for bike/ped improvements can be controversial when it is perceived to draw down funds available for roadway improvements. Funding for on-going maintenance of bike/ped facilities once they're built is also very difficult to establish.
- Lack of community support. A number of comments were received in this vein, dealing mostly with the political realities of developing a good non-motorized system. The group used phrases such as “community attitude”, “public will”, “lack of leadership”, “public mentality”, lack of “tolerance”, etc., to help describe this theme.
- Lack of public education and awareness about the need for and benefits of non-motorized travel. This theme also dealt with the need for better education of both drivers and non-motorized travelers who share many of the same transportation facilities.
- Right of Way. Insufficient right of way was cited many times as an obstacle to constructing new sidewalks and pathways. This theme tied directly to funding issues for right of way acquisition, and lack of community support when attempting to acquire new right of way from property owners.
- Other themes dealt with winter difficulties associated with non-motorized travel, and lack of incentives to bike or walk due to cheap gas prices.

Opportunities

A number of creative ideas emerged in the discussion of potential opportunities to improve the non-motorized system:

- Railroad Rights of Way. The movement of people and goods by rail played a large role in the development of the region, and has left us with a legacy of rail corridors. Several rail corridors have been converted to trail use, and this effort

could be continued. As rail corridors already connect communities, this would be a great way to enhance regional connectivity.

- **Existing System.** The existing non-motorized system was cited as a positive element. Participants noted that there are several great regional trails in the area already, including the Centennial Trail, US95 Trail and Prairie Trail. There is an opportunity to build upon these assets. A “patchwork” of existing facilities is in place, providing an opportunity to “connect the dots” over time.
- **Tourism.** Many visitors are drawn to northern Idaho because of outdoor recreation opportunities. Our popularity as a tourist destination may open doors in the search for funding. Recreational sites such as Farragut State Park, Canfield Mountain, and Lake CdA were cited as assets. The Ironman triathlon highlights the area each year.
- **People with Passion.** Advisory group members noted that even within their own group there are people who can help raise awareness and work to improve community education. Educational materials and programs could be disseminated through grade schools and bike shops. Some jurisdictions have very active planning groups who could help. Some agencies are beginning to recognize the concept of “complete streets”.
- **Economics.** While not normally considered as a good thing, it was noted that the country’s current economic challenges and the potential for gas prices to rise could increase non-motorized travel. As money gets tighter the public may seek out lower cost transportation methods.
- **Transit.** The Citylink fixed route system was noted as an asset. Non-motorized planning could help to link up transit nodes.

Flip chart notes and raw comments received at the advisory group meeting are attached.

KMPO NON-MOTORIZED TRANSPORTATION PLAN ADVISORY GROUP KICK-OFF MEETING

FLIP CHART NOTES

1. Welcome and Introductions

Why are we here?

KMPO's long range plan is missing a bike-ped component. KMPO's purpose is to develop one.

What motivated you to come today?

- Safety
- Implementation
- Connectivity
- School Routes
- Laying the ground work for the future

2. Advisory Group Roles and Responsibilities

Roles and Responsibilities:

- Attend meetings and participate
- Review materials and provide feedback
- Advocacy
- Serve as "ambassadors" for non-motorized plan (Communication Pipeline)
- Assist with public meetings
- Make final recommendations to KMPO Board
- Present plan to local jurisdictions

Who else should be here?

Recommendations by the advisory group:

- Jill Murphy
- Sandpoint
- Spokane
- BLM
- Forest Service
- Neighborhood groups
- AAA
- AARP
- Agency on aging
- Youth groups
- AMA

3. Overview of Proposed Project Scope

Scope and Schedule

Visioning
Today

Inventory of existing conditions
Jan – April

Future Needs
April – June

Funding and Implementation
June – July

Final Bike- Ped Master Plan
Next Fall

Advisory group feedback will be needed at each step!

4. Brainstorm Issues and Opportunities for Non-Motorized Travel in Kootenai County

Vision

See Appendix A

Issues

See Appendix B

Opportunities

See Appendix C

5. Homework

- Feedback on potential questions for Public Survey 2-15-09
- Tell three others about KMPO's non-motorized plan
- Save www.KMPO.net to your internet favorites
- Blog about bike-ped issues in Kootenai County
- Interested in statewide policies? Stay and talk with Mark McNeese after the meeting
- Brainstorm Questions for Initial Public Survey

6. Adjourn

Appendix A – VISIONING COMMENTS

Visions for 2030

Kids riding bikes to school on safe routes

Safe routes to school; 1.5 miles walking distance to school (State law); Biking/walking in winter conditions; "Walking buses"

Safe routes for children to get to school in all of 271;
Connectivity and class I or II on all major roads

I would like to see non-motorized transportation facilities be as extensive and as funded as motorized facilities

Bike as a true alternative to motorized traffic to work, school, and the mountains and lakes; Include park and rides where you can safely leave a bike.

Facilities no further than 1 mile from anywhere; Pedestrian facilities everywhere; Respect from motorists; Vulnerable user law

Motorist respect for pedestrians; Destination for ped/bike activities; "Complete streets"; Regional advocacy for ped/bike actions

Safe biking throughout the state; All class I trails; Connecting trails

Connectivity such that I can use non-motorized transportation as a safe primary means of transportation

Good connectivity throughout county (ability to get from point A to point B safely); Decreased auto traffic

Connectivity (town to town); Safety (non-share roads)

Bike/Walk trails; Separated bike lanes; Recreational trails in natural environments; Safe highway crossings

Well designed community (standards) for non-motorized transportation in all development and transportation projects for accessibility/walkability

Community design so most things are non-motorized

Connectivity; Good trail brochure; Trail amenities; Strong maintenance structure

Non-motorized plan (county-wide); Trail connectivity between municipalities; More bike lanes; Paralleling multi-use pathways to roadways

Safe interconnected bike & ped; Paths (on high speed routes separate bike & ped paths like Centennial Trail not bike lanes on highways); Connecting park and rides, bus stops, and cities

Separated pathways connecting areas of residential development; Bridgeway (Ped) of major collector/arterial roadways to provide connectivity

All roads have bike paths/lanes that connect cities and schools

Connectivity Between towns for bike/ped (North-South corridor)

Connectivity ; Safety; Public Awareness maintenance of surfaces

Complete/Connective non-motorized system for entire county utilizing "Complete Street" adopted by county/city/state

Safe, connected non-motorized infrastructure (roads and paths, shoulders, signage)

Connectivity between parks (county wide); Connectivity between major hubs or downtown

More Class I trails in downtown (separate from road) and in connections to schools other parks, stores and towns

Ped/Bike Interconnectivity between all communities (regions-county, inter-county-state)

Interconnecting three cities on Prairie; Off road biking; Training bike areas no intersecting

Safe and easily accessible walking trails; access for disabled persons on these walking paths; More trails and pathways for recreational use; Better paths to walk in winter; Make a nicer place for families to do out door activities

Connectivity throughout county but with between signage and advertising of trails

Class I connectivity throughout county

Class I connectivity between all communities in the county; All businesses will provide storage facilities and locker facilities for bike community employees

I would like to see a safe, convenient, connected network of biking/hiking trails. In urban areas these paths would be weatherized.

Highway right of way opportunities

Appendix B – “ISSUES”

Issues

Right of way

Available right of way

Acquisition/availability of right of way

Right of way

Right of way

Right of way

Lack of right of way

Right of way

Lack of right of way

Homeowner property rights problems; money

Requirement of government entity responsible for maintenance

Maintenance

Jurisdiction's long term maintenance commitment costs

Lack of trail maintenance or bike lane maintenance

Lazy Americans

Car only culture (engineers and decision makers are car oriented)

Transportation in general is now more "privileged" than "publicized" (i.e. individuals are the unit of transportation not the public)

Perception - funding for ped/bike detracts from street/roads

Public perception of non-motorized public

Community support

Community support

A public mentality that thinks primarily in terms of using motorized transportation

Lack of community support; Lack of community education

Not enough interest

Attitudes/Politics

Political will to emphasize bike/ped over motorized

Individual jurisdictions attitude toward non-motorized issues/needs/regulations

Paradigm of elected officials and administrations

Priority-community (funding, inter-local cooperation)

Lack of leadership/political will

Political support

Awareness

Mindset...Public education re: commuting benefits. Impacts desire from neighborhoods

Lack of public awareness

Lack of education
Lack of education
No public ped/bike education
Lack of knowledge by governing bodies
Cyclist education at road rules
Lack of understanding of the needs of non-motorized by the motorized
Drivers lack of knowledge to ped/bike rights/responsibilities
Drivers education (rights and responsibilities towards bikers and peds)
Tolerance-none for non-motorized transportation. Leads to education
Mou- Motorized bikes driving at 60 mph scare off bikers but not enforced
Education/\$
Training for staff, engineers, and planners
Support from tax payers
Money
Lack of money
Lack of money
Lack of funding
Funding
Funding
Funding
Funding
Funding
Funding (city two main highways)
Funding/funding/funding
Funds
\$
\$
\$
\$
\$
\$\$\$ (infrastructure)
A transportation system designed to serve cars
Lacking design standards for new development/transportation projects
Connectivity between subdivisions (no breaks in fences)
Lack of designated routes
Poor land use planning
Low density protectionism
Cheap gas
Gas prices are too low
Winter weather
Winter weather

Weather
Weather

Appendix C – “OPPORTUNITIES”

Opportunities

Existing Inventory

Patchwork of facilities that could be connected

Some Separate bike and ped paths (US 95 & Centennial Trail)

Bike Lanes

Bike Trails; Bike lanes on some roads

Complete streets

Complete streets planning guide lines

Adopt complete streets

Old rail ways

Opportunity to utilize abandoned railways

Rail corridors w/in city areas

Decommissioning of railroads

Identifying possible corridors for bikeways

Rail-trail conversions (CdA - Postfalls, CdA - Sandpoint)

Logging roads and existing undeveloped trails

Creation of trails on existing right of ways

Prairie trail

Along highways (large right of ways)

Designate Hwy 95 as a bikeway

City Link

City Link busses have bike racks on them

Bike racks on buses

More frequent bus route service frequency

Media constant marketing to public "creative marketing"

Press (for education)

Proven success stories

Get ped-bike education in grade schools

Use local bike shops to educate the "everyday" biker

Safe routes to school program

Support of existing local organizations (Centennial Foundation, Rails to Trails

Ped-bike plan for Cad; Ped-Bike Committee for Cad/Hayden

Post Falls ped-bike committee

Non-Profit NICTF working as a an advocate full time executive direction

Rising gas prices

Poor economy drives efficiency (less vehicle miles traveled)

A public attitude that car culture needs to be offset by other forms of transportation

Lower cost transportation

Used bikes that could be conscripted for public use for very low investment plus

volunteer for maintenance

Ironman

Attractive area for outdoor recreation/destination tourism

Promote tourism income

Recreation (Canfield Mtn, Lake Cad, Farragot S.P., Connect residential)

Canfield Mountain

Farragot State Park & Hwy 95 Trail

Create a loop with trails of Cad (CdA - Plummer, Rose Lake and CdA)

Health concerns

Use trails to find obesity

Mild summers/weather

Interpretive trail