



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 #2
September 17, 2009

A workshop for KMPO's Non-Motorized Plan Advisory group was held at Hayden's City Hall on September 17, from 10:30 to Noon.

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

- Current progress
- Outcomes of the Future Needs Public Workshop
- Proposed goals and objectives
- Implementation and funding strategies

Advisory Group Motivation for Participating

About 14 people turned out for the advisory group meeting, approximately half the size of the original group. The majority of the group had participated in the first advisory group meeting. Representation was broad, including representatives from local jurisdictions, bike and trail advocacy groups, as well as members of the general public.

Current Progress

Since the advisory group last met, KMPO has coordinated with local jurisdictions to compile existing inventory and planned network, distributed and summarized highlights from the public survey, and a held a public workshop to help identify future needs.

Those participating in the public survey, public workshop, and the advisory group share a common vision: Strengthen and encourage non-motorized travel choices through a safe, well connected, well-designed network with consideration for major destinations and community resources.

KOOTENAI METROPOLITAN PLANNING ORGANIZATION

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Future Needs Public Workshop

A public workshop was held earlier this May to help identify the vision and future needs for the non-motorized transportation network. Participants were also asked to participate in a mapping exercise, identifying critical routes to the non-motorized network. Routes identified through the public workshop are located in Appendix A.

The advisory group added the following routes to the priority network:

Coeur d'Alene

15th St., from Sherman to Prairie

Post Falls - Rathdrum

Lancaster Road - from Hwy 41 to Hwy 95

Meyer Road - heading north from Prairie Avenue

Riverview Drive – from Spokane Street to Greensferry Terrace

Using all of the routes identified, a project list has been drafted and is available on the project website at www.KMPO.net .

System Goals and Objectives

System goals and objectives identified through public and advisory group participation include the following themes: Physical connectivity, safety and awareness, planning and design. Using public and advisory group feedback, goals for each of these themes have been formulated followed by a list of identified future needs, or objectives, to facilitate movement towards these goals.

Goals and objectives identified are located in Appendix B.

The advisory group recommended that the goals also include connectivity to government and community services, awareness through public education outreach, consideration of perceived safety and security, traffic conformity, and an emphasis on the need for all transportation modes to have equal consideration.

The need for local jurisdictions to adopt and integrate the regional plan with local comprehensive plans was emphasized and recommended as an additional objective. Other recommendations included identification of needs and opportunities as they relate to rural and urban areas, regional identification of crashes and injuries, and inclusion of private schools and home schooling centers on regional maps.

Implementation and Funding Strategies

The advisory group was asked to brainstorm implementation and funding strategies to help achieve the goals and objectives. The group emphasized building stakeholder coordination, partnerships, advocacy, facilitating education and awareness outreach, as well as the need for buy-in by all stakeholders as critical to implementation and funding efforts. Strong interest in a complete streets policy was also expressed. The Congestion Mitigation and Air Quality (CMAQ) improvement program, federally funded through the Safe, Accountable, Flexible, Efficiency Transportation Equity Act (SAFETEA-LU), was also identified as a possible source of funding.

Examples of funding opportunities provided to the advisory group is attached as Appendix C.

Stakeholder Coordination – Facilitate and encourage stakeholder coordination through a regional coordinator and non-motorized advisory group.

Partnerships – Establish and engage interest based alliances to build a network of support, leveraging human and capital resources.

Potential partnerships identified included partnering with the tourism sector, ironman groups, motorized recreation, developers, land conservation groups, public and private educational institutions, Safe Routes to Schools, Kootenai Medical Center, the health district, and groups that support accessibility for those with physical disabilities.

Advocacy- Advocate for funding at the State level. Advocacy efforts could be pursued by a formal regional advisory group.

Safety and Awareness – Encourage safety and awareness of non-motorized barriers and opportunities through educational outreach efforts on the federal, state, regional, and local level. Outreach efforts should help facilitate integration of the regional non-motorized vision, goals and objectives, with local planning efforts.

Public education opportunities identified include driver's education and traffic safety classes as well as volunteer enforced maintenance of sidewalks including snow removal. Members of the advisory group also identified the need to extend outreach efforts to public works.

Planning Integration – Adoption of the regional non-motorized plan by local jurisdictions, integrating the regional plan into local comprehensive plans.

It was also recommended that the adoption of a Complete Streets policy be considered.