



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
Future Needs Public Workshop
May 19, 2009**

A public workshop was held for KMPO's Non-Motorized Plan at Q'emiln Park, Post Falls, Idaho on May 19, 2009 from 6:00 p.m. to 8:00p.m.

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

- KMPO's motivation for doing the plan
- The study process
- Public survey highlights
- Vision and future needs

KMPO's Motivation for Non-Motorized Planning

Federal metropolitan planning rules stated in Title 23 require Metropolitan Planning Organizations (MPO's) to plan for non-motorized transportation users and to enhance the connectivity between modes in support of an intermodal transportation system.

Currently, KMPO's long range plan has some information on non-motorized facilities but, is focused primarily on roadways and vehicular transportation. In KMPO's work plan for 2009, the KMPO Policy Board has authorized staff to improve the non-motorized plan for the region.

Public Motivation for Participating

About 20 people turned out for the future needs public workshop. There was a broad range of representation including representatives of local jurisdictions and agencies, bicycle and trails advocacy groups, as well as members of the general public. Of those who attended, less than half had taken the public survey.

KOOTENAI METROPOLITAN PLANNING ORGANIZATION

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The Study Process

KMPO expects the study to take about one year to complete. Major tasks include visioning, consolidating inventory of existing conditions, identifying future needs, and developing strategies for funding and implementation of non-motorized projects. An advisory group has been established to provide feedback at each stage of the process.

Current Progress:

- An advisory group was established in February. The advisory group's role is to help review materials prepared by KMPO as the study progresses and to provide feedback, serve as ambassadors for the study project, and to assist with final recommendations. About 35 people turned out for the first advisory group meeting. A wide range of interests were represented with participation motivated by an interest in improving the overall safety and connectivity of the system and laying the groundwork for the future.
- An online public survey was distributed through Survey Monkey. The survey provided an opportunity for the public to identify regional priorities and opportunities for improving walking, biking, and other forms of non-motorized transportation within the Kootenai region. The survey was also designed to capture transportation behavior and attitudes. Highlights of the survey are attached in Appendix A.
- Existing inventory and proposed projects for non-motorized transportation have been collected and consolidated.

Project documents can be found on our website at www.KMPO.net.

Vision & Future Needs

KMPO presented key themes already identified through the advisory group and the first public survey. Workshop participants were asked to add to the list to help identify the vision and future needs for non-motorized transportation.

- A well connected system:
Development of a safe non-motorized transportation network which encourages travel choices through local, regional, and intermodal connectivity with consideration for major destinations and community resources.

Future needs previously identified included pathway connections linking towns and regions, sidewalk and pathway connectivity within neighborhoods, improved connectivity to other transportation modes, improved transit connectivity between regions and improved transit service during inclement weather. Connectivity to recreational opportunities was emphasized.

Workshop participants confirmed the desire for a well connected system as well as the future needs previously identified adding that there is a need to identify and designate intermodal corridors, improve north-south connectivity, trail connectivity, access to destinations and transit options.

- A safe system:
Development of a safe system for those of all ages and abilities, enabling people to walk or bike safely when next to traffic, when sharing the road with motorized vehicles, and ensuring safe routes to schools for children.

Future needs previously identified included separated bike lanes and pathways, designated pathways, wider bike lanes, safe routes to schools, and maintenance of facilities including snow removal. The need for leadership and community support was identified along with the need for education and awareness to help develop mutual respect between transportation users.

Workshop participants confirmed the desire for a safe system as well as future needs previously identified, emphasizing that education is needed for all transportation users including school aged children. The need to consider roadway design was emphasized as it relates to slowing traffic speed, creating buffers for pedestrians, and ensuring mutual visibility for transportation users.

- Community design with non-motorized travel in mind:
Design that supports non-motorized transportation options with less reliance on automobiles.

Future needs previously identified included adding facilities to accommodate all ages and abilities such as rest stop amenities, bike storage and lockers, as well as improvement and maintenance of existing non-motorized facilities. The need for local planning and policy development and an interest in adopting the complete streets policy was also expressed.

Workshop participants confirmed the need for community design with non-motorized transportation in mind as well as future needs previously identified. Participants emphasized the need for facilities such as bike stations, bike racks, lockers, and facilities to freshen up. Participants also expressed the need to improve what we already have. Participants discussed the need for policy development with consideration for retrofitting, land use, and future development patterns which would support non-motorized opportunities (i.e. mixed use; transit oriented development). The need to consider regulatory standards such as bike racks with new development and street standards such as complete streets was identified. On a regional scale, the need for interstate partnerships was added as well as a need to identify incentives such as tax benefits for individuals and employers.

Mapping Exercise

Workshop participants were asked to participate in a mapping exercise to help identify critical routes and future needs for non-motorized transportation. Participants were asked to rotate between three tables where they had an opportunity to write or draw comments on maps. Each table had two facilitators to help record public comments. Three tables were established to provide an opportunity for participants to focus on specific areas within the region.

Participants identified the need to improve non-motorized access and mobility through connectivity with consideration for safety, transit routes, destinations and community resources such as parks and trails. Public feedback consistently identified the need to fill in the gaps on and between existing trails and routes. The need for public infrastructure was identified as a high priority in addition to the need for public education and outreach efforts, policy development, and identification of safe routes. An interest in additional data layers showing Citylink routes, forest trail roads and trail heads, and conversion of rails to trails was also identified.

Coeur d'Alene – Dalton Gardens – Hayden

Major North-South routes identified included US 95, Government Way, Huetter Road., Atlas Trail, Prairie Trail, and Strahorn Road connecting to 4th Street. Major East-West routes identified included Centennial Trail, Dalton Avenue, Hayden Avenue, Kathleen Trail, Old Highway 95 Bridge, and Poleline/Hanley Avenue. Other routes identified to help fill in the gaps included Orchard Avenue, Honeysuckle Avenue, and Appleway Avenue from US 95 merging back to US 95 after the Interstate 90 interchange. See figure 1.1 and 1.2 for gathered comments.

Post Falls – Rathdrum

Major North-South routes identified included Greensferry Road, the Prairie Trail, and Highway 41. Major East-West routes identified included 12th street, Maplewood Avenue, Seltice Way, and the Centennial trail. Participants identified the need for non-motorized users to be considered with the Beck interchange, Pleasant View Interchange, and the Huetter By-Pass. Participants also identified a need to plan for non-motorized transportation around schools as well as a strong interest in rail to trail conversion. **See figure 1.3 and 1.4 for gathered comments.**

Regional

Major routes identified included connectivity between counties, jurisdictions, trails, and to major destinations such as Silverwood Theme park and Farragut State Park. Participants also identified a need for transit connectivity such as City Link connections South of Coeur d'Alene to Moscow, Idaho and along the Centennial Trail. Policy recommendations included the need to identify and adopt minimum standards such as shoulder widths appropriate for rural or urban areas and a need to ensure bike and pedestrian projects are on the table for discussion when the four Highway Districts and ITD are planning projects or developing plans. See figure 1.5 for gathered comments.