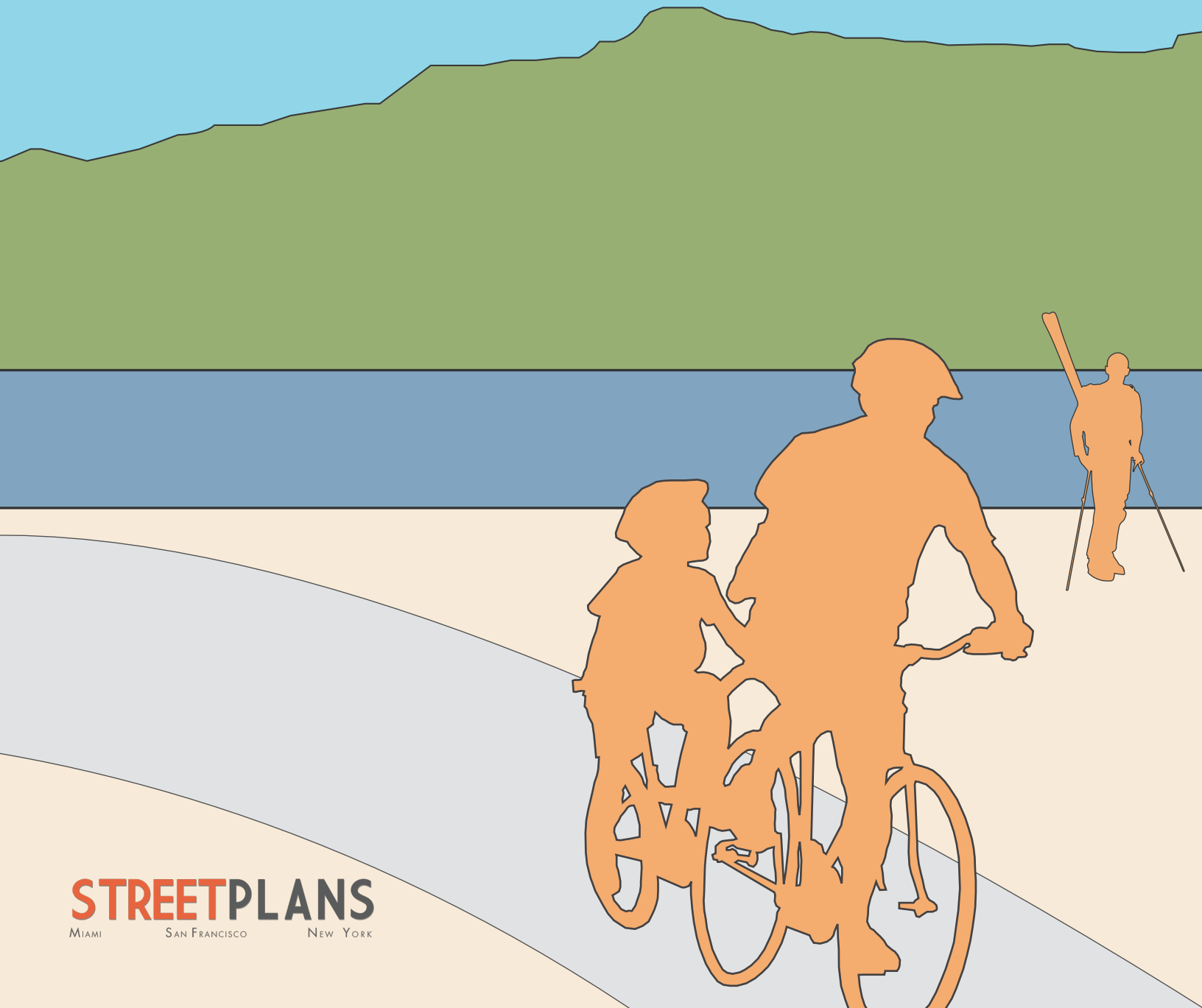


PONDERAY, IDAHO GREENBELT + PATHWAYS ACTION PLAN



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WHAT'S IN THIS PLAN

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“This Greenbelt and Pathways Action Plan outlines 17 priority projects to shape the city’s future growth and preserve a high-quality of life.”

1. INTRODUCTION



Pend d'Oreille Bay Trail, October 2014.

PONDERAY, IDAHO

POPULATION: 1,200

SQUARE MILES: 3.5

GREENWAYS: 2

BREWERIES: 1

WHY A GREENBELT AND PATHWAYS ACTION PLAN?

The City of Ponderay is a rural but growing community. Its location - adjacent to Sandpoint and countless recreational amenities/ destinations - makes it an attractive place for land development. Indeed, the city's population has doubled in the past decade, bringing with it new community benefits as well as new challenges.

This Greenbelt and Pathways Action Plan outlines 18 priority projects to shape Ponderay's future growth and preserve a high quality of life. The primary goal of these efforts is to increase connectivity, protect rural lands and watersheds, and increase access to Ponderay's most prized but underutilized asset: Lake Pend d'Oreille. Implementing this Action Plan will bring needed recreational opportunities for people locally and regionally, provide low-cost, non-motorized transportation options, and direct growth to areas with existing infrastructure, thereby capitalizing on previous public and private investments.



Pend d'Oreille Bay Trail Master Plan (2015)

PLAN + PROJECT REVIEW

This Action Plan is not the first effort to expand trails, pathways, and greenbelts within Ponderay's city limits. The Creekside Trail, the Kootenai Cutoff Road shared use path, and phase 1 of the Pend d'Oreille Bay Trail are a few examples of recent and successful projects. These efforts and others like them have built strong support for expanding the greenbelt and pathways network not only within Ponderay, but also across the region. Indeed, a 2009 survey data revealed that nearly 83% of Bonner County residents support the ongoing development of trail projects. In Ponderay/Sandpoint, this level of support has led to the formation of the Friends of the Pend d'Oreille Bay Trail, and a crop of new plans and projects that include:

- Bonner County Draft Trails Plan (2012)
- Trust for Public Land Greenprint (2015)
- Ponderay Bicycle & Pedestrian Master Plan (2015)
- Pend d'Oreille Bay Trail Master Plan (2015)
- Ponderay Village Sub-Area Plan (2015)

A review, and in some cases contribution to, the advancement the above projects, confirm that many opportunities exist to expand recreational opportunities in the City. This Plan outlines short- and long-term opportunities to further improve existing paths, trails, an on-street infrastructure supporting recreation and active transportation in Ponderay.

CAUTION
SOILS IN THIS AREA CONTAIN HIGH LEVELS OF LEAD.
Lead can cause many health problems, especially in children. Children with lead poisoning can suffer from slowed physical and mental growth, delays in attention span, and have difficulty learning.

TO BE SAFE WHILE IN THIS AREA

- Do not let children play in the dirt - it contains lead
- Wash your hands with clean water or wipes before eating, drinking, or using tobacco products.
- Stay out of dusty areas.

This is the site of the former Panhandle Smelting and Refining Company (PSRC).

The PSRC was constructed in 1902 as a lead and silver smelter for the local mines. The first lead bars were poured in June 1902 and the smelter ran sporadically through March 1903. Salvage crews dismantled the plant in December 1912.

Not much remains today except crumbling foundation walls, brick piers and a large indigo of smelter slag - locally known as "Red Rock". Because of past smelting activity, the soil in this area contains high levels of lead and other metals.

For years, the sites of Ponderay, Sandpoint, and Kootenai have discussed development of the Pend d'Oreille Bay Trail to provide safe public access to the lake.

Through the American Recovery and Reinvestment Act, the Pend d'Oreille Bay Trail Remotely Sited Area was awarded a grant to construct a long-term environmental restoration at the site and other sites along the proposed Pend d'Oreille Bay Trail. The location includes the Idaho Department of Environmental Quality, the City of Ponderay, the City of Sandpoint, the City of Kootenai, and several others.

For more information, contact:
Nancy Galt
Main Department of Environmental Quality
Shelburne
www.idem.idaho.gov

Idaho Department of Environmental Quality
Shelburne
www.idem.idaho.gov

Ponderay
Sandpoint
Kootenai

Turnaround
Pend d'Oreille Bay Trail

You are here

Trailhead

Pend d'Oreille Bay Trail
Sandpoint and Ponderay, Idaho

Welcome to Ponderay!
You have reached the end of the public portion of the Pend d'Oreille Bay Trail. Please respect private property beyond this sign and return to the Sandpoint trailhead.

We hope to eventually continue the trail into Ponderay by way of a railroad underpass, but now there is no safe or legal way to cross the railroad tracks on this end of the trail.

To learn more about how you can help keep this trail open and expand it beyond this sign visit www.pobtrail.org

Friends of
Pend d'Oreille Bay Trail

Sharing a Shoreline — Connecting Communities



Julie Flynn of the Street Plans Collaborative leads an “issue identification” process, December 2014.



Top: Charrette promotion posters were distributed around Ponderay and via email to invite various groups and stakeholders to take part in the planning processes that resulted in the creation of this Action Plan. Right: The Ponderay Sub-Area Master Plan.

FOUR PLANS, ONE PROCESS

This Greenbelts and Pathways Action Plan is one of four Ponderay planning projects developed simultaneously. The other three include the Phase 2 Pend d'Oreille Bay Trail Master Plan extension project, and the Ponderay Village Sub-Area Master Plan and resulting Ponderay Village Form-Based Code. The formal planning process for the latter three of these projects kicked off in October 2014 with an initial visit to Ponderay. This effort was coordinated in conjunction with a round of neighborhood outreach led by Strong Towns, a national non-profit organization. The site visit included conversations with community stakeholders, a “handlebar and walkabout survey,” a tour of regional precedents, and even a one day demonstration project on Kootenai Cutoff Road highlighting opportunities for small-scale changes that have a positive impact on the lives of Ponderay residents (turn to page 12 for more information about this project).

In December of 2014, the Street Plans teams returned to Ponderay to lead a 4-day planning and design charrette. This effort focused largely on developing the Sub-Area Plan, but also allowed progress to be made on further developing the Greenbelts and Pathways Action Plan and Pend d'Oreille Bay Trail extension plan, which considerably overlap.

The Street Plans team returned in March 2015 to work with the City of Ponderay on refining initial drafts of the Sub-Area Master Plan and Greenbelt and Pathways Plan. This trip also provided an opportunity to coordinate further with Harmony Design + Engineering, planners of the Pend d'Oreille Trail Master Plan. Finally, in October 2015, Street Plan returned to present drafts of the Ponderay Village Sub-Area Form Based Code and this Greenbelt and Pathways Action Plan. Feedback received at that time has informed this final document.



2. EXISTING CONDITIONS

EXISTING NETWORK

OFF-STREET PAVED TRAILS: 3.77 miles

OFF-STREET UNPAVED TRAILS: 1.89 miles

ON-STREET BIKEWAYS: 0 miles

EXISTING SIDEWALKS: .47 miles

Working with neighboring municipalities like Sandpoint and Kootenai, the City of Ponderay has developed a growing network of on and off-street shared use paths. These include the Pend d'Oreille Bay Trail, the Creekside Trail, and the Kootenai Cutoff Road shared use path. Each of these segments contributes to a developing trunkline network of recreational and transportation facilities for Ponderay's citizens and visitors.

1. PEND D'OREILLE BAY TRAIL

A 1.5-mile unpaved trail runs along the Lake Pend d'Oreille shoreline. It currently features one trailhead located at the entrance to the Sandpoint sewage treatment plant on Sandpoint Avenue. The trail is used year-round for walking, running, cycling, snowshoeing, cross-country skiing, and other recreational activities.

2. THE CREEKSIDE TRAIL

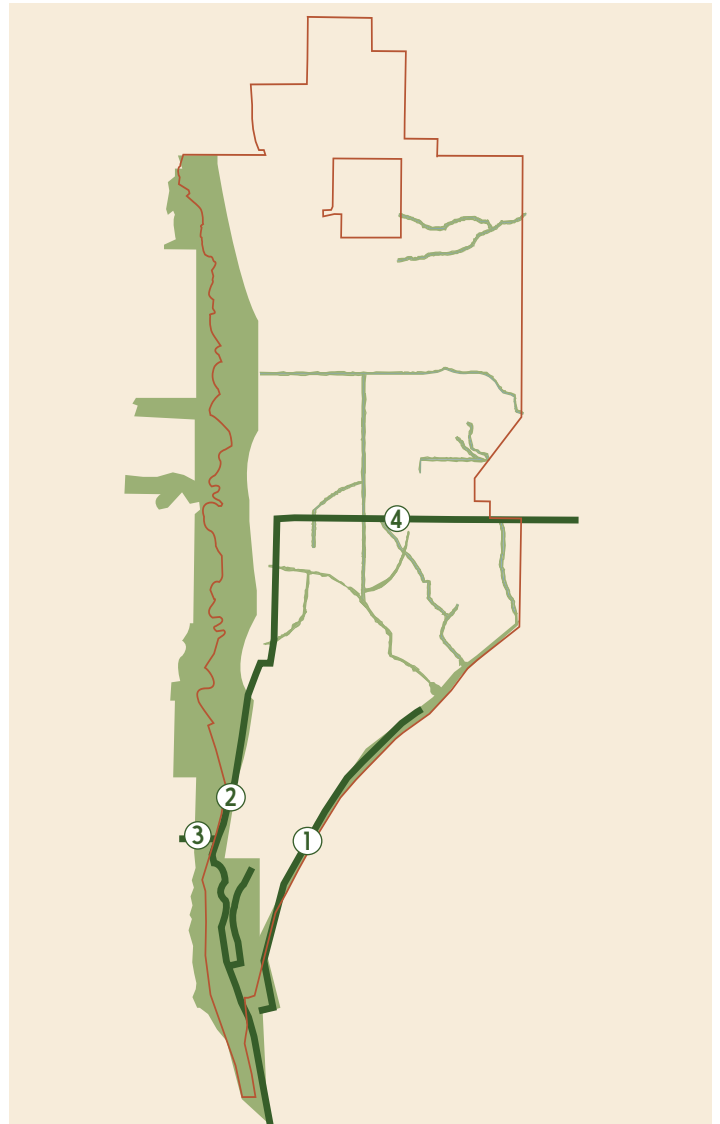
A 1.5-mile trail connecting downtown Sandpoint with Ponderay's Highway 95 commercial district / Kootenai Cutoff Road shared use path. In addition, a short Creekside Trail spur extends close to Highway 200 in Ponderay.

3. POPSICLE BRIDGE TRAIL

A short .15-mile trail spur connecting the Creekside Trail in Ponderay with East Mountain View Road in Sandpoint.

4. KOOTENAI CUTOFF RD. PATH

A 1.5-mile path runs along the length of Kootenai Cutoff Road, from Highway 95 to Highway 200, and extends along Highway 200 terminating at Railroad Avenue in Kootenai.



Ponderay's existing network of shared use paths, trails, bikeways, and greenway/drainage ways.

In addition to these formal trails, there are more than a dozen existing greenbelt/drainage ways, and under-utilized alleyways found across the City. Some of these already include “desire line” pathways used informally by residents. Such paths indicate an opportunity to make a range of small improvements so that these links may be added to the city's formal network of usable greenbelts and pathways. While others should be considered for additional improvements so that they become useful links in the city's open space, recreational, and/or transportation network.





EXISTING CONDITIONS ANALYSIS

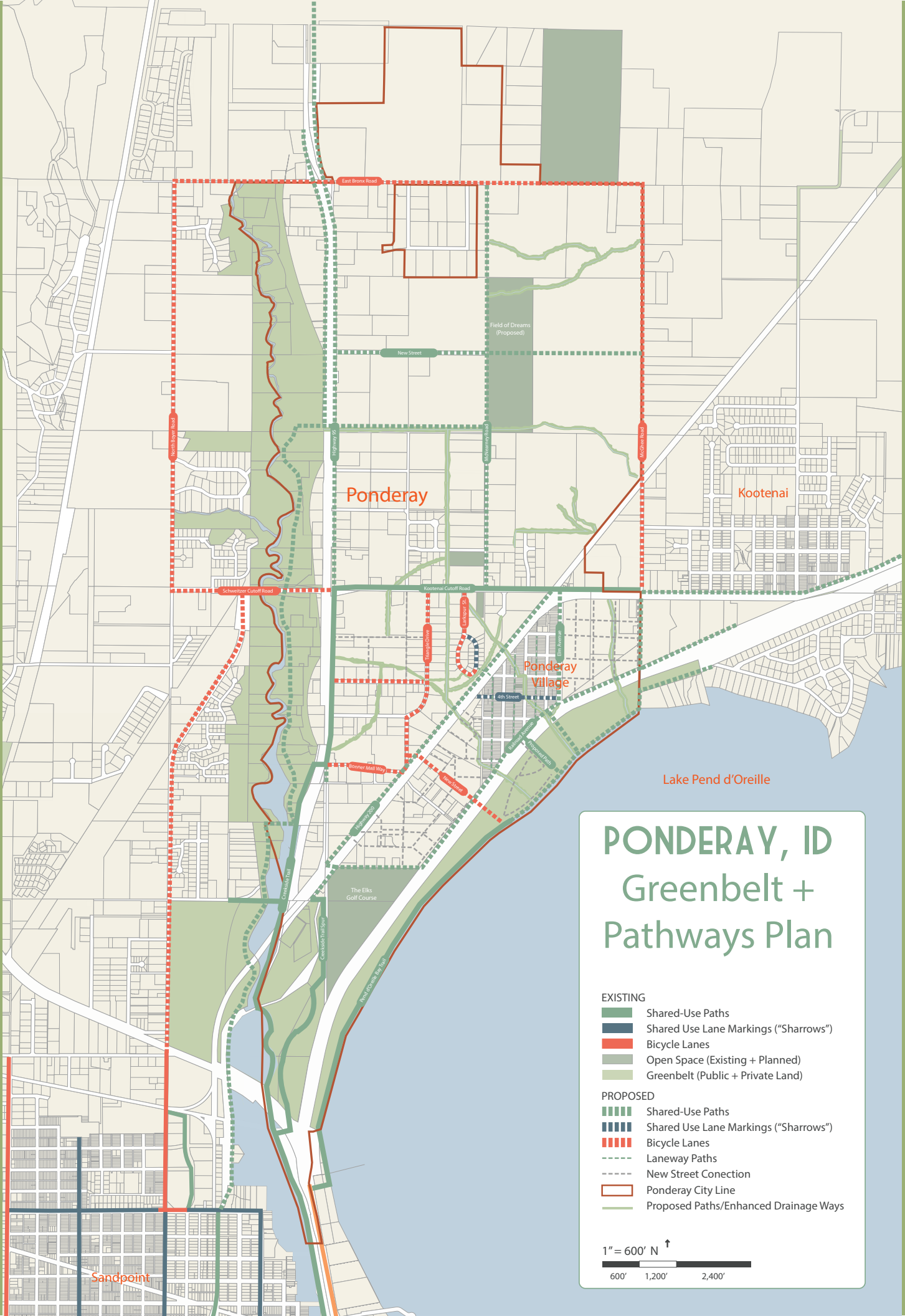
The “Handlebar Survey” is an existing conditions analysis tool deployed by the Street Plans team and client/project partners. It involves bicycling, running, and walking along a community’s trail/open space and street network. The process uses photography and written notation to formally document the qualitative experience of using the City’s “active living” assets. The process includes recording general roadway user behaviors, the identification of safe routes/dangerous routes, documenting land use conditions and key access points to destinations/trip generators, and the overall usability of the “green infrastructure” network.

In Ponderay, the survey was first deployed in October 2014, with subsequent and smaller survey efforts undertaken during subsequent project trips in December 2014, and March and October 2015.

This user-level approach helped the planning team identify existing opportunities to further conserve open space and develop pathways, street retrofits to encourage recreation and transportation choices. It also allowed the team to understand the existing challenges (physical / natural barriers etc.) inherent to advancing active transportation and recreation in Ponderay. The findings of these survey efforts have been used in the creation of this Greenbelt and Pathways Action Plan.

FINDINGS SUMMARY

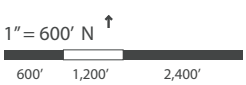
Proximity to the region’s world-class recreational opportunities (hiking, fishing, boating, skiing, hunting, bicycling etc.) is one of Ponderay’s great assets. Recent and successful “green infrastructure” investments have provided a needed framework for future growth, but also underscore how isolated residents remain from recreational opportunities. Moreover, Ponderay’s recent residential and commercial growth pattern raises concerns about the long-term viability of developing a citywide open space network that is continuous and accessible to all. Together with the Ponderay Village Sub-Area Plan and Form-Based Code, this Action Plan is intended to guide Ponderay as it advances a connected greenbelt and pathway system.



PONDERAY, ID

Greenbelt + Pathways Plan

- EXISTING**
- Shared-Use Paths
 - Shared Use Lane Markings ("Sharrows")
 - Bicycle Lanes
 - Open Space (Existing + Planned)
 - Greenbelt (Public + Private Land)
- PROPOSED**
- Shared-Use Paths
 - Shared Use Lane Markings ("Sharrows")
 - Bicycle Lanes
 - Laneway Paths
 - New Street Connection
 - Ponderay City Line
 - Proposed Paths/Enhanced Drainage Ways



3. ACTION PLAN

This Action Plan is comprised of a 18 total projects, broken into 9 short- and 9 long-term priority projects. Each one is intended to contribute to a network of increased connectivity between existing trails and pathways, as well as develop new connections between existing and future destinations. An annotated map highlighting the location of each project is found on page 10. Full descriptions of each project are follows on pages 11 - 30.

PRIORITY PROJECTS SUMMARY

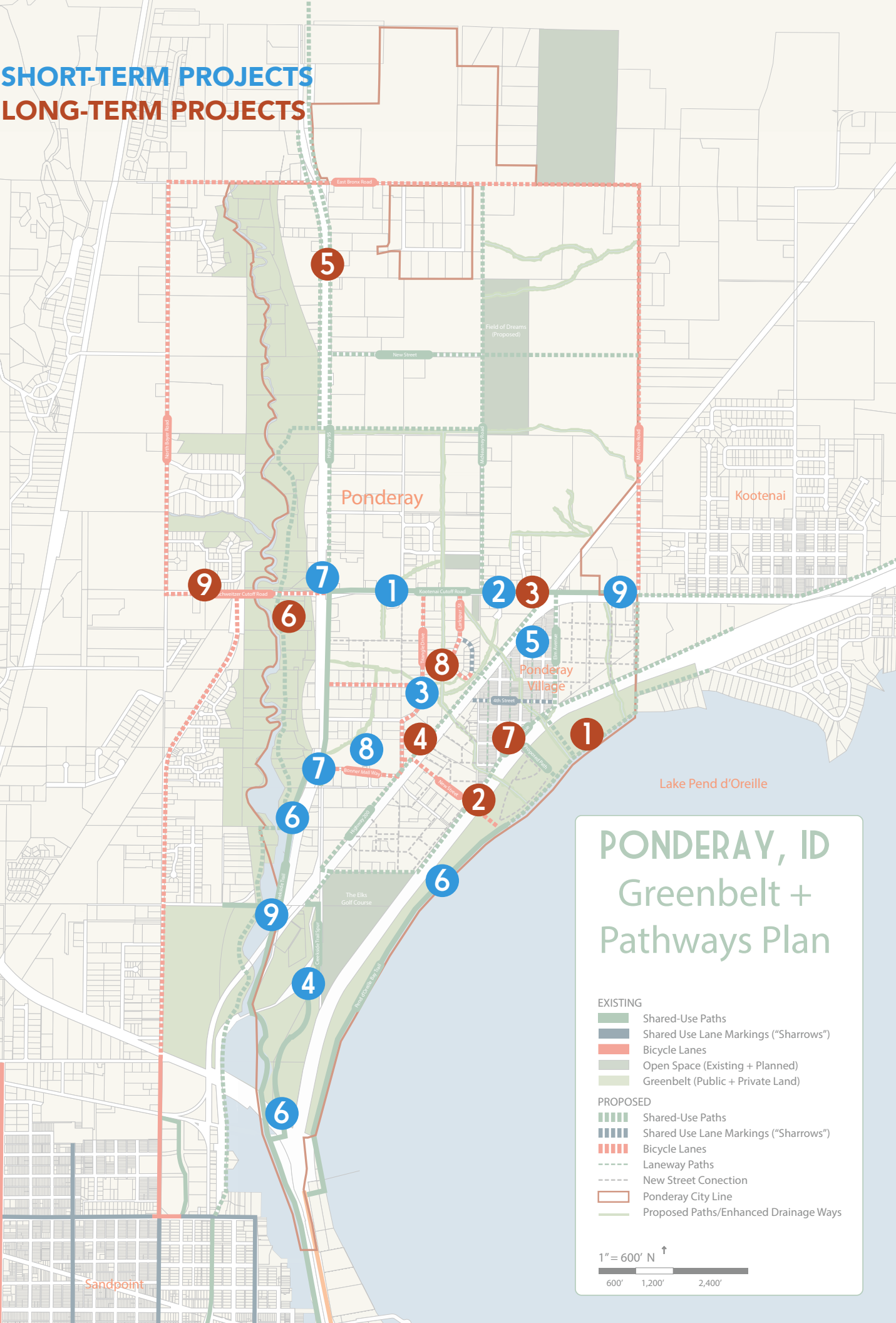
SHORT-TERM

1. Add bicycle, pedestrian, intersection/curb-cut pavement markings along the Kootenai Cutoff Road shared use path.
2. Build a pedestrian refuge island along Kootenai Cutoff Road at the Moody Lane crossing; include a rapid flashing beacon (RRFB). Star Lane, Triangle Drive, and Larkspur Street may also receive this treatment once a sidewalk is completed on the south side of Kootenai Cutoff Road.
3. Stripe bicycle lanes along Triangle Drive/Bonner Mall Way, between Kootenai Cutoff Road and Highway 95.
4. Finish paving the Creekside Trail spur so that it connects with Highway 200.
5. Transform select vacated/underused laneways in Ponderay Village into linear parks/public access ways.
6. Develop and implement Walk [Your City] signs along trails and streets with sidewalks/bikeways.
7. Work with ITD to install / maintain high-visibility crosswalks at all existing and future pedestrian / bicyclist crossings along and across state highways.
8. Increase high-quality, high-visibility bicycle parking racks at commercial and open space nodes, including the Bonner Mall; Add bike racks to select Spot Bus stops.
9. Beautify existing infrastructure, such as the jersey barriers placed along the Kootenai Cutoff Road shared use path and the Creekside Trail along Highway 95.

LONG-TERM

1. Extend the Pend d'Oreille Bay Trail to its planned terminus at the Ponder Point / Kootenai Trailhead, adjacent to Highway 200.
2. Build an underpass below BNSF / MRL Rail corridor to connect proposed Ponderay Village Sub-Area Plan neighborhood development and Highway 200.
3. Build sidewalks along the southside of Kootenai Cutoff Road, from Highway 200 to Highway 95 and make bus stop/intersection improvements.
4. Enhance the Highway 200 corridor by developing a shared use path along the northside of Highway 200 (part of the U.S. Bicycle Route #10 through Idaho); and enhance a segment of the southside of Highway 200 with sidewalks, streets trees, and paralell parking (see Ponderay Village Sub-Area Plan for more detail). In case the East-gate vehicle connection is removed, aim to maintain a pedestrian and bicycle connection.
5. Extend the Creekside Trail along Highway 95 north to the Ponderay City boundary.
6. Preserve as much land as possible /obtain necessary easements along Sand Creek; Starting at the Popsicle Bridge Trail, extend the Creekside Trail north along Sand Creek.
7. Integrate a shared use path or trail along Railroad Avenue as the area to east of the street is developed.
8. Work with property owners/require developers to preserve and/or develop access improvements to greenbelts, drainageways, and other clear "desire lines" connecting neighborhoods, commercial, and open space destinations throughout Ponderay.
9. Work with a developer to extend the Kootenai Cutoff Road path westward along Schweitzer Cutoff Road.

SHORT-TERM PROJECTS
LONG-TERM PROJECTS



PONDERAY, ID
Greenbelt +
Pathways Plan

- EXISTING
- Shared-Use Paths
 - Shared Use Lane Markings ("Sharrows")
 - Bicycle Lanes
 - Open Space (Existing + Planned)
 - Greenbelt (Public + Private Land)
- PROPOSED
- Shared-Use Paths
 - Shared Use Lane Markings ("Sharrows")
 - Bicycle Lanes
 - Laneway Paths
 - New Street Connection
 - Ponderay City Line
 - Proposed Paths/Enhanced Drainage Ways

1" = 600' N ↑

600' 1,200' 2,400'

PRIORITY SHORT-TERM PROJECTS

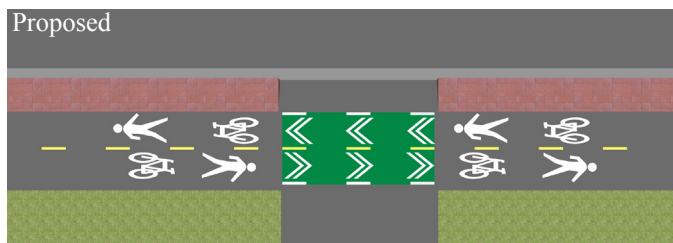
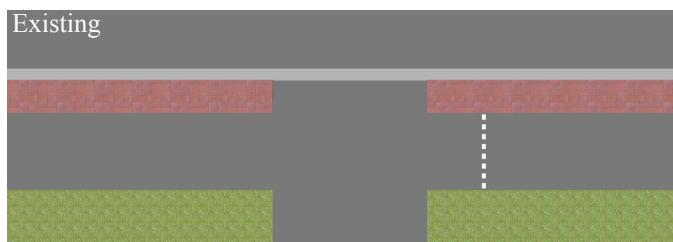
1 KOOTENAI CUTOFF ROAD SHARED USE PATH IMPROVEMENTS



EXISTING CHALLENGES

The Kootenai Cutoff Road shared use path is an important transportation and recreational facility for Ponderay's residents. It provides particular value for people living/working along Kootenai Cutoff Road, as it gives them the opportunity to access Highway 95 businesses by foot and/or bike, and other regional destinations via the Spot Bus.

However, numerous path elements could be improved to better serve its users. At present, numerous curb cuts and street intersections make the path feel discontinuous and compromise the perceived safety of the path. Moreover, the current pavement markings are inconsistent and not standardized along the full length of the trail. Access on and off the path are also poorly marked at the Highway 95 and Highway 200 intersections.



PROPOSED RESPONSE

Increase the visibility and improve the experience of people biking and walking along Kootenai Cutoff Road by adding pathway pavement markings, intersection/curb-cut markings, and wayfinding signs.

The markings should be applied consistently and indicate that the path is to be shared by those bicycling and walking. Markings and or paint (green, for instance) should also be used to highlight conflict points for motorists turning across the path at curb cut and intersection locations. See short-term recommendation #7 on page 17 for more information about wayfinding signs.

PRIORITY SHORT-TERM PROJECTS

2 KOOTENAI CUTOFF ROAD INTERSECTION IMPROVEMENTS



EXISTING CHALLENGES

Relatively high traffic counts and the three-lane width of Kootenai Cutoff Road make crossing the street on foot or bike challenging. This is especially true at three discrete intersections: Highway 200, Larkspur Street / Lupine Street and Triangle Drive.

A missing crosswalk link on the east side of the intersection and fast-turning cars are a clear threat to safety at the Highway 200 intersection, the only biking and walking connection between Ponderay's historic village and the shopping, civic, and residential uses that have been built between Highway 200, Kootenai Cutoff Road, and Highway 95.

Additionally, residents who live along Moody Lane and Larkspur/Lupine Streets do not have access to a sidewalk on the south side of Kootenai Cutoff Road. Walkers must navigate either a narrow, uneven and informal dirt footpath next to fast-moving cars or cross a busy roadway to access the Kootenai Cutoff Road shared use path.

Finally, the Triangle Drive intersection features large curb radii that allow cars and trucks to turn at higher speeds. The radii also results in a long crossing distance for pedestrians. The need for better walking facilities on the southside the corridor is only heightened by well-used Spot Bus stops.



PROPOSED RESPONSES

Working with IDT, Ponderay should implement a crosswalk and pedestrian refuge island on the east side of the Highway 200 intersection so that people walking and cycling are able to cross the street more efficiently and safely.

In addition, a simple pedestrian refuge island at the Moody Lane / Kootenai Cutoff Road crosswalk (see above demonstration project image), and at the future Larkspur Street, Star Lane, and Triangle Drive crossings, should be constructed and be accompanied by a rapid flashing beacon so that pedestrians have the ability to obtain the right-of-way and proceed safely across the street.

These two small projects will make people walking more visible, shorten the crossing distance, and provide people walking a place to rest halfway across the street if need be. It will also help slow motor vehicles turning onto Kootenai Cutoff road and in and out of Moody Lane.

PRIORITY SHORT-TERM PROJECTS

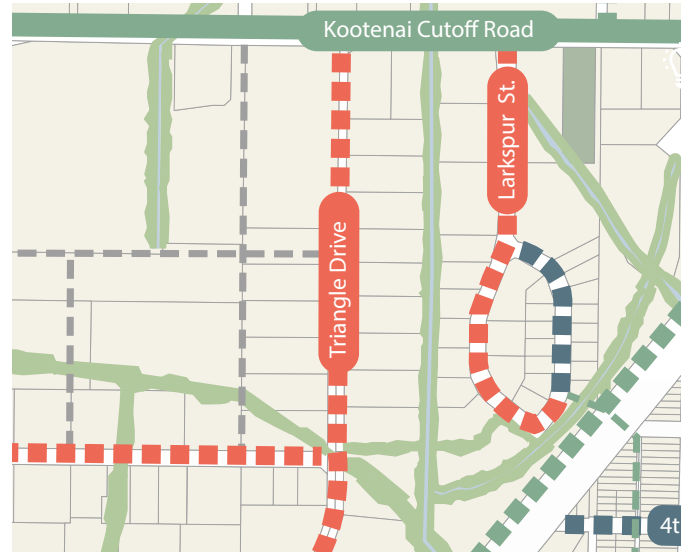
3 TRIANGLE DRIVE BICYCLE LANES



EXISTING CHALLENGES

Triangle Drive provides an important connection between local residents, Kootenai Cutoff Road commercial businesses and shared use path users with the Bonner Mall commercial area. It also serves as an alternative to Highway 95 for those making local trips. At present the street is relatively wide street and features no accommodation for people walking or bicycling.

Of additional importance is the presence of numerous drainage ways and informal foot paths that link residential areas with the proposed on-street infrastructure improvements recommended in this plan, as well as in the Ponderay Bicycle and Pedestrian Master Plan.



PLANNED RESPONSE

Thanks to a Community Choices grant received by the City of Ponderay, bicycle lanes and a sidewalk will be constructed between Kootenai Cut-off Road and Highway 95.

In addition to the planned improvements, careful consideration should be given to improving wayfinding along the route (see short-term recommendation #7) Improving select off-street pathways and drainageways with off-street biking and walking connections will further connect residential and commercial center of Ponderay and maximize the value of the infrastructure planned for Triangle Drive.

PRIORITY SHORT-TERM PROJECTS

4 SCENIC CREEKSIDE TRAIL SPUR / HIGHWAY 200 CONNECTION



EXISTING CHALLENGE

The Creekside Trail runs from downtown Sandpoint along Sand Creek and along Highway 95 to Kootenai Cutoff Road intersection. The multi-use trail provides an important non-motorized recreational and transportation connection between the two communities. In addition to this segment, a paved trail spur extends northeast at the Highway 200/95 interchange. However, the spur does not yet connect all the way to Highway 200, thereby limiting the utility of the connection.



PROPOSED RESPONSE

Replace the informal path that exists today with a paved trail segment that links to the existing rail corridor frontage road. This small but important project will enable a connection to Highway 200 and the shared use path proposed for the northside of the corridor may be made (see long-term project #3).

PRIORITY SHORT-TERM PROJECTS

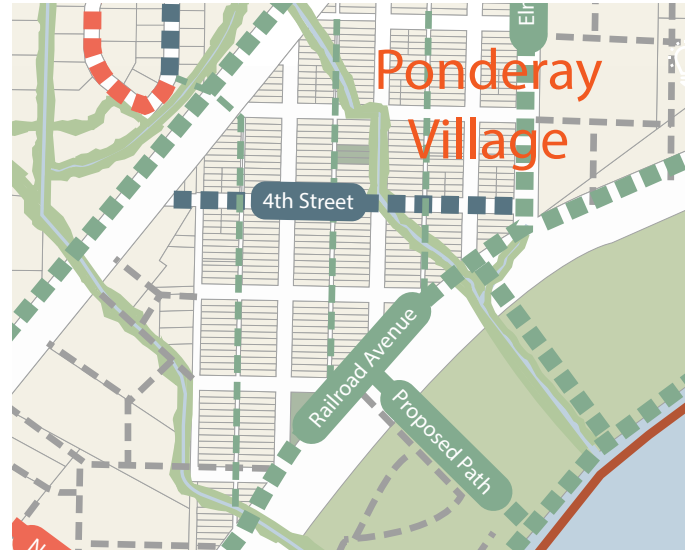
5 PONDERAY VILLAGE LANEWAY IMPROVEMENTS



EXISTING CHALLENGES

Within recent decades the streets of Ponderay Village were finally paved with asphalt. The pavement has improved access for residents and visitors alike. However, walking facilities and community open space remain sparse for residents who choose to move throughout the neighborhood on foot, bike, or wheelchair.

The Village also contains three narrow north-south laneways, platted during the early 20th century, which did not receive the same pavement treatment. Today, the condition of the laneways vary greatly, as they are used by residents in a number of ways, including as informal walking pathways, play spaces, or as extensions of private backyards. Some of these laneway segments appear to have been vacated and fully incorporated into individual residential parcels.



PROPOSED RESPONSE

It is recommended that the City of Ponderay evaluate each existing laneway for illegal occupation, misuse, safety. In addition, the City should study the potential for select segments to be retrofitted into either functioning laneways for private property, or as needed open space/walking paths.

The former use may be important as certain properties redevelop while the latter would improve the aesthetics of the Village area while providing recreational and transportation choices for residents.

PRIORITY SHORT-TERM PROJECTS

6 TRAIL / PATHWAY WAYFINDING



EXISTING CHALLENGE

Navigating the emerging trail network in Ponderay is not without challenges. Two state highways, three rail lines, and a disconnected street grid poses a number of navigational challenges for trail and pathway users. Except for an existing Schweitzer Mountain Resort sign (pictured above), wayfinding signs do not really exist, making navigation to visitors and new trail users more difficult than it has to be.



PROPOSED RESPONSE

Taking cues from temporary informational signs currently found along the Pend d' Oreille Bay Trail and DIY Walk [Your City] signs (see above), develop a temporary wayfinding system that aids trail, path, and sidewalk users.

Low-cost, relatively durable signs may be ordered online and affixed with zip ties at key decision points in Ponderay's growing network of trails, paths, and on-street sidewalk and bicycling, and Spot Bus Stop facilities. While not a long-term solution, this short-term response can meet the needs of today.

PRIORITY SHORT-TERM PROJECTS

7 CREATE HIGH-VISIBILITY, WIDE CROSSWALKS



EXISTING CHALLENGE

Recent highway expansion in Ponderay has brought with it a number of active transportation amenities, such as the Creekside Trail. However, the widening of roadways, like Highway 95, also result in numerous challenges for people moving on foot and bike across large, multi-lane intersections. Due to the speed and volume of traffic, and relatively narrow pedestrian/bike curb ramps, recent crosswalk installations, pedestrians often feel exposed and unsafe at major intersections. This challenge will only become more pronounced as the city's off-street and on-street trail, greenway, and pedestrian/bike network expands.



PROPOSED RESPONSE

As streets are resurfaced or reconstructed, conventional crosswalks (see above, left) should be replaced by high visibility crosswalks, such as those found on Kootenai Cutoff Road and Highway 200 (see above, right). These markings are a low-cost way to improve the visibility of those crossing relatively high-speed and high-volume roadways on foot.

Given limited resources, high-visibility crossings should be prioritized at locations where existing and proposed off-street trails and greenbelt connections intersect with Ponderay's street network. For example, The Kootenai Cutoff Road shared use path (which connects to several proposed greenbelt, pedestrian, and bikeway connections), is a prime candidate for such a treatment.

PRIORITY SHORT-TERM PROJECTS

8 ADD BICYCLE PARKING AT SELECT SPOT BUS STOPS



EXISTING CHALLENGE

The Spot Bus provides a much needed transportation option for many Ponderay residents. It also allows bicycles to be carried on a rack located at the front of the bus. Unfortunately, the design of the bus and limited capacity of the bus racks sometime means the users are unable to place their bicycle on the bus rack and must wait until the next bus shows up. This inconvenience reduces the utility of Ponderay's inter-modal transportation system.



PROPOSED RESPONSE

A low-cost way to maximize investment in the Spot Bus system, as well as Ponderay's existing and future bicycling infrastructure, is to add high-quality bicycle parking (see above) at key bus stop locations. Such an amenity would encourage multi-modal travel and allow Spot Bus riders to leave their bicycles at the bus stop should rack capacity be limited.

Investing in bicycle parking can't and shouldn't occur everywhere. Thus, key pick-up and drop-off points where racks would provide the most value should be identified by surveying Spot Bus rider, especially those who use the existing bike racks. The system could start with a pilot, for those locations that emerge as priorities, adding a few bike racks at two to three locations. Evaluating the effectiveness/use over the period of one year would indicate whether future investment is warranted and/or what should change about the design/location of the existing pilot racks.

PRIORITY SHORT-TERM PROJECTS

9 BEAUTIFY EXISTING TRAIL INFRASTRUCTURE



EXISTING CHALLENGE

The recent expansion of Highway 95 included the Creekside Trail, a wonderful active transportation and recreational amenity connecting Sandpoint and Ponderay. The section along the Sand Creek/Highway 95 in Ponderay (see above) appropriately protected by high-speed traffic, yet the appearance of the concrete barrier is unattractive and could be made into a “placemaking” amenity delighting trail users.

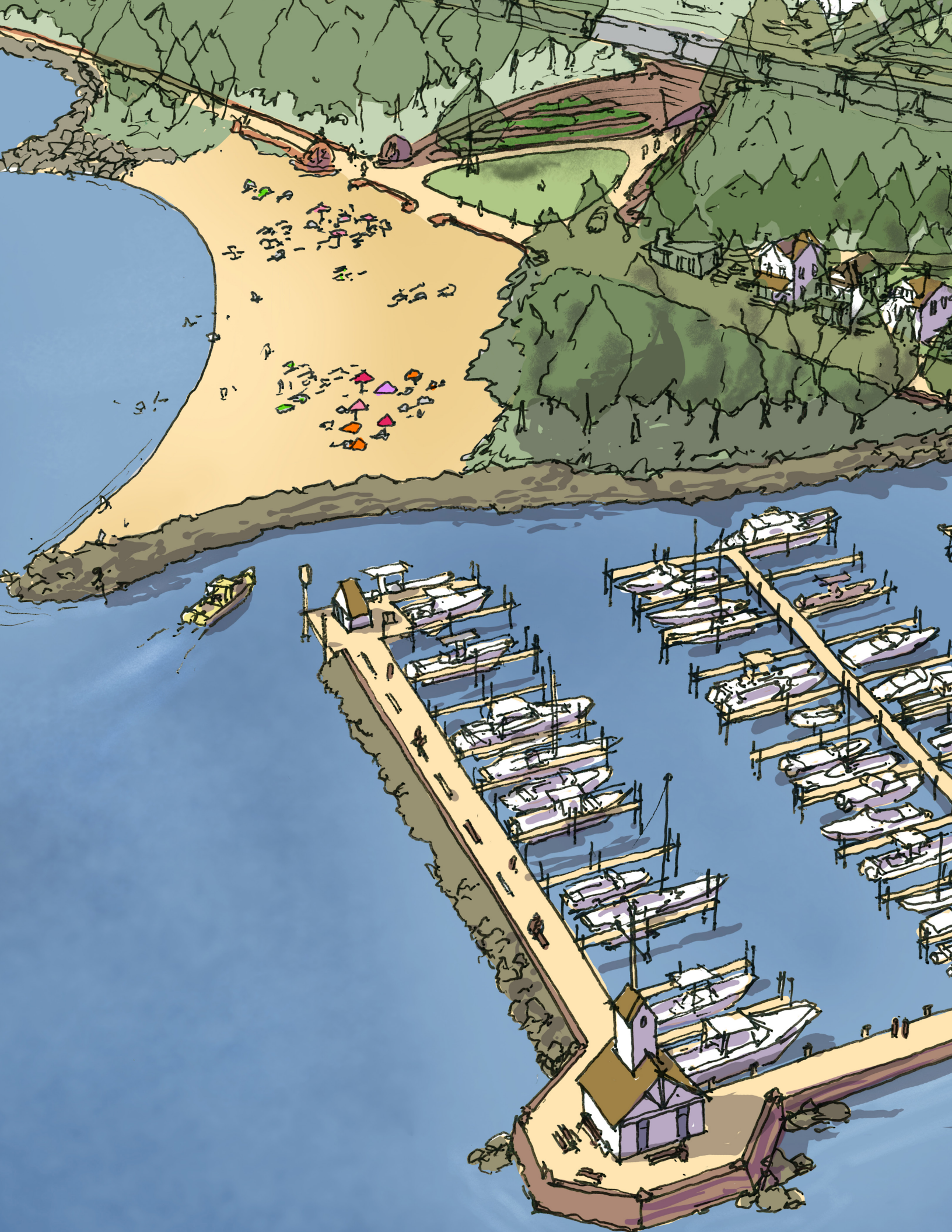
A similar situation exists along the barrier protected section of the Kootenai Cutoff Road shared use path, linking Ponderay and Kootenai along Highway 200.



PROPOSED RESPONSE

A low-cost, community-driven way to brighten Ponderay’s existing trail/path infrastructure is to paint the inside of the barriers with various murals/public art work (see above). At present, this approach is recommended for the barriers found along Highway 95 and Highway 200. Weekend painting days could be organized with/by local school-age children, non-profits, arts organizations, and/or community groups who can make the most of the blank space. Themes might be applied to specific sections of the barriers, which could be re-painted every few years thereby extending the opportunity for future project stewards to take part in beautifying the trail infrastructure.

Future trail or pathway connections with similar treatments could also take the approach described above.



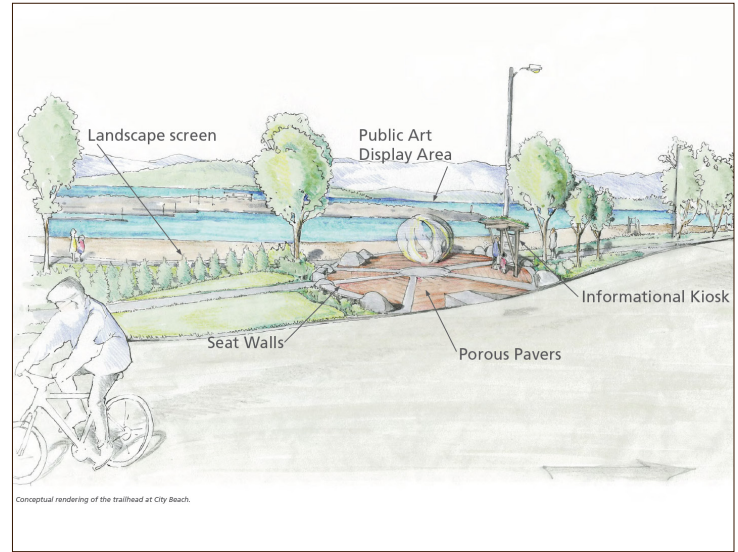
PRIORITY LONG-TERM PROJECTS

1 EXTEND THE PEND D'OREILLE BAY TRAIL TO KOOTENAI



EXISTING CHALLENGES

The existing Pend d'Oreille Bay Trail is a wonderful recreational asset not only for those living in Ponderay, but also Bonner County residents, and the two million people who visit northern Idaho each year. However, various property owner, environmental, and financial barriers have prohibited the completion of the trail between the Creekside trailhead and the proposed terminus at the Ponder Point subdivision / Highway 200 trailhead in Kootenai. Moreover, public access from Ponderay Village to the trail and lakefront is technically illegal due to liability issues related to the existing BNSF / MRL Rail corridors. That residents and trail users frequently cross the tracks to access the village and lakefront underscores the need to develop a legal, grade separated crossing.



PROPOSED RESPONSE

Developed by Friends of the Pend d' Oreille Bay Trail and Harmony Design and Engineering concurrently with this Greenways and Pathways planning process, the Pend d' Oreille Trail Extension Master Plan provides a clear road map for the design and implementation of the trail and its extension to the Ponder Point and Highway 200.

The Master Plan should be prioritized for implementation, including the underpass connecting Ponderay Village / Highway 200 with the lakefront (See page 22 for more details).

PRIORITY LONG-TERM PROJECTS

2 BUILD PUBLIC RIGHT-OF-WAY UNDERPASS



EXISTING CHALLENGES

Access to the Pend d'Oreille Bay Trail and Lakefront is currently limited to one legal access point, which is the Trailhead located at the Sandpoint drinking water plant. While this is legitimate for safety reasons, numerous desire lines in the form of worn paths show the existing demand for more connectivity between Ponderay Village and the lakefront. Without a grade-separated connection it is unlikely the BNSF and MRL railroads will continue to disallow public access.



PROPOSED RESPONSE

Assuming legal and cost hurdles may be overcome, The City of Ponderay, with its many partners, should look to catalyze the latent value of lakefront development by developing a public right-of-way below the existing railroad tracks. The underpass should include dedicated bicycle and pedestrian facilities and be tied to a slow-speed street that enhances access to the eventual development of various properties between the rail corridors and Highway 200.

Consistent with the Ponderay Village Sub-Area Plan, and the Pend d'Oreille Bay Trail Master Plan, the underpass should mark a transition in character between more natural and rural and a mixed-use, walkable village setting.

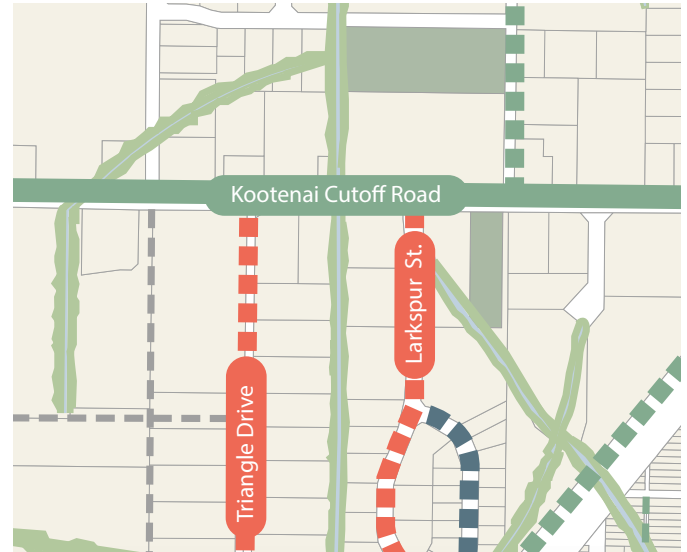
PRIORITY LONG-TERM PROJECTS

3 KOOTENAI CUTOFF SIDEWALKS / BUS STOP ENHANCEMENTS



EXISTING CHALLENGES

The Kootenai Cutoff Road shared use path is a wonderful amenity for Ponderay's residents. However, many residents would prefer to walk along the south side of the thoroughfare. For example, residents who live along Moody Lane and Larkspur/Lupine Streets do not have access to a sidewalk on the south side of Kootenai Cutoff Road. Walkers must therefore navigate either a narrow, uneven and informal dirt footpath (see above) next to fast-moving cars, or cross a busy roadway to access the Kootenai Cutoff Road shared use path. This is not an acceptable challenge to ask children, the elderly, and the disabled to overcome.



PROPOSED RESPONSE

A sidewalk should be built along the south side of Kootenai Cutoff Road, between Highway 200 and Highway 95. In addition, the curb line should be extended and tightened at the intersection of Kootenai Cutoff Road and Triangle Drive. This will shorten the pedestrian crossing distance and slow people driving as they make the turn.

If the budget is constrained or timelines extended, beyond five years, interim design treatments, such as developing a gravel path in place of the sidewalk and the use paint and bollards to delineate curb extensions could bring immediate benefits.

PRIORITY LONG-TERM PROJECTS

④ HIGHWAY 200 ENHANCEMENTS



EXISTING

Highway 200 and the UPRR railroad corridor collectively serve as a barrier between Ponderay Village and the exist commercial businesses lining the roadway, and the Bonner Mall. Walking and cycling is unpleasant and percieved to be unsafe, despite the close proximity of commerical, residential, and civic destinations.

PROPOSED

With new zoning and street design, Highway 200 would allow for two to three story mixed-use buildings, a walkable street frontage with on-street parking, and a shared use path on the northside of Highway 200.



PRIORITY LONG-TERM PROJECTS

④ HIGHWAY 200 ENHANCEMENTS - ANNOTATED



EXISTING

- 1. Commercial building
- 2. Parking
- 3. Shoulder of inconsistent width

- 4. Highway 200
- 5. Shoulder
- 6. Bonner Mall

PROPOSED

- 1. Mixed-Use Redevelopment
- 2. Local access street, on-street parking
- 3. Sidewalk

- 4. On-street parking
- 5. Curb extension/ high-visibility crossing
- 6. Shared Use Path



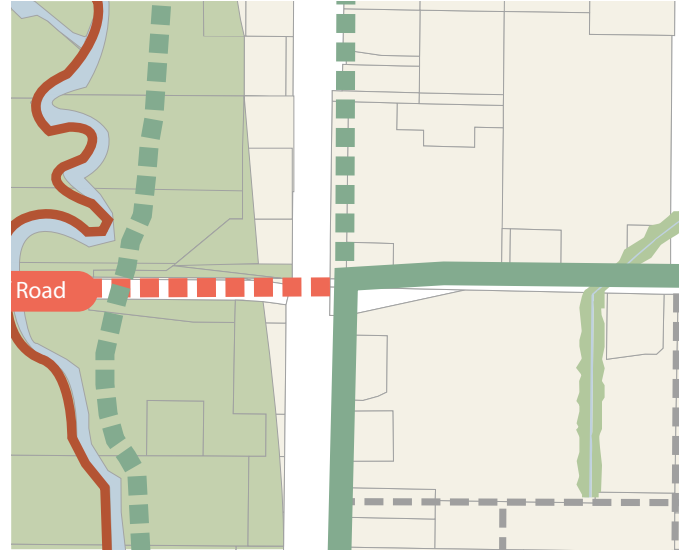
PRIORITY LONG-TERM PROJECTS

5 CREEKSIDO TRAIL EXTENSION



EXISTING CHALLENGES

The Creekside Trail provides an important non-motorized connection between downtown Sandpoint and the Kootenai Cutoff Road shared use path in Ponderay. Along the way, the trail passes by numerous commercial destinations. Currently, several segments of the trail are not well marked, including where it crosses from the west side of Highway 95 to the east side, and again as it crosses Kootenai Cutoff Road. The trail is also not well signed or marked at known conflict points where it passes commercial driveways. Wayfinding signs along the route are almost non-existent and could be added at key decision points so that trail users know the distances to key destinations.



PROPOSED RESPONSE

As property is developed or redeveloped along the Highway 95 corridor, the extension of the Creekside Trail to the Ponderay city limit should be a condition for development approval. This will ensure the eventual continuation of a non-motorized connection. If extended, the trail will further link to existing and proposed east-west trail, greenbelt, and open space areas amenities, including the future “Field of Dreams” park development. If further residential or commercial development does not occur, the City of Ponderay should work with the Idaho Department of Transportation to extend the trail at least as far north so as to connect with an east-west trail linking to the heart of the property slated for the Field of Dreams.

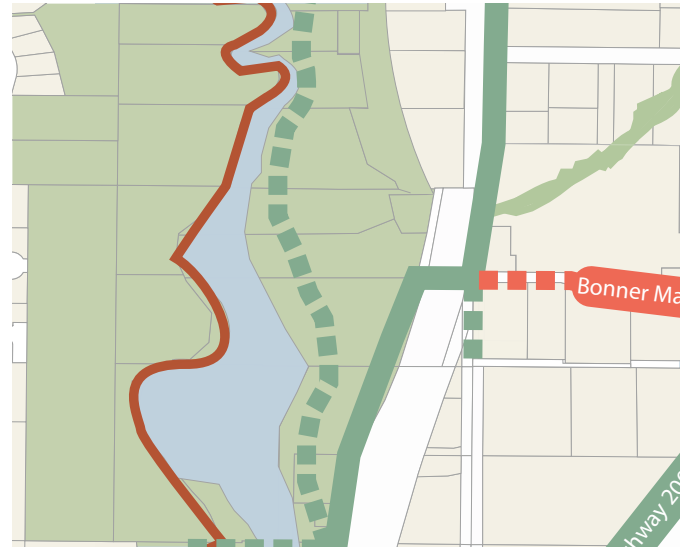
PRIORITY LONG-TERM PROJECTS

6 EXTEND CREEKSIDE TRAIL NORTH ALONG SAND CREEK



EXISTING CHALLENGES

The Creekside Trail is world class trail that follows the trajectory of Sand Creek out of downtown Sandpoint. It is then diverted to the east, away from the creekside, to follow the Highway 95 right-of-way. Expanding the trail further could be challenging because it would require easements to run over private land, and accommodate sensitive slopes and wetland. As such, the trail extension will be an expensive project requiring strong political will and careful planning.



PROPOSED RESPONSE

Despite known challenges, the extension of the trail should be a long-term priority for Ponderay and Sandpoint. At a minimum, the trail extension should link to on-street facilities proposed for Schweitzer Cutoff Road. However, it would best serve the future public if it continued further north to link to the proposed east-west trail link connecting to the proposed Field of Dreams (see the Greenbelt + Pathways Plan on page 8).

PRIORITY LONG-TERM PROJECTS

7 RAILROAD AVENUE ENHANCEMENTS



EXISTING CHALLENGES

Railroad Avenue runs parallel to the BNSF rail corridor and forms the southern edge of the Village area. While most of the village streets were paved more than a decade ago, Railroad Avenue remains a dirt road and is technically located within the rail right-of-way. For this reason it is used sparingly by the railroad and those accessing the Harbison property located on the northside of the right-of-way. Furthering improving the street will require an easement from BNSF.

PROPOSED RESPONSE

The Ponderay Village Sub-Area Plan proposes acquiring a public easement within the rail right-of-way so that Railroad Avenue may become a publicly accessible paved street.

For the sake of including bicycle and pedestrian access to the proposed rail underpass and the Pend d'Oreille Bay Trail (see project 2), the improvement of the street should also include a shared use path on the southern side of the street. This proposed path connection will provide an alternative to the waterfront trail and link with the proposed alternative trail segment connecting Ponderay and Kootenai.

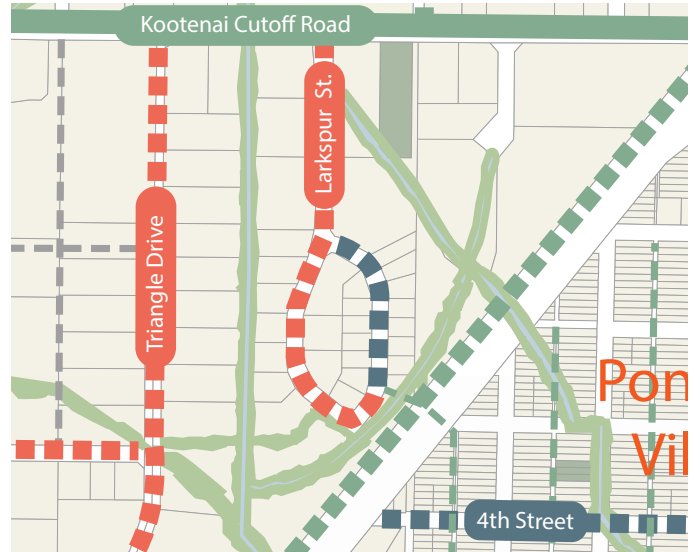
PRIORITY LONG-TERM PROJECTS

8 PURCHASE/DEDICATE/PRESERVE GREENBELT RIGHT-OF-WAY



EXISTING CHALLENGES

Despite its rural character, Ponderay has very few publicly accessible open spaces. Moreover, outside of the village street grid, street connections between residential and commercial land uses remain sparse. As a result, informal “desire line” pathways have been worn over the years (see above), which function as shortcuts along natural and manmade drainageways, property lines, and street right-of-ways. Despite their use, such pathways lack basic infrastructure: signs, foot bridges, connections to on-street infrastructure like sidewalks and paved trails. Additionally, these routes are not formally maintained, remain unknown to many, and are technically illegal if running across private land, which most do. The use of these pathways therefore presents a risk to users and to property owners alike.



PROPOSED RESPONSE

Ponderay has more than a dozen opportunities to improve pathways between neighborhoods, commercial, and recreational destinations. Thus, it is recommended that Ponderay develop a formal greenbelt and pathways policy so that existing and future connections and open space may be incrementally added to the city’s open space network. In the case of land that is already developed, easement agreements will have to be obtained on a property-by-property basis, while undeveloped land may be preserved entirely as accessible open space, or receive additional development incentives if portions of the land is dedicated to the greenbelt, pathway, and open space network.

Ongoing partnerships with organizations like the Trust for Public Land may help increase the supply of publically accessible open space in Ponderay. Additional partnerships may be formed with existing and/or future trail/open space advocacy organizations to help improve and maintain pathways throughout the city.

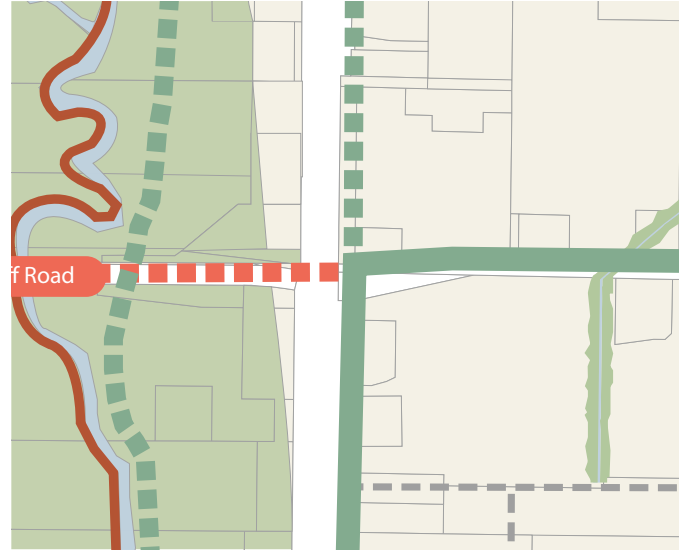
PRIORITY LONG-TERM PROJECTS

9 KOOTENAI CUTOFF PATHWAY EXTENSION



EXISTING CHALLENGES

The Kootenai Cutoff shared use path currently provides bicyclists with access to its commercial destinations and services, but does not continue along Schweitzer Cutoff Road, west of Highway 95. This prohibits a continuous non-motorized network, leaving bicyclists and pedestrians exposed at the intersection of Kootenai Cutoff Road and Highway 95.



PROPOSED RESPONSE

With the proposed development along the Highway 95 corridor, and the proposed Creekside Trail extensions, extending the Kootenai Cutoff shared use path becomes more necessary. Combined with the trail extensions, the Kootenai Cutoff path will contribute to a connected trail network, and increase the feasibility and safety of accessing new destinations along the Highway 95 corridor.

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4. IMPLEMENTATION

WE HAVE A PLAN! NOW WHAT?

The first step to effective implementation is develop a Greenbelt and Pathways Committee whose purpose is to oversee the implementation of this plan. Members of the Committee should include representatives from key stakeholder groups. It is recommended that Committee members serve as liaisons to the City staff and Ponderay City Council.

FUNDING SOURCES

Funding greenbelt, pathway, and other “active transportation” infrastructure and programs is both the least fun and most important element for implementing this Plan. Fortunately, a wide variety of federal, state, local, private, and non-profit sources may be pursued. The following section is by no means comprehensive, however it does provide several potential funding sources for implementation outside of using local capital dollars. In general, funding for this planning effort should:

- Align funding with capital budget;
- Balance on and off-street implementation efforts;
- Prioritize ‘quick wins’ whenever possible; and
- Create a local and regionally coordinated approach through policy development and infrastructure investment.
- Leverage grants and implementation resources to keep costs low and impact high

The Idaho Department of Transportation has a comprehensive list of available federal and state funding resources here: http://itd.idaho.gov/bike_ped/Info/Related%20Programs%20and%20Project%20Funding.pdf

In addition, the following national non-profits organizations offer grants that may be used for the implementation of this Plan, including:

Ramp Up Idaho

This organization promotes access to businesses by people with disabilities by promoting tax deductions and tax credits for removing barriers to accessibility. <http://rampupidaho.blogspot.com/>

Idaho Community Foundation

Grants for making life better for people. Grants can be used for transportation education and awareness programs. <http://idcomfdn.org/>

International Mountain Biking Association (IMBA)

IMBA offers a number of grants and fund raising support for cycling. Their website also has an extensive compilation of grant opportunities from other potential sources of funding. <https://www.imba.com/resources/grants>

Mountain Bike Specialty License Plate Fund

The Idaho Department of Parks and Recreation administers this grant program to preserve, maintain or expand recreational trails on which mountain biking is permitted. See the Grant Manual at <http://parksandrecreation.idaho.gov/about-parks-recreation>

Doppelt Family Trail Development Fund

The Rails-To-Trails Conservancy has a grant program to support organizations and local governments that are implementing projects to build and improve rail-trails. <http://www.railstotrails.org/ourwork/doppelt-family-trail-development-fund/>

People for Bikes

PeopleForBikes (formerly Bikes Belong) is a national advocacy organization uniting individual riders, businesses, community leaders, and elected officials to boost bicycling on a national level. The PeopleForBikes Community Grant Program provides funding for projects that leverage federal funding and build momentum for bicycling in communities across the U.S. These projects include bike paths and rail trails, as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives. To date, the Community Grant Program has awarded 272 grants to non-profits and local governments across the country. For more information about this program visit: <http://www.peopleforbikes.org/pages/community-grants>

League of American Bicyclists

The League of American Bicyclists is an advocacy organization that represents cyclists in the movement to create safer roads, stronger communities, and a bicycle-friendly America. The League does have some grant funding available for specific initiatives. Several years ago, the League launched the Women Bike program to seed, support and spread the best campaigns and ideas that are getting more women on bikes. The Women Bike program has a grant component that aims to provide best practices on women's bicycling outreach and engagement to advocates nationwide. For information about current and future grant opportunities through this program, visit: <https://www.bikeleague.org/content/women-bike-funding>

Alliance for Biking and Walking Grants

The Alliance for Biking and Walking is a coalition of local and state bicycle and pedestrian advocacy organizations across North America. The Alliance has over 200 members, representing bike/walk advocacy groups across the country. In Maine, both the Bicycle Coalition of Maine and the Hallowell bicycle/Pedestrian Advisory Committee are members. Members receive many beneficial resources, including access to grants to support advocacy, capacity building, and strategic projects to improve bicycle mobility. For more information about membership and available grants visit: <http://www.peoplepoweredmovement.org/site/>

MAINTENANCE

Maintaining existing greenbelt and pathway infrastructure is of critical importance to the long-term success of this and other related plans in Ponderay. A close assessment of cost, for both maintenance and operation, must be considered before moving projects to implementation. Procedurally, maintenance and operations may be done in a variety of ways, and often include partnerships with state, regional, local, and non-profit/volunteer entities. As such, there is no single formula. The recently completed Ponderay Bicycle and Pedestrian Master Plan provides an overview of maintenance/operations recommendations, which are relevant many projects recommended in this plan. Greenbelts and off-street trails and pathways may require a creative approach to help keep costs down, and may include volunteer activities offered by local property owners, advocacy groups, and non-profit organizations with a vested interest in maintaining recreational and transportation amenities in a good state of repair. Seasonal volunteer trail building or clean-up/maintenance days are popular in many communities and may be an appropriate way to keep Ponderay's less formal pathways usable by as wide a population as possible.

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