

Pend d'Oreille Bay Trail Concept Plan



Ardella Book photo



City of Kootenai



Acknowledgements for the Concept Plan

The Pend d'Oreille Bay Trail Concept Plan was developed with the generous support of many organizations, agencies, and individuals. The Friends of the Pend d'Oreille Bay Trail would like to acknowledge these significant contributions that made the preparation and publication of the plan a success.

Friends of the Pend d'Oreille Bay Trail Concept Planning Team:

Alex Stone, National Park Service; Rivers, Trails and Conservation Assistance Program
Carrie Logan, Sandpoint City Council member
Erik Brubaker, City Planner, Ponderay
Gary Payton, Friends of the Pend d'Oreille Bay Trail
Jan Griffiths, Friends of the Pend d'Oreille Bay Trail
Lisa Ailport, Ruen-Yeager & Association
Mac Macdonald, Landscape Architect
Scott Wohlschlager, CTA Architects
Steve Gill, Idaho Department of Environmental Quality
Susan Drumheller, Idaho Conservation League

Individuals:

Allen McLelland, Ponderay Rotary Club,
Friends of the Pend d'Oreille Bay Trail
Ardella Book, photographer
Bill Temple, historian
Bob Carlson, North Idaho Bikeways,
Friends of the Pend d'Oreille Bay Trail
Bruce Pedersen, property owner
Carole Kunzeman, Mayor, City of Ponderay
Chris Munro, Friends of the Pend d'Oreille Bay Trail
Dana Martin, property owner
Dann Hall, property owner and photographer
Don Davis, ITD
Doug Hausmann, Friends of the Pend d'Oreille Bay Trail
Gretchen Hellar, Mayor, City of Sandpoint
Ken Watson, ASLA
Keith Dixon, ASLA
Lewis Rich, Bonner County Commissioner
Linda Lamb, USACE
Margaret Mjelde, Mayor, City of Kootenai
Marilyn George, Photographer
Marilyn Haddad, Friends of the Pend d'Oreille Bay Trail
Ross Hall, Jr., property owner
Ruth Watkins, Avista
Sandy & Rande Wolters, property owners
Sharon Harris, Friends of the Pend d'Oreille Bay Trail
Stephen Snedden, Attorney
Sue Fegelein, Attorney

Additional Acknowledgments:

Dozens of other individuals participated in the planning of the Concept Plan. For a list of participants in the July 2009 Goals and Objectives Workshop and Nov. 6, 7 Design Charrette, please see Appendix 4.

Finally, we are indebted to the vision of community members who are no longer with us, including: John Coyle, retired USACE; property owners Hazel and Ross Hall; and City of Ponderay Councilman Dale Daugherty.

Government agencies, organizations and businesses:

American Society of Landscape Architects,
Idaho-Montana Chapter (ASLA)
Avalanche Graphic Design
Avista Corporation
Bonner County Area Transportation Team (BCATT)
Bonner County Board of Commissioners
Bonner County Economic Development Corporation
Bonner County Historical Society
Bonner County Human Rights Task Force
Bonner General Hospital
Burlington Northern-Santa Fe Railway Foundation
City of Ponderay
City of Sandpoint
City of Kootenai
Community Action Partnership
Community Assistance League
CTA Architects
Environmental Protection Agency
Idaho Conservation League (ICL)
Idaho Department of Environmental Quality (DEQ)
Idaho Department of Fish and Game (IDFG)
Idaho Transportation Department (ITD)
Keokee Publishing
Kinnikinnick Chapter, Idaho Native Plant Society
Greater Sandpoint Chamber of Commerce
Montana Rail Link
National Park Service; Rivers, Trails and Conservation Assistance Program
North Idaho Bikeways
Ponderay Community Development Corporation
Ruen-Yeager & Associates
Tri-State Water Quality Council
U.S. Army Corps of Engineers, Albeni Falls Dam (USACE)
WALMART



John and Maggie Coyle / Bob Carlson photo

Table of Contents

Introduction	1
Background, Planning, and Public Outreach	1
Opportunities and Challenges	4
Planning	6
Goals and Objectives	7
Natural and Cultural Resources	10
History	11
Design Concepts	13
Management and Operations	21
Next Steps and Implementation	24
Funding Opportunities	26
Appendix 1: Glossary of Terms.	33
Appendix 2: Tail and Funding Information Sources on the Web	33
Appendix 3: Concept Map	34
Appendix 4: Design Workshop Participants	35
Appendix 5: Resolutions	
Bonner County Resolution	36
City of Sandpoint Resolution.	38
City of Kootenai Resolution.	40
City of Ponderay Resolution	42

Introduction

Protecting and enhancing the quality of life for people living and working near Lake Pend Oreille has long motivated local efforts to plan the Pend d'Oreille Bay Trail corridor.

The Pend d'Oreille Bay Trail is a proposed public greenway that will connect Sandpoint, Ponderay, and Kootenai while providing safe waterfront access to Lake Pend Oreille's north shore.

As more people call Bonner County home, we risk losing our close community connections and our ready access to the great outdoors. The freedom to roam quiet, natural areas – particularly along the waterfront – is increasingly hard to find.

Thanks to the generous permission of private property owners, many residents have enjoyed the scenery, peace and serenity along Pend d'Oreille Bay in recent years, whether to fish along the shoreline, travel between work and home, or just walk the dog. However, many trail users have been unaware that most of this shoreline is privately owned.

Because of the cooperative efforts of public agencies, private organizations and landowners, we now have an opportunity to connect where we live, work, and play through a public, non-motorized corridor that includes approximately two miles of spectacular Lake Pend Oreille shoreline.



Project general location

Background, Planning, and Public Outreach

Lake Pend Oreille's northwest shoreline was crumbling into the water in the mid 20th century. The deteriorating shoreline was a concern for the Burlington Northern Santa Fe Railway, which maintains tracks upland from the shore that are leased to Montana Rail Link. The U.S. Army Corps of Engineers helped alleviate those concerns by building armored banks starting in 1964, again in the 1970s, in 2004 and, most recently, along the Humbird Mill site in 2008.



2004 bank stabilization, / Jerry Luther photo

The shoreline stabilization created a roadbed along the shore that today functions as a trail. It begins in the south at the City of Sandpoint's water treatment plant, continues north and east, crossing railroad right-of-way, other private property, and land owned by the City of Ponderay. The informal trail ends at Black Rock, the site of a former lead smelter.

Sandpoint citizens, Ross and Hazel Hall, purchased waterfront property in 1966 and immediately recognized the value of this spectacular ground for the community. The family began talks with the City of Sandpoint in 1981 about the possibility of the city purchasing the property for a trail. The city unsuccessfully applied for federal funding to acquire the property in 1981 and 1991. Between 1999 and 2002, Sandpoint did purchase smaller sections from the Halls.



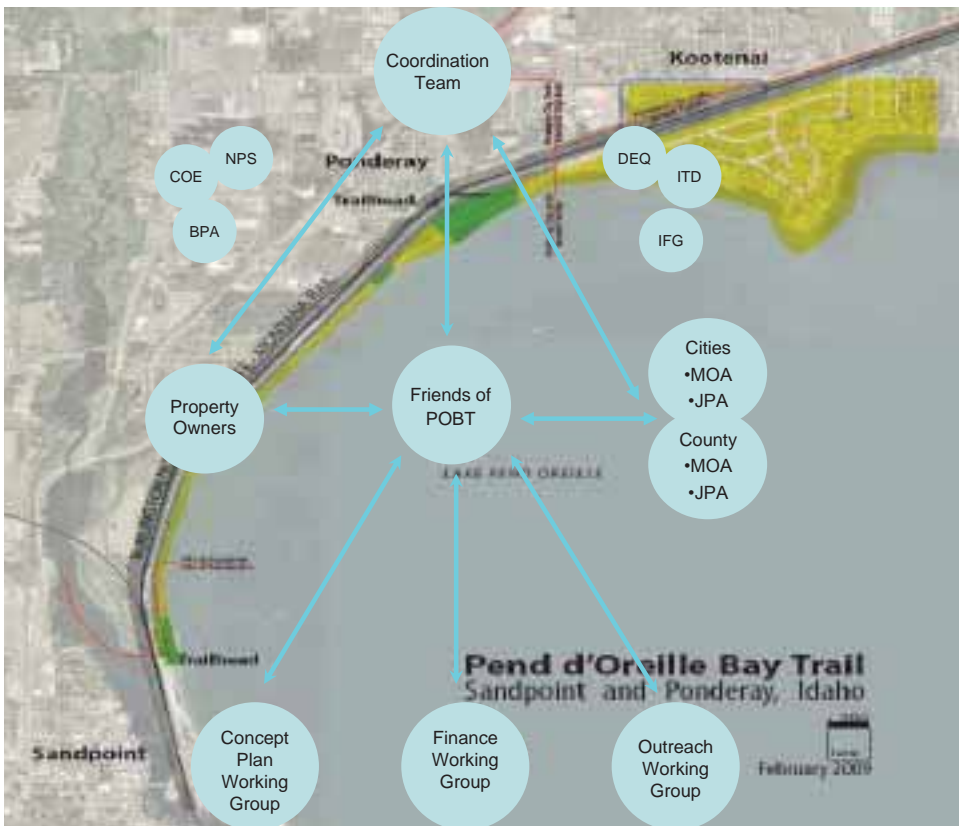
In 2005, the City of Sandpoint hired the Rails to Trails Foundation as a consultant in efforts to plan and acquire land for a public trail corridor. The following year, Sandpoint Mayor Ray Miller formed an ad-hoc trail committee. The committee gathered information about the corridor, created initial maps with possible alignments and met with the property owners and railroad to discuss the project.

The committee chose to call the trail the Pend d'Oreille Bay Trail, based on the historic French-Canadian spelling of Pend Oreille and its appearance on older maps of the bay.

In 2008, the committee reorganized as Friends of the Pend d'Oreille Bay Trail, representing the community's interest in a shoreline trail corridor for Sandpoint, Ponderay, Kootenai and Bonner County. Resolutions were passed by the three cities in support of the trail project, and a letter of support was drafted and signed by the Bonner County Commissioners. Meanwhile, many other partners joined in support of the project, including Avista Corporation, Bonner County Area Transportation Team, the Ponderay Rotary Club, Ponderay Community Development Corporation, the Greater Sandpoint Chamber of Commerce, Bonner General Hospital, Bonner County Economic Development, the Bonner County Human Rights Task Force, and other non-profit organizations, civic groups and government entities.



Ross and Hazel Hall / Ross Hall photo



Organizational chart of concept planning process

The Friends applied successfully for a technical assistance grant from the National Park Service's Rivers, Trails and Conservation Assistance (RTCA) program. The group also assisted the Idaho Department of Environmental Quality (DEQ), in coalition with the cities and county, with a grant application that secured a \$650,000 federal brownfields grant, funded through the American Recovery and Reinvestment Act. The purpose of the grant is to evaluate the extent of contamination in the trail corridor and plan for its clean-up and redevelopment. Contamination of the corridor is the result of the completion of the Northern Pacific railroad corridor in 1896 and subsequent post-railroad industrial activities which included lead smelting and refining activities, lumber mill operations, and railroad coal dock facilities.

The Friends, with the help of the National Park Service’s RTCA program, initiated a planning process that was coordinated with the DEQ assessment work and involved many opportunities for public and stakeholder input. Friends of the Pend d’Oreille Bay Trail hosted or attended multiple outreach events in 2009 in Sandpoint, Ponderay, and Kootenai, and collected more than 140 surveys with comments from the public about how they would use the trail. New members were recruited to assist with the trail planning. A goals and objectives workshop was held in June 2009 involving public officials, stakeholders, property owners and trail users. The workshop helped define the nine goals contained in this Concept Plan.



Black Rock, former smelter site



Discussion during Nov. 7, 2009, design workshop

On September 9, 2009 Idaho’s Governor “Butch” Otter visited the lakeshore trail corridor with city and state officials, property owners, and trail advocates. Otter endorsed the collaborative effort behind the trail project and called it a “model” for inter-jurisdictional cooperation.

2009 Design Charrette

Friends of the Pend d’Oreille Bay Trail, with the help of the National Park Service’s River and Trails program, teamed up with the American Society of Landscape Architects – Idaho/Montana Chapter, and the

Idaho DEQ to host a design workshop in November 2009. The design workshop, or “charrette,” brought together professional landscape architects, city and county officials, state agency staff, teachers, conservationists, historians, water quality experts, architects, trail users, and students to consider the opportunities and constraints in designing the Pend d’Oreille Bay Trail.

The more than 60 participants toured the trail corridor and divided into five teams to focus on different aspects of design. The teams spent Friday and Saturday working together. The workshop concluded with a well-attended public open house, where the teams presented their work. The public provided feedback regarding those aspects of the designs that they liked or disliked.

The designs and public feedback, combined with the planning team’s knowledge of the reality on the ground, led to a draft concept map that was circulated for review among stakeholders and other interested parties. Public open houses were held to offer opportunity for feedback. The map and trail design was then further refined based on that feedback and incorporated into the Concept Plan.

The Concept Plan was completed in May 2010 and the final draft was circulated again among the project stakeholders and partners for a last review prior to printing.



Public gathers to Nov. 7, 2009, design workshop open house

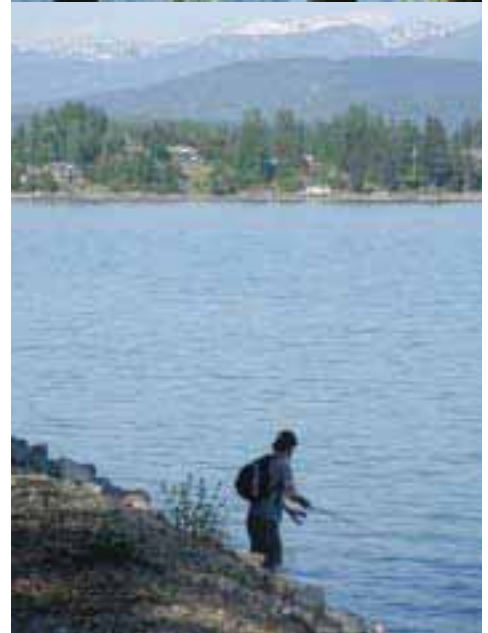
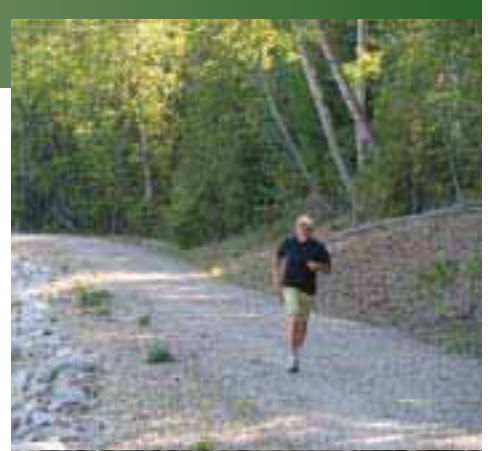


Opportunities and Challenges

The dream that is the Pend d'Oreille Bay Trail contains both opportunities for the citizens of Sandpoint, Ponderay, Kootenai, and Bonner County as well as challenges to be met over the years ahead.

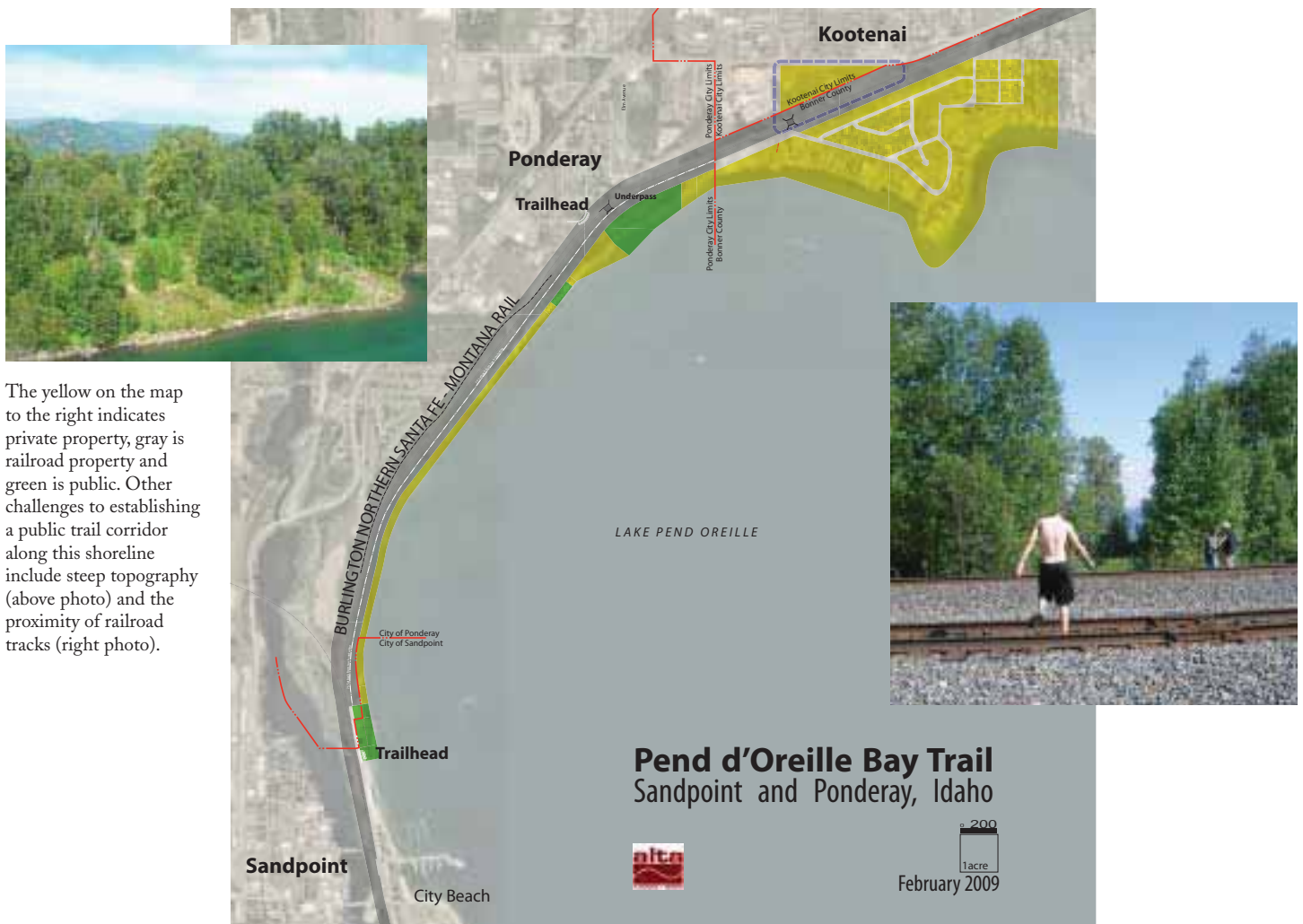
Opportunities

- **Connecting Communities:** The proposed trail corridor with parks and pathways will connect three cities and add additional opportunities for social and family gatherings, helping to strengthen the fabric of our county.
- **Public Waterfront Access:** In an era with less and less access to the lakeshore, the corridor has the potential to open almost two miles of undeveloped waterfront near our communities' centers. Local citizens, visitors, and tourists will have access to hiking, biking, fishing, swimming, paddling, cross country skiing, bird watching, and more.
- **Safety:** Now, many users trespass across dangerous railroad tracks to reach the existing trail. A proposed railroad underpass in Ponderay would give trail users on the east end a safe way to access the shoreline. Increased use and mutual aid agreements between the cities for emergency services will make the corridor safer to visit.
- **Non-motorized Trail:** The proposed corridor with its paved recreation trail would give non-motorized commuters a safe route to travel to jobs and community activities in Sandpoint, Ponderay and Kootenai.
- **Economic Vitality:** The recreation and transportation choices associated with the corridor would enhance our economy by making the Sandpoint, Ponderay and Kootenai communities an even more attractive place to live, work, raise a family, or visit as tourists.
- **Education:** The rich cultural and natural history of the corridor make it a prime outdoor classroom for school field trips and lifelong learning.
- **Environment:** Redevelopment into a Pend d'Oreille Bay Trail corridor could help improve and protect shoreline, wetlands and habitat for native plants, fish and wildlife, all while cleaning up environmental contamination from industrial use of the shoreline 100 years ago.
- **Partnership:** Few projects in recent memory have created the opportunity for private citizens, our local governments, business leaders, interest groups and others to rally around an idea deemed to have such widespread benefit and appeal.



Challenges

- **Private vs. Public Access:** The corridor has been faithfully owned and maintained by caring landowners for generations. Respecting private property rights in conversations and negotiations is a key to progress for all.
- **Cost:** To date, only rough estimates of the costs for land purchases, access requirements to underpass the railroad tracks, paved recreation trail construction have been made.
- **Complexity:** Crossing multiple jurisdictions, mixing private and public lands, interacting with multiple land owners and railroads, seeking multiple sources of financing all characterize the trail project as highly complex. Careful and respectful dialogue must define the way forward.
- **Railroads:** Successful negotiations with the railroads are key to the trail. The entire proposed corridor is bounded on the north and west by existing, heavy use rail lines.
- **Topography:** With forest, banks, slopes, wetlands, and lakeshore, the natural state of the corridor will dictate much of what is possible in design and engineering.
- **Time:** Patience and persistence is a key to the dream of the Pend d'Oreille Bay Trail. Completion of the trail may take many years. Yet, with dedication and foresight the trail can become a reality for future use by local citizens and visitors alike.



The yellow on the map to the right indicates private property, gray is railroad property and green is public. Other challenges to establishing a public trail corridor along this shoreline include steep topography (above photo) and the proximity of railroad tracks (right photo).



Vision Statement

The Pend d'Oreille Bay Trail weaves our communities and Lake Pend Oreille together, physically and socially, leading us from the hearts of our cities to the lakeshore and each other. Pend d'Oreille Bay enriches the lives of residents of Bonner County and its cities by providing a place within walking and cycling distance for personal renewal in nature, reflection on the area's rich natural and cultural heritage, quiet recreation on and near the lake, and safe, non-motorized travel to and from work, school, play, shopping and social events. The Pend d'Oreille Bay Trail is a collectively held treasure, designed for sustainability and to showcase spectacular lake and mountain scenery.



Dann Hall photo

Statement of Purpose

To design and create a Pend d'Oreille Bay Trail which meets the recreational, environmental, safety, and educational needs of the communities it serves. The trail would serve to connect the Idaho communities of Sandpoint, Ponderay, and Kootenai with non-motorized access becoming a part of a larger Bonner County trail system. Throughout, the collaborative work of all the trail's stakeholders (private property owners, municipalities, and interest groups) is paramount. The trail will be financed by blending public and private resources. Upon completion the trail would be operated and maintained through the cooperation of local governments, non-profit organizations, and the public.



Goals and Objectives

Design:

Create a multi-use, non-motorized trail corridor that provides for waterfront access, invites a full range of year-round recreational and educational activities, and allows for commuter use connecting communities.

- Obj 1. Design trails for hiking, running, biking, and cross-country skiing.
- Obj 2. Design access to the shoreline for swimming, fishing, kayaking, and canoeing.
- Obj 3. Design the trails to meet ADA accessibility requirements where feasible.
- Obj 4. Equip the trail with amenities that enhance the practical, esthetic, and recreational qualities for year round users.



Pend d'Oreille Bay Trail Charrette
Illustration, Nov. 7, 2009



Making the waterfront more user friendly is
one challenge of trail design

Private Property Rights:

From concept through design, construction and operation, acknowledge and respect the property rights of the current and historic owners.

- Obj 1. Work cooperatively with private property owners to find mutually beneficial solutions to redevelopment of the trail corridor.
- Obj 2. Promote positive interaction between property owners, government entities, and interest groups.
- Obj 3. Ensure that stewardship outreach materials and signage promotes respect for private property in the trail corridor.



Environment:

In planning and operation, make the trail corridor a model of environmental protection.

- Obj 1. Assess and clean up hazardous pollutants throughout the trail corridor.
- Obj 2. Educate the public about environmental concerns and protection of the shoreline to ensure good stewardship.
- Obj 3. Recognize, define, and minimize negative impacts to fish, wildlife, fauna, and habitat along the shoreline waterfront.
- Obj 4. Incorporate elements into trail design that improve current habitat in the corridor and protect the sensitive environment along the full length and width of the trail.



Debris along the proposed trail. / DEQ photo

Safety:

Make the trail safe to access and safe to use.

- Obj 1. Ensure safe trailheads and railroad underpasses.
- Obj 2. Provide access for emergency response and evacuation.
- Obj 3. Design the trail so users feel safe and can keep an eye out for each other.
- Obj 4. Address safety concerns while simultaneously supporting the natural experience of the trail.

Education:

Provide a safe, natural outdoor learning environment for multiple educational disciplines (geology, biology, history, recreation, art, etc.) from toddlers to elders.

- Obj 1. Develop interpretive opportunities along the trail corridor.
- Obj 2. Identify off trail scenic sites for educational gatherings.
- Obj 3. Develop web-based materials that enhance the educational experience of the trail.

Pend d'Oreille Bay Trail Charrette
Illustration, Nov. 7, 2009



The interpretive trail design team came up with the theme "Passing Through" to capture the trail's natural, cultural and historic experience

Design - Jay Baker

Outreach:

Develop a strategy for outreach and marketing in the development and operations phases of the Pend d'Oreille Bay Trail.



- Obj 1. Generate support for the trail from a wide variety of audiences through group presentations, displays at community gatherings, web pages, managed trail walks and programs.
- Obj 2. Ensure the trail is recognized by and included in promotional materials of supporting activities (International Selkirk Loop, Ice Age National Trail, Idaho State Parks and Recreation, county and local municipalities, bicycle and hiking clubs, etc.)

Operations and Maintenance:

Create the mechanisms to manage and maintain the trail through municipal and private means.

- Obj 1. Establish a cooperative management agreement between Bonner County, Sandpoint, Ponderay, and Kootenai to address regulation, jurisdiction, and maintenance issues regarding trail use and shoreline activity (noise, animals, etc.)
- Obj 2. Define the ways in which private organizations will help maintain the trail.
- Obj 3. Develop methods to encourage a culture of trail stewardship for all users.

Finance:

Develop a strategy to finance the implementation of the Pend d'Oreille Bay Trail Concept Plan.

- Obj 1. Research and identify expected costs associated with the implementation of this plan, including but not limited to purchase of real property and/or easements, appraisals, construction and engineering expenses.
- Obj 2. Research and identify potential funding sources including individual donations; local, state and federal sources; private non-profit foundations; and other possible sources.
- Obj 3. Identify and engage appropriate partners to help develop and implement a fundraising strategy.

Future:

In all that the Pend d'Oreille Bay Trail becomes in the near-term, retain options for future expansion.

- Obj 1. Encourage safe connections to trails and bike paths leading from Sandpoint south to Sagle and Coeur d'Alene, Idaho and west to Newport, Washington.
- Obj 2. Allow for the eastward continuation of a trail and bike path through Hope and Clark Fork, Idaho to the Montana border.



The proposed Pend d'Oreille Bay Trail will connect with other existing and proposed community bike paths.



Natural and Cultural Resources

The Region

Nestled in northern Idaho near the rugged forested slopes of the Northwest Rockies, our communities are on the shore of one of the largest inland lakes in North America, Lake Pend Oreille, and bordered by the 1.6 million acre Panhandle National Forest. Our clear waters, clean air, forested wildlands, open space and small rural communities represent the best of the old west and the new.



Marilyn George

Lake Pend Oreille is the largest and deepest natural lake in Idaho. The watershed provides important wildlife migration corridors for elk, moose, black bear, mountain lion, a variety of migratory waterfowl and songbirds. With 14 species of fish, the lake has a well-deserved reputation as a fisherman's paradise where each year anglers expend an estimated 465,000 hours fishing for "the big one." Important fisheries include Kokanee salmon, rainbow and bull trout. The most frequent wildlife observed from the proposed Pend d'Oreille Bay Trail is waterfowl – including, Canada geese, mallards, pie-billed grebes and the occasional loon – and birds of prey, such as owl, osprey and bald eagles. Not surprisingly, the inhabitants of our communities enjoy a rural character and quality of life centered on and inspired by the beautiful natural surroundings.



Marilyn George

The Communities

The communities served by the trail corridor make up the majority of the urban centers of Bonner County, a county with a total population of 41,050 (according to 2007 estimates); with 8,216 people living in the City of Sandpoint, 697 people in the City of Ponderay, and 474 people in the City of Kootenai.

Looking to the future, Sandpoint's population is forecast to grow anywhere from 13,738 to 16,900 by 2027, while its area of city impact is expected to grow another 1,800 to 2,000 people, according to the city's comprehensive land use plan. Significantly, the land use plan calls for providing parks within a mile of any housing units in the city and for a safe network of paths and trails linking those park facilities.



Humbird Mill – Bonner County Historical Society photo

Railroads and lumber were the major industries when Sandpoint was founded over one hundred years ago. Today, Sandpoint is a popular year-round tourist destination featuring the area's natural beauty, the waters of Lake Pend Oreille and the slopes of Schweitzer Mountain Resort. Primary industries include manufacturing (including Litehouse, a national salad dressing manufacturer), retail, health care, accommodation/food services and construction.



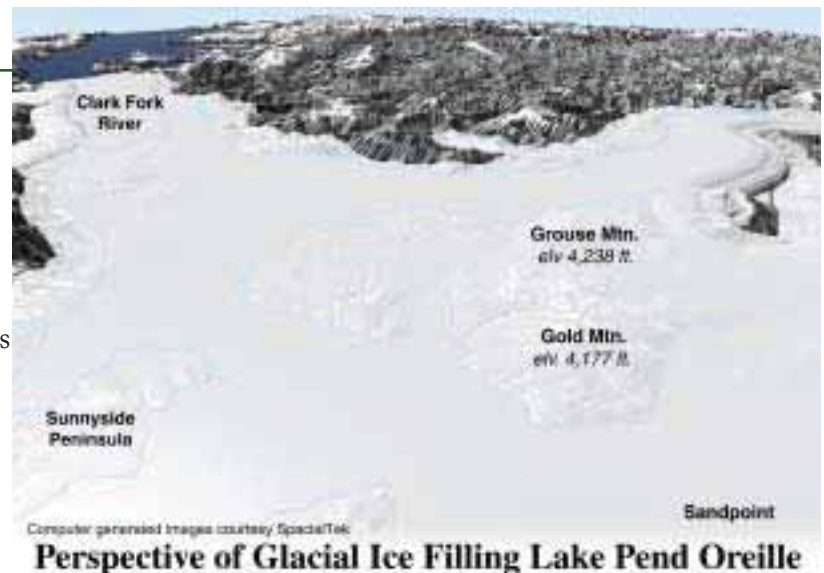
“The little city with the big future,” the City of Ponderay has become a regional commerce hub, with lodging, retail sales, manufacturing, food and consumer goods comprising the majority of commercial activity. As with the City of Sandpoint, Ponderay's population has been growing rapidly and may grow to over 3,000 people by the year 2030 according to the city's “build out analysis.” With an existing deficiency of active parks, the need for additional park facilities will only grow in coming years to meet future development.

The smallest of the three, the City of Kootenai is primarily a residential community founded as a mill town in 1900. Employers include a wood pellet manufacturing facility and Coldwater Creek, a national retail clothing company. Kootenai is home to an elementary school within a mile of the project area.

History

Geological Origins

The communities of Sandpoint, Ponderay and Kootenai lie in the geologic formation known as the Purcell Trench, believed to be caused by the earth's shifting crust. The Ice Age left its mark on the area: 100,000 years ago glaciers extended as far south as Coeur d'Alene. Ice dams that formed at Lake Pend Oreille created the glacial Lake Missoula, which eventually broke through the dam releasing torrents of water across the Rathdrum Prairie and the Columbia Plateau. Advancing glaciers rebuilt the dam until the pressure of the great Lake Missoula overwhelmed it, causing catastrophic floods again and again.



In the spring of 2009, Congress established the Ice Age Floods National Geologic Trail, the first geologic trail in the National Park system. The trail – marked tour routes accessible by car – will follow the path of the pre-historic floods from Missoula through North Idaho, Washington and Oregon.



Human History

The first peoples to live and prosper along the shores of Lake Pend Oreille were the Kalispel, a native people whose ancestral homeland ranged from the Mission Mountains of Montana, down the Clark Fork River, to Lake Pend Oreille, and downstream along the Pend Oreille River. For hundreds of years, Kalispel men, women, and children likely traversed the land and adjacent waters of the trail corridor on foot, on horseback, and in canoes. From campsites along the lake's shoreline they fished, hunted, gathered berries and camas, all which sustained them for countless generations.

The first documented European to come to the area was fur trader, surveyor, and mapmaker David Thompson of the Canadian North West Company. Thompson established a trading post, the Kullyspel House, on the Hope Peninsula in 1809 with associate Finan McDonald.

While furs brought the first explorers to the area, timber provided the economic engine that drove North Idaho's communities. The Humbird Lumber Company was established in 1900 when its owners purchased the Sand Point Lumber Company. The mill employed 500 men and had a cutting capacity of 180,000 board feet every 24 hours.

On the shoreline, the Black Rock area was once the location of the Panhandle Smelting and Refining Company smelter built in 1907. Although the smelter was to process 300 to 350 tons of ore a day, it operated only for brief periods between 1907 and 1909 before closing.

The town of Kootenai was established around 1900-1901 when the Ellersick brothers of St. Paul opened a sawmill there. They sold out to Humbird in November 1903. Prior to that, the community of Kootenai was located at the present day intersection of Highway 200 and Shingle Mill Road.



Native American Stick Games, shot in 1931 near Sandpoint City Beach.
Ross Hall photo



Teddy Roosevelt and the Bull Moose Campaign in Sandpoint / *Ross Hall photo*

Railroads were integral to the lumber company's success and key to the area's development. It was the Northern Pacific Railroad construction in 1880-1882 that emboldened settlers. The Northern Pacific line began operations in 1883. A second major railway, the Great Northern Railroad, was completed in 1892, and it brought L.D. and Ella Farmin to Sandpoint to serve as agents. Not long after their arrival, L.D. laid out the present location of Sandpoint on the west side of Sand Creek. The city was incorporated in 1901.

Design Concepts

In designing a concept map for the Pend d'Oreille Bay Trail (see Appendix 3, Concept Map), the planning team took into account the most current information regarding future plans for private property, the goals and objectives of the plan, public input, results of the November 2009 design charrette and subsequent feedback, and existing topographic limitations.

The concept map is general in nature by necessity. As of spring 2010, it is uncertain what properties will be available to the public. The expectation is that this plan will help inform negotiations by public jurisdictions for easements or acquisition of private property to accomplish the goals and objectives of this plan. The trail cannot be accomplished without the cooperation of the Burlington Northern Santa Fe Railway and Montana Rail Link.



Design team at Nov. 6 & 7 Pend d'Oreille Bay Trail Charrette

Parks

The trail corridor provides an opportunity to weave together varying landscapes including both wild and manicured community parks. At the south end is Sandpoint's City Beach Park. A sandy beach built by the community mid 20th century, this gem is a testament to the possibilities of a determined community. City Beach is an open grassy park with swimming areas; playground equipment; tennis, basketball and volleyball courts; concessions; a boat launch and pavilion.

Heading northward is Sandpoint's planned Humbird Mill park. Here, walking paths and the shoreline weave amongst the ruins of the former Humbird Sawmill and stately cottonwoods, all located waterward of the Sandpoint water treatment plant.

Continuing northward the corridor has landscape well suited to a linear parkway with possibilities for varying intensities of use. Beyond the Hall family's point, the parkscape could quickly transition to wild, with minimal rustic amenities such as a picnic table, sitting logs, or a canoe or kayak take out. By the middle third of the corridor, the character can be maintained as close as possible to its current natural state.

Lands with higher use potential exist on both ends of the two-mile stretch of lakeshore. Especially for the City of Ponderay, the ease of access, more usable land, and proximity to the town center present an opportunity for a more intensive use park with amenities such as an amphitheatre, swimming area, playground, pavilion, and full ADA accessibility. For each of the cities, the planning for more parks or park-like environments helps meet the needs of the projected population growth.



Humbird Mill ruins, future Sandpoint park site



A paved non-motorized pathway would traverse the high bench adjacent to the railroad and provide active recreation opportunities for bicyclists, roller bladers, joggers, and others. Such parkways are essential to support an active healthy community. This pathway would connect to access points that would provide parking for users from surrounding communities. It could also provide for emergency vehicle access. The parkway would shift to the north side of the tracks north and east of the proposed Ponderay underpass. Access points with automobile parking would generally occur landside of the railroad tracks, possibly by lease agreement within a portion of railroad right-of-way.



Bike lane on Sandpoint Avenue by The Seasons

In Kootenai, where the corridor intersects with Highway 200, there is an opportunity for a gateway park serving to introduce the entire Pend d'Oreille Bay Trail. A gateway park could have bathrooms, art, maps and information, picnic tables, and possibly a playground or pavilion. Such a park could link to the Bonner County Historical Society property where related regional, historic and cultural information will likely be presented as part of the Historical Society's future development of that site.

Pend d'Oreille Bay Trail Charrette
Illustration, Nov. 7, 2009

Trail Types and Alignments



Where topography dictates, the natural and paved surface trails may run side-by-side through the Pend d'Oreille Bay Trail corridor.

Originally, discussions about the Pend d'Oreille Bay Trail were about one trail, connecting the communities of Sandpoint, Ponderay and Kootenai. As planning evolved, it became apparent that one trail may not fit the needs of all users or create the connections necessary for a comprehensive trail system. This section explains the types of trails that could be included in the corridor and generally where they would be located.

The actual alignment of the trails will depend on the results of negotiations with private landowners and the results of the Brownfields Environmental Assessment.

All trails should be designed to be models for low maintenance and ecological sustainability. Trails should be designed to control and prevent storm water runoff into Lake Pend Oreille, prevent erosion of the banks and shoreline, and prevent spread of invasive species. Any new trail alignments would be constructed to avoid impacts to ecologically sensitive areas and to enhance the visitor's experience through thoughtful attention to topography, vegetation, gateways, and viewpoints. These viewpoints would include wildlife viewing platforms or pullouts where appropriate.

Given the inherent conflicts between the interests of the commuting public and certain types of recreational users, the trail corridor is envisioned to include at least two distinct trails that run the length of the corridor.



Fencing will be necessary for safety, but the exact style of fencing has yet to be determined.

- The “shoreline trail,” would follow, or closely follow, the existing shoreline trail and be maintained with a natural, soft trail surface providing a quiet, natural experience. Preserving the existing character of this portion of the shoreline trail is paramount.

High Use Area

typical section | not to scale



Pend d'Oreille Bay Trail

trail cross sections

ARCHITECTS ENGINEERS
SANDPOINT, IDAHO

- The “upper trail,” would be designed for the recreating and commuting public and be ADA accessible. It would be built along the waterward side of the railroad tracks, closely parallel to the tracks, for the majority length of the corridor. This trail could intersect with other trails, including the Sandpoint Byway trail system or future City of Ponderay trails, and may combine with the shoreline trail where topography dictates.

It is anticipated that the upper trail would be hard surfaced and approximately 8 to 10 feet in width (see Natural Area Cross Section, page 16). The trail should seek to accommodate BNSF requirements regarding safety and lighting which may result in a six-foot safety fencing to separate the railroad from the trail. In many places, existing topography would separate the lower trail from the upper trail with ± 30 to 60 feet of vertical height from the shoreline trail. Where room is insufficient along the tracks, the upper trail may be routed downslope to parallel the shoreline trail. It would also be wide enough to handle emergency vehicles from either end of the trail corridor. Logical connections between the lower and upper trail would also allow for emergency vehicles to access the lower shoreline trail.

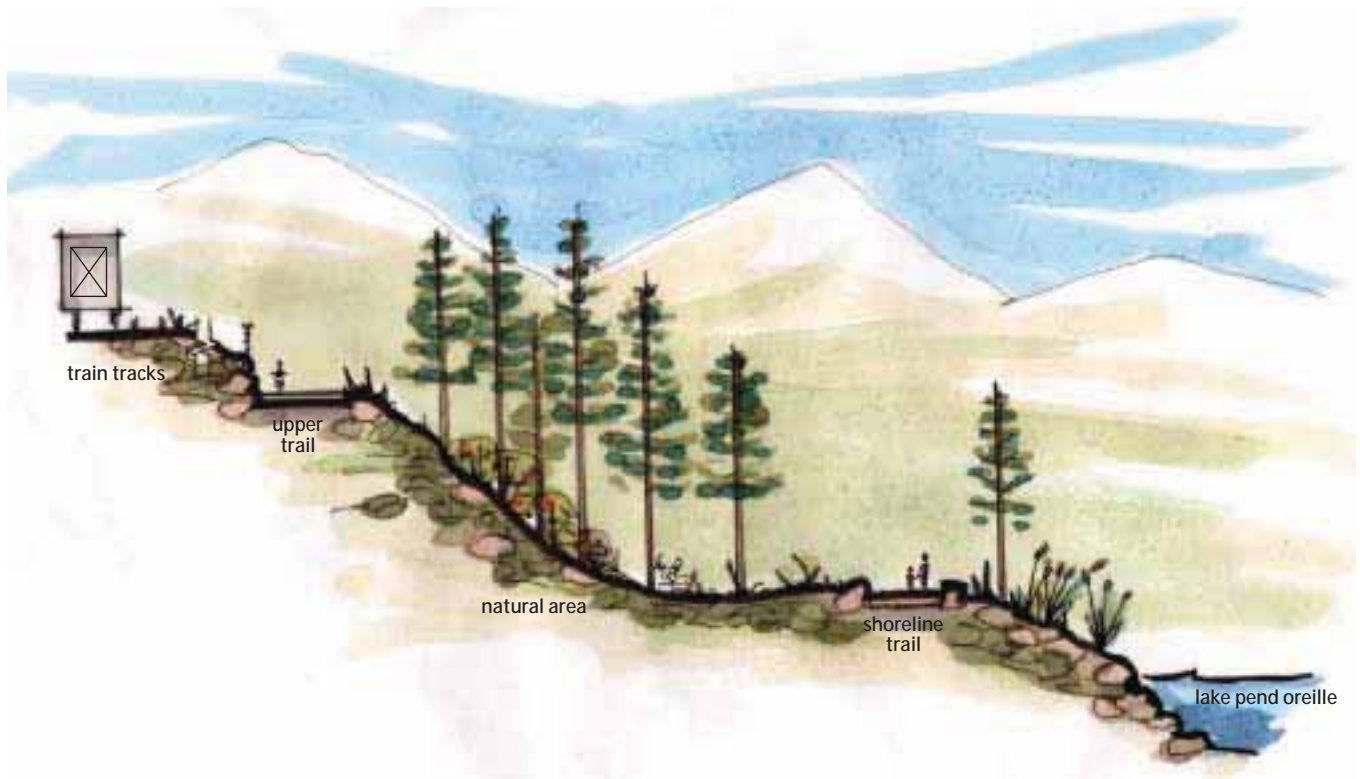
Several other smaller trail systems are also considered a benefit to the two major trail systems mentioned above. The difference, however, between these trails and the shoreline and upper trails is they are generally smaller in size and area than the major trail systems. These trails are described in more detail below:

- The corridor could include narrow, natural hiking paths to provide meandering exploration through the forest between the lower shoreline trail and the upper trail. (These are not marked on the Concept Map, see Appendix 3).



Natural Area

typical section | not to scale



Pend d'Oreille Bay Trail

trail cross sections

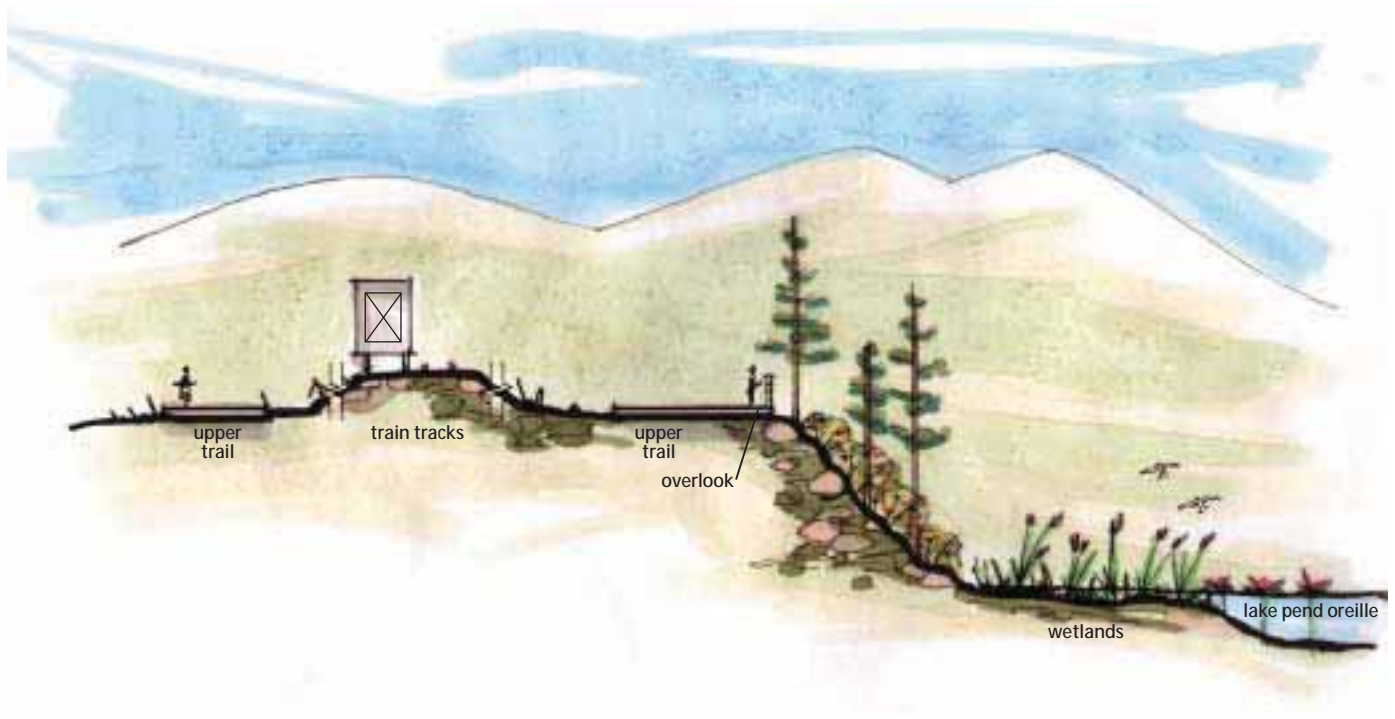
ARCHITECTS ENGINEERS
SANDPOINT, IDAHO

- Access through the U.S. Army Corps property could be provided by a paved upper trail within the existing railroad right of way at the top of the bluff. This trail would require the construction of bridges across significant drainage gullies. The trail would exit on Ponder Point Lane, a Bonner County maintained cul de sac in Ponder Point. This trail could also offer an excellent opportunity for a wildlife viewing platform to allow views of waterfowl in the wetlands below the bluff.
- At the proposed Ponderay underpass, it is envisioned the upper trail would cross to the north side of the tracks and continue along the railroad right-of-way to the Bonner County Historical Society property in Kootenai. The trail would also connect to a bike path on Elm Street leading north to connect with the Kootenai Cut-Off Road bike trail.
- On the south end of the trail corridor, the natural shoreline trail would need to converge with the upper paved trail to bypass The Pointe, where private development is expected, on the north side of the Sandpoint water treatment facility. As is the case with most of the shoreline trail, the trail could only continue along the shore if waterfront property or an easement is purchased in this area.
- The trail, or trails, would intersect paths in the proposed Humbird Mill park, though the connection may be on just the south end of the proposed park because the design of the 2010 expansion of the water treatment plant and the easement to the adjacent private property leaves little room for a trail connection on the north end of the Humbird Mill park. (See Concept Map, Appendix 3)



Wetlands Area

typical section | not to scale



Pend d'Oreille Bay Trail trail cross sections

ARCHITECTS ENGINEERS
SANDPOINT, IDAHO

■ From there, the primary access would be via the on-street bike lane along Sandpoint Avenue on the railroad side of The Seasons condominiums. An on-street bike lane currently exists along Sandpoint Avenue. While this street is on private property, public access is guaranteed by easement and this bike lane will continue to be available as a trail connection between the Humbird Mill Park and City Beach or the Sand Creek Byway bike trails. Again, in the event public access can be negotiated, a potential shoreline trail is conceivable on the waterward side of The Seasons connecting into a planned shoreline trail at City Beach.

■ Finally, public feedback demonstrated a significant desire to provide a water trail for kayakers and canoeists. A proposed water trail would run the length of the Pend d'Oreille Bay Trail from Sandpoint's City Beach boat launch to Ponderay's waterfront property, where non-motorized boating would be encouraged through access points and signage. These access points could be designed as put-ins and take-outs, and also would be useful for ice fishermen and cross-country skiers in the winter. The intent is to create a quiet recreation area in the mid-trail region, while encouraging higher intensity uses, such as motorboats, at either end. Signage at access points on either end and along the shoreline would help demarcate the water trail.
(See Concept Map, Appendix 3)



Teamwork at the Nov. 6 & 8, 2009, Pend d'Oreille Bay Trail Charrette



ADA Accessibility

ADA accessibility will be built into the master plan of the Pend d'Oreille Bay Trail, but not every trail in the corridor will be ADA accessible. The paved upper trail and the waterfront parks will be accessible. Additionally, a spur trail leading from the upper trail to the lower shoreline trail about mid-way along the corridor would lead to an ADA accessible picnic area providing a more natural experience for all trail users.



Trailheads

Four distinct trailhead types are proposed for the Pend d'Oreille Bay Trail in 11 locations. The trailhead types are Primary, Secondary, Tertiary and Water.

Pend d'Oreille Bay Trail Charrette
Illustration, Nov. 7, 2009

1) Primary Trailheads would have the most amenities. The amenities could include; parking, restrooms, bike racks, interpretive kiosk, map, signage, seating, lighting, waste bins, drinking fountains and pet waste disposal bags. The Primary Trailheads are proposed for:

- The former Lakeside Inn property that will also serve as a trailhead for the Sand Creek Byway bike trails;
- The north side of the railroad tracks in Ponderay, near the intersection Fourth and Oak streets;
- The parking lot for the future Bonner County Historical Society Museum in Kootenai along U.S. Highway 200.



Water trailheads and landing sites with give paddlers a destination along the shore.

2) Secondary Trailheads would feature limited parking, bike racks, lighting, waste bins, map, signage, interpretive signs or kiosk, and pet waste disposal bags. Secondary Trailheads are proposed for:

- The Sandpoint Water Treatment Plant, or Humbird Mill Park in Sandpoint;
- The northwest side of the railroad tracks, just south of the Elks Golf Club, where a spur trail of the Sand Creek Byway bike paths dead ends.

3) Tertiary Trailheads would include pet waste disposal bag dispensers, waste bins, map and signage, directional and interpretive, but no parking for vehicles. Tertiary Trailheads are designed as local access points with signage directing users to the Pend d'Oreille Bay Trail. These proposed locations are:

- The neighborhood Ponder Point access, where no parking would be available;
- At Sandpoint City Beach, where public parking already exists.

4) Water Trailheads are the put-ins and take-outs for the kayakers and canoeists. These trailheads would only feature signage, maps and possibly interpretive information.

Railroad Crossings

Critical to the trail plan is controlled access to the waterfront via separated grade crossings. The construction of a railroad underpass in Ponderay, near Black Rock, would provide safe access for the recreating public, commuters and emergency services. This location is the primary route that the public currently takes, trespassing across the railroad to access Black Rock and the shoreline, and also the location of a drainage culvert under the railroad tracks.

Co-locating an underpass with improved drainage would resolve the trespass issue and ensure the long-term integrity of the railroad bed in this location. This underpass is referred to on the map as the Primary Underpass and is intended to be large enough for vehicles.

In the event that engineering an underpass in this location is not possible due to environmental constraints, locations to the west would need to be explored. Pedestrian access is critical in this area to prevent trespass onto the active rail lines.

Other potential railroad underpasses, referred to as Secondary Underpasses, would improve access and non-motorized travel for the communities at these locations:

- Mid-trail, near the Elks Golf Club to allow a trail connection to the Sand Creek Bypass bike paths and other potential trails (exact location may depend again on engineering and topographical considerations);
- Near the Bonner County Historical Society property in Kootenai;
- Across from the Cedar Street Bridge in Sandpoint, where a pedestrian tunnel is already planned under the Sand Creek Byway to access the railroad depot.

While wildlife movement may be restricted at the tracks by required safety fencing, efforts will be made to maintain and enhance the natural corridor for wildlife along the shoreline. Wildlife jump-outs and appropriate fencing will allow for safe wildlife movement. The trail corridor could include nesting boxes and other habitat enhancements at appropriate natural areas along the trail corridor.



Examples of underpasses in other communities.



Signage: Interpretive and General Trail Information

Signage and access control will help manage the trail and allow users a safe experience. Interpretive signs will help enrich the visitors' experience.

Signs with general trail information will be at each of the trailheads. Signage would include locator maps and orientation signs, stewardship and etiquette information, and any regulatory information or warnings.

Trail orientation and directional signage will also be located at key points along the trail, such as intersections. Trail markings will be designed not to interfere with views or otherwise lessen the natural experience.

The interpretive opportunities along the trail are rich and varied. The "Interpretation, Education, History Team" at the November 2009, Pend d'Oreille Bay Trail design workshop suggested an interpretive theme of "Passing Through," highlighting the footprint left by the forces of nature, by transportation, industry and human visitors and settlers in the area.

The events and topics that could be highlighted in interpretive signs and kiosks are many and varied. The team suggested that major interpretive kiosks be located at these trailheads;

- The primary trailhead with the Sand Creek Byway, featuring early Sandpoint and railroad history;
- At Sandpoint City Beach tertiary trailhead, featuring native peoples and the Humbird Mill;
- At the Ponderay underpass trailhead, featuring glacial Lake Missoula and the ice age floods, the Panhandle and Refining Company smelter and natural history;
- At the Bonner County Historical Society site, featuring Kootenai and Ponderay history, lumber mills and natural history.

Other, smaller interpretive signs, could be located at appropriate locations along the trail. One means of keeping the signage minimal and inconspicuous would be to provide recorded interpretive information that could be accessed from the trail by cell phone or downloaded via podcasts.



Kootenai kiosk display.
Tess Howell photo

Management

The Pend d'Oreille Bay Trail corridor crosses four jurisdictions. Interjurisdictional agreements will be needed to provide continuous, efficient, and coordinated emergency services, development, operations and maintenance of the trail. The jurisdictions could choose to manage and maintain the trail separately or together. Greater efficiency and consistency may be gained through the creation of a joint authority that could make decisions regarding the trail on behalf of the partner jurisdictions; Sandpoint, Ponderay, Kootenai, and Bonner County.

While a regional board could facilitate decisions concerning shared development, emergency services and operations for the trail, it is anticipated that ownership of any acquired properties would likely remain with the individual jurisdictions, as would any decisions regarding commitment of funds.

There are many examples of joint authorities in situations across the country where trails cross multiple jurisdictions; including the Centennial Trail in Idaho, San Dieguito River Park in California, and York County Trail in Pennsylvania.



Lisa Ailport photo

Maintenance

The Pend d'Oreille Bay Trail will be designed as an environmentally sustainable, low maintenance trail system requiring minimal regular work to maintain. Some tasks may require frequent attention, such as emptying trash and maintaining restrooms, while others may need only occasional attention, such as repairing the trail surface, removing hazardous trees and clearing culverts.

Maintenance requirements would also include cleaning up damage from natural events such as flooding or downed trees and any vandalism within the corridor.

A July 2005 survey and report by the Rails to Trails Conservancy found that the average cost to maintain government-operated trails was approximately \$2,000 per trail mile annually. Management and maintenance of city parks within the corridor is not included in this estimate. Some maintenance jobs could be performed by volunteers organized by the Friends of the Pend d'Oreille Bay Trail or other local groups.



Operations and Maintenance Funding

Funding for operations and maintenance could come from a variety of sources.

Civic Support: The Pend d'Oreille Bay Trail is intended to be a community resource and it's expected that many individual trail users and community groups will want to take "ownership" of the trail through volunteer efforts. These volunteers may be willing to participate in work parties, assist in monitoring the trail for maintenance or safety issues, and help raise funds for ongoing trail maintenance.

Interagency Partnerships: The fact that the trail corridor crosses multiple jurisdictions suggests that an interjurisdictional agreement may be most appropriate for providing consistent and efficient management of the trail. The jurisdictions may choose to finance maintenance of trail sections within their jurisdiction independently, or explore sharing costs over the entire trail corridor. While most of the proposed trail is within Ponderay's jurisdiction, it is anticipated a large percentage of trail users will come from neighboring communities.

Other partners that could participate in funding of trail maintenance might include state and federal agencies that have responsibilities in and around the trail corridor.

Potential Public Funding Tools: Public entities have several financing tools available in Idaho to assist with the funding of maintenance of public facilities, in addition to using general tax revenue. (Funding for property acquisition is addressed in another chapter.)

Public funding options include:

- **Local Option Resort Tax:** Cities with a population of fewer than 10,000 people whose principal economy is based around tourism and recreation can levy a "bed tax" on hotels/motels.
- **Park Impact Fees:** Idaho allows cities and counties to collect impact fees on development for parks and other public services.
- **Supplemental Levy:** Cities and counties have the authority to raise funds for temporary two-year supplemental property tax levies. These must be approved by voters.
- **Park District or Recreation District:** Recreation districts also must be approved by voters and the boundaries can be drawn to coincide with the area where public benefits are provided. Within the district, property tax levies are limited to .06 percent of the taxable value of the district.

Underground Utility Leasing: Some utility and fiber optics providers are willing to pay monthly, quarterly or annual fees for the right to locate and maintain underground utilities in trail corridors that connect residential and business districts.

Youth or AmeriCorps Summer Employment: Programs for putting youth or young adults to work in the summer are available through AmeriCorps and other programs. Local businesses or civic groups may be willing to sponsor and support such a program.

Trail Sponsor Program

A sponsorship program can cover costs for amenities (such as benches, trash receptacles and signage) once the trail is constructed, and allows for smaller donations from individuals and businesses.



Emergency Response

Safety is a paramount concern in the drive to create the Pend d'Oreille Bay Trail. Controlled access points with grade-separated crossings are critical to address one of the primary safety concerns of the railroad: trespassing across railroad property with its active and busy rail line.



The railroad and local jurisdictions also recognize the need to provide emergency services to the trail corridor in the event of serious accidents or medical emergencies along the trail. Emergency workers need to be able to respond from both directions. While the trails included in this plan are envisioned to be non-motorized, the upper trail could be designed to accommodate emergency vehicles. The existing lower shoreline trail is wide and firm enough to allow for vehicle traffic. Removable posts (called bollards) would be located at points where the trail intersects streets or roads. Emergency personnel would have keys that allow them to remove the bollards and drive down the trail.

It is anticipated that mutual aid agreements will be established to ensure that adequate and timely response is provided in the event of trail emergencies. Periodic patrols of the trailheads and parking lots by police, patrols of the shoreline in summer by the Sheriff's marine patrol, and city bicycle patrols would help provide security for trail users.

Trail Safety

The trail will be designed with safety in mind, and will meet safety standards such as grade and cross-slopes; line of sight around corners, and speed limits.

The trail will have adequate distance between the railroad tracks and the trail, and fencing where needed to prevent railroad trespass. Routine maintenance checks by either volunteer patrols or staff will ensure that safety issues are addressed in a timely manner.



Bob Carlson photo

Education and outreach efforts will emphasize both trail etiquette and safety issues with regard to the railroad, and will be developed with the input of railroad professionals, such as Operation Lifesaver. Outreach materials, such as maps, will include safety information and will be available through bike shops, outdoor stores, chambers of commerce and other locations where visitors and local residents may be seeking information about local trails.



Trail Etiquette



Typical trail etiquette information will be available on the trail and in outreach materials. Trail regulations will also be posted along the trail.

Trail users will be encouraged to practice good stewardship by packing out their litter, pet waste and reporting trail maintenance or other problems. In addition, respectful and friendly trail behavior will be encouraged to allow for pleasant shared-trail experiences by multiple users.

Next Steps and Implementation

The following is a list of the most likely next steps and actions that need to occur to establish and open the Pend d'Oreille Bay Trail corridor. These steps are not necessarily in the order that they will occur, and many are interrelated and could occur simultaneously.

- Concept Plan adoption and integration into other plans: It is important for this Concept Plan to be adopted by each of the partner jurisdictions, and the Pend d'Oreille Bay Trail included in trail plans currently under development. Adoption by the jurisdictions will demonstrate that the Concept Plan has the support of the public entities.

- Steering committee formation: The cities and county have agreed to form a steering committee to make decisions regarding the Brownfields Assessment. The steering committee's work could lead to interjurisdictional agreements that will aid the implementation of this plan.



Governor "Butch" Otter visits with Ponderay Mayor Carol Kunzeman on the Pend d'Oreille Bay shoreline. *Photo courtesy of the Office of the Governor.*



Local events are a good way to share information about the Pend d'Oreille Bay Trail.

- Brownfields Environmental Assessment: The environmental assessment currently underway should result in a detailed site assessment of the trail corridor that will be essential for an eventual Master Plan.

- Agreements with property owners: The jurisdictions will need to engage with the property owners, including the railroad, to reach mutually beneficial solutions that result in permanent public access through the trail corridor and public property or easements that make the trail possible.

- Fundraising plan: The Friends of the Pend d'Oreille Bay Trail, in collaboration with the jurisdictional partners, will need to prepare a fundraising plan and an estimated project budget, and implement that fundraising plan.



- Promote plan to target audiences: Outreach to the public and to potential funders, will be necessary to generate support and resources to implement the Concept Plan. The Concept Plan document will be a critical tool in this effort.
- Build capacity of Friends group: The Friends of the Pend d'Oreille Bay Trail will serve as a private, non-profit partner to the public jurisdictions in their efforts to implement the plan. Once the trail is established, the Friends can serve as a volunteer group that can perform a variety of functions, such as organizing work parties and fundraisers for trail maintenance or additional amenities.
- Master Plan: Once the Brownfields assessment is complete and key agreements are in place, it will be necessary to create a detailed Master Plan, that shows trail alignments, design, and engineering and construction costs related to the actual construction of trails in the corridor. The Brownfields assessment should provide most of the site information needed for the Master Plan. It should include an implementation plan with budgets and timetables.
- Environmental clean-up of corridor: Following the Brownfields assessment, the coalition partners will need to seek funding to finance the actual clean-up of the corridor. The clean-up plan will help shape the Master Plan for the trail corridor.
- Purchase of key properties/easements: Following key agreements with property owners and implementation of the fundraising plan, property will need to be acquired – either through easement, purchase or other real estate tools – to provide public access for trail development.
- Permitting: Trail development and construction may require permits from local, state or federal agencies, such as the Department of Lands or the U.S. Army Corps of Engineers. The Master Plan process will determine what permits are necessary.
- Construction of trail: The fundraising plan will need to anticipate construction costs, which will be rough estimates until a Master Plan for the trail corridor is complete. The trail may need to be built in phases, depending on funds available.



Dann Hall photo



Funding Opportunities

One of the biggest challenges for implementing this project will be raising the necessary funds to implement this plan. The cities, Friends and partners should explore all of the following sources of potential trail funds for additional planning, property purchases, and trail construction.

Federal

Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)

SAFETEA-LU is the most recent re-authorization of the federal surface transportation legislation Transportation Equity Act for the 21st Century (TEA-21), and provides for planning, design, construction and reconstruction of the nation's transportation facilities. SAFETEA-LU contains a number of programs relevant to pedestrian and bicycle facilities, pedestrian and bicycle safety and educational activities, including Surface Transportation Program funds for Transportation Enhancement, Recreational Trails, Scenic Byways, Federal Highway and Congestion Mitigation and Air Quality (see below).

www.fhwa.dot.gov/federalaid/projects.cfm?progProj=curr

Highway Safety Improvement Program (HSIP)

The purpose of the HSIP is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Each state is required to have a Strategic Highway Safety Plan that identifies and analyzes safety problems and opportunities. HSIP funding may be used for railway-highway crossings, hazard elimination and other safety improvement projects. Funds may be used for projects on publicly owned bicycle and pedestrian pathways or trails, in addition to all public roads. www.fhwa.dot.gov/safetealu/factsheets/hsip.htm

Scenic Byway Program, National Federal Highway Administration

Funding for highways and local roads designated as scenic byways, such as the Pend Oreille Scenic Byway. Grants can “enhance access [from the byway] to an area for the purpose of recreation, including water-based recreation.” There must be a clear connection between the proposed project and the byway traveler's experience. Grants can fund land acquisition [related to byway access], bicycle/pedestrian facilities and parking, trail improvements that enhance access to/from the byway and byway marketing. 20% match required.

www.byways.org

Congestion Migration and Air Quality Program (CMAQ)

CMAQ is jointly administered by the Federal Highway Administration and the Federal Transit Administration. Funding is available for both “non-attainment areas” that do not meet federal air quality standards as well as “maintenance areas,” former non-attainment areas that are now in compliance with air quality standards. CMAQ provides more than \$8.6 billion to state Departments of Transportation, metropolitan planning organizations, and transit agencies for projects that improve air quality.

www.fhwa.dot.gov/environment/cmaqpgs/

Federal Lands Highways Program

Program funds are used to pay the cost of transportation planning, research, engineering and construction of highways, roads, parkways, and transit facilities located on public lands, national parks, and Indian reservations. Eligible projects include transportation planning for tourism and recreational travel, recreational development, vehicular parking areas, interpretive signage, acquisition of necessary scenic easements and scenic or historic sites and provisions for pedestrians and bicycles. Because the trail corridor includes areas owned by the U. S. Army Corps of Engineers, the federal lands funding program may be applicable. www.fhwa.dot.gov



Community Development Block Grant Program (CDBG)

This federal program provides grants on a formula basis to local governments and states for a wide range of community planning initiatives. CDBG projects must be used for activities that benefit low and moderate-income persons, prevent or eliminate slums or blight, and address community development needs having a particular urgency. CDBG monies have been used for trails. In the Small Cities CDBG program, states award grants to smaller units of general local government that carry out community development activities. Annually, each state develops funding priorities and criteria for projects.

www.hud.gov/offices/communitydevelopment/programs

Safe Routes to School

This federal program funds sidewalks, bicycle crossings, off-street bicycle and pedestrian facilities and other improvements in the vicinity (within approximately 2 miles) of schools. Projects can be in conjunction with any bicycle or pedestrian pathway or trail located in the vicinity of a school.

www.fhwa.dot.gov/saferoutes/ and www.saferoutesinfo.org

High Priority Projects Program

The High Priority Projects Program provides designated funding for specific projects identified in SAFETEA-LU. A total of 5,091 projects are currently identified, each with a specified amount of funding over the 5 years of SAFETEA-LU (through Fiscal Year 2009.) If the High Priority Projects Program continues in the future, this may be a possibility for federal funding “earmarked” for the Pend d’Oreille Bay Trail.

www.fhwa.dot.gov/safetealu/factsheets/highpriproj.htm

Department of Health and Human Services

The Department of Health and Human Services (HHS) is the federal government’s principal agency for protecting the health of all Americans and providing essential human services. A variety of grant programs are available. Under the Community Initiative, grants have been awarded to small cities and rural areas for projects that increase physical activity and promote wellness. Another related program, “Community Health Projects Related to Brownfields and Land Re-use,” has recently been identified as a “forecasted grant opportunity” for 2010. www.hhs.gov

Environmental Protection Agency (EPA) Brownfields Cleanup Grant Program

EPA Brownfields Cleanup grants provide funding to carry out cleanup activities at brownfield sites. An eligible entity may apply for up to \$200,000 per site, for up to five sites. These funds may be used to address sites contaminated by petroleum and hazardous substances, pollutants, or contaminants (including hazardous substances co-mingled with petroleum). Cleanup grants require a 20 percent cost share. A cleanup grant will be pursued pending completion of the current EPA Assessment grant for the Pend d’Oreille Bay Trail corridor.

www.epa.gov/brownfields/cleanup_grants.htm



A cottonwood nursery log along the trail.
Ardella Book photo

Housing and Urban Development (HUD), Brownfields Economic Development Initiative

The Brownfields Economic Development Initiative (BEDI) is a key competitive grant program that HUD administers to stimulate and promote economic and community development. BEDI is designed to assist cities with the redevelopment of abandoned, idled and underused industrial and commercial facilities where expansion and redevelopment is burdened by real or potential environmental contamination. BEDI grant funds are primarily targeted for use with a particular emphasis on the redevelopment



of brownfields sites in economic development projects and the increase of economic opportunities for low- and moderate-income persons as part of the creation or retention of businesses, jobs and increases in the local tax base. BEDI grants must be used in conjunction with a guaranteed loan commitment through the CDBG program.

www.nls.gov/offices/cpd/economicdevelopment/programs/bedi/index.cfm



National Institutes of Health

Part of HHS, the National Institutes of Health (NIH) is the primary federal agency for conducting and supporting medical research. The Health Professions Program provides grants to public or nonprofit organizations for planning, development, demonstration, research, training, public information projects for preventive medicine, health promotion and disease prevention to improve the health of targeted populations. The Community Services Program supports services and other activities for the promotion of health. Grants have been awarded in the past for adult walking and bicycling programs. www.nih.gov

U. S. Department of Commerce, Economic Development Administration (EDA)

The EDA provides economic development grants to states, counties and cities designated by EDA as redevelopment areas for public works and facility development projects that can include trails and greenway facilities. The Public Works and Economic Development grant program helps support the construction of essential public infrastructure and facilities necessary to generate or retain private sector jobs and investments, attract private sector capital, and promote regional competitiveness, including investments that expand and upgrade infrastructure to redevelop brownfield sites. www.eda.gov

(See State Programs for additional federal programs administered through Idaho state agencies.)

State

Clean Water Act Section 319 Non-point Source Management Grant Program

EPA grant program administered in Idaho by the Dept of Environmental Quality. The focus is to improve the water quality of lakes, streams, and aquifers by addressing non-point source pollution. Funded projects focus on septic systems, erosion and storm water, and non-point control demonstration projects. This program could potentially provide funding for water quality protection in conjunction with brownfields clean up in the trail corridor. 40% match required. www.deq.idaho.gov/water/prog_issues/surface_water/nonpoint.cfm

Community Transportation Enhancement Program (CTEP)

Federal program administered by Idaho Dept of Lands, with funding through Idaho Dept. of Transportation. This program was established in Idaho under the federal transportation enhancement program to visually enhance transportation corridors in communities through landscaping. Currently, maximum grants of \$15,000 are available to cities, with a local 10% cash match required. The program may be applicable during on-the-ground work phases in the future. www.itd.idaho.gov

Land and Water Conservation Fund (LWCF)

Federal (National Park Service) program administered in Idaho by the Dept of Parks & Recreation. This program provides grants for land acquisition and development of outdoor recreation areas and facilities. Eligible applicants include cities, counties and recreation and park districts authorized to provide public parks and recreation facilities. Areas funded through LWCF are required to be dedicated in perpetuity for public recreation. www.nps.gov/lwcf/

Land Legacy Trust, Idaho Dept of Fish and Game

This program, when established, will provide funding for the purchase of land or easements that further Fish and Game's stewardship goals. As currently planned, the program will involve an agreement with Bonneville Power Administration for payment of wildlife habitat mitigation debt owed to the State of Idaho as a result of impacts from 5 dams in the state—including Albeni Falls Dam, which regulates the water levels of Lake Pend Oreille. The trust will initially be set up with approximately \$50 million. www.idahoworkinglands.com

Recreational Trails Program (RTP)

Federal program administered in Idaho by the Dept of Parks and Recreation. The program provides funding for the construction and maintenance of both motorized and non-motorized trails, trailheads and trail facilities. In Idaho, RTP funds cannot be used for trail planning, but this program should be a top priority for applying to for trail construction. A 20% match is required. www.parksandrecreation.idaho.gov

Transportation Enhancement Program (TEP)

Federal program administered through Idaho Dept of Transportation. TEP is a statewide competitive program that distributes federal funds to projects that strengthen the cultural, aesthetic, or environmental value of Idaho's surface transportation system; projects must have a direct relationship to a surface transportation system. Eligible activities include pedestrian and bicycle trails. www.itd.idaho.gov



Lady Slipper – Marilyn George photo

Waterways Improvement Fund (WIF), Idaho Dept of Parks and Recreation

The program funds projects that benefit boaters, for both motorized and non-motorized boating (canoes, kayaks, etc.) activities. Up to \$20,000 is available per project. If a water trail is established in the trail corridor, WIF could help fund a small ramp or dock, or water trail-related facilities. Proposals must first be approved by the Bonner County Waterways Committee. www.parksandrecreation.idaho.gov

Foundations

There are a number of private foundations and businesses that provide grants for trails. Because these organizations often change their guidelines and funding priorities, only a brief sample of potential foundation funding sources is provided here.

Acres for America, National Fish and Wildlife Foundation

Provides funding for land acquisition to offset the footprint of Wal-Mart's facilities on an acre-by-acre basis. Preference is for projects that are part of a published conservation plan or Endangered Species Act Recovery Plan. Grants require a 1:1 non-federal match and the fund currently contains \$2.5 million available through 2014. www.nfwf.org/acresforamerica/



American Hiking Society, National Trails Fund

Provides funds to “organizations working toward establishing, protecting and maintaining foot trails in America.” Grants up to \$5,000 can be used for costs related to land acquisition, conservation easements, or constituency-building. www.americanhiking.org

Avista Foundation

A local utility company, Avista is currently a project partner contributing its grant writer’s time to the Pend d’Oreille Trail project. The company’s foundation provides grants up to \$5,000 for community development and supports projects that “help communities and citizens served by Avista to grow and prosper.”

www.avistafoundation.org

Burlington Northern Santa Fe Foundation

The foundation provides up to \$25,000 for projects in communities served by the BNSF railroad. Program areas include civic services which fund organizations concerned with the environment as well as local community issues such as parks and recreation, diversity, and community development.

www.bnsffoundation.org



High Bush Cranberry – Marilyn George photo

Equinox Foundation

The foundation provides one-year grants up to \$30,000 for projects in Bonner County that focus on community health and viability, environmental protection, preservation of open space, or recreational opportunities including parks and trails. Collaborations among organizations are encouraged. Proposals must be submitted on-line through the Inland Northwest Community Foundation website. www.inwcf.org

Home Depot Foundation

The foundation supports efforts undertaken by community volunteers who are improving the health of their communities. Grants are available for the purchase of tools or materials. In addition to housing and facility projects, the program funds tree planting and improvements to green spaces. www.homedepotfoundation.org

Idaho Community Foundation

Grants are provided “to enrich the quality of life throughout Idaho” through projects that reach a broad spectrum of the community and promote cooperation. Applicable program areas include health and recreation. Up to \$5,000 is available. www.idcomfdn.org

Idaho Heritage Trust

Grants or technical assistance are available for historic buildings and sites. This source may be of interest either in conjunction with the brownfields assessment or during clean-up planning regarding historic sites along trail corridor. www.idahoheritage.org

Inland Northwest Community Foundation

The foundation provides grants up to \$30,000 to counties in northern Idaho; program areas include community development, stewardship of natural resources, and increasing civic capacity to constructively engage in solving community problems. Projects must benefit a broad spectrum of community. www.inwcf.org

Kodak American Greenways Awards Program

Sponsored by the Eastman Kodak Company and The Conservation Fund, this annual program provides small grants (up to a maximum of \$2,500) to “stimulate the planning and design of greenways in communities throughout America. www.conservationfund.org

Panhandle Public Health Foundation

The foundation awards small grants to assist local public health programs “promoting healthy people in healthy communities” in the five counties of northern Idaho. The last grant deadline posted on the foundation’s website is May 2008, but the program may become active again in the future. www.pphf.net

US Bancorp Foundation

Grants for community development average \$5,000. Special emphasis is on programs to improve the educational and economic opportunities of low and moderate-income persons. www.usbank.com/cgi_w/cfm/about/community_relations

Wal-Mart Foundation, State Giving Program

Grants (\$25,000 minimum) are provided at the state level for promoting healthy lifestyles and projects with long-lasting impact. Funding areas that may be applicable are health & wellness and environmental sustainability. www.walmartstores.com/CommunityGiving/203.aspx

Local Funding Options

A variety of local options have been used by communities across the nation to support greenway and trail development projects. Here are some of the more popular methods:

City and Government funding options:

There are a number of local government funding options, including local open space ballot measures; creation of a recreation district; local option sales tax; urban renewal taxing districts and development impact fees.



Another Potential Public Funding Tool gaining popularity is found in Idaho Statutes 67-4619 and 67-6515A: Transfer of Development Rights (TDRs). Local governments undertake transfer of development rights (TDR) programs to use the market to implement and pay for development density and location decisions. TDR programs allow landowners to sever development rights from properties in government-designated low-density areas, and sell them to purchasers who want to increase the density of development in areas that local governments have selected as higher density areas.

More information about the Transfer of Development Rights can be found here: http://government.cce.cornell.edu/doc/html/transfer_of_development_rights_programs.htm



Private Support:

In addition to the private foundations funding listed above, locally, private businesses can provide support for trail development through donations of cash to a specific trail segment, donations of services to reduce the cost of construction, and/or reductions in the cost of materials purchased locally. The Pend d'Oreille Bay Trail fundraising plan also should endeavor to identify potential major donors who would be interested in supporting the project financially.

General public fundraising options can include:**“Buy-a-Foot” Program**

“Buy-a-Foot” programs have been successful in raising funds and awareness for trail and greenway projects across the country. Under local initiatives, citizens purchase one linear foot of the trail by donating the cost of construction for that segment.



Dann Hall photo



Appendix 1: Glossary of Terms

Brownfield Site: “real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant.” (Public Law 107-118 (H.R. 2869) - “Small Business Liability Relief and Brownfields Revitalization Act” signed into law January 11, 2002.) These abandoned or underutilized properties result in wasted infrastructure, development of green space on the edge of town, and blight in urban and neighborhood areas.

Bollard: a strong vertical post which prevents vehicle access to a pedestrian area. Removable bollards are planned at trail access points which can be removed for emergency vehicles.

Charrette: a brief but intense design workshop in which stakeholders and interested citizens contribute to the work of an interdisciplinary team during the earliest stages of design and planning. The Trail charrette of November 2009 included the stages of information gathering, design and review, and public presentation.

Water trail: a section of a shoreline, river, or ocean mapped out with the intent to create a recreational, educational, or scenic opportunity for kayakers or canoers.

Appendix 2: Trail and Funding Information Sources on the Web

Comprehensive trails resource: www.americantrails.org

Federal funding opportunities: www.grants.gov

FHWA Bicycle & Pedestrian Program: www.fhwa.dot.gov/envirnomenta/bikkeped/index.htm

National Transportation Enhancements Clearinghouse: www.enhancements.org

Pedestrian and Bicycle Information Center: www.pedbikeinfo.org

Rails to Trails Conservancy: www.railstotrails.org

Stimulus funding opportunities: www.recovery.gov

Stimulus funding opportunities, transportation enhancements: www.enhancements.org/recovery/asp

Toolbox for the Great Outdoors: www.tools4outdoors.us/

Trails and Greenways Clearinghouse: www.trailsandgreenways.org

Tread Lightly: www.treadlightly.org

Walking and bicycling resources: www.walkinginfo.org

Youth Corps assistance with trail building: www.corpsnetwork.org

MAP GOES HERE

DO NOT PRINT THIS PAGE

7/9/2009 Goals and Objectives Workshop Participants

Alex Stone, National Park Service River Trails & Conservation Assistance
Andi Hartnett
Beth Craven
Betsy Harding
Betsy Miller
Bob Gregory
Bruce Pederson, Property Owner
Carol Kunzeman, Mayor of Ponderay
Carrie Logan, Sandpoint City Council
Christian Thompson
Dale Daugharty, Ponderay City Council
Dana Martin, Property Owner
Dann Hall, Property Owner
Dave Pietz
Don Davis
Doug Hausmann, Friends of the Pend d'Oreille Bay Trail
Dwayne Parsons, Humbird Mill Park Advocate
Erik Brubaker, Ponderay Planning Director
Gary Payton
Heather Pedersen
Jacque Frank
Jan Griffitts, Bonner County Trail Advisory Board
Jan Rumore, Bonner County Planning and Zoning
Jennifer Ekstrom
Jeremy Grimm, Sandpoint Planning Director
Jon Saylor, Architect
Lawrence Blakey
Lisa Ailport
Lynn Pietz
Maggie, Mayor of Kootenai
Marcella Nelson
Marilyn Haddad, Friends of the Pend d'Oreille Bay Trail
Mary Luzmoor
Matt Davidson
Michael Boge, Sandpoint City Council
Mike Cramer
Mike Craven
Pam Lippi
Ray Miller
Rick Price
Roger Daar
Ruth Watkins
Sharon Harris
Steve Gill, Idaho DEQ
Sue Fegelein
Susan Drumheller, Friends of the Pend d'Oreille Bay Trail, Idaho Conservation League
Susie Kubiak

In the summer of 2010, the Friends filed as a 501C3 nonprofit organization with the following board members: President—Sharon Harris, Vice President—Jan Griffitts, Secretary—Gary Payton, Treasurer—Conrad Young and additional members Bob Carlson, Allen McClelland, Doug Hausmann and Jon Saylor.

November 2009 Design Charrette Participants

Alex Stone, National Park Service – River, Trails & Conservation Assistance	Jay Baker, Student, future landscape architect
Alison Burgstahler	Jeremy Grimm, Sandpoint Planning Director
Ardella Book, Friends of the Pend d'Oreille Bay Trail	Jody Martin, Property Owner
Ben Tate, Finan McDonald	Joel Wahlin
Betty Knight, Retired National Park Service, interpretive specialist	Johnny MacDonald, ALSA
Bill Temple, citizen and amateur railroad historian	Jon Saylor, Architect
Bruce Pederson, Property Owner	Joy Lujan, National Park Service
Carrie Logan, Sandpoint City Council	Kai Elgethun, Idaho Bureau of Community and Environmental Health
Chris Bosley, JUB Engineers	Kathy Cousins, IDFG
Chuck Spickelmire,	Keith Dixon, ASLA
Clare Marley, Bonner County Planning Director	Kent Watson, ASLA
Claudia Parsons	Larry Book, Friends of the Pend d'Oreille Bay Trail
Clif Warren, ITD Mobility Manager	Lawson Tate, Sotheby's
Dakota Blaese, SHS student	Leo Addison
Dale Daugharty, Ponderay City Council	Leslie Hall, Property Owner
Dale Gephart, ASLA	Leslie Wahlin
Dana Martin, Property Owner	Lewis Rich, Bonner County Commission
Dann Hall, Property Owner	Linda Lamb, USACE
Diane Arrants, Safe Routes to School Coordinator	Lisa Ailport, Planner, Ruen Yaeger and Associates
Don Davis, ITD	Mac McDonald, ASLA
Donna Daugharty	Marilyn Haddad, Friends of the Pend d'Oreille Bay Trail
Doug Hausmann, Friends of the Pend d'Oreille Bay Trail	Marilyn McIntyre, Native Plant Society
Dwayne Parsons, Humbird Mill Park Advocate	Mary Luzmoor, City of Kootenai
Ed Ohlweiler, Citizen and trail user	Mikka Nostdahl, Student, Future landscape architect
Erik Brubaker, Ponderay Planning Director	Molly Burgstahler
Ezra Williams, ASLA and CTA Architects Engineers	Molly McCahon, Lake*A*Syst
Fred Ogram, ASLA	Molly Teal, ASLA
Holt Taylor, Elks Trustee	Nan Berger, Kootenai resident
Jamie Davis, Sandpoint City Council	Nancy Renk, Local historian
Jan Griffitts, Bonner County Trail Advisory Board	Perky Smith-Hagadone, Teacher
Jan Rumore, Bonner County Planning and Zoning	Rich Del Carlo, Audubon
Jan Waldrup, Friends of the Pend d'Oreille Bay Trail	Ross Hall Jr., Property Owner
Jared Yost, Sandpoint Bicycle Advisory Committee	Ruben Timblin, Sandpoint Outfitters
Jason Wiley, Sandpoint Parks and Recreation	Sean Fitzpatrick, CTA Architects Engineers
	Susan Drumheller, Idaho Conservation League
	Susan Kovalchuk, Student, Future landscape architect
	Tea Aunan, Friends of the Pend d'Oreille Bay Trail
	Tim Patton, ASLA
	Wade Jones, Hiker

BONNER COUNTY BOARD OF COMMISSIONERS
RESOLUTION # 10-48

ENDORISING THE PEND D'OREILLE BAY TRAIL CONCEPT PLAN

WHEREAS, the proposed Pend d' Oreille Bay Trail Concept Plan provides a framework for analysis of cleanup and redevelopment of a transportation, recreation, public access, and conservation corridor along the shores of Lake Pend Oreille; and

WHEREAS, The Friends of the Pend d' Oreille Bay trail has held numerous public workshops and events to gather public input on the proposed Pend d'Oreille Bay Trail Concept Plan, and developed goals and objectives based on that information and consultation with property owners and stakeholders in the project; and

WHEREAS, The Pend d' Oreille Bay Trail Concept Plan will support and inform the brownfields assessment coalition pursuant to memorandum of agreement between the City of Kootenai, the City of Sandpoint, the City of Ponderay, Bonner County, and Idaho Department of Environmental Quality; and

WHEREAS, The Bonner County Board of County Commissioners has written a letter, dated July 15, 2008, in support of the Pend d'Oreille Bay Trail and to support the Friends of Pend d'Oreille Bay Trail and is a partner in this broad-based community effort to create a public waterfront pathway connecting the cities of Sandpoint, Ponderay, Kootenai and including Bonner County; and

WHEREAS, The Pend d'Oreille Bay Trail is an unofficial trail connecting Sandpoint, Ponderay, Kootenai, and neighborhoods in unincorporated Bonner County, generally following the railroad and Lake Pend Oreille's shoreline, that could potentially provide public access to the waterfront, a non-motorized commuter route and recreational opportunities for citizens and tourists of Bonner County; and

WHEREAS, Bonner County desires to work cooperatively with the neighboring jurisdictions including the cities of Kootenai, Ponderay, and Sandpoint to provide regional recreation, transportation, and environmental initiatives that will improve transportation, recreation, health, and natural resource protection for the citizens of Bonner County; and

WHEREAS, Bonner County has participated in the Pend d'Oreille Bay Trail committee, which has formed Friends of Pend d'Oreille Bay Trail to promote the trail, assist with planning and fund-raising to acquire property, design the trail, and secure public access to the trail;

ENDORSEMENT OF THE PEND D'OREILLE BAY TRAIL CONCEPT PLAN

NOW, THEREFORE, BE IT RESOLVED BY BONNER COUNTY BOARD OF COUNTY COMMISSIONERS THAT:

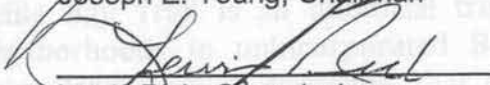
Section 1: The Pend d' Oreille Bay Trail Concept Plan is hereby endorsed as the planning reference and technical guide for future capital projects for the Pend d'Oreille Bay Trail and to supplement and support transportation, recreation, redevelopment, public access, and conservation objectives in the region.

Section 2: The Bonner County staff is hereby authorized and directed to carry out such steps as may be necessary to include the Plan for consideration by the Bonner County Planning & Zoning Commission and Board of County Commissioners as a portion of the Bonner County Trails Plan, a component of the county's Transportation Component of the Comprehensive plan, and to review issues of community development in concert with provisions of the Plan to guide planning efforts.

DATED this 3rd day of August, 2010.

BONNER COUNTY BOARD OF COMMISSIONERS


Joseph E. Young, Chairman


Lewis Rich, Commissioner

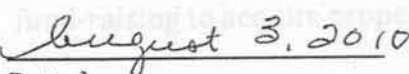

Cornel Rasor, Commissioner

Attest:

Marie Scott, Bonner County County Clerk



By: Deputy Clerk



Dated

Board of County Commissioners Resolution
Regarding Pend d'Oreille Bay Trail Concept Plan
Page 2 of 2

RESOLUTION
OF THE CITY COUNCIL
CITY OF SANDPOINT

TITLE: ADOPTION OF THE PEND D'OREILLE BAY TRAIL CONCEPT PLAN

WHEREAS: The proposed Pend d'Oreille Bay Trail Concept Plan provides a framework for analysis of cleanup and redevelopment of a transportation, recreation, public access, and conservation corridor;

WHEREAS: Friends of the Pend d'Oreille Bay Trail has held numerous public workshops and events to gather public input on the proposed Pend d'Oreille Bay Trail Concept Plan and has developed goals and objectives based on that information and consultation with property owners and other stakeholders in the project;

WHEREAS: The Pend d'Oreille Bay Trail Concept Plan will support and inform the Brownfields Assessment Coalition pursuant to a Memorandum of Agreement between the City of Kootenai, the City of Sandpoint, the City of Ponderay, Bonner County, and the Idaho Department of Environmental Quality;

WHEREAS: The City of Sandpoint has adopted Resolution No. 08-03 in support of the Pend d'Oreille Bay Trail, has resolved to support Friends of the Pend d'Oreille Bay Trail, and is a partner in this broad-based community effort to create a public waterfront pathway connecting the Cities of Sandpoint, Ponderay, and Kootenai and including Bonner County;

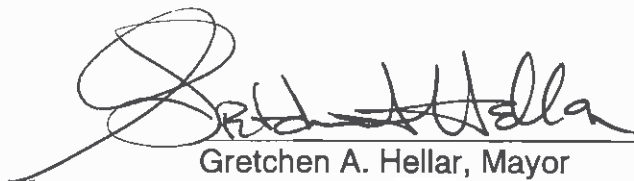
WHEREAS: The Pend d'Oreille Bay Trail is currently an unofficial trail, connecting Sandpoint, Ponderay, Kootenai, and neighborhoods in unincorporated Bonner County, generally following the railroad and Lake Pend Oreille's shoreline, which could potentially provide public access to the waterfront, a non-motorized commuter route, and recreational opportunities for Sandpoint citizens and tourists;

WHEREAS: The City of Sandpoint desires to work cooperatively with the neighboring jurisdictions, including the City of Kootenai, the City of Ponderay, and Bonner County, to provide regional recreation, transportation, and environmental initiatives that will improve transportation, recreation, health, and natural resource protection for the citizens of the City of Sandpoint; and

WHEREAS: The City of Sandpoint has participated in the Pend d'Oreille Bay Trail Committee, which has formed Friends of the Pend d'Oreille Bay Trail to promote the trail and assist with planning and fund-raising to acquire property, design the trail, and secure public access to the trail.

NOW, THEREFORE, BE IT RESOLVED THAT: Effective on this date, the Pend d'Oreille Bay Trail Concept Plan is hereby approved as the planning reference and technical guide for future capital projects. The approved Pend d'Oreille Bay Trail Concept Plan should be used to guide public and private development, thereby shaping community circulation and the relationship between local and regional transportation facilities. The Sandpoint City Council hereby approves the Pend d'Oreille Bay Trail Concept Plan to supplement and support transportation, recreation, redevelopment, public access, and conservation objectives in the region.

BE IT FURTHER RESOLVED THAT: The staff of the City of Sandpoint is hereby authorized and directed to carry out such steps as may be necessary to implement the Pend d'Oreille Bay Trail Concept Plan and to review issues of community development in concert with provisions of the Plan to guide planning efforts.



Gretchen A. Hellar, Mayor

ATTEST:



Maree Peck, City Clerk

City Council Members:

		YES	NO	ABSTAIN	ABSENT
1.	Snedden			X	
2.	Logan	Motion	X		
3.	Reuter		X		
4.	Ogilvie	Second	X		
5.	Davis		X		
6.	Schuck		X		

RESOLUTION NO. 58

**RESOLUTION TO SUPPORT
THE PEND D'OREILLE BAY TRAIL CONCEPT PLAN**

WHEREAS: The proposed Pend d' Oreille Bay Trail Concept Plan provides a framework for analysis of cleanup and redevelopment of a transportation, recreation, public access, and conservation corridor.

WHEREAS: The Friends of the Pend d' Oreille Bay Trail has held numerous public workshops and events to gather public input on the proposed Pend d'Oreille Bay Trail Concept Plan, and developed goals and objectives based on that information and consultation with property owners and other stakeholders in the project.

WHEREAS: The Pend d' Oreille Bay Trail Concept Plan will support and inform the brownfields assessment coalition pursuant to memorandum of agreement between the City of Kootenai, the City of Sandpoint, the City of Ponderay, Bonner County, and Idaho Department of Environmental Quality.

WHEREAS: The City of Kootenai has adopted resolution number 50 in support of Pend d'Oreille Bay Trail and has resolved to support the Friends of Pend d'Oreille Bay Trail and participate in this broad-based community effort to create a public waterfront pathway connecting the cities of Sandpoint, Ponderay, and Kootenai and including the unincorporated Bonner County.

WHEREAS: The Pend d'Oreille Bay Trail is an unofficial trail connecting Sandpoint, Ponderay, Kootenai, and neighborhoods in unincorporated Bonner County, generally following the Railroad and Lake Pend Oreille's shoreline, that could potentially provide public access to the waterfront, a non-motorized commuter route, and recreational opportunities for Kootenai citizens and tourists;

WHEREAS: The City of Kootenai desires to work cooperatively with the neighboring jurisdictions including the cities of Sandpoint and Ponderay, and Bonner County to provide regional recreation, transportation, and environmental initiatives that will improve transportation, recreation, health, and natural resource protection for the citizens of the City of Kootenai.

WHEREAS: The City of Kootenai has participated in the Pend d'Oreille Bay Trail committee, which has formed Friends of Pend d'Oreille Bay Trail to promote the trail, assist with planning and fund raising to acquire property, design the trail, and secure public access to the trail;

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF KOOTENAI AS FOLLOWS;


Section 1: That effective on this date, the City of Kootenai hereby supports the concepts in the Pend d' Oreille Bay Trail Concept Plan as a guide for public projects in order to foster community circulation and the relationship between local and regional transportation facilities, and to support transportation, recreation, redevelopment, public access, and conservation objectives in the region.

DATED this 6th day of July, 2010.

CITY OF KOOTENAI


Margaret Mjelde, Mayor

Attest:


Mary Luzmoor, City Clerk

RESOLUTION NO. 2010-105

**RESOLUTION TO SUPPORT
THE PEND D'OREILLE BAY TRAIL CONCEPT PLAN**

WHEREAS: The proposed Pend d' Oreille Bay Trail Concept Plan provides a framework for analysis of cleanup and redevelopment of a transportation, recreation, public access, and conservation corridor.

WHEREAS: The Friends of the Pend d' Oreille Bay Trail has held numerous public workshops and events to gather public input on the proposed Pend d'Oreille Bay Trail Concept Plan, and developed goals and objectives based on that information and consultation with property owners and other stakeholders in the project.

WHEREAS: The Pend d' Oreille Bay Trail Concept Plan will support and inform the brownfields assessment coalition pursuant to memorandum of agreement between the City of Ponderay, the City of Sandpoint, the City of Kootenai, Bonner County, and Idaho Department of Environmental Quality.

WHEREAS: The City of Ponderay has adopted resolution number 2008-1 in support of Pend d'Oreille Bay Trail and has resolved to support the Friends of Pend d'Oreille Bay Trail and participate in this broad-based community effort to create a public waterfront pathway connecting the cities of Sandpoint, Ponderay, and Kootenai and including the unincorporated Bonner County.

WHEREAS: The Pend d'Oreille Bay Trail is an unofficial trail connecting Sandpoint, Ponderay, Kootenai, and neighborhoods in unincorporated Bonner County, generally following the Railroad and Lake Pend Oreille's shoreline, that could potentially provide public access to the waterfront, a non-motorized commuter route, and recreational opportunities for Ponderay citizens and tourists;

WHEREAS: The City of Ponderay desires to work cooperatively with the neighboring jurisdictions including the cities of Sandpoint and Kootenai, and Bonner County to provide regional recreation, transportation, and environmental initiatives that will improve transportation, recreation, health, and natural resource protection for the citizens of the City of Ponderay.

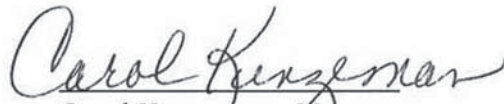
WHEREAS: The City of Ponderay has participated in the Pend d'Oreille Bay Trail committee, which has formed Friends of Pend d'Oreille Bay Trail to promote the trail, assist with planning and fund raising to acquire property, design the trail, and secure public access to the trail;

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF PONDERAY AS FOLLOWS;


Section 1: That effective on this date, the City of Ponderay hereby supports the concepts in the Pend d' Oreille Bay Trail Concept Plan as a guide for public projects in order to foster community circulation and the relationship between local and regional transportation facilities, and to support transportation, recreation, redevelopment, public access, and conservation objectives in the region.

DATED this 26th day of July, 2010.

CITY OF PONDERAY


Carol Kunzeman, Mayor

Attest:


Su Warren, City Clerk