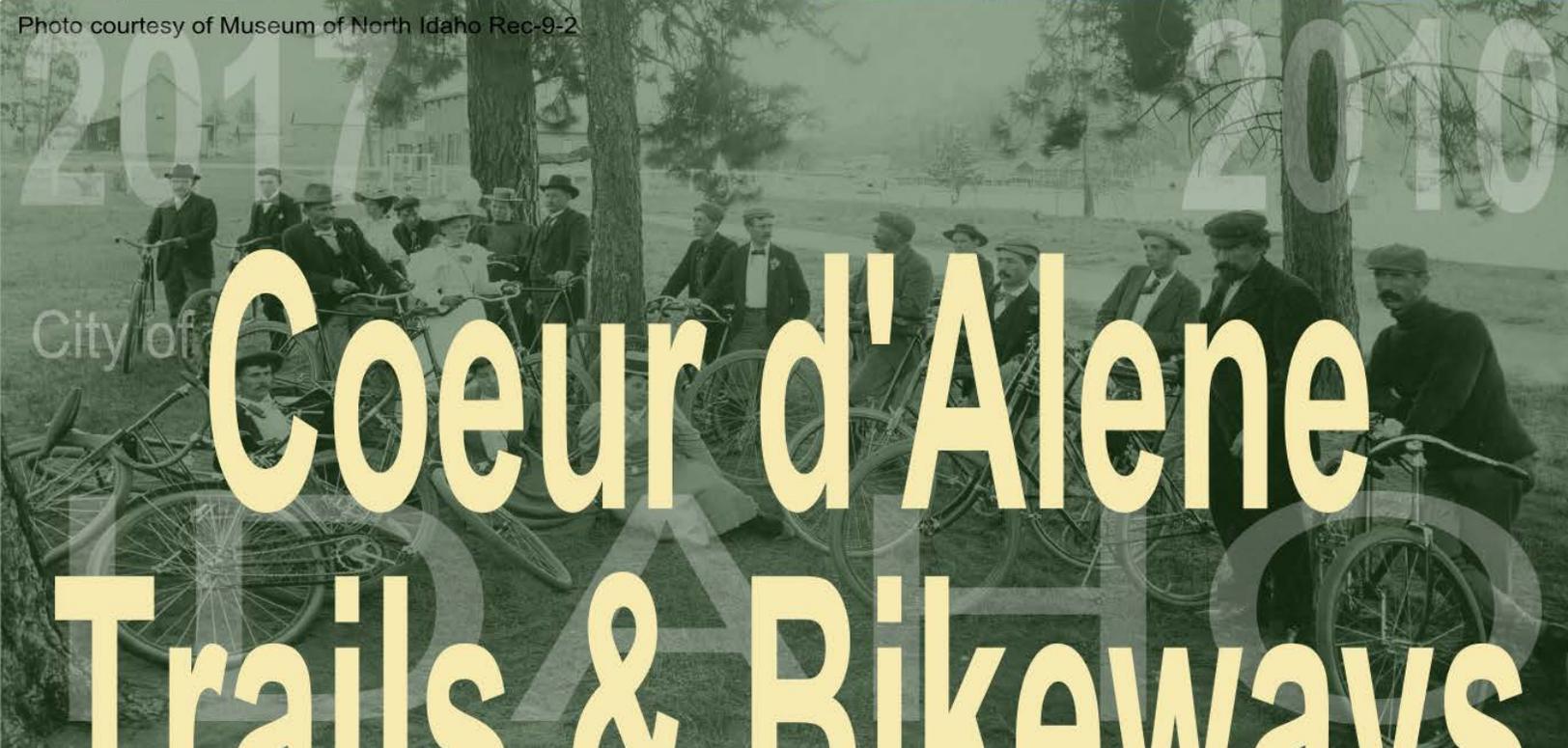




Photo courtesy of Museum of North Idaho Rec-9-2



City of

Coeur d'Alene Trails & Bikeways

Multi-Use Paths

Mountain Bike Trails

Master Plan

Bike Lanes

Bike Routes

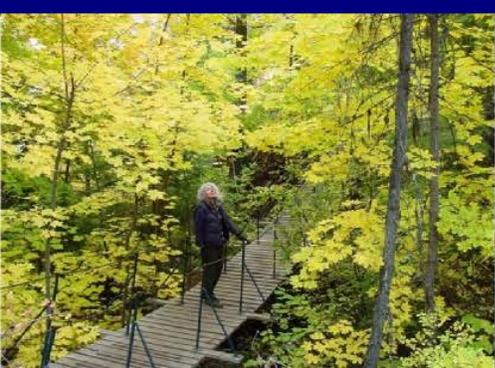
Bicycle Boulevards

Water Trails

Hiking Trails

2017 UPDATE

Trail Heads



ACKNOWLEDGMENTS

City Staff

Bill Greenwood, Parks and Recreation Director
Monte McCully, Trails Coordinator

City Council

Steve Widmyer, Mayor
Loren R. "Ron" Edinger
Woody McEvers
Dan Gookin
Kiki Miller
Amy Evans
Dan English

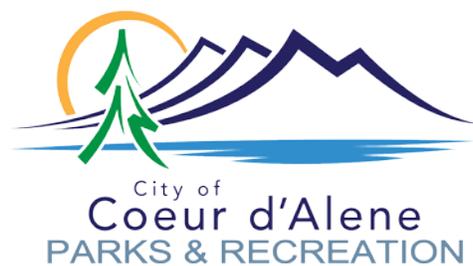
Ped/Bike Masterplan Sub-Committee

Monte McCully
Chris Bosley
Bev Moss
Kim Golden

Ped/Bike Committee

Tessa Jilot, Chair
Tom Morgan, Vice Chair
Bev Moss, General Public
Denise Jeska, Physically Challenged
Chris DeLorto, Engineer/Architect
Mark Puddy, Engineer/Architect
Russ Hersrud, General Public
Amy Hofer, School District 271
Kim Golden, General Public
Mike Fuller, General Public
John Bruning, Centennial Trail
Tim Teyler, Senior Citizens
Mac Cavasar, Running Community
Madison Janzen, Student Representative
Mackensie Janzen, Student Representative
Amy Evans, Council Member Liaison
Bill Greenwood, Parks and Recreation Director
Chris Bosley, City Engineer
Monte McCully, Trails Coordinator, Committee Liaison

Prepared by:



Coeur d'Alene Parks Department
710 E Mullan Ave
Coeur d'Alene, ID. 83814
(208) 769-2252
<https://www.cdavid.org/parks>

TABLE OF CONTENTS

Introduction	1
A. Document Organization.....	2
Chapter 1 Planning Context	3
A. Planning Area	3
B. Coeur d'Alene Landscape	4
1. MAP: Prairie Trail/Centennial Trail Connectivity.....	6
C. Population and Demographics	7
D. Existing Trail Resources.....	8
1. MAP: Class I Trails	15
2. MAP: Class II & III Bikeways	17
3. MAPS: Natural Areas	19, 20, 21
E. Additional Trail Facilities.....	22
F. Regional Trail Connections.....	23
G. Community Connections	25
1. MAP: All Trails and Bikeways	27
Chapter 2 Trails, Bikeways and Facility Needs	29
A. Survey Results	29
B. Connectivity	30
C. Complete Streets.....	31
D. Education and Encouragement.....	32, 33
Chapter 3 Trails and Bikeways Recommendations	37
A. Class I, II, and III Trails Recommendations.....	37
1. MAP: Proposed Multi-Use Paths	41
2. MAP: Proposed Bike Lanes.....	46
3. MAP: Proposed Shared Roadways, Bike Routes, Bike Boulevards.....	50
4. MAP: Proposed Water Trails	53
B - C. Nature Trails, Mountain Bike Trails.....	54
1. MAP: Proposed Nature Trails	56, 57
2. MAP: Mountain Bike Trails	61
3. MAP: All Proposed Trails.....	63
D. Pedestrian Bridges, Grade Separations and Crossing Lights	64
E - G. Trail Heads, Planning For Use, Connectivity.....	64, 65
1. MAP: All Current and Proposed Trails & Bikeways	66
Chapter 4 Standards	67
A. Design Criteria.....	67
B. Other Considerations.....	72
Chapter 5 Policy and Operations Goals and Recommendations .	75
A. Goals	75
B. Policy Directions	77
C. Administration and Operations	78
D. Community Acceptance	79
E. Funding.....	80
Conclusion	83
APPENDICES	84
Trail Disruption Ordinance, Prohibited Use.....	84, 85
Committees	86
Rules of the Road	89

Trails and Bikeways Master Plan Vision Statement

“We will actively strive to provide a quality trail system that offers uses for both recreational purposes and as a means for commuters to safely use alternative modes of transportation, provide connectivity throughout the city, and promote healthy lifestyles through physical activity.”

Introduction:

The 2017 *Coeur d’Alene Trails and Bikeways Master Plan Update* is a comprehensive document that sets out an overall strategy for the management of the Coeur d’Alene trail system over the next ten years. It was created as a specialized document dealing specifically with non-motorized transportation and is supported by the 2008 Parks Master Plan and 2007 City Comprehensive Plan.

The purpose of this plan is to improve pedestrian and bicycle connectivity throughout the city in an effort to accommodate the growing number of users for both recreational and commuter purposes. It is intended to promote commuting and safe travel by significantly increasing pedestrian and bicycle transportation options and decreasing dependency on motorized transportation by providing the residents of Coeur d’Alene with a complete network of pedestrian and bicycle trails throughout the city. This plan also addresses recreational nature trails, water trails, mountain bike trails and trail head access.

In 2008, the City updated its Parks Master Plan. An extensive citizen outreach was an integral part of the planning process to capture the visions, values, and preferences of Coeur d’Alene’s residents. Surveys were taken of over 1,200 residents in which a variety of questions were asked pertaining to many topics including biking and trail use. The needs to improve connectivity and create an extensive trail network were among the top three requests citizens made. The 2010 Coeur d’Alene Trails and Bikeways Plan used the results from the citizen input to create a plan that addresses those needs.

In 2014 the Coeur d’Alene Ped/Bike Committee began the 5 year update to the Trails and Bikeways Master Plan to address the changing needs of the City. Surveys were taken of over 180 residents to determine what improvements the community felt were needed. The top responses were creating more on-street bike lanes, closing gaps between existing on-street bike lanes and improving existing on-street bike lanes.

A. Document Organization

Introduction

The introduction states the historical background of the City of Coeur d'Alene's trails, and bikeways and provides an overview of the document organization and planning process.

Chapter 1: Planning Context

Chapter 1 gives an overview of Coeur d'Alene: its location, landscape, people, and resources. This chapter includes an inventory of existing trail resources in Coeur d'Alene and discusses regional connectivity.

Chapter 2: Ped/Bike Needs

Chapter 2 presents public involvement specifically relating to Coeur d'Alene's ped/bike needs. Building upon this input, this chapter details trail and trail facility needs.

Chapter 3: Trails and Bikeways Recommendations

Chapter 3 offers recommendations and policies for the development or redevelopment of trails, bike ways and ped/bike facilities.

Chapter 4: Standards

Chapter 4 provides the City of Coeur d'Alene's trails and bikeways design standards and standard drawings.

Chapter 5: Policy & Operations Goals and Recommendations

Chapter 5 provides goals and recommendations for policy directions and changes. It also discusses operations of and funding for the trail system.

CHAPTER 1: PLANNING CONTEXT

Community Background



The City of Coeur d'Alene is the largest city in northern Idaho. Located at the southern end of the Idaho Panhandle, Coeur d'Alene is the hub of Kootenai County, and is bordered by Canfield Mountain to the east, the Rathdrum Prairie to the west and Lake Coeur d'Alene to the south.

The city of Post Falls is located to the west of Coeur d'Alene. Hayden, Hayden Lake, and Dalton Gardens are located to the north. Fernan Village is located to the east. The farm lands once separating these cities are gradually disappearing and are being replaced with a mix of residential and commercial developments. It is particularly important that we work towards connecting these areas with bicycle and pedestrian facilities in the planning stages of new developments.

Spokane, Washington is the largest city in the eastern half of Washington State and is located thirty miles west of Coeur d'Alene. Connections to Spokane and other smaller cities in Washington, Idaho, and Montana are provided via Interstate 90, as well as intrastate connections via the state of Idaho's main North/South connector, US-95. This intersection of major vehicular networks, coupled with the City's beautiful water resources and access to dense North Idaho forests, has made Coeur d'Alene a recreation destination for a variety of different user groups. Trails, such as the Centennial Trail, the Trail of the Coeur d'Alenes, and the Hiawatha Trail, make Coeur d'Alene a Mecca for hikers, bikers and runners. Given the City's location and its physical growth, Coeur d'Alene will continue to serve as a regional commercial, cultural and recreational attraction in future years.

A. Planning Area

The area identified in this Plan includes that within the Coeur d'Alene city limits and also that within the Coeur d'Alene area of impact. This area was adopted by the City Council and Kootenai County Board of Commissioners and is consistent with the planning area used for the 2007 Coeur d'Alene Comprehensive Plan. Nearby communities were also considered to increase connectivity between local communities in this region.

B. The Coeur d'Alene Landscape

Coeur d'Alene's natural resources and residential characteristics give the City its unique sense of place. The availability of these resources and the design of neighborhoods impact the planning and implementation of trails and bikeways.

Waterfront

Lake Coeur d'Alene is one of the most defining features of the area. The North Idaho Centennial Trail follows the lake shore from west of the City, through several new developments and parks, past North Idaho College and parallels the Spokane River as it flows out of the lake. The Trail then follows the lake shore through downtown and meanders east out of town to its terminus at Higgins Point. The Spokane River flows by several parks and the adjacent land has not been completely developed, allowing opportunities for more connectivity to existing trails. Trails routed along scenic areas, such as the river, are highly desirable.



East of Coeur d'Alene, and abutting the city, is the city of Fernan Village and Fernan Lake where there is a 51 acre waterfront parcel dedicated to the Coeur d'Alene Parks Department that is the location of a several nature trails.

Forested Areas

The City of Coeur d'Alene is located in a forest-rich environment. Large forested hills and mountains enhance the viewshed. Canfield Mountain, Blossom Mountain, Mica Peak, Blackwell Hill, Best Hill and Tubbs Hill sit at the edges of Coeur d'Alene and create a recreational draw to the area and there is an ever increasing demand for nature trails. The City of Coeur d'Alene currently manages 226 acres of forested Natural Open Space; Kootenai County has 178 acres and the Idaho Department of Parks and Recreation manages over 9,500 acres in the area as well. To the east of Coeur d'Alene spreads the Coeur d'Alene National Forest with 800,000 acres of Natural Open Space. Within two hours driving time, the U.S. Forest Service has an additional three million acres of forest land that are set aside for public use.

Prairie

The Rathdrum Prairie was created as a result of massive flooding from prehistoric Glacial Lake Missoula when an ice dam near modern day Sandpoint collapsed, draining the lake and depositing millions of tons of sediment across the valley to form the Rathdrum Prairie. The prairie extends from Coeur d'Alene to Spokane and north to the southern end of Lake Pend Oreille. The prairie was once covered with grasslands and was partially forested. When Europeans settled the area the prairie gave way to farms and, eventually, the beginnings of residential development. Coeur d'Alene at build

out will extend into the Prairie as far as Huetter Road to the west and Prairie Avenue to the north. The primary make-up of the area will be residential homes. Since these developments will have trails systems, it's important to have cooperation with Kootenai County and the surrounding communities to develop an interconnecting network of trails and bike routes.

Downtown and Surrounding Neighborhoods

Coeur d'Alene's downtown area is located adjacent to City Park, Tubbs Hill, the North Idaho Centennial Trail and Lake Coeur d'Alene. Annual events, such as the Iron Man and the Coeur d'Alene Triathlon, bring thousands of visitors to the downtown area and provide a boost to the local economy.

Surrounding the downtown core are older residential neighborhoods that are within walking or biking distance to a wide variety of activities available in the area. Restaurants, hotels, shops, parks, theatres, outdoor entertainment, lake access, hiking trails, Tubbs Hill and the Centennial Trail are a few of the amenities available. One of the goals of this plan is to improve bicycle and pedestrian access to downtown parks, shops and other points of interest in these surrounding neighborhoods.

Recent and Future Developments

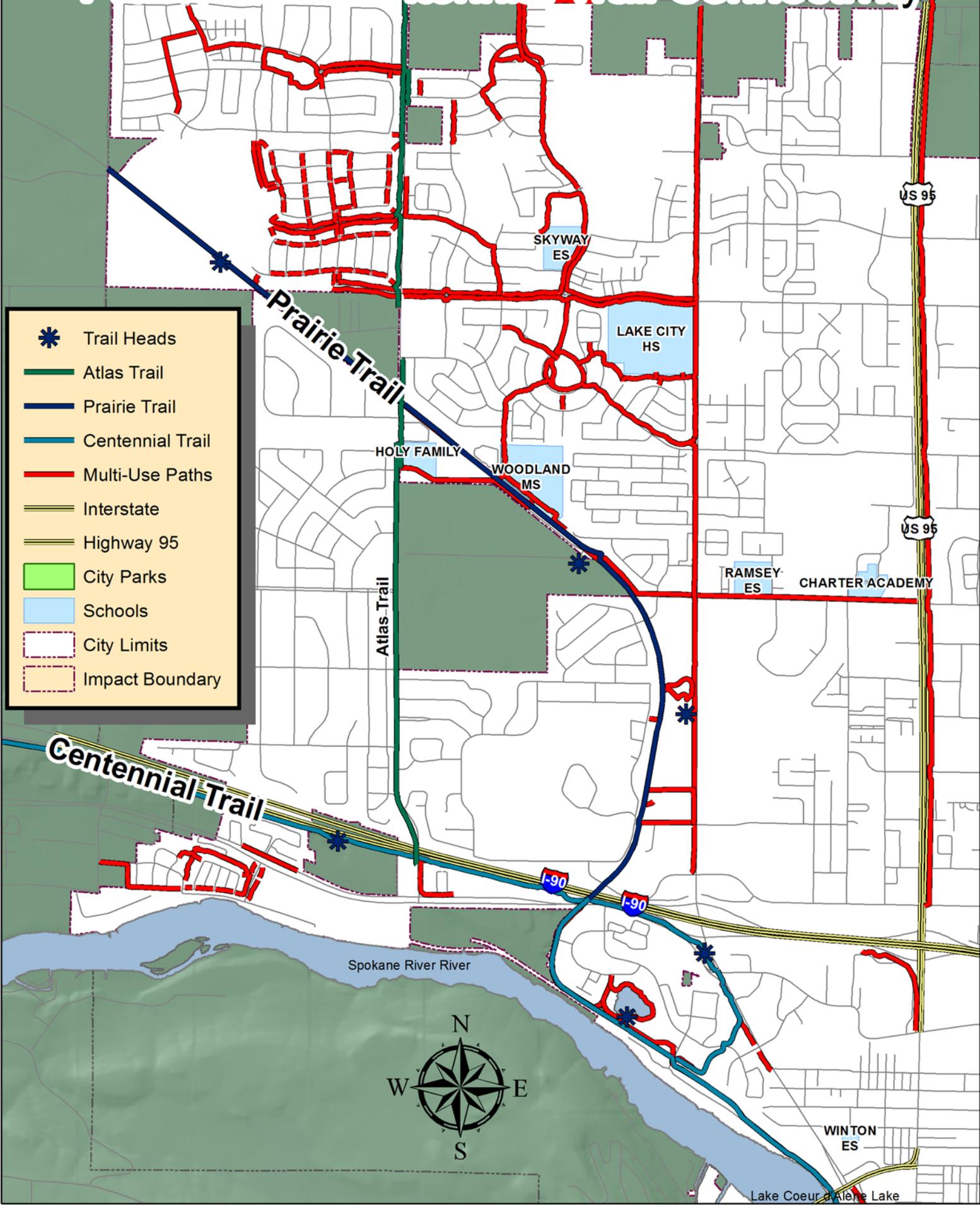
New residential subdivisions have been encouraged by the City to provide shared-use paths. The City of Coeur d'Alene passed an ordinance stating: "Proper provisions for park land and pedestrian/bike trail layout, location, size, and accessibility [must be] made." Coeur d'Alene Place and Hawk's Nest subdivisions are examples of the type of residential development the City has desired, where shared-use paths run throughout the neighborhoods, connecting homes to parks and schools.

As the Prairie fills with residential developments, more trail facilities will be needed. Most recently constructed is the Prairie Trail linking the new housing developments located in the northwest corner of town to Woodland Middle School, the Coeur d'Alene Place neighborhood trail system, Lake City High School, the Kroc Center, Riverstone Park, Ramsey Park, and the Centennial Trail. The Centennial Trail connection links the aforementioned parks, schools, and neighborhoods to North Idaho College and downtown Coeur d'Alene and provides connections to Tubbs Hill, Coeur d'Alene City Park, the Third Street Docks, and McEuen Park. The Prairie Trail also links to major trail corridors running north/south on Ramsey Road and Atlas Road. These links provide access to Ramsey Elementary, Jenny Stokes Field, Northshire Park, and Holy Family Catholic School as well as all the neighborhoods in between.

***SEE MAP ON PAGE 6: PRAIRIE TRAIL CONNECTIVITY**

Prairie Trail/Centennial Trail Connectivity

-  Trail Heads
-  Atlas Trail
-  Prairie Trail
-  Centennial Trail
-  Multi-Use Paths
-  Interstate
-  Highway 95
-  City Parks
-  Schools
-  City Limits
-  Impact Boundary



In addition to the residential development on the prairie, Coeur d'Alene has experienced growth along the Spokane River. As these developments occur, the opportunity to create or expand non-motorized transportation facilities is available. The older areas of the city are already at build out and connecting bike lanes or building trails is difficult. As the population of the area increases, the demand for non-motorized transportation will rise considerably making it expensive and difficult to retrofit. These new areas, however, have the potential to include bicycle and pedestrian facilities in the planning stages, therefore saving money over time. This open area of the City is also directly adjacent to North Idaho College and satellite campuses, the education corridor, that have a constant influx of students. Students would benefit greatly from an increased trail network connecting campuses to commercial, recreational areas and residential neighborhoods. During planning, it is important to promote trail development and to require connections between parks, neighborhoods, schools, and commercial areas.

City Streets

Currently there are 289 miles of streets within Coeur d'Alene city limits. Thirty-seven miles are arterials, 38 miles are collectors and 214 miles are residential. On-street bike lanes will provide the majority of connectivity for bicycle commuters. Bike lanes give cyclists a higher degree of comfort and provide connection for cyclists traveling faster than the 15 mile per hour limit a paved trail allows. Currently 56% of arterials, 38% of collectors and 2% of residential streets within Coeur d'Alene city limits have bike lanes. In order to increase connectivity, the number of collectors and arterials that have bike lanes will have to increase. Residential streets typically don't need bike lanes unless connecting other routes, but should have signage to indicate a shared roadway if designated as one.

C. Population and Demographics

As the population increases so does demand for trail and bikeway connections. The demographics of an area have a great influence on the type of non-motorized activities desired and the levels of participation. This section describes the findings from the Parks Master Plan about the population and demographics of Coeur d'Alene that influence the Trails and Bikeways Plan.

Population

As of 2013, the population of Coeur d'Alene was estimated at 46,402. Since 1990 the population of Coeur d'Alene has increased by almost 40%. The current growth rate has slowed to 5%. A conservative estimate would put the city at its build out population of 90,000 by the year 2050, but with the fluctuation of growth rate the city could reach build out as early as 2030.

Coeur d'Alene and the surrounding communities have been growing towards each other as new developments appear and eventually Coeur d'Alene, Hayden, Post Falls and Rathdrum will all be connected.

Demographics

The median age in Coeur d'Alene is 35. Youth, age 18 or younger, make up 21% of the population; young adults and older adults make up 47% of the population and the 55 and over group comprise nearly 25% of the population according to information from the Coeur d'Alene Chamber of Commerce.

Surveys taken in 2007 for the 2008 Parks Master Plan found that 6 out of the top 20 preferred activities by youth are trail related. Among those activities, most are related to nature trails. Walking and bicycling are the two most popular activities among youth and adults and Coeur d'Alene has a much higher rate of participation than the average city according to MIG, the Portland based planning firm that provided Coeur d'Alene with its 2008 Parks Master Plan. A high level of interest for more natural trails is shown among all age groups.

A more recent survey taken in 2015 found that the biggest priorities for cycling are building more bike lanes and bike trails and closing the gaps on existing lanes and trails.

The demographic make-up of the area should help steer the City of Coeur d'Alene to plan and provide for the needs of cycling and pedestrian users. Recreational trails, both natural and paved, as well as event training and commuter routes should be considered.

D. Existing Trail Resources

This section defines and summarizes the City's inventory of Trail and Bikeway facilities.

Coeur d'Alene's Trails

Coeur d'Alene's trail system has valuable and highly used trails, the worth of which is immeasurable and has yet to be fully realized. There are a large number of connections throughout the city to other trails, city parks, schools, and businesses, but the system as a whole has a long way to go to be a truly comprehensive network.

Many of the trails and bikeways are located near, or connected to, parks and schools providing easy, non-vehicular access for youth and families. Constant

monitoring of the Coeur d'Alene trail system revealed notably high levels of trail use by residents in all seasons and all weather.

The City of Coeur d'Alene currently requires trails to be considered in all new developments and pushes for new bike lanes as the city expands outwards and overlays existing streets.

Coeur d'Alene's Trail Inventory

Trails are classified in a manner to describe separation from vehicular traffic. The presence of vehicular traffic limits the amount and type of use of a trail system. By classifying trails in this manner, we can evaluate connectivity priorities and plan more easily for a usable and safe trail system that provides for the needs of the community and minimizes conflicts between vehicular and pedestrian/bicycle traffic.

Coeur d'Alene's classifications for trails are:

Shared-use Paths

Shared-use paths are paved, non-motorized facilities separated from motor vehicle traffic by an open space or barrier, either within the road right-of-way or within an independent right-of-way. These are typically used by pedestrians, joggers, skaters, and bicyclists as two-way facilities. Shared-use paths are appropriate in corridors not well served by the street system (if there are few intersecting roadways), to create short cuts that link origin and destination points, and as elements of a community trail plan. Shared-use paths should be thought of as a complimentary system to on-street transportation and not used to preclude on-street facilities, but rather to supplement them. Typically, bike paths are a minimum of 10 to 12 feet wide, with an additional graded area maintained on each side of the path. A 14 to 16 foot wide path is preferable in areas with greater volumes of anticipated use.

On-Street Bicycle Lanes

On-street bike lanes are striped lanes, between 5 and 6 feet in width, on a street or roadway designating a lane for bicycle traffic only. These lanes are especially useful for commuting because they offer a more direct route to and from various destinations. Adding bike lanes to a street tends to narrow traffic more tightly into the lane of travel and allow bicycles more room. Research shows bike lanes make bicycle travel safer than an unmarked wide lane. According to transportation engineers at the University of Texas at Austin, bike lanes tend to help cyclists stay centered in the bike lane and gives vehicular traffic greater perception of the cyclist in relation to their vehicle. More important is the perception of a bike lane as an available facility to encourage cycling. Pedestrians are not prohibited from using these lanes, but due to



safety issues, they are rarely used for that purpose except where no sidewalks are available.

A properly designed bike lane can provide the following benefits:

- Increase the comfort of bicyclists on roadways
- Increase the amount of lateral separation between motor vehicles and bicycles
- Indicate the appropriate location to ride on the roadway with respect to moving traffic and parked cars, both at mid-block locations and approaching intersections
- Increase the capacity of roadways that carry mixed bicycle and motor vehicle traffic
- Increase predictability of bicyclist and motorist movements
- Increase drivers' awareness of bicyclists while driving and when opening doors from an on-street parking space
- Reduce the danger of blind spot collisions that are more likely to occur when cyclists use sidewalks.

Shared Roadway

A shared roadway is a street that alerts vehicles to the potential presence of bicycles by signage and in some areas by road markings. Shared roadways are generally located on lower volume roads that don't have enough room for painted bike lanes so bicyclists and motorists share the road. On narrow roads motorists will usually have to cross over into the adjacent travel lane to pass a bicyclist. Shared roadways are common on neighborhood streets. A street may be recommended as part of the bikeway network although no widening or other specific improvements, other than signing, have been or can easily be implemented to accommodate bicycles. Such routes have an important function in providing continuity to the bicycle route system that serves the entire City and connects with other bicycle facilities.



A shared roadway may be a local or residential street, an arterial or collector with wide outside lanes, a rural roadway with paved shoulders, or a bicycle boulevard.

- **Wide Outside Lanes**
Where shoulder bikeways or bike lanes are warranted but cannot be provided due to severe physical constraints, a wide outside lane may

be provided to accommodate bicycle travel. Wide outside lanes should be 14- to 15-foot wide. A wide lane usually allows an average size motor vehicle to pass a bicyclist without crossing over into the adjacent lane. Wide outside travel lanes on arterial roadways are generally acceptable for experienced cyclists, but less-experienced bicyclists may not feel comfortable on this type of facility.

- **Paved Shoulders**

Paved roadway shoulders on rural roadways provide space for pedestrian and bicycle use. A minimum width of four feet in addition to the travel lane is desirable for paved shoulders. Paved shoulders also improve safety for motor vehicles, prevent pavement damage at the edge of the travel lanes, and increase the effective turning radius at intersections. Rumble strips are not desirable for paved shoulders used by bicyclists.

- **Bicycle Routes**

Bike Routes are Shared Roadways that continue from one street to another to either direct traffic to a specific destination or on a scenic loop.

- **Bicycle Boulevards**

Bicycle boulevards are low volume, low speed streets that are designed to allow bicyclists to travel at a consistent, comfortable speed along low-traffic roadways and to cross arterials conveniently and safely. Priority is given to “through” bicycle movement by turning stop signs away from the bicycle boulevard. Traffic calming devices and traffic management treatments such as traffic circles, chicanes, and diverters control traffic speeds and discourage through-trips by automobiles. Quick-response traffic signals, median islands, or other crossing treatments are typically provided to facilitate bicycle crossings of arterial roadways.

The 2008 Parks Master Plan recommends the implementation of Bicycle Boulevards as they tend to be a safer alternative than placing bike lanes on high speed, high volume roads. This plan recommends locating areas where they might be feasible and implementing them.



Nature Trails

A Nature Trail is a dirt or gravel trail in a natural area and is used for hiking, running and where permitted, mountain biking. Nature trails should be between 3 and 6 feet wide, depending on level of use. These trails are typically for recreational use and are used for the purpose of hiking in a natural setting.

Shared-Use Paths

North Idaho Centennial Trail

This trail starts at the state line, where it connects to the 39 mile Spokane River Centennial Trail, and travels east 23 miles to Higgins Point. The North Idaho Centennial Trail is highly utilized by both the general public and by organizations for events both large and small. The trail runs through Coeur d'Alene along Lake Coeur d'Alene and the Spokane River connecting six parks in Coeur d'Alene alone, as well as the library, downtown, and North Idaho College. It also adds many facility connections via an intersection with the Prairie Trail.

Prairie Trail

This is the newest addition to the trail system. At just under 5 miles in length, the trail connects the northwest corner of the City to the southwest and to the downtown area via the Centennial Trail. Several schools and parks, as well as the Kroc Center and the Riverstone Complex, are connected to this trail.

Atlas Trail

This trail starts at Prairie Avenue on the northern border of Coeur d'Alene and runs south along Atlas Road to Seltice Way and the Centennial Trail.

Kathleen Trail

This trail begins at the intersection of Kathleen and Atlas, joins and crosses the Prairie Trail and continues to US-95. From there it is intermittent as Kathleen continues and crosses 4th Street becoming Margaret Avenue. The trail continues east of 15th Street on Shadduck Lane until its terminus just past Shadduck Lane Park.

Ramsey Trail

This trail runs from the northern border of Coeur d'Alene heading south to the Kroc Center where it turns into a Class II bike lane. Between Kathleen Avenue and Golf Course road the paved trail becomes a 10 foot wide sidewalk but it is usable by bicycles and is considered a trail.

Park Trails

Coeur d'Alene has an extensive system of parks with shared-use paths built into the parks.



These Parks include:

- Bluegrass Park
- Coeur d'Alene City Park
- Landings Park
- Ramsey Park
- Riverstone Park
- Shadduck Lane Park
- Sunshine Meadows Park

Other trail resources are also available in Coeur d'Alene:

US-95 Trail

This shared use path runs from Appleway Avenue to the northern border of Coeur d'Alene and continues north to the Garwood Road intersection. The US-95 trail is managed by the Idaho Transportation Department. This trail has fallen into disrepair and needs to be replaced. The City of Coeur d'Alene, the City of Hayden and Kootenai County entered into talks with ITD to take over maintenance of the trail on the condition that it be reconstructed, maintenance equipment be purchased, and seed money be placed into an account for eventual capital improvements. The agreement fell apart due to funding not being available. ITD's FY2015-2019 Transportation Improvement Program identified possible money to reconstruct the trail in 2019. It is strongly advised that the City be heavily involved in this agreement.

Neighborhood Trails

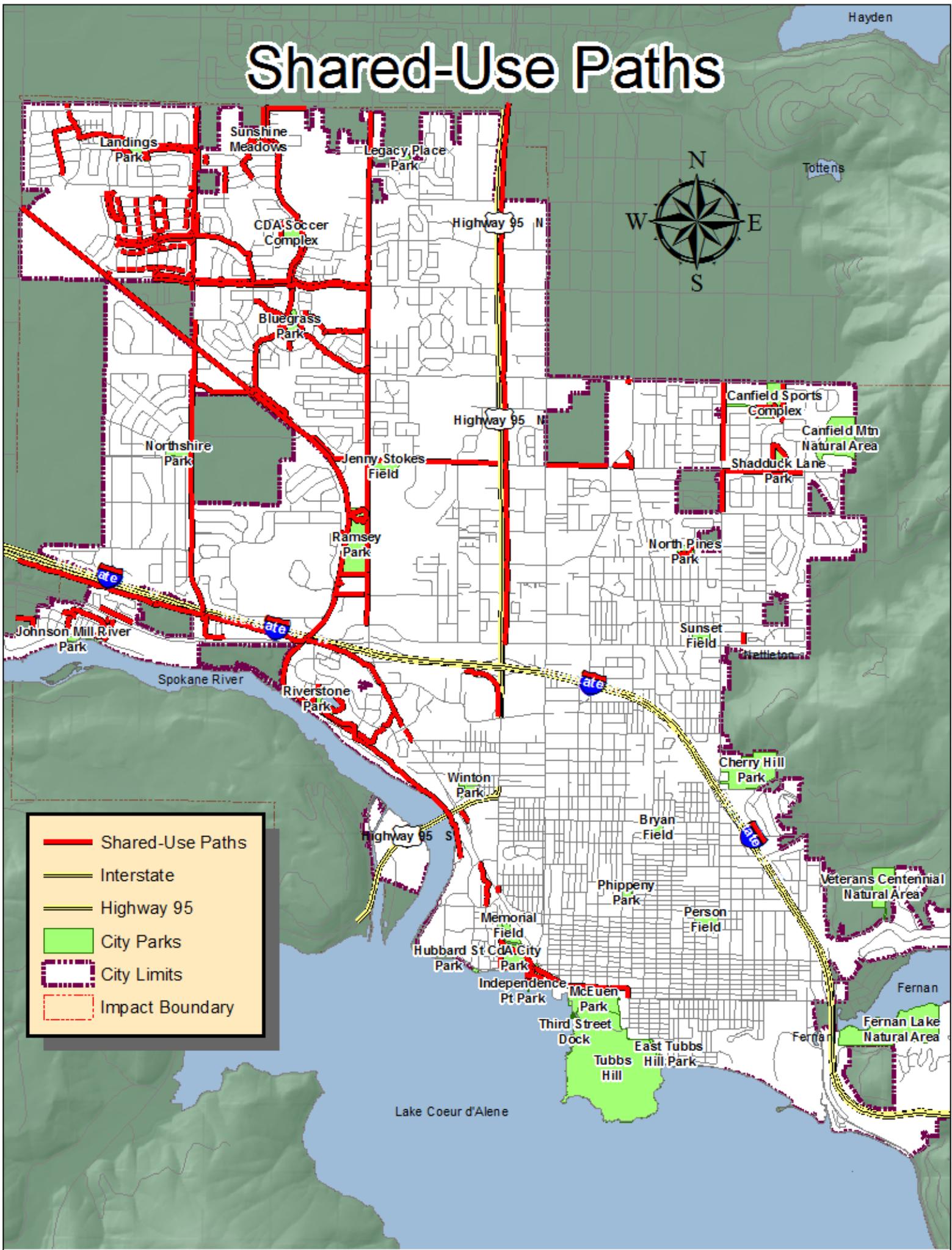
There are a large number of shared-use paths in residential areas throughout the City of Coeur d'Alene that do not fall under city maintenance agreements or even, in some cases, ownership. These neighborhoods have extensive trail networks not maintained by the City. Maintenance of these trails is not the responsibility of the City of Coeur d'Alene, whether they are in our right-of-way or owned by us, unless by previous agreement. These trails are the responsibility of the property owners and home owners associations.

These Neighborhoods include:

- The Landings at Waterford
- Sunshine Meadows
- Hawks Nest
- Coeur d'Alene Place
- Echo Glen
- Bentwood
- Mill River
- Riverstone
- The Trails

***SEE MAP ON PAGE 15: SHARED-USE PATHS MAP**

Shared-Use Paths



- Shared-Use Paths
- Interstate
- Highway 95
- City Parks
- City Limits
- Impact Boundary

On-Street Bicycle Lanes

Coeur d'Alene currently has 15.5 miles of on-street bike lanes. Three miles of bike lanes are part of the Centennial Trail and the rest are at various locations across the city.

There are on-street bike lanes on Prairie Avenue and Dalton Avenue and, although both streets are on the edge of Coeur d'Alene and are available to residents, they are managed by Lakes Highway District.

Shared Roadway

Coeur d'Alene currently has 5.5 miles of shared roadway.

Bike Routes

The Sanders Beach Bike Routes is a scenic route that starts on 8th Street and winds through the Sanders Beach neighborhood and connects back to the Centennial Trail on Mullan Avenue.

Bike Boulevard

Young Street from 8th to 19th Street is Coeur d'Alene's first Bike Boulevard in its first phase. The boulevard may require partial lane closures if necessary in the future.

***SEE MAP ON PAGE 17: BIKE LANES AND SHARED ROADWAYS MAP**

Bike Lanes and Shared Roadways



Coeur d'Alene's Nature Trails

Tubbs Hill



This is home to the first City-owned and maintained hiking trail. It is approximately two miles in length and is one of the most used areas in town. In addition to the perimeter trail there is an upper trail and a fire access road that are heavily used by visitors. At peak season, an estimated 1,000 people a day use the trail and twice that number on holiday weekends. Between 120,000 and 150,000 people per year are estimated to access Tubbs Hill. The 2008 Parks Master Plan survey results found "Natural area trails are the trail type respondents identified as most needed. Most want natural areas to have

some form of public access and adult residents would like to see an *enhanced trail network.*"

Canfield Mountain Natural Area

This 24 acre natural park is located in the north-east corner of town and has a hiking and mountain bike trail system with views of both the prairie and the lake. The trail system in the park was constructed entirely with volunteer labor. Boy scouts doing Eagle Scout projects, church groups, service groups and mountain bike groups made up the majority of the work force. Canfield also has volunteer groups that do routine maintenance and re-routes of the trail when necessary. The city-owned Canfield Mountain Natural Area abuts the Idaho Panhandle National Forest that hosts 32 miles of mountain bike and off road vehicle trails of its own.

Fernan Lake Natural Area

This natural park overlooks and abuts the south side of Fernan Lake. A hiking trail system has been mapped out and the first 3 loops have been finished. An eagle's nest limited the development of the trail system to the east but that nest has been empty for 2 years as of 2016. The trail system in this area will be constructed in the eastern part of the property. All opportunities to acquire more property or easements to create more trails on the south side of Fernan Lake should be pursued.

***SEE MAPS ON PAGE 19, 20 & 21: NATURE TRAIL MAPS**

Canfield Trail System



Canfield Mtn
Natural Area

Legend

— Hiking Trails

★ Trail Heads

Fernan Lake Trail System

Legend

- Hiking Trails
- Trail Head



Tubbs Hill Trail System



Legend

-  Hiking Trails
-  Trail Heads

Lake Coeur d'Alene
Lake

E. Additional Trail Facilities

Trailheads

A trailhead is the point at which a multi-use path, bike lane or natural trail can be accessed. Many trailheads provide rest rooms, maps, signs and parking areas for vehicles.

Seltice Way Trailhead

This facility was designed as a trailhead for the Centennial Trail.

Amenities include:

- Parking, restrooms, drinking fountain, benches, public art, and bike racks.

Riverstone Park Parking Lot

This facility is a city park with direct access to the Centennial Trail.

Amenities include:

- Parking, picnic shelter, playground, restrooms, drinking fountains, benches, signage, dog waste bag dispensers, BBQ grills, public art, and bike racks.

Independence Point/City Park Parking Lot

This facility is a city park with direct access to the Centennial Trail.

Amenities include:

- Parking, playground, restrooms, picnic shelters, drinking fountains, benches, signage, dog waste bag dispensers, public art, and bike racks.

Coeur d'Alene Library/City Hall Parking Lot

This facility is a public building with direct access to the Centennial Trail.

Amenities include:

- Parking, restrooms, drinking fountains, benches, public art, and bike racks.

3rd Street/McEuen Field Parking Lot

This facility is a public parking lot with direct access to the Centennial Trail, Veterans Memorial Park, the 3rd Street Marina and Docks, and the Tubbs Hill Natural Trail.

Amenities include:

- Parking, playground, splashpad, picnic shelter, restrooms, drinking fountains, benches, signage, dog waste bag dispensers, public art, concession stand and bike racks.

East Tubbs Hill Park Parking Lot

This facility is a public park with indirect access to the Centennial Trail, Sanders Beach and the Tubbs Hill Natural Trail.

Amenities include:

- Parking, restrooms, drinking fountain, signage, public art, and dog waste bag dispensers.
- An ADA accessible, non-motorized boat launch will be constructed here in 2017 with funding from an Idaho Department of Parks and Recreation grant.

Ramsey Park Parking Lot

This facility is a public park with direct access to the Prairie Trail.

Amenities include:

- Parking, playground, picnic shelter, restrooms, drinking fountains, benches, signage, BBQ grills, and bike racks.

Shadduck Lane Park Parking Lot

This facility is a public park with access to the Canfield Natural Area and Hiking Trails.

Amenities include:

- Parking, playground, picnic shelter, restrooms, drinking fountains, benches, signage, BBQ grills, and bike racks.

F. Regional Trail Connections

Coeur d'Alene's system of trails is supplemented by trail resources owned by other agencies and groups. Major regional trails include:

The North Idaho Centennial Trail

Coeur d'Alene has built segments of the North Idaho Centennial Trail within city limits, but the North Idaho Centennial Trail extends far beyond the City. Extending from Coeur d'Alene west to Post Falls and beyond to the Washington border, the North Idaho Centennial Trail continues as the Spokane River Centennial Trail. The trail continues from Coeur d'Alene east to Higgins Point. Plans to extend it so there will be connection from Coeur d'Alene to the 73 mile Trail of the Coeur d'Alene's are being discussed and should be pursued.

The Prairie Trail

This trail currently ends at the western edge of Coeur d'Alene's area of impact at Huetter Road. The city owns the former rail road property from Huetter to just short of Meyer Road. Plans to extend the trail to Meyer should be pursued. Since the trail is located on abandoned railroad right-of-way, there could be future opportunities to extend it to connection points as far north as Rathdrum and west to Post Falls.

US-95 Trail

The US-95 Trail begins at Appleway Avenue, just north of the I-90 intersection of US-95, and continues nine miles to the town of Garwood north of Coeur d'Alene. With the widening of US-95 from Garfield to Sagle project scheduled by the Idaho Transportation Department, right-of-way will be set aside for future trail development. Extending the trail from where it currently ends and connecting it to the trail that extends south from Sandpoint to Sagle would provide a valuable regional trail connecting Sandpoint to Coeur d'Alene. This trail when extended will also provide a direct connection to Silverwood Amusement Park and will connect to the Farragut Trail and Farragut State Park.

The Trail of the Coeur d'Alene's

The Trail of the Coeur d'Alene's is a 73 mile trail extending from Plummer in the southwest to Mullan in the northeast. This is an incredible recreational asset to Northern Idaho. Connecting the Trail of the Coeur d'Alene's to the Centennial Trail is possible in two directions:

- The eastern connection to the Trail of the Coeur d'Alene's could be made by continuing the Centennial Trail from Higgins Point under I-90 at the unfinished off-ramp underpass to Yellowstone Trail Road and connecting it to the Trail of the Coeur d'Alene's near Rose Lake.
- The western connection could be made from North Idaho College, across the proposed Blackwell Island Pedestrian Bridge, continuing down US-95 south to connect to the Trail of the Coeur d'Alene's at Plummer.

G. Community Connections

When evaluating proposed trails and bikeways during the planning stages of this plan, considerations were made for proposed trails in Hayden, Rathdrum,

and Kootenai County and how Coeur d'Alene could build connectivity with these municipalities.

Hayden

The City of Hayden has an extensive Trail Master plan. The City of Hayden and the City of Coeur d'Alene should coordinate efforts to plan for connectivity.

Dalton Gardens

The City of Dalton Gardens currently has on-street bike lanes on several streets connecting Coeur d'Alene with Dalton Gardens, Hayden and beyond. Dalton Gardens also has an access trail near Totten's Pond to the Forest Service managed trail system on Canfield Mountain.

Post Falls

The City of Post Falls and Coeur d'Alene are growing towards each other. Currently, the Centennial Trail connects the cities. Every effort should be made to match bike lanes and bike paths to increase and improve connectivity.

Rathdrum

The City of Rathdrum is building trails throughout their city, including the exploration of building trails on Rathdrum Mountain. Other trails extend into the Prairie with possibilities for connections with the northwest corner of Coeur d'Alene, potentially via the Prairie Trail.

Kootenai County

Coeur d'Alene and surrounding communities should utilize the Kootenai Metropolitan Planning Organizations (KMPO) Non-Motorized Transportation Plan (kmpo.net) to connect the respective communities to each other. KMPO is the federally mandated and designated Metropolitan Planning Organization (MPO) for all of Kootenai County.

Federally owned trails:

Canfield Mountain, Bernard Peak, 4th of July Pass, Hells Canyon, Spirit Lake, English Point trail systems

US Forest Service has an extensive trail system in the Coeur d'Alene Mountain. The trails are multi-use and are shared by hikers, bicycles and motorized off-road vehicles. Maintenance is a cooperative effort including user groups and ID Dept. of Parks and Recreation using off road vehicle funds.

Maps are available at Idaho Panhandle National Forests' offices. Bike Lanes and signage would improve connectivity with 15th Street.

Idaho Department of Land trails: Cable Creek, Signal Point trail systems

Privately owned trails: Spirit Lake trail system

Farragut Park

These trails are located on the South end of Pend Oreille Lake and are managed by the Idaho Department of Parks and Recreation.

Blue Creek

The Bureau of Land Management (BLM) has recently constructed mountain biking/hiking trails at Blue Creek at the eastern end of Lake Coeur d'Alene. Access is possible from the Centennial Trail via Yellowstone Trail (a road) or other secondary roads. In some cases the connecting roads are gravel and lack bike lanes or signage.

There are opportunities for the City of Coeur d'Alene and federal agencies such as BLM to increase communication and cooperation to improve connectivity and access to trails which would result in increased usage.

***SEE MAP ON PAGE 27: ALL TRAILS AND BIKEWAYS MAP**

All Trails and Bikeways



CHAPTER 2: TRAILS, BIKEWAYS & FACILITY NEEDS

A. Survey Results

In 2007, a survey of 450 Coeur d'Alene area residents was performed to determine recreational needs for the 2008 update of the Parks Master Plan. A significant portion of the questions were dedicated to trails and bikeways.

When asked the primary reasons to develop more trails, the top three responses were:

- Experience nature - 24%
- Increase non-motorized transportation options – 22.3%
- Exercise – 20.3%

When asked what type of trails/pathways should have the highest priority, the top three responses were:

- Nature trails – 43.9%
- Trails that link neighborhoods and community destination points – 32.1%
- Bicycle lanes – 16.3%



When asked how Coeur d'Alene residents used the trails and bikeways:

- 11% of respondents stated they commute to work by bicycle one or more times per week with another 18% bicycle commuting less often.
- 24% of respondents stated they use the trails for recreational purposes one or more times per week with another 48% using the trails for recreational purposes less often.

When asked why they don't use trails or bike lanes, the top five responses were:

- #1 - lack of time, interest or equipment
- #2 - lack of trails and connectivity
- #3 - feel unsafe
- #4 - too far away, not easy access
- #5 - conflicts with other types of trail users

In 2015, another series of surveys were taken of 181 Coeur d'Alene area residents to determine recreational needs for the 2016 update of the Trails and Bikeways Master Plan.

When asked how frequently they ride their bikes, the top 3 responses were:

- 1 or more times per day - 13%
- 1-3 times per week - 46%

- 1-4 times per month – 25%

When asked what prevents you from riding your bike more, the top 5 responses were:

- Lack of time, interest or equipment - 35%
- Lack of bike facilities and connectivity - 17%
- Too far to bike lanes/paths – 11%
- Feel unsafe – 12%
- Conflicts with motorists – 12%

When asked how do you use your bike, the top 5 responses were:

- Commuting to/from school - 11%
- Commuting to/from work - 28%
- Visiting friends/family – 30%
- Running errands – 34%
- Recreation/exercise – 89%

When asked how difficult or easy is it to travel in Cd'A, the top 4 responses were:

- Easy - 21%
- Moderately easy - 51%
- Moderately difficult – 19%
- Difficult – 3%

When asked to rank what the City's biggest priority for a bicycle network should be, the responses in order of rank were:

- Create more on-street bike lanes – 1st
- Close gaps between existing on-street bike lanes – 2nd
- Improve existing on-street bike lanes – 3rd
- Create more off-street bike paths – 4th
- Close gaps between existing off-street bike paths – 5th
- Improve existing off-street bike paths – 6th

The results show Coeur d'Alene area residents frequently ride their bikes, want more nature trails, bike lanes and bike paths to experience nature, commute to work and exercise. They want to be able to travel to various places using connecting paths and bike lanes and they feel they would use paths and lanes more if they were provided with better connecting, safe, and accessible trails and bikeways. The majority feel it's moderately easy to bike around town but want more bike lanes

The numbers of commuters and recreational cyclists in Coeur d'Alene and the prioritization of bicycle lanes by them are considered higher than normal among other communities surveyed by MIG, the Portland based company that prepared the Coeur d'Alene Parks Master Plan.

B. Connectivity

Connectivity is the most needed improvement for non-motorized travel throughout Coeur d'Alene. When bike lanes or paths end without bringing the user to either a destination or another connecting route, it is not only a safety issue, it is also an incomplete corridor. While they are able to use the main roads, the majority of cyclists do not feel safe sharing the road with motorized vehicles without lanes being identified to keep cars and bikes in their respective lanes. "Share the Road" signs or shared-lane markings are adequate on lower volume roads to alert vehicular traffic to the presence of bikes on the road. Increasing connectivity for bicycling is one of the main goals of this plan as written in the Mission Statement.

In discussing connectivity it is important to first identify the different reasons people use bike lanes and paths:

The primary reasons people use shared-use paths are for recreational purposes or for exercise. The speed on a shared-use path is limited to 15 miles per hour and often times the trail has children, dog walkers, people in wheelchairs, parents with strollers, runners, and bikers. They are used by a wide array of people for various reasons. When users have destinations, they are usually parks, schools, shops, neighborhoods, restaurants or theatres.

The primary reason people use on-street bicycle lanes is to commute to and from work. Other reasons include athletic training for events and children commuting to school where shared-use paths are not available. People commuting to work on bicycles are usually moving at a higher rate of speed and find bike paths aren't conducive to faster or direct travel. The speed limit in an on-street bike lane is the same as that of motor vehicle traffic and the danger of running into other users is reduced. The perception of higher risk in a bike lane usually keeps recreational users either confined to shared-use paths or without a place to recreate.

In order to provide for all users it is necessary to provide connections for shared-use paths separately from on-street bike lanes. An effective shared-use path network provides safe, separated connectivity to many destinations; including schools, parks and neighborhoods. An on-street bicycle lane network needs to have connectivity to all parts of town just as the road network does for cars. People who commute by bicycle are distributed throughout town and have to get to the same places as people who travel by car. Increasing connectivity for bicycles using on-street bike lanes throughout the city will provide safe service for many users.

The preceding maps show great connectivity for parts of town, but also show whole sections of town with no access to shared-use paths.

The east side of town has limited options for shared-use paths as it is already developed and would be difficult to find right-of-way for a continuous trail. However, other options are available to provide connections for recreational and commuter traffic in older areas. Bicycle Boulevards and shared roadways can help direct cyclists to lower volume residential streets.

C. Complete Streets

In 2008, the City of Coeur d'Alene received nationally recognized status as a Bicycle Friendly Community. This designation involved intense study of the policies, facilities, enforcement, and education practices the community has that supports bicycles. At the end of the evaluation an assessment was made to provide feedback on both achievements and areas that need improvement in the city. One of the main issues was the City's lack of a Complete Streets policy.

On May 5th, 2009 the Coeur d'Alene City Council unanimously approved resolution number 09-021: a Complete Street Policy specifically for the city of Coeur d'Alene.

Complete Streets are designed and operated to enable safe, attractive, and comfortable access on city streets and right-of-ways so all users, pedestrians, bicyclists, children, motorists, transit riders, and people of all ages, with or without disabilities, are able to safely move along and across the city streets. Creating Complete Streets means that the City of Coeur d'Alene will not build solely for motor vehicles, but (the City) will ensure and routinely design and operate the entire right-of-way to enable safe access for all users. Complete Streets also creates a sense of place and improves social interaction, while generally improving adjacent property land values. The inclusion of Complete Streets within the community should occur during any new street development and/or street overlay improvements.

The Complete Streets idea is a shift in how non-motorized transportation is viewed and planned. Non-motorized transportation is given the same consideration as motor vehicles when planning a street and not omitted without meeting certain criteria or standards. Under this policy streets would automatically be considered to include bike and pedestrian facilities, as well as motor vehicles and transit without first having to be proposed and designated by a separate committee.

Road and Lane Diets

A road diet is a technique whereby a road is reduced in number of travel lanes in order to accommodate bike lanes and/or transit. A typical application of a

road diet is to reduce four travel lanes to two, with a two-way left turn lane and bike lanes. In a lane diet, the width of a lane is decreased in order to add bike lanes, transit or other transportation goals. When implemented, road diets and lane diets provide room for bicycles and pedestrians and can help reduce the speed of traffic.

D. Education and Encouragement

Education

Bicycle education is an essential ingredient to increase bicycling and walking while improving safety, encouraging ridership, and reducing harassment and resentment between cyclists and motorists. As the population of the city increases, so will non-motorized transportation use. It is important to educate not only the bicyclists and pedestrians but motorists as well, to reduce the number of motorized/non-motorized vehicular crashes. The community must develop regular programs to educate adults and children on both riding a bike in traffic and driving a car around bicycles. A healthy respect and acceptance between the two groups will have lasting impacts on travel throughout Coeur d'Alene even when the City reaches capacity which is twice the population we enjoy now.



Cyclists are often perceived as not obeying traffic laws and in many cases, are seen running red lights or stop signs, going the wrong way down the street and riding double on narrow roads forcing traffic to back up. These behaviors can put cyclists at risk and increase conflicts with motorists and sometimes pedestrians as well. The majority of cyclists are courteous, but those that behave poorly leave the biggest impression on motorists. At the same time, motorists often drive dangerously around bicycles and sometimes go out of their way to endanger them by driving too close, yelling obscenities, honking their horns, and attempting to strike them or throw objects at them.

The fear of being hit by a car is a major deterrent to both biking and walking. Safe riding and driving practices need to be addressed in order to encourage more people to cycle or walk. Violations of traffic laws by cyclists and motorists can lead to conflicts in which the cyclist always loses.

The lack of facilities is a large contributor to motor/bicycle conflicts since bicycles are forced onto narrow roads where drivers may become resentful of sharing the road and harass them. Many potential cyclists will not take the risk to cycle if they feel threatened and will instead choose to drive.

Cyclists are, for the most part, also drivers and bad driving etiquette occurs whether the driver is in a car or on a bike. Educating both motorists and cyclists about the rules of the road is one of the most important elements in developing cooperative driving etiquette.

Education Goals:

- Teach children proper bicycling and walking safety.
- Teach adult bicyclists the rules of the road.
- Teach motorists to respect, accept, and “Share the Road” with all forms of transportation.
- Work to get bicycling and motorist education messages added to routine local activities such as tax renewal notices, agency websites, and public service announcements on local television and radio stations.
- Increase the amount of local newspaper columns dedicated to bicycle and motorist education.
- Provide educational programs for adults and children on bicycle safety and the rules of the road.
- Provide bicycle education training for all local law enforcement.
- Now that driver’s education has been amended to include sharing the road with bicycles, and the State has added a biking section to the driver’s license test, advocate teaching bike safety to children in the classroom at the elementary school level as part of the curriculum at the state level.
- Develop a bicycle education course for both motorists and cyclists who have been cited for traffic violations to attend in lieu of a fine.

Encouragement

Encouraging people to lead more active lifestyles will improve health and quality of life, encourage more face to face social interaction, and provide children with a solid foundation for healthy lifestyles as adults.

The population of Coeur d’Alene is expected to reach over 90,000 at build-out. Congestion and pollution are problems that will grow as the population

increases and more cars are added to our road system. Encouraging people to ride or walk more can help reduce the number of cars on the road.

Encouragement Goals:

- Provide a well-connected system of trails and bikeways which people can easily use to get from neighborhood to neighborhood, neighborhood to park, park to park, and neighborhood to school or work.
- Increase the amount of bicycle parking facilities within the City. Key locations include parks, government offices, schools, business districts, and transit stops.
- Promote Bike-to-Work Week and the Commuter Challenge and continually work to increase participation.
- Increase the amount of way-finding signage around the community.
- Continue and grow our “Share the Road” campaign.
- Continue to support Safe Routes to School grants to encourage children to walk and bike to school.
- Support efforts to obtain funding for bicycle education and encouragement programs.
- Continually update and distribute the Coeur d’Alene bike map and brochure.
- Promote encouragement programs through partnerships with other agencies or organizations, such as the Police Department, the Library, the Kroc Center and the School District.
- Maintain and continually update our online bicycle route wayfinding program on the City Website.
- Encourage advocacy groups to provide incentives, such as raffles or prize giveaways at local biking events and work-sponsored reimbursement funds for cycling or walking to work.

CHAPTER 3: TRAILS & BIKEWAYS RECOMMENDATIONS

This chapter makes recommendations for trail and bikeway improvements including shared-use paths, bike lanes, shared streets, nature trails, bike corridors, pedestrian bridges and tunnels, trail heads, policy changes, connectivity, and planning for use.

A. Trails and Bikeways Recommendations

Shared-Use Path Improvement Recommendations

15th Street Trail

- Build a shared-use path on 15th Street from Cherry Hill Park north to Best Avenue

Atlas Trail

- Extend the Atlas Trail from its current terminus across Seltice Way to the proposed BNSF rail line trail.
- Connect the Atlas Trail sections from Kathleen Avenue to Hanley on both sides of Atlas Road.
- The intersections at Appaloosa and Pear Tree Lane need to be improved to current ADA standards that also allow a plow truck to fit between the curbs.

Blackwell Island and Hill

- When Blackwell Island and Blackwell Hill are developed multi-use paths should be planned in accordance with the neighborhood design and built by the developer. A trail from the City owned property on Blackwell Island going north under the 95 bridge and extending to Blackwell Hill should be planned if the land becomes available.

Centennial Trail

- The city has recently acquired the Burlington Northern Santa Fe (BNSF) right-of-way (ROW) and a paved shared-use path from Riverstone west to the city limits at Huetter Road should be built. Land swaps should be encouraged with developers to get the trail built closer to the river with public access to the river provided as well. Coordinate with the North Idaho Centennial Trail Foundation (NICTF) and the City of Post Falls to continue the trail into Post Falls.
- Physical separation of the trail on Coeur d'Alene Lake Drive from Mullan to Potlatch hill road needs to occur to ensure user safety next to the high volume, high speed roadway.

- Work with the Cd'A Resort to replace on-street bike lane with a multi-use path from 19th Street and Young Street to 19th and Mullan and then to 23rd and Mullan around the Coeur d'Alene Resort Golf Course. Use 23rd Street to connect with existing Centennial Trail bike lane along CDA Lake Drive.
- Reduce CDA Lake Drive from four lanes to two lanes from Potlatch Hill Road to Mullan Ave when this roadway is turned over to the city and utilize the old outside south/east bound lane as a separated bike trail with the old inside lane removed for traffic separation.

Commuter Trail

- Build a shared-use path along Northwest Boulevard starting at Lakewood Drive and continuing to Fort Ground Drive. This trail would continue the trail coming south from Lakewood Drive that ends by the gas station. The new trail would go behind the gas station, the Northwest Pet Resort and the StanCraft businesses and continue on to the old Union Pacific Railroad Right-of-Way. The trail would then follow the Railroad Right-of-Way all the way to Hubbard Avenue. From Hubbard the trail will follow Northwest Boulevard in the Bureau of Land Management property to Memorial Field. From that point on to Fort Ground Drive the trail would follow Northwest Boulevard. The purpose of this trail is to provide a commuter route for cyclists to downtown that is as straight as possible without meandering. Trail easements will have to be worked out with property owners.
- The commuter trail should be continued past Fort Ground Drive to connect with the Centennial Trail at Independence point if the museum parking lot is ever changed and rebuilt. There should be more separation from the street than the current sidewalk provides for greater safety and snow storage during winter.

Foothills Trail

- Build a shared-use path from Silver Beach to Dalton Gardens. This trail would start at Coeur d'Alene Lake Drive, follow Potlatch Hill Road, passing Fernan Village and connect to Cherry Hill Park, the proposed trail on 15th Street, wrap around Best Hill, connect to Canfield Mountain Natural Area and end at Dalton Garden city limits.

Hanley Trail

- Build a shared-use path on Hanley Ave from the Hawks Nest Sub-Division to Huetter Road when Hanley is extended.
- Build a shared-use path on the south side of Hanley between Ramsey and US 95.

Highway 95 Trail

- Work with ITD to build a shared-use path on US-95 from the south terminus of the existing 95 trail at Appleway Avenue to the bridge crossing I-90 where the trail should then cross the bridge by adding to

the bridge the next time it is schedule for reconstruction and resume the shared-use path on the other side of the bridge connecting to Ironwood Drive.

- Work with ITD to have them rebuild the deteriorated 95 Trail from Appleway to Highway 53. A MOU for maintenance between the City of Coeur d'Alene, Hayden and Kootenai County will need to be brought forward to ITD. A one-time monetary amount should be sought from ITD to be placed in a Joint Powers account for grant seed money for future seal-coating or resurfacing of the trail as needed. A one-time equipment purchase should also be sought from ITD to provide the joint maintenance teams with equipment to mow, blow, and plow the trail.
- When ITD rebuilds the US-95 Bridge, we should work with them to get a trail either under the bridge or alongside the bridge.
- Extend a trail south to Cougar Gulch from the 95 Bridge when the highway is rebuilt.

Huetter Trail

- Work with the Post Falls Highway District to build a shared-use path on Huetter Road from Prairie Avenue to Seltice Way with connections to the Centennial Trail. The trail should continue to Maplewood Drive to connect to the future trail along the Spokane River.

Marie Trail

- Build a shared-use path on the north side of Marie Road from Ramsey to the east side of the ITD property. The trail should then turn north, skirting the east side of the ITD property connecting to the future North Town trail near the compost facility.

North-Town Trail

- Build a shared-use path from Prairie Avenue to Ramsey Park. Efforts should be made to negotiate a trail easement with private property owners, businesses, Heartland HOA and ITD from Prairie Avenue to Hanley Avenue. The trail will travel North/South in the undeveloped land between Mineral Drive and Heartland Drive. The trail will continue South on the existing undeveloped ROW from Hanley Avenue to Dalton Avenue between US-95 and Pinegrove Drive. At Dalton Avenue, in order to continue the trail, an easement should be negotiated with Interstate Concrete to place the trail on the west side of their property from Dalton Avenue to Kathleen Avenue, in exchange for the ROW that goes through the property. This trail will continue along Howard Street from Kathleen Avenue south to the future Dog Park to be located behind the Transfer Station east of Ramsey Road and South of Kathleen Avenue.

Prairie Avenue Trail

- Work with the Post Falls Highway District, the Lakes Highway District and Developers to continue the construction of a shared-use path from Atlas Road to Ramsey Road. The trail is currently built halfway from Courcelles towards Ramsey. Continue to work with developers as new developments come in to ensure the continuation of the trail.

Prairie Trail

- Work with the Centennial Trail foundation and Kootenai County to extend the Prairie Trail from Huetter Road to Meyer Road.

Ramsey Trail

- Work with Future Developers of the farmland south of Alps Street to replace the recycled asphalt trail with permanent asphalt.

Seltice Trail

- Construct a shared-use path on both sides of Seltice Way from Riverstone Drive to Huetter Avenue.
- Construct a shared-use path on the south side of Seltice from Riverstone Drive to Northwest Boulevard.
- Build a shared-use path that connects the Centennial Trail loop on Northwest Boulevard to the future trail on Seltice at the Northwest Boulevard intersection.

Shadduck Trail

- Continue the shared-use path on Shadduck Lane to the end of the road.

Spokane River Trail

- Build a trail system on Blackwell Island between the R.V. site and the Blackwell Island Marina. This trail may eventually connect the south side of the river to Coeur d'Alene via the proposed Spokane River Pedestrian Bridge.

***SEE MAP ON PAGE 41: PROPOSED MULTI-USE PATHS MAP**

Proposed Multi-Use Paths



Bike Lane Improvement Recommendations

3rd Street

- Install bike lane from Indiana Avenue south to Front Avenue on the west side of the road.

4th Street

- Install bike lanes from Best Ave south across I-90 to Hattie. May be possible without reconstruction - *Long term with reconstruction.*
- Widen bike lane to 5 feet near the high school where the lane narrows due to the center median between the High School and the church - *Long term with reconstruction.*

15th Street

- Move center lane and stripe bike lane on the west side of 15th from Margaret to Highwood.
- Extend lanes on both sides of 15th from Haycraft to Tranquil.
- Extend lanes from Locust to Best.

Appaloosa Road

- Install bike lanes on Appaloosa Road from Huetter Road to Atlas Road.

Appleway/Best

- Install lanes from Ramsey to 4th street - *Long term with reconstruction.*

Atlas Road

- Install bike lanes from Kathleen Ave to Prairie Avenue.
- Continue installation of bike lanes from Kathleen to Sellice - *Long term with reconstruction.*

Beebe Boulevard

- Install bike lanes from Bellerive to Riverstone Drive.

Best Avenue

- Remove center lane from Honeysuckle to 15th and widen bike lanes to 6 feet.
- Install bike lanes from 15th Street east to the end of the road. Any future development past the current terminus should have bike lanes.

Carrington Lane

- Install bike lanes on Carrington Ave from Prairie Avenue to Appaloosa Way when the road is built.

Coeur d'Alene Lake Drive

- Install bike lanes on both sides from Sherman Avenue to Potlatch Hill Road.

Dalton Avenue

- Stripe 6' lanes from 95 to Government Way by removing turn lanes.
- Install bike lanes from US-95 to Bluegrass Park - *Long term with reconstruction.*

Government Way

- Install bike lanes from Hanley Avenue to Prairie Ave - *Long term with reconstruction.*
- Install bike lanes from Locust to the I-90 bridge
- Install lanes from I-90 bridge to Neider - *Long term with reconstruction.*

Hanley Avenue

- Install bike lanes from Ramsey Road to Huetter Road.

Harrison Avenue

- Extend lanes from 1st to Government Way.
- Extend lanes between 3rd Street and 4th Street - *Long term with reconstruction.*
- Extend the bike lanes from 11th to 15th Street.

Honeysuckle Drive

- Install bike lanes from Margaret Avenue to Best Avenue.

Hubbard Avenue

- Install bike lanes from Lincoln to NW Blvd.

Huetter Road

- Work with Post Falls Highway District to install bike lanes on Huetter Road from Prairie Avenue to Maplewood Drive.

Kathleen Avenue

- Install bike lanes from Ramsey to Nursery Road.
- Install lanes from Nursery Road to Atlas - *Long term with reconstruction.*
- Install lanes from 95 to Government Way - *Long term with reconstruction.*

Lincoln Way

- Add bike lanes from Harrison to Idaho

Lakeshore Drive

- Widen the Centennial Trail to 12' plus a 2 foot buffer (for 2-way traffic) from Forest Ave to Park Drive.

Lakewood Drive

- Install bike lanes on Lakewood Drive from Riverstone Drive to Ironwood Drive.

Lunceford Lane

- Install bike lanes on Lunceford Ave from 15th Street to 4th Street.

Mullan Avenue

- Narrow the eastbound bike lane to 6 feet from 8th to 11th. Add a 6 foot westbound bike lane in the same area outside of the parking lane.
- Remove the bike lane on the south side of the street from 11th to Cd'A Lake Drive and add Sharrows going in both directions.
- Add sidewalks to Mullan on both sides where they are absent from 13th to Coeur d'Alene Lake Drive since moving to Sharrows will eliminate pedestrian facilities.

Margaret Avenue

- Install bike lanes from Honeysuckle to 15th - *Long term with reconstruction.*

Northwest Boulevard

- Install buffered bike lanes from the Interstate to Sherman Avenue - *Long term with reconstruction.*

Neider Avenue

- Add 5' lanes from 95 to Fruitland.
- Install bike lanes between Fruitland and Howard.

Potlatch Hill

- Install bike lanes from CDA Lake Drive to Fernan Lake Natural Area trail head.

Prairie Avenue

- Encourage the Lakes Highway District to install bike lanes from Ramsey Road to Loch Haven Drive.

Ramsey

- Install lanes from I-90 bridge to Prairie Avenue - *Long term with reconstruction.*

Riverstone Drive

- Install bike lanes from Seltice to Lakewood.

Sherman Avenue

- Remove center turn lane except at major intersections and add buffered bike lanes from 8th to Theis.

Seltice Way

- Install buffered bike lanes or protected bike lanes from NW Blvd to Huetter Avenue.

US 95

- Work with ITD to provide bike facilities on the US-95 Bridge over I-90.
- Work with ITD to provide bike facilities over the Spokane River either by constructing a separate multi-modal facility or upgrading the existing bridge to include all users.
- Encourage ITD to install bike lanes on Highway 95 from Marina Drive south to the City limits.

***SEE MAP ON PAGE 46: PROPOSED ON-STREET BIKE LANES MAP**

Proposed Bike Lanes



	Proposed Bike Lanes
	Interstate
	Highway 95
	City Parks
	City Limits
	Impact Boundary

0 0.225 0.45 0.9 Miles

Shared Roadways Improvement Recommendations

Symbols on the pavement can be painted in lieu of or in addition to “Share the Road” signs.

- Work with the East Side Highway District to install “Share the Road” signs on Nettleton Gulch Road from City limits to Forest Service Trail Head. Also add sharrows and more signage to the current shared roadway within City Limits.
- Work with the East Side Highway District to install “Share the Road” signs and Sharrows on Fernan Lake Road.
- Install “Share the Road” signs and Sharrows between Government Way and US-95 on Hanley Ave, Dalton Ave, and Kathleen Ave.
- Install “Share the Road” signs along Lincoln/Milwaukee Street from Harrison Ave to Government Way.
- Install “Share the Road” signs along all of Sherman Avenue.
- Install “Share the Road” signs along Appleway Ave from Ramsey Road to 4th Street.
- Work with the Post Falls Highway District to install “Share the Road” signs on Huetter Road.
- Install “Share the Road” signs and Sharrows on 7th Street from E Lakeside Avenue to Harrison Ave.
- Pave 17th Street from Nettleton Gulch Road to Gilbert Avenue (two blocks) to provide a bike route parallel to 15th Street.

Bicycle Routes

- Create bike route and install “Honeysuckle Bike Route” signs on Honeysuckle Avenue from Margaret Ave to Best Ave, then west on Best Ave to 9th Street, then south on 9th to Harrison Avenue, then west on Harrison Ave to 7th Street, then south on 7th to Sherman Avenue.
- Create bike route and install “Fernan Hill Bike Route” signs on Pennsylvania Ave from 15th Street to 23rd Street, then from 23rd to East Fernan Hill Road to City limits.

Bicycle Boulevards

A bicycle boulevard is a type of bikeway composed of a low-speed street which has been "optimized" for bicycle traffic. Bicycle boulevards discourage cut-through motor-vehicle traffic but allow local motor-vehicle traffic. They are designed to give priority to bicyclists as through-going traffic. They are intended as a low-cost way to create a connected network of streets that provide bicyclists a greater feeling of comfort and/or safety.

Bicycle boulevards attempt to achieve several goals:

- discouragement of non-local motor vehicle traffic;
- low speed limits;
- low motor-vehicle traffic volumes;
- free-flow travel for bikes by assigning the right-of-way to the bicycle boulevard at intersections wherever possible;
- traffic control to help bicycles cross major arterial roads; and
- a distinctive look and/or ambiance such that cyclists become aware of the existence of the bike boulevard and motorists are alerted that the street is a priority route for bicyclists.

These bikeway design elements are intended to appeal to casual, risk-averse, inexperienced and younger bicyclists who would not otherwise be willing to cycle with motor vehicle traffic. Compared to a bike path or rail trail, a bicycle boulevard is also a relatively low-cost approach to appealing to a broader cycling demographic.

Designate routes that could be converted to Bicycle Boulevards as alternatives to major roadway travel. To do this, the Parks Department and the Coeur d'Alene Ped/Bike Committee will need to work with the Street Department and the Engineering Department to identify parallel routes on low-traffic streets, then place signs on those streets designating them for shared use. The *Trails & Bikeways Plan* includes these routes.

- 7th Street from Harrison Ave to Best Ave, then west on Best Ave to North Forest Street/7th Street, north on North Forest Street/7th Street to Shadow Lane, then east on Shadow Lane to Honeysuckle Avenue, then North on Honeysuckle to Margaret, the east on Margaret to N Ezy Street, north on Ezy Street to E Hoffman Avenue, East on Hoffman Ave to N Anne Street. Then north on Anne Street to the City

limits at Dalton Ave. *Alternate streets in the vicinity of this route may be considered if conditions are better.

- The current Bike Boulevard on Young Avenue should have traffic control, in the form of yield or stop signs, at all intersections on the street. The controls should be for vehicles on the side streets, not for vehicles and bikes on Young Avenue.
- Create a Bike Boulevard or bike route on 19th Avenue from Nettleton Gulch to Shadduck Lane

***SEE MAP ON PAGE 50: PROPOSED SHARED ROADWAYS,
BIKE ROUTES & BIKE BOULEVARDS MAP**

Proposed Shared Roadways Bike Routes & Boulevards



Water Trails

Coeur d'Alene's location near lakes and rivers provides its residents with numerous opportunities for recreation on water. The popularity of personal watercraft (such as canoes, kayaks, and standup paddleboards) has increased in recent years, creating a demand for non-motorized access points away from the busyness and potential conflicts associated with the existing motorized boat launches.

Water trails are designated routes on waterways, intended for non-motorized watercraft. Water trail signage, route markers, and maps can be incorporated to provide wayfinding, educational opportunities, and information on points of interest. In public outreach for the update of the Trails and Bikeways Masterplan, the community provided input on preferred paddling locations. Lake Coeur d'Alene was the most frequent response. Popular launch points for kayaks and standup paddleboards are Sanders Beach, Independence Point, and the North Idaho College beach on the Spokane River.

To meet the demand for non-motorized water recreation and provide a safe environment, water trails should be considered in areas with lower motorized watercraft volumes. Maps, signage, and educational opportunities should be included to enhance the paddling experience. Accessible docks should be considered to provide access for people with disabilities.

Potential water trail locations include:

- Along Sanders Beach
- Around Tubbs Hill
- Independence Point to NIC Beach
- Spokane River
- *Develop the Sanders Beach Water Trail.* This trail would start at the proposed ADA accessible launch in East Tubbs Hill Park and continue east down Sanders Beach to the Coeur d'Alene Golf Course and back.
- *Develop the Tubbs Hill Water Trail.* This trail would start at the proposed ADA accessible launch in East Tubbs Hill Park and continue south and west around Tubbs Hill to the 3rd Street Boat Launch.
- *Develop the Boardwalk Water Trail.* This trail would start at the 3rd Street Boat Launch and continue south and west around the Coeur d'Alene Resort boardwalk to Independence Point beach.
- *Develop the City Beach Water Trail.* This trail would start at the Independence Point beach and continue west past City Beach to Hubbard Street Park..

- *Develop the Blackwell Island Water Trail.* This trail would start at NIC Beach and continue west and then north down the Spokane River before circling back west and south around Blackwell Island before returning to NIC Beach.
- *Develop the Riverstone Water Trail.* This trail would start at NIC Beach and continue west and then north down the Spokane River to the Bellerive Subdivision public mooring docks near Riverstone Park and then continue northwest to Mill River Park.
- *Develop the Fernan Water Trail.* This trail would start at the county boat launch and circumnavigate Fernan Lake.

***SEE MAP ON PAGE 53: PROPOSED WATER TRAILS MAP**

Water Trails



B. Nature Trails



Coeur d'Alene is home to one of the Northwest's greatest Natural Open Spaces. Tubbs Hill is a 160 acre Natural Area surrounded by water on three sides and is located next to downtown Coeur d'Alene. Tubbs Hill has a 2.5 mile hiking trail that gives users access to breathtaking vistas and local flora and fauna.

The city has also accepted into receivership a 24-acre parcel on Canfield Mountain and a 54-acre parcel on Fernan Lake.

The city-owned portion of Canfield Mountain has views of both Coeur d'Alene

Lake and the Rathdrum Prairie. It is located within a half mile of the Forest Service owned and managed Canfield Trail System and has 1.5 miles of hiking and mountain bike trails built by volunteer labor. There may be future opportunities for acquisition of the land separating the city trail system and the forest service trail system. If the land is acquired, all efforts should be made to design and build a hiking and mountain biking trail that connects both systems.

Fernan Lake Natural Area has over 3,500 feet of waterfront access and views of Coeur d'Alene and Fernan Lakes as well as Canfield Mountain and the Rathdrum Prairie. There is currently over a mile of hiking trails in this park with another 2 miles of trails planned.

Any other future acquisition of Natural Open Space should be managed for public access via the provision of hiking and/or mountain bike trails.

Nature Trail Improvements

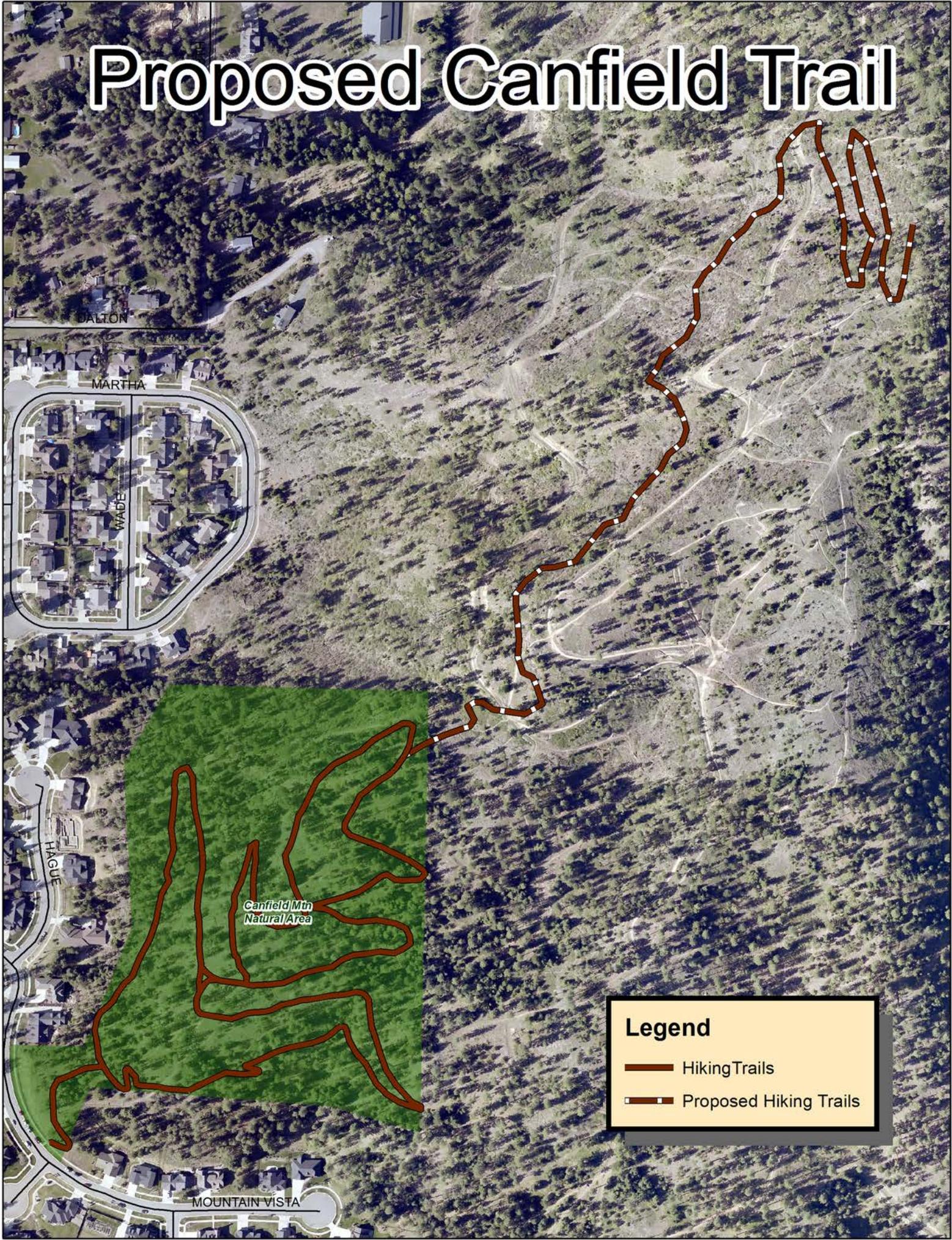
Suggested additions to the Nature Trail system in the City include:

- Continue to construct Nature Trails in Fernan Hill Natural Open Space
- Construct a Nature Trail in Veterans Centennial Park
- Connect the Fernan Trail system to the county docks in Fernan Village via a trail along I-90 along Fernan Lake

Nature Trails should be considered in any Natural Open Space the City acquires in the future.

***SEE MAP ON PAGE 56-57: PROPOSED NATURE TRAILS**

Proposed Canfield Trail



DALTON

MARtha

WADE

HAGUE

Canfield Mtn
Natural Area

MOUNTAIN VISTA

Legend

 Hiking Trails

 Proposed Hiking Trails

Fernan Lake Proposed Trail System



Legend

- Hiking Trails
- Proposed Hiking Trails
- Proposed Multi-use Path

C. MOUNTAIN BIKE TRAILS

Mountain biking provides recreational opportunities for bicyclists in a natural setting, improving health and fitness as well as the bicycle friendliness of our community. Many regional trails exist that provide mountain bike access, but due to their distance from Coeur d'Alene, are primarily driven to in a motor vehicle. A few trail networks exist within riding distance of downtown. These trail systems are a major destination for many residents and visitors to our community. For this reason, where possible, it is important to provide safe and convenient connections to these trailheads.

The primary design consideration for mountain bike trails should be sustainability to minimize erosion and maintain the tread. It is also important to provide opportunities for varying skill levels of riders. "Trail Solutions – IMBA's Guide to Building Sweet Singletrack" by the International Mountain Bicycling Association (IMBA) is an excellent resource for planning, design, and maintenance of natural surface trails and should be used as a guide for future trail development.

Local Mountain Bike Trails

Canfield Mountain Trail System (US Forest Service)

These trails, located on US Forest Service land, allow motorized vehicles as well as bicycle and foot traffic. Future development of non-motorized trails would provide a low-stress environment for recreational bicycling and reduce potential conflicts with motorized vehicles. Trailheads exist at the end of Nettleton Gulch Road and on Fernan Lake Road. Roads to both trailheads are narrow with no dedicated bicycle facilities. Future redevelopment should consider safe access for bicycles.

Canfield Mountain Natural Area (City of Coeur d'Alene)

Created by the Parks and Recreation Department, this trail system located on Mountain Vista Drive is heavily used by hikers and mountain bikers. This trail system is currently small and provides a limited amount of riding. Additional trails should be considered. An easement should be sought to create a non-motorized trail connection to the Canfield Mountain Trail System above it.

Future Trail Opportunities

Additional opportunities for local mountain bike access should be pursued to meet anticipated demand and to provide opportunities for varying skill levels.

Spokane River Bike Park

Recently included in the Four Corners/BLM Corridor Master Plan, this proposed bike park is Coeur d'Alene's best opportunity for urban mountain biking. Located off the Centennial Trail near the US 95 bridge, a network of novice to intermediate trails provide trail access for all ages and abilities. The trails are currently being used for cyclocross clinics and races. Future plans include a short track cross country circuit, a bicycle skills park, and a hiking trail. This area should be developed to provide a high-quality trail system within the City.

Fourth Street Pump Park

Situated on a large triangle of wooded parkland near the Coeur d'Alene High School, this City of Coeur d'Alene owned property is an excellent opportunity to develop a pump track for mountain bike and bmx riders. A pump track is a small, looping trail system of dirt berms and rollers for bicycling without the rider pedaling. This facility would provide convenient opportunities for entry-level riders and experienced riders looking to improve their riding skills. If this area is not available then a similar site should be considered.

Ridge Trail

This is a trail that formerly ran along the ridgelines from the Canfield Trail system to the Cherry Hill Park area. Parts of this trail went through private property and as development expanded parts of the trail were cut off. The City should work with private property owners, developers and the Forest Service to reconnect this trail.

Winter Mountain Biking

With the advent of fat bikes (mountain bikes with balloon tires up to five inches wide), mountain biking is possible year-round. Local opportunities for fat biking exist at Canfield Mountain Trail System, Canfield Mountain Natural Area, and the Spokane River Bike Park. As popularity increases, it may be beneficial to begin a trail grooming system similar to that used for cross-country skiing.

***SEE MAP ON PAGE 61: MOUNTAIN BIKE TRAILS**

Mountain Bike Trails



***SEE MAP ON PAGE 63: ALL PROPOSED TRAILS**

All Proposed Trails and Bikeways



Legend

- Proposed Multi-Use Path
- Proposed On-Street Bike Lanes
- Proposed Shared Roadways
- Proposed Bike Routes
- Proposed Bike Boulevards
- Proposed Water Trails
- Proposed Hiking Trails
- Proposed Mountain Bike Trails
- Trail Heads Proposed
- Interstate
- Highway 95
- City Parks
- City Limits
- Impact Boundary

0 0.225 0.45 0.9 Miles

D. Pedestrian Bridges, Grade Separations, and Crossing Lights



This plan recommends the construction of a Pedestrian/ Bicycle Bridge to connect the North Idaho Campus to Blackwell Island. A bridge at this location will connect all the pedestrian/bicycle traffic from all of North Kootenai County to South Kootenai County. The closest safe connection across the river is located in Post Falls. In the future, it is likely that Blackwell Island will be developed providing more bike lanes, paved paths, and natural trails. Constructing a

Pedestrian/Bicycle bridge would increase access to recreational and commuting opportunities. Another option is to work with ITD to put a pedestrian bridge under the 95 bridge as it crosses the river similar to the crossing in Missoula.

Anywhere a trail crosses an arterial or heavily used collector, grade-separated crossings should be the first consideration. Grade separated crossings over or under US-95 to improve safety and allow better connectivity between the west and east sides of the City should be considered whenever opportunity and funding become available.

Crossing lights increase driver awareness of pedestrians at intersections and should be considered where a school crossing exists on busy streets and anywhere a trail or pathway crosses a road.

E. Trail Heads

Suggested additions to trail heads in the City include:

- Construct a trail head near the west terminus of the Prairie Trail at the future Hawks Nest Park.
- Construct a trail head for the Canfield Mountain Trails.
- Construct a trail head at Mill River Park.
- Encourage construction of a trail head along the Centennial Trail between Atlas Road and Huetter Road by any new developments or reconstruction.
- Encourage developers to construct trail heads whenever new businesses or residential homes and apartments are built adjacent to the Centennial and Prairie Trails.

F. Planning For Use

It is important to design streets that serve both recreational cyclists and bicycle commuters. Multi-use paths are used by pedestrians, wheelchairs, bicycles, and dog walkers. The danger of a collision with other users and multiple driveway crossings slow down bike traffic and, added to the distance required to travel to access a bike path, make it likely that the majority of bicycle commuters will use city streets. A common misconception is the idea that if a multi-use path is located near a street then no bike lane is needed. There are situations where bike lanes in addition to bike paths are justified.

G. Connectivity

The bike and pedestrian facilities in this plan are designed to fill in the current gaps in the City's trails and bikeways system. In the future, unforeseen developments or trail opportunities may become available which would require connectivity to the greater system. If a bike connection need is identified outside this document, it should be considered and installed by consensus of City Staff.

***SEE MAP ON PAGE 66: ALL CURRENT & PROPOSED TRAILS**

Current and Proposed Trails and Bikeways



Legend

- Trail Heads
- Multi-Use Paths
- On-Street Bike Lanes
- Shared Roadway
- Bike Route
- Hiking Trails
- Mountain Biking Trails
- Proposed Multi-Use Path
- Proposed On-Street Bike Lanes
- Proposed Shared Roadways
- Proposed Bike Routes
- Proposed Bike Boulevards
- Proposed Water Trails
- Proposed Hiking Trails
- Proposed Mountain Biking Trails
- Trail Heads Proposed
- Interstate
- Highway 95
- City Parks
- City Limits
- Impact Boundary

0 0.275 0.55 1.1 Miles

CHAPTER 4: STANDARDS

DESIGN CRITERIA

This chapter sets forth the design standards by which all trails and bikeways shall be designed and constructed. The City's overall goals for transportation improvements should include the enhancement of bicycle facilities and should be made in accordance with the expected use, using sound engineering judgment. Newly constructed bicycle facilities shall meet the requirements of the AASHTO Guide for the Development of Bicycle Facilities, latest edition or the NACTO Bike Guide, latest edition.

Trail Facility Standards by Classification

Shared-Use Paths

Shared-use paths mainly serve novice and recreational bicyclists and are physically separated from roadways. Careful review of potential conflicts should be given to intersections and driveway approaches when considering a shared-use path.

The following standards should be adhered to:

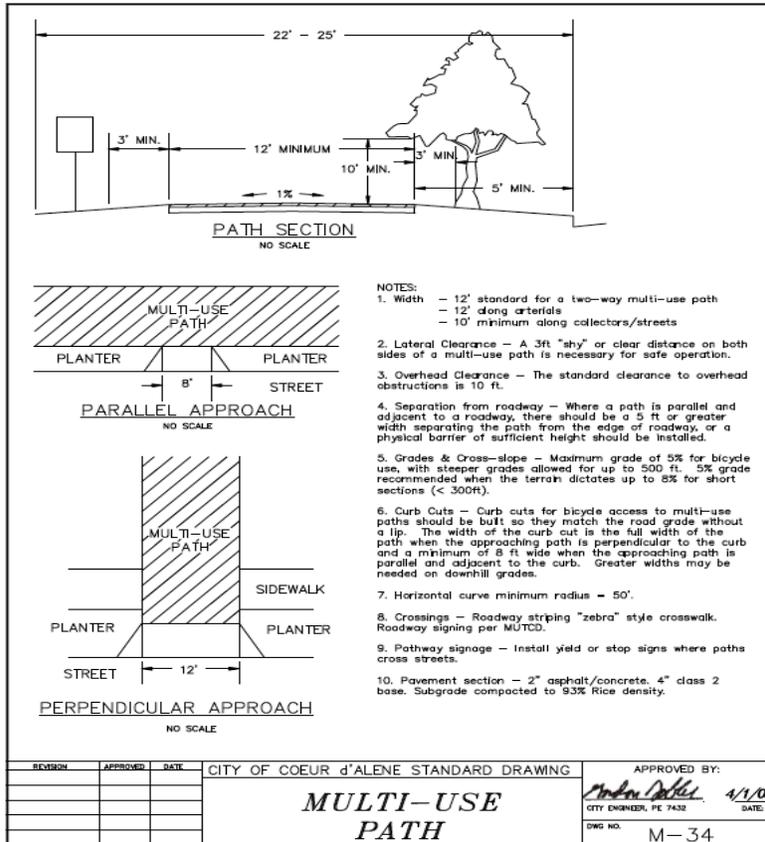
Width: 10 feet minimum; 12 feet preferred. Additional width, up to 16 feet, may be necessary in congested areas or where mixed use is prevalent.

Cross-slope: 1% minimum; 2% maximum, crowned at the centerline where feasible for wheelchair use.

The grade and cross slope AASHTO recommends is a maximum grade of 5% for bicycle use, with steeper grades allowable for up to 500 ft., provided there is good horizontal alignment and sight distance. Extra width is also recommended in those instances. Engineering judgment and analysis of the controlling factors should be used to determine what distance is acceptable for steep grades. If use by pedestrians is expected, and no reasonable alternative route exists, ADA requirements must be met. The grade of separated pathways should not exceed 5%, to accommodate wheelchair users. Based on AASHTO recommendations and ADA requirements, 5% should be considered the maximum grade allowable for shared-use paths.

Horizontal Clearance: A 2-foot minimum (3-foot preferred) clear distance should be provided on both sides of a shared-use path for safe operation. Where steep slopes or other hazards exist within 5 feet of the trail, a railing, or other physical barrier should be provided.

Vertical Clearance: 10 feet minimum.



Where a path is parallel and adjacent to a roadway, a 5 foot or greater buffer width should be provided between the path and the roadway, or a physical barrier of sufficient height should be installed.

Curb ramps for bicycle access to shared-use paths should be built so they meet the road without a lip. The width of the curb cut should be the full width of the path or a minimum of 8 ft.

Signage and Striping:

Wayfinding signage should be installed on major bicycle routes, guiding bicyclists to destinations on designated bikeways. Providing distances to destinations should also be considered. Where a shared-use path alignment does not parallel a street, street signs should be placed at street crossings to orient path users.



Centerline striping should be used within 50 feet of intersections, in constrained sight-distance areas, and where engineering judgement dictates.

Bike Lanes

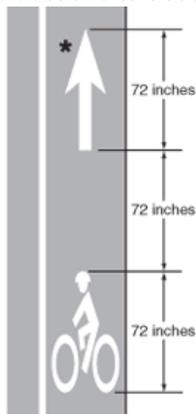
Bike lanes mainly serve as transportation facilities and are not separated from roadways.

Width: 5' minimum; 6' preferred adjacent to on-street parking, on higher volume or higher speed limit streets, or where width is available. On streets that are both high volume and high speed a buffered bike lane or protected bike lane should be built for increased safety.

Signage and Pavement Marking:

Bike lanes shall be striped with a six- to eight-inch wide, white painted stripe. Buffered bike lanes, with two stripes separated by 2-3 feet, are preferred for higher speed or higher volume streets.

Bike lanes shall be striped as one-way facilities. The Helmeted Bicyclist With Arrow pavement markings should be installed at the beginning of each block or at a 500-foot minimum spacing. It is preferred not to drop bike lanes at intersections to accommodate turn lanes.



Wayfinding signage should be installed on major bicycle routes, guiding bicyclists to destinations on designated bikeways. Providing distances to destinations should also be considered.

Shared Streets

Shared streets are low-volume, low-speed streets that provide low-stress connectivity to the bicycle network.

Signage and Pavement Marking:

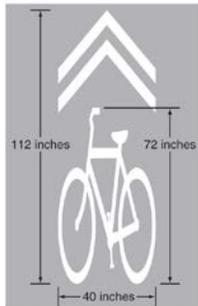
On higher volume shared streets where adequate passing room is not available, Bikes May Use Full Lane signs should be considered to inform motorists of the bicyclist's right to use the roadway and to inform the bicyclist of proper lane positioning.



Bike Route wayfinding signs should include destination names or bike route names to differentiate the different routes throughout the City. Providing distances to destinations should also be considered.

Shared Lane Markings should be considered to guide bicyclists on shared streets connecting bike lanes or on shared streets where high volumes of bicyclists are anticipated. Shared lane markings are used to direct bicyclists where to position themselves on the roadway and to make motorists aware of their presence.

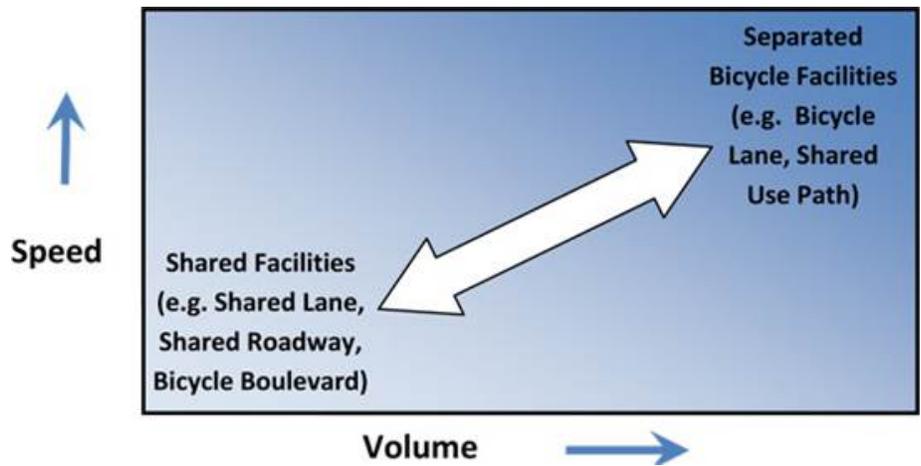
When used adjacent to on-street parking, shared lane markings should be placed in the center of the lane to reduce the chances of a bicyclist striking the open door of a parked vehicle and to increase the life of the pavement marking.



Bicycle Boulevards are low-speed/low volume shared streets that have been "optimized" for bicycle traffic. Bicycle boulevards discourage cut-through motor-vehicle traffic but allow local motor-vehicle traffic. They are intended to improve bicyclist comfort and/or safety. Turning stop signs to side streets, traffic calming measures such as neighborhood traffic circles and speed tables, wayfinding signage, and shared lane pavement markings should be considered to create a comfortable bicycling environment for all ages and abilities.

Warrants for Bicycle Facility Types

Determining the type of bicycle facility to put in a street is critical to safety as well as the number of cyclists willing to use a facility. This chapter has specified the different types of facilities and this section will discuss when each type of facility should be used.



This graph shows the general relationship between speed, traffic volume and the type of facility that should be constructed.



The following page shows the specific types of facilities that should be used in relation to specific speeds and traffic volumes.

Nature Trails

Trail Design

Trail routes should be designed with the intended use of the trail user in mind. Hiking trails should incorporate loops into the design to lead hikers through a variety of landscape, vegetation, and vista points and return them to the same, or close to the same, starting location. Trails that include mountain bikes should avoid sharp switch backs.

Length

The size and terrain of the property will have an impact on planning for hiking trails. The overall length of a nature trail should have two options: a shorter trail and a longer trail to provide for different levels of interest and ability. City trails in Natural Open Spaces are intended for day use only and trails should be designed to last no longer than a few hours at a 1-3 mile per hour rate of walking. Connector trails linking to adjoining trails in other properties and loops can be used to offer different trail lengths and can provide options for people wanting to hike for different periods of time.

Clearing Width

Vegetation should be cleared to a width sufficient to avoid injury by protruding vegetation. Light use trails should be cleared from 4 to 6 feet across. Higher use trails should be cleared of vegetation to 7 to 10 feet. In areas with steeper side slopes, more at risk of erosion, trail clearing may be reduced to a minimum width of 3 feet.

Clearing Height

The clearing height for natural trails is 8 feet. Additional clearance may be needed to compensate for branches with heavy rain or snow.

Trail Width

Trail width for light use trails should be 2 to 3 feet wide and heavily used trails should be 4 to 6 feet wide to accommodate two way traffic.

Trail Surface

Trail surface on city owned nature trails should be natural or graveled.

Grade

The trail slope should be 5% maximum for the majority of a trail to provide accessibility to a reasonable extent. Sustained grades up to 15% maximum are permissible where necessary, but should be avoided for long stretches. However, sometimes the slope of trail has to be steep to cover certain terrain and grades of up to 40% can be included if the steep portion of the trail is 50 feet or less. Proper drainage should be provided through cross-slope (4% max) and proper stormwater conveyance.

Crossings

Structures for crossing water or seasonal runoff beds are occasionally needed. Bridges should be used for areas that have water year round or high water levels seasonally. Culverts can be used in areas that received smaller levels of seasonal flow.

Facilities

Trails heads with parking areas should always be considered and if no area is available, neighborhood input on street parking is needed. Bike racks should be provided at trailheads. Benches, view points and interpretive signs are important amenities to have, but should be designed to fit in with the natural landscape.

Other Considerations

Drainage Grates

Drainage grates on bicycle routes shall be bicycle friendly to prevent trapping a wheel and injuring a bicyclist. Drainage grates on designated bike routes should be set flush with the pavement surface and should not form a depression in the pavement surface that could cause a bicyclist to lose control.

Sidewalks

There is a significant portion of the southeast corner of the city that does not have sidewalks. Constructing and connecting sidewalks in these areas should be a high priority to the City.

The City currently has a budget, a concrete crew and a 5 year plan to replace broken and lifted sidewalks in certain parts of the city. This plan recommends that the current budget and crew remain in place after the current plan is completed. The crew could then begin to work on building new sidewalks in the areas that are deficient. Priority should be given to schools zones first and then spread out from there.

In addition, city ordinance 12.28.210 should be modified to remove section C3 a and b in which no sidewalk is required to be constructed when:

- a. All of the lots on one side of the street have been previously built upon in accordance with city codes without sidewalks
- b. Said lot frontages without sidewalks extend a maximum of four hundred fifty (450) front feet in either direction or to the nearest intersection, whichever is less

CHAPTER 5: POLICY & OPERATIONS

GOALS AND RECOMMENDATIONS

This chapter contains trails and bikeways goals and recommendations on strategic directions for policies and operations. Recommendations are organized into five major categories:

- Goals
- Policy Directions
- Administration and Operations
- Internal Acceptance
- Funding

A. Goals

Using the core values and vision as a guide, a set of goals was developed. These goals are intended to assist the City of Coeur d'Alene in achieving the community vision and enhancing and preserving the core values of the community. A goal is typically a general statement that describes an outcome the City wishes to achieve. It does not change over time unless community values or economic conditions make it necessary.

Through the planning process, eight goals were identified for the City of Coeur d'Alene's Trail System. These goals provide focus for the plan and key directions for the future.

Goal 1

Provide safe, accessible and enjoyable trails, bikeways, and ped/bike facilities.

- Evaluate each new sub-division, new construction, and reconstruction and identify where trails, bikeways and facilities can be placed in order to create the best possible connectivity for neighborhoods, parks, schools, and other destinations.
- Evaluate land in areas already at build-out and identify possible routes that would increase connectivity. Investigate ownership for possible right-of-way easements and pursue grants to fund trail construction.

Goal 2

Actively strive to increase trail connectivity throughout the City and surrounding communities to improve routes from north/south and east/west.

- Identify key routes based on neighborhood demographics and amenity destinations, and create routes that will best serve as corridors for east/west and north/south travel.

Goal 3

Encourage the acquisition and development of natural trails in City Natural Open Spaces.

- Identify and encourage development of possible natural trails in Veterans Centennial Park, Fernan Natural Open Space, Canfield Natural Open Space, and Cherry Hill.
- Identify and encourage development of possible natural trails in any new Natural Open Space acquisition.

Goal 4

Provide physical amenities that support and enhance active living opportunities.

- Identify areas where benches, drinking fountains, garbage cans, trailheads, restroom facilities, picnic shelters, exercise stations, and bike racks are needed and work to add these facilities when opportunities become available.

Goal 5

Reduce the number of motorized to non-motorized accidents.

- Identify problem areas and address/correct the problems with improvements, such as, crosswalks, crossing lights or grade-separated crossings.
- Educate the public by filming public service announcements, providing information on City web sites, making presentations at schools, provide flyers, handouts, brochures, and pamphlets on how to ride in traffic and safely cross streets to help reduce ped/bike to motor vehicle accidents

Goal 6

Encourage cooperation and partnerships with local jurisdictions and public and private entities to ensure that trail connectivity continues on a regional level.

- Create or continue partnerships with Post Falls, Hayden, Dalton Gardens, Rathdrum, Kootenai County, ITD, IDPR, the various Highway Districts, KMPO, local user groups, bike shops, volunteer organizations, and other private entities.

Goal 7

Provide efficient and high quality maintenance of trails, bike lanes, and ped/bike facilities.

- Continue to provide the same standards of trail maintenance as the trail system grows. Acquire proper equipment and employees as the need increases to prevent the decline of quality due to growth.

Goal 8

Continue to implement Complete Streets policy.

- Integrate and institutionalize bicycle transportation in all transportation planning, design, and construction phases.
- Continue efforts to increase acceptance of bicycling as a valid form of transportation and achieve a balanced multi-modal transportation system.
- Change the Complete Streets Policy to a Complete Streets Ordinance. The ordinance should be written in a way that requires administration or elected official level approval before any component of a complete street is denied in new construction or reconstruction.

B. Policy Directions

Bicycling is an important element in encouraging healthy communities and achieving sustainable growth. As Coeur d'Alene continues to grow, the bicycle infrastructure also requires expansion to keep up with demand. This plan sets forth the community vision for a comprehensive trail system, and specific policies that are needed to ensure that the vision is carried forth. Bicycle infrastructure is supported in City, County, and State policies. In particular it is critical that community expectations regarding trail provisions in newly-developed areas be set forth in policies and codes for residents, developers, and city officials. Policy directions on bicycle infrastructure are outlined below. Some of these policy directions recommend changes to other plans, which will require efforts beyond the scope of this plan.

- **Kootenai County Comprehensive Plan.** The vision, goals, and key directions of the *Trails and Bikeways Master Plan* should be incorporated into the Comprehensive Plan update. Kootenai County's Comprehensive Plan encourages the inclusion of bicycling as a viable transportation choice and recommends consideration on all projects.

- **Coeur d'Alene Comprehensive Plan.** The vision, goals, and key directions of the *Trails and Bikeways Master Plan* should be added as an appendix to the Comprehensive Plan. The City's Comprehensive Plan encourages the inclusion of bicycling as a viable transportation choice and recommends consideration on all projects.
- **Complete Streets policy.** Coeur d'Alene has recently adopted a "Complete Streets" policy. The next street should be to create a Complete Streets ordinance. Complete Streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and transit-riders of all ages and abilities must be able to safely move along and across a complete street. Creating Complete Streets means transportation agencies must change their orientation toward building primarily for cars. Instituting a complete streets policy ensures that transportation agencies routinely design and operate the entire right-of-way to enable safe access for all users. Places with Complete Streets policies are making sure that their streets and roads work for drivers, transit users, pedestrians, and bicyclists, as well as for older people, children, and people with disabilities.
- **Work toward Diamond Level Bicycle Friendly Community Designation.** Coeur d'Alene has been designated by the League of American Bicyclists as a Bronze Level Bicycle Friendly Community. The City, with the help of the Parks Department and the Pedestrian and Bicycle Advisory Committee, should work toward achieving a Platinum Level, the highest awarded by the League of American Bicyclists.
- **Where beneficial to the community, partner with other agencies on transportation projects.** The City of Coeur d'Alene has successfully partnered with other agencies in the past to provide facilities that benefit the public. When opportunities arise, the City should continue to seek partnerships.
- **When State or Federal Highway Funds are secured for road improvements, assure that pedestrian and bicycle routes and amenities outlined in this plan are included.** Coeur d'Alene residents highly value pedestrian and bicycle transportation, and these transportation modes should be represented in all road-improvement projects.
- **Coordinate with other transportation modes.** Coordination with Citylink bus service is important to implement a multi-modal transportation system. Existing and proposed bike lanes are on roadways used by the Citylink buses. Bike racks and benches should be provided at designated bus stops to provide for bicycle parking and a waiting area.



Designations such as bicycle lanes and shared lane markings help indicate the roadway space needed for bicyclists and improve the predictability of their movements, resulting in positive effects on motor vehicle and transit operations. Many of the recommended bicycle facilities can be developed by painting new lines or markings in the roadway or narrowing existing travel lanes.

C. Administration and Operations

Due to the diligent efforts of City staff and the Pedestrian and Bicycle Advisory Committee, Coeur d'Alene has built a trail system that is admired throughout the region. The City has been creative and dedicated in using varied resources to develop the City's trail system to suit the needs of residents.

The main recommendation in terms of operations is to continue on the same successful path. Other recommendations include:

- **Periodically evaluate trails and resources.** The Parks Department is responsible for the development, operations, and maintenance of the trail system.
- **Develop a “retention plan” to facilitate replacement of longtime employees and retain institutional knowledge.** The City has an equitable pay scale and benefits package which helps to retain employees. Some positions may not be easy to replace and city leaders will have to decide on the depth of the search for suitable candidates. Once these employees retire, the City should encourage them to participate on any of the various committees dealing with parks or trails.
- **Continue a Trail Maintenance Program.** Shared-use paths should continue to have the grass mowed, pine needles and leaves blown off, edges and branches trimmed, weeds sprayed, gravel and debris swept off, bridges painted, cracks sealed, seal coating scheduled, snow removed and any other ongoing maintenance that the City currently employs. Hiking trails must continually be monitored for erosion and tripping hazards and fixed as needed. Hiking trails also need to have brush cut back from the trail at regular intervals. Unsanctioned trails should be closed and obliterated.
- **Monitor road drains and inlets.** Special attention should be placed on storm-drain inlets and other surface features that could pose a hazard to cyclists.

- **Prioritize trail connectivity with the Planning and Engineering Departments.** The Parks Department should continue to coordinate with the Planning and Engineering Departments to prioritize projects and ensure that pedestrians and bicycles are considered for every project.
- **Continue to work with community volunteers to implement trail projects.** The Parks Department has successfully recruited many volunteers to implement improvements to the trail system and amenities. These efforts have resulted in additional bicycle amenities, such as bike racks, at no cost to the community.

D. Community Acceptance

One of the goals of this plan is to continue efforts to implement bicycle transportation in all transportation planning, design, and construction phases and to increase acceptance of bicycling as a legitimate form of transportation.

Bicyclists can be seen everyday in Coeur d'Alene in any weather on trails and roadways; facilities for these cyclists are still inadequate in some areas. Facilities to encourage safe use of bicycles should be designed in new or reconstructed roadways.

Meeting bicyclists' needs should be a city-wide objective, particularly within transportation-related departments. Establishing city policies to achieve this objective is a major part of increasing the acceptance of bicycling as a valid transportation mode. Revised design standards which safely accommodate bicycles should be applied to all new street and roadway projects.

Providing adequate street width to accommodate both bicycles and automobiles safely can encourage more commuting and utilitarian bicycle trips. Facility improvements such as intersection modification, connections between routes, bicycle sensitive signal actuators, and comprehensive signing improvements can make bicycling more user-friendly. Streets designated as bicycle routes can be restriped or otherwise modified with wide curb lanes and a minimum number of stop signs. These routes should also meet both neighborhood and cyclists' needs through the incorporation of traffic management schemes that reduce traffic speeds, cut-through traffic, and the differential in speeds between motorized and non-motorized modes. These traffic management schemes can offset undesirable increases in speed from wider lane widths in some cases.

Off-street facilities can provide uninterrupted bicycle travel in selected corridors, and connect discontinuous on-street segments. They can offer an opportunity for convenient short cuts not provided by the street system.

A program to provide regular maintenance of all on and off street facilities, and associated amenities including street sweeping, can increase the year-round viability of bicycling in Coeur d'Alene.

E. Funding

The Parks Department has diversified funding. The following recommendations will help the City fund trail and other improvements noted in this plan.

- **Continue to pursue grants.** The City has been very effective at obtaining grants, mostly through the State of Idaho and the Federal Government.
- **Explore the possibility of using Community Development Block Grant (CDBG) funds.** These funds could be used to fund additional trails.
- **Expand efforts to obtain donations.** The Pedestrian and Bicycle Advisory Committee has been effective at obtaining donations for specific projects such as bike racks, maps, and education. These past successful efforts should be built upon and expanded. Corporate sponsorships could be sought, especially from local companies and businesses.
- **Consider other funding sources to broaden the trail system funding pool.** Potential funding sources to explore include general obligation bonds, revenue bonds, exchanges of property, public/private partnerships, life-time estates, certificates of participation, land trusts, private grants/foundations, and shared facilities.
- **Evaluate Impact Fees.** Look into the possibility of including an impact fee line item for the long term improvement of the City's trail system.
- **Identify necessary funding prior to trail improvement or expansion.** Identify short and long term financial impact to the various City departments.
- **New Development/Annexations/Redevelopment.** Whenever new roads are created the standards outlined in this document, including the Complete Streets policy, will be implemented. New annexations



will also be required to meet these trails standards and connectivity goals. Some older City streets will be replaced and consideration will be made to accommodate active transportation.

- **Parks Capital Improvement Fund.** The Parks Department can generate revenue through events and user participation in trail related activities. These revenues can be used to replace the annual general fund subsidy for trail maintenance and improvements.

CONCLUSION

The Coeur d'Alene area has been progressive with trail development since the inception of the Centennial Trail. High levels of use have proven the value of this trail and demonstrate the growing need to incorporate a complete trail system. The complete system needs to provide safe and complete routes from all areas of town and connect each neighborhood not only with each other, but with nearby schools, parks, businesses, recreation areas and places of work.

Our trails and bikeways promote an active, healthy lifestyle and provide recreation opportunities and commuter routes for alternative modes of transportation for residents of our city and outlying areas. This document demonstrates the belief that we must focus more attention on increasing our trail system and improving connections within the City and connections with other cities, the County, the region and the State. Coeur d'Alene is an active community and Coeur d'Alene's trails are a precious asset that must be properly managed and developed for residents and visitors. The goals as set forth in this document seek to enhance the quality of life for the citizens of Coeur d'Alene, by insuring that its trails are managed and utilized to their best capacity.

APPENDICES:

Trail Disruption Ordinance

Debris

Depositing debris on the Centennial Trail or within the trail right of way without first obtaining written approval from the Coeur d'Alene parks department is prohibited.

Surface Disturbance or Closure

It is unlawful to alter, modify, paint, cut or destroy the surface of the Centennial Trail or the trail right of way or to conduct any activity that prevents its normal use without first obtaining written permission from the Coeur d'Alene parks department. No person shall close any portion of the trail or trail right of way without first obtaining written permission from the parks department. An alternate route, approved by the parks department, must be provided and appropriately signed before any permitted disturbance or closure of the trail is commenced.

Applicability

The requirements of the Trail Disturbance Ordinance apply to those portions of the trail outside of street rights of way. The portions within street rights of way are subject to all applicable requirements for encroachments, excavations and other impacts as required by Title 12 of City code.

Restoration of Trail Surface

Any permitted surface disturbance of the Centennial Trail must be repaired or restored within twenty four hours after commencement of the surface disturbance unless additional time is specifically allowed by the authorizing permit. An alternate route, approved by the Coeur d'Alene parks department, must be provided and appropriately signed during the entire time of the trail disturbance.

Any repair or restoration not accomplished by the permittee within the specified time will be done by the city or subcontracted by the city with no prior notice to the permittee and at the expense of the permittee. The city will also make any immediate repairs, alterations or additions to any barricades, signs or warnings as deemed necessary for the safety of the public without prior notice to the permittee. The permittee shall reimburse the city for the actual cost of materials, labor, equipment and overhead.

The permittee shall be responsible for the condition of trail surface repairs or restorations for a minimum period of two years following the repair or restoration of any surface disturbance. During the two year period the permittee shall, upon request from the parks department, repair to the city's satisfaction any of the repairs or restorations that have settled, cracked, broken or are otherwise faulty.

The requirements of the Trail Restoration Ordinance apply to those portions of the trail outside of street rights of way. The portions within street rights of way are subject to all applicable requirements for encroachments, excavations and other impacts as required by City code.

Penalties:

Violations: Violation of this section is a misdemeanor and shall be punishable as provided in section 1.28.010 of City code. (Ord. 3275 §1, 2006: Ord. 3257 §2.21, 2006: Ord. 2337 §1, 1991)

Prohibited Use

Ordinance # 10.40.050: CENTENNIAL TRAIL

Motorized Vehicles Prohibited

The use of motor vehicles on or within the right of way of the Centennial Trail is prohibited.

Exceptions

The prohibition set out in subsection A of this section shall not apply to:

- a. Any portion of the trail which lies across or within a road right of way. If the trail lies across or within a road right of way, motorized vehicles may drive within that portion of the trail lying across or within the road right of way unless signs or other markings prohibiting motor vehicles are erected and maintained;
- b. A motorized wheelchair operated by a disabled person;
- c. Authorized emergency or maintenance vehicles engaged in the performance of emergency or maintenance services.

Horses

Riding, leading or otherwise permitting horses on the Centennial Trail is prohibited.

COMMITTEES

Joint Powers

Joint Powers is a board of government officials from Coeur d'Alene, Post Falls, and Kootenai County that holds quarterly meetings for the purpose of maintaining capitol improvements and long-term care of the Centennial Trail.

The governing body of each of the parties selects one of its members to serve on the Joint Powers Board. The Board elects, by majority vote, a chairman and a vice-chairman on a yearly basis. The Centennial Trail Joint Powers Board establishes its meeting schedule and provides proper notice of the meetings to the public in accordance with the instructions of the chairman and applicable law.

Each entity contributes annually to the Joint Powers Fund. Expenditures from the Fund are made only with the consent of a majority of the Joint Powers Board.

North Idaho Centennial Trail Foundation

The North Idaho Centennial Trail Foundation was established in 1989 as a non-profit organization to assist with the maintenance and continued improvements of the North Idaho Centennial Trail.

The Foundation's work is funded entirely through memberships, donations and grants.

Coeur d'Alene Parks Foundation

The Parks Foundation is a non-profit organization established for the purpose of acquiring park land, holding property for parks and accruing funds for the development of future parks.

Coeur d'Alene Parks and Recreation Commission

The Parks and Recreation Commission is an advisory commission appointed by the Mayor and Council. Their purpose is to advise the Council on the conduct of, and the supervision of, public parks and public playgrounds, athletic fields, recreation centers, recreational facilities and other recreation activities on any of the properties owned or controlled by the City, or on other properties with the consent of the owners and occupants thereof.

Coeur d'Alene Planning and Zoning Committee

The Planning and Zoning Committee serves in the preparation and implementation of the Comprehensive Plan through which the Commission seeks to promote orderly growth, preserve the quality of Coeur d'Alene, protect the environment, promote economic prosperity and foster the safety of its residents.

Coeur d'Alene Pedestrian and Bicycle Advisory Committee

The Pedestrian and Bicycle Committee is an advisory committee appointed by the Mayor and Council. The purpose of the Committee is to promote non-automotive forms of travel and the development of safe pedestrian and bicycle facilities into a well-designed, integrated transportation network for all Coeur d'Alene citizens.

Coeur d'Alene Natural Open Space Committee

The Natural Open Space Committee is an advisory committee appointed by the Mayor and Council. Their purpose of the committee is to offer recommendations to the City of Coeur d'Alene regarding the city's efforts to provide stewardship and enjoyment of natural open spaces including existing areas and future additions.

Tubbs Hill Foundation

The Tubbs Hill Foundation is a non-profit association dedicated to the preservation of Tubbs Hill as a unique and natural lakeshore forest typical of North Idaho while providing for compatible public use. They act as advocates for the park; advise the city administration on issues pertaining to the park and support volunteer efforts, fund raising, community relations, and other tasks as needed to achieve this goal.

PROHIBITED USE

Ordinance # 10.40.050: CENTENNIAL TRAIL

Motorized Vehicles Prohibited

The use of motor vehicles on or within the right-of-way of the Centennial Trail is prohibited.

Exceptions

The prohibition set out in subsection A of this section shall not apply to:

- a. Any portion of the trail which lies across or within a road right-of-way. If the trail lies across or within a road right-of-way, motorized vehicles may drive within that portion of the trail lying across or within the road right-of-way unless signs or other markings prohibiting motor vehicles are erected and maintained;
- b. A motorized wheelchair operated by a disabled person;
- c. Authorized emergency or maintenance vehicles engaged in the performance of emergency or maintenance services.

Horses

Riding, leading or otherwise permitting horses on the Centennial Trail is prohibited.

RULES OF THE ROAD

For Motorized Vehicles

Coeur d'Alene is a very active community with a large number of people using bicycles for both recreation and as an alternative means of transportation.

Cyclists have the same right to use the road as a car and are far more vulnerable in the event of a collision. When a car hits another car at low speed the results are usually mild. When a car hits a cyclist or pedestrian, even at low speeds, the results are often fatal.

When you see cyclists or pedestrians, take the time to slow down and give them plenty of room. Spending a few more seconds to be careful can save a life.

- Give bicycles at least three feet of room when over-taking them.
- Do not honk or shout at cyclists. This is a crime and you can be prosecuted.
- Always check for cyclists or pedestrians when pulling on to a road or out of a driveway.
- Be alert, courteous and predictable.

For Bicycles

- Obey all traffic signals. Bicycles are considered vehicles and must obey all traffic laws with the following exceptions:
 - Idaho law does not require a bicycle to come to a complete stop at a stop sign, rather to treat it as a yield sign.
 - At a stoplight a bicycle may proceed against red after coming to a complete stop, checking for oncoming traffic and yielding the right-of-way.
- Travel at a safe speed when using pedestrian trails. The speed limit is 15 mph and traveling faster than that endangers pedestrians and other trail users.
- Cyclists should always "Stop and Look" at all intersections and rail road crossings.
- Bicycles should always travel in the same direction as traffic.
- Always wear a helmet.

- Lock your bike when not in use.
- Ride in single file and alert other users when over taking them. Assume other bicyclists and motorists don't see you.
- Be alert, courteous and predictable.
- Idaho law requires headlights and tail lights when riding at night.