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City of Coeur d'Alene Trails & Bikeways Master Plan

Multi-Use Paths

Mountain Bike Trails

Bike Routes

Bike Lanes

Bicycle Boulevards

Water Trails

Hiking Trails

2017 UPDATE

Trail Heads




ACKNOWLEDGMENTS

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TABLE OF CONTENTS

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."

Executive Summary:

Coeur d'Alene has the potential to become one of the Northwest's top bicycling communities. The City's extensive trail network, on-street bike lane network and location in relation to other trail networks make it a great place for locals or tourists to get on their bikes and ride.

Providing facilities, education and encouragement for cyclists are important milestones for our active community to promote health, lower congestion, decrease pollution and attract new businesses to Coeur d'Alene. The Trails and Bikeways Master Plan suggests real solutions that work with the latest accepted standards that can be adopted and implemented for both the short term and long term goals of the City.

This plan represents an incredible opportunity to build on existing efforts completed to date, while also exploring new opportunities. Connecting the City's shared-use trail facilities with a network of on-street bike lanes, bike boulevards and shared roadways will integrate bicycling into the transportation network. The Trails and Bikeways Master Plan also introduces new standards for bike facilities and new trail expansions that will connect major trail networks. This plan also includes design recommendations to meet pedestrian and bicycle user needs such as sidewalks, intersection treatments, bike boxes, wayfinding signage, and streetscape elements.

With the foundation of a potentially top-notch system in place, the City seeks to make bicycling an integral mode of the transportation system. The Coeur d'Alene Trails and Bikeways Master Plan presents a five to ten year vision of a fully-developed bicycle system throughout the city, serving recreationists, commuters, children, adults, residents and visitors alike. The trail and bicycle networks will connect neighborhoods, parks, schools, public facilities, business districts, and natural open spaces.

Accomplishments:

The last update to the Trails and Bikeways Master Plan was made in 2010 and since that time we have added a large number of facilities:

- We have added 8.22 miles of shared-use pathways. None of these were new major pathways. They were connectors between gaps in our system or re-routes of existing trails, like the Centennial Trail through McEuen Park.
- We have added 18 lane miles of on-street bike lanes in the following locations:
    - 15th Street
    - 3rd Street south of Harrison
    - 4th Street between Safeway and Harrison
    - 8th Street by City Hall
    - College Drive
    - Dalton Avenue by the County Sheriff's Office
    - Government Way south of Harrison and north of Dalton
    - Hanley Avenue
    - Hubbard Avenue
    - Kathleen Avenue
    - Lincoln Street
    - Neider near Howard Street
    - River Avenue
- The number of shared roadways has been reduced due to making some of them on-street bike lanes. We have placed a few in areas to fill in gaps in our on-street bike lane system. Those areas are:
    - Harrison between 3rd and 4th
    - 3rd Street between Coeur d'Alene Avenue and Front Avenue
- We have added our first bicycle boulevards on Young Avenue and Fort Grounds Drive
- We have added a large number of bike racks, including artistic bike racks
- We have added bike corrals
- We have added a bicycle repair station

This update introduces new standards and new facilities, such as, buffered bike lanes, cycle tracks, and water trails. This plan also includes a mountain bike trail plan and addresses sidewalk infill.

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 Higgens 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.

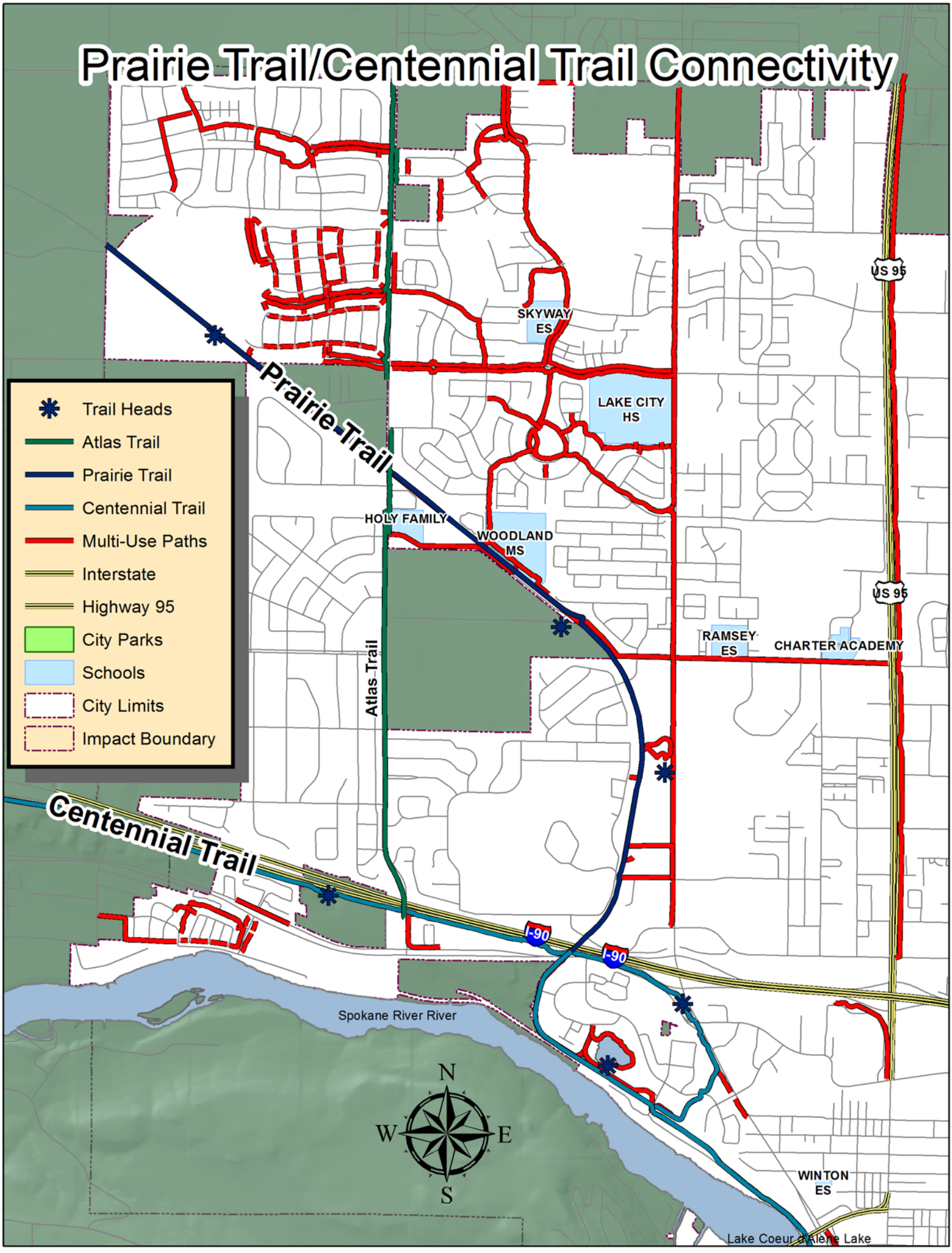
Surrounding the downtown core are older residential neighborhoods that are within walking or biking distance to a wide variety of activities available in the area. Restaurants, hotels, shops, parks, theatres, outdoor entertainment, lake access, hiking trails, Tubbs Hill and the Centennial Trail are a 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 sub-divisions 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 8: 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
Prairie Trail
Centennial Trail
Atlas Trail
SKYWAY ES
LAKE CITY HS
HOLY FAMILY
WOODLAND MS
RAMSEY ES
CHARTER ACADEMY
US 95
US 95
I-90
I-90
Spokane River River
WINTON ES
Lake Coeur d'Alene Lake
N
W
E
S

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 it's 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-feet 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 17: SHARED-USE PATHS MAP


Shared-Use Paths
Hayden
Tottens
N
W
E
S
Landings Park
Sunshine Meadows
Legacy Place Park
CDA Soccer Complex
Highway 95 N
Bluegrass Park
Canfield Sports Complex
Canfield Mtn Natural Area
Shadduck Lane Park
Northshire Park
Jenny Stokes Field
Ramsey Park
North Pines Park
Sunset Field
Nettleton
Johnson Mill River Park
Spokane River
Riverstone Park
Cherry Hill Park
Winton Park
Highway 95 S
Bryan Field
Veterans Centennial Natural Area
Phippeny Park
Person Field
Memorial Field
Hubbard St CdA City Park
Independence Pt Park
McEuen Park
Third Street Dock
East Tubbs Hill Park
Tubbs Hill
Fernan
Fernan Lake Natural Area
Lake Coeur d'Alene
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 19: BIKE LANES AND SHARED ROADWAYS MAP


Bike Lanes and Shared Roadways
Hayden Lake
Tottens Pond
N
W
E
S
95
95
95
I-90
I-90
Spokane River River
On-Street Bike Lanes
Shared Roadway
Bike Route
Bike Boulevards
Interstate
Highway 95
City Parks
City Limits
Impact Boundary
Fernan Lake
Lake Coeur d'Alene Lake

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 21, 22 & 23: NATURE TRAIL MAPS

Canfield Trail System


Fernan Lake Trail System
Legend
Hiking Trails
Trail Head
THEIS
Fernan Lake
Fernan Lake Natural Area
POTLATCH HILL


Tubbs Hill Trail System
Veterans Memorial Park
McEuen Park
Third Street Dock
TUBBS HILL
YOUNG
PINE
ALLEY
MOUNTAIN
East Tubbs Hill Park
Tubbs Hill
COEUR D ALENE LAKE
Lake Coeur d'Alene
Legend
Hiking Trails
Trail Heads

E. Additional Trail Facilities

Trailheads

A trailhead is the point at which a shared-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 Higgens 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 shared-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

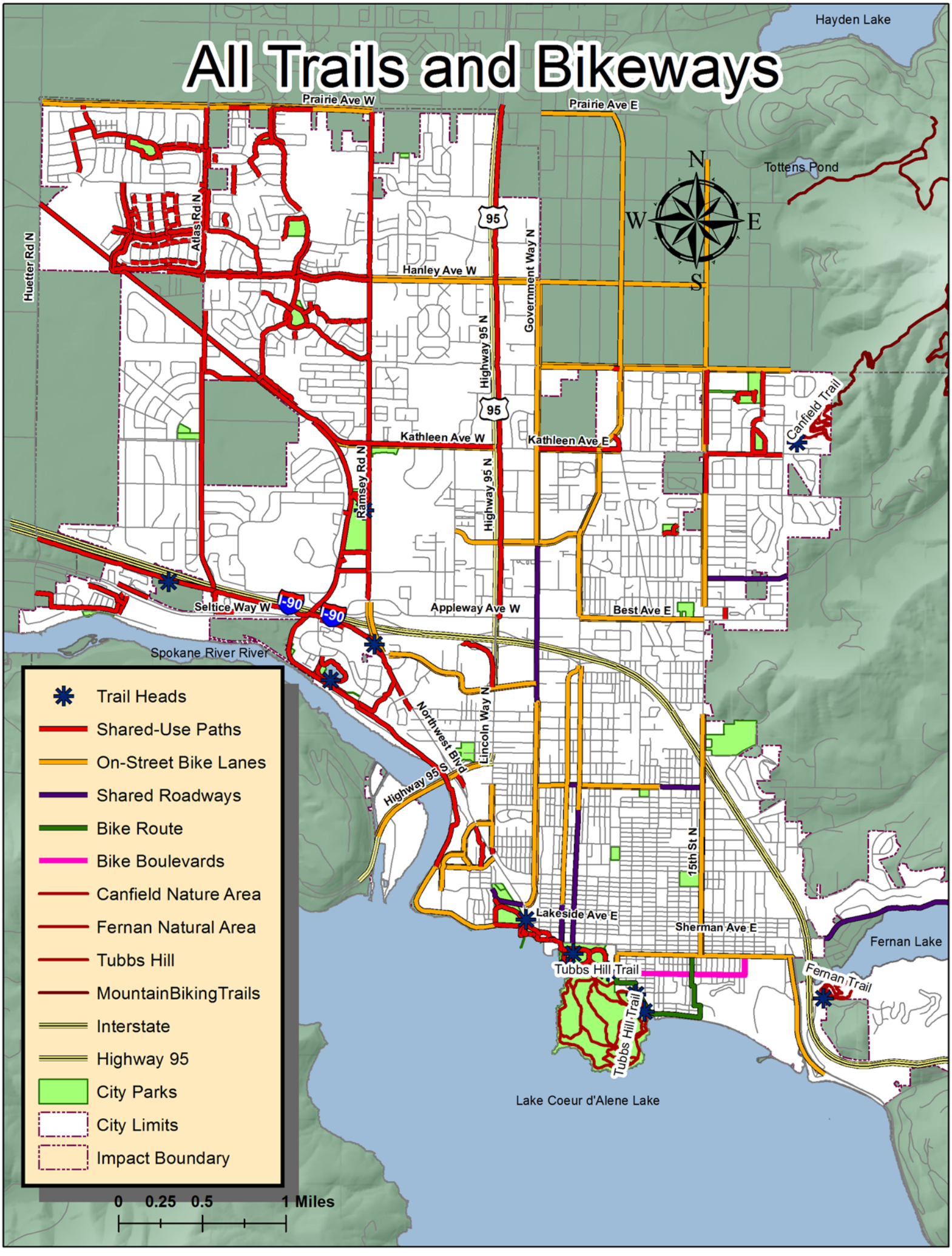
These trails are located on the South end of Pend Oreille Lake and are managed by the Idaho Department of Parks and Recreation.

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 29: ALL TRAILS AND BIKEWAYS MAP


All Trails and Bikeways
Hayden Lake
Prairie Ave W
Prairie Ave E
Tottens Pond
N
W
E
S
Huetter Rd N
Atlas Rd N
95
Hanley Ave W
Government Way N
Highway 95 N
Kathleen Ave W
Kathleen Ave E
Canfield Trail
Ramsey Rd N
Seltice Way W
I-90
Appleway Ave W
Best Ave E
Spokane River River
Northwest Blvd
Lincoln Way N
Highway 95 S
15th St N
Lakeside Ave E
Sherman Ave E
Fernan Lake
Tubbs Hill Trail
Fernan Trail
Lake Coeur d'Alene Lake
Trail Heads
Shared-Use Paths
On-Street Bike Lanes
Shared Roadways
Bike Route
Bike Boulevards
Canfield Nature Area
Fernan Natural Area
Tubbs Hill
MountainBikingTrails
Interstate
Highway 95
City Parks
City Limits
Impact Boundary
0 0.25 0.5 1 Miles

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 shared-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 or replace wide lane with bike lanes on each side of the road.

- Work with the Cd'A Resort to replace on-street bike lane with a shared-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 by continuing the proposed trail along the future alignment of Ashton.
- 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.

I-90 Trail

- Work with ITD to build a shared-use path on Interstate 90 from the Prairie Trail near the Appleway Bridge through the freeway right-of-way to Government Way. This will involve creating a crosswalk at Ramsey Road and connecting the trail to the proposed Government Way Bike Lanes at the Government Way Bridge over I-90. This trail will create connectivity from the 95 Trail to areas south of I-90.

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 43: PROPOSED SHARED-USE PATHS MAP


Proposed Shared-Use Paths
Hayden
Tottens
N
W
E
S
Landings Park
Sunshine Meadows
Legacy Place Park
CDA Soccer Complex
Bluegrass Park
Northshire Park
Jenny Stokes Field
Highway 95 N
Canfield Sports Complex
Canfield Mtn Natural Area
Shadduck Lane Park
Ramsey Park
North Pines Park
Interstate 90 W
Johnson Mill River Park
Spokane River
Riverstone Park
Sunset Field
Nettleton
Cherry Hill Park
Winton Park
Highway 95 S
Bryan Field
Interstate 90 E
Veterans Centennial Natural Area
Phippeny Park
Person Field
Memorial Field
Hubbard St Park
CdA City Park
Independence Pt Park
McEuen Park
Third Street Dock
Tubbs Hill
East Tubbs Hill Park
Fernan
Fernan Lake Natural Area
Lake Coeur d'Alene
Proposed Shared-Use Paths
Interstate
Highway 95
City Parks
City Limits
Impact Boundary

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.
- *C*ontinue installation of bike lanes from Kathleen to Seltice - *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.

Wilbur Avenue

- Install bike lanes from Government Way to N Pinegrove Drive when Wilbur is constructed from Government to 95. The bike lanes should be continued to Ramsey and beyond once a new subdivision is added to the west of Ramsey and Wilbur is extended.

*SEE MAP ON PAGE 48: PROPOSED ON-STREET BIKE LANES MAP


Proposed Bike Lanes
Hayden Lake
Prairie Ave W
Prairie Ave E
Huetter Rd N
Landings Park
Sunshine Meadows
Legacy Place Park
95
Tottens Pond
N
W
E
S
Atlas Rd N
CDA Soccer Complex
Hanley Ave W
Highway 95 N
Government Way N
Bluegrass Park
Canfield Sports Complex
Canfield Mtn Natural Area
Shadduck Lane Park
Northshire Park
Kathleen Ave W
Kathleen Ave E
Jenny Stokes Field
Ramsey Rd N
Ramsey Park
North Pines Park
-90
Johnson Mill River Park
Seltice Way W
Appleway Ave W
Best Ave E
Sunset Field
Riverstone Dog Park
Spokane River River
Riverstone Park
Northwest Blvd
Lincoln Way N
Cherry Hill Park
Highway 95 S
Bryan Field
Veterans Centennial Natural Area
Phippeny Park
15th St N
Memorial Field
Person Field
Hubbard St
CdA City Park
Lakeside Ave E
Sherman Ave E
Fernan Lake
Independence Pt Park
McEuen Park
Coeur D'Alene Lake Dr E
Fernan Lake Natural Area
Third Street Dock
East Tubbs Hill Park
Tubbs Hill
Lake Coeur d'Alene Lake
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.

- Work with NIC to install "Share the Road" signs and sharrows along Garden Avenue on Campus.

- 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.

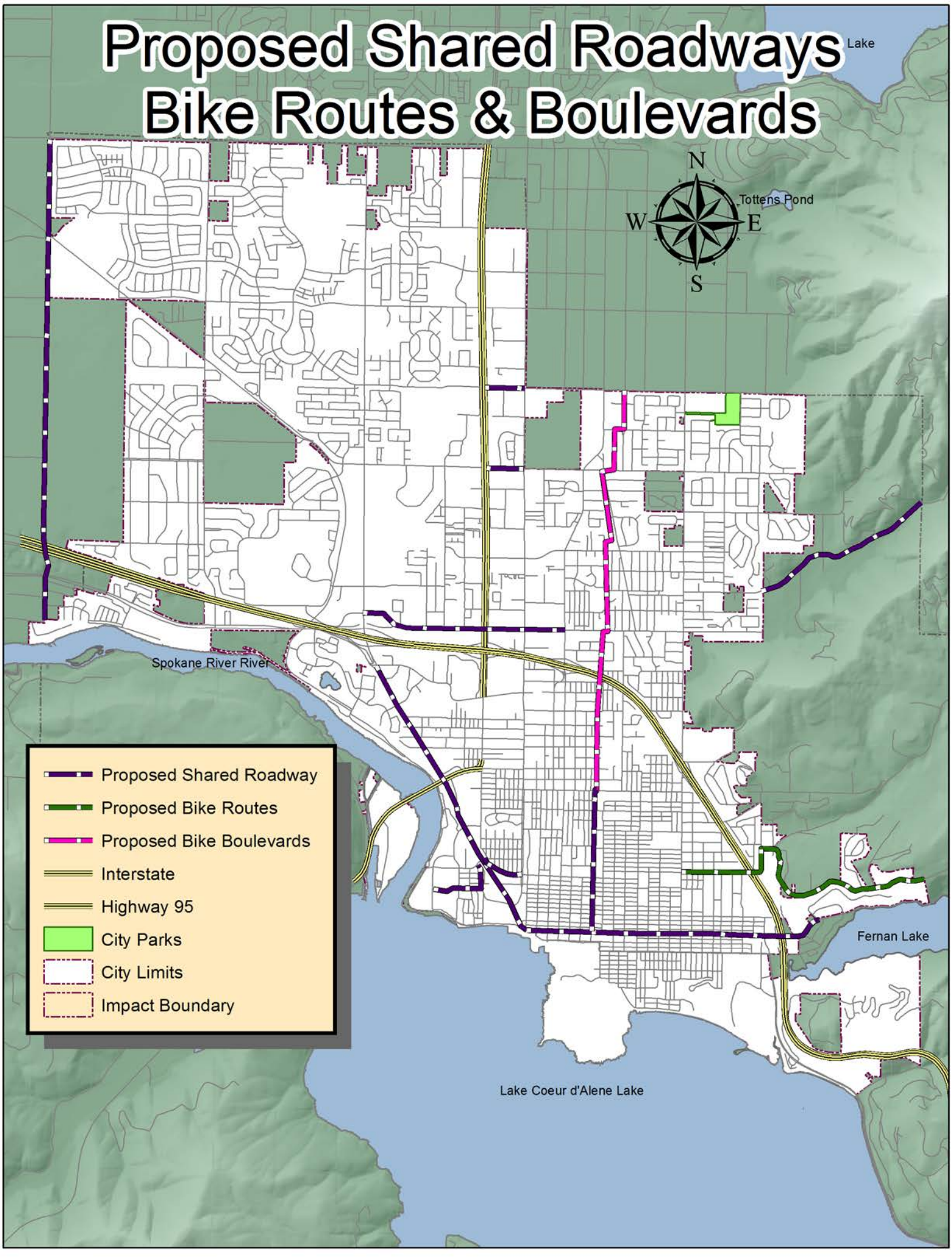
- 7th Street from Harrison Ave to Best Ave, then west on Best Ave to North Forest Street/7th Street, north on North Forest Street/7th Street to Shadow Lane, then east on Shadow Lane to Honeysuckle Avenue, then North on Honeysuckle to Margaret, the east on Margaret to N Ezy Street, north on Ezy Street 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 52: 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.

The Cd'A Canoe and Kayak Club was consulted and they gave input on possible launch locations, area water trails to model our system after and describe the kind of launches they prefer.

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 launch at 14th street near the Jewitt House and continue west around Tubbs Hill or east down Sanders Beach to the Coeur d'Alene Golf Course and back.

- *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.

Kayak and canoe launches:

- *Sanders Beach:* This is a sandy launch at the end of 14th street near the Jewitt House on Sanders Beach.
- *12th Street:* This is a sandy launch at the end of 12th street on Sanders Beach.
- *3rd Street Launch – McEuen:* This is a concrete boat launch that kayaks and canoes can use.
- *Independence Point:* This is a sandy launch near Coeur d'Alene City Park.
- *Hubbard Street Park:* This is a sandy launch at the end of Hubbard Street on Rosenberry Drive
- *NIC Beach:* This is a sandy launch on the beach on Rosenberry Drive.
- *Blackwell Island Launch:* This is a proposed ADA accessible launch on Blackwell Island
- *Old Stimson Mill Site Launch:* This is a proposed launch near Riverstone Park in the old Stimson Mill site property.
- *Mill River Launch:* This is a sandy launch site off of Grand Mill Avenue.

*SEE MAP ON PAGE 55: PROPOSED WATER TRAILS MAP


Water Trails
N
W
E
S
Mill River Dock Launch
Spokane River
Bellerive Dock Access
Nettleton
Blackwell Water Trail
Riverstone Water Trail
City Beach Water Trail
NIC Beach Launch
Independence Point Beach Launch
McEuen Ramp Launch
Hubbard Street Beach Launch
Boardwalk Water Trail
Sanders Beach Water Trail
Tubbs Hill Water Trail
Lake Coeur d'Alene
East Fernan Ramp Launch
Fernan
Fernan Water Trail
Fernan Ramp Launch
Fernan Natural Park Access
Fernan
East Tubbs Accessible Launch
Proposed Water Trail
Launch Sites
Interstate
Highway 95
City Parks
City Limits
Impact Boundary

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.

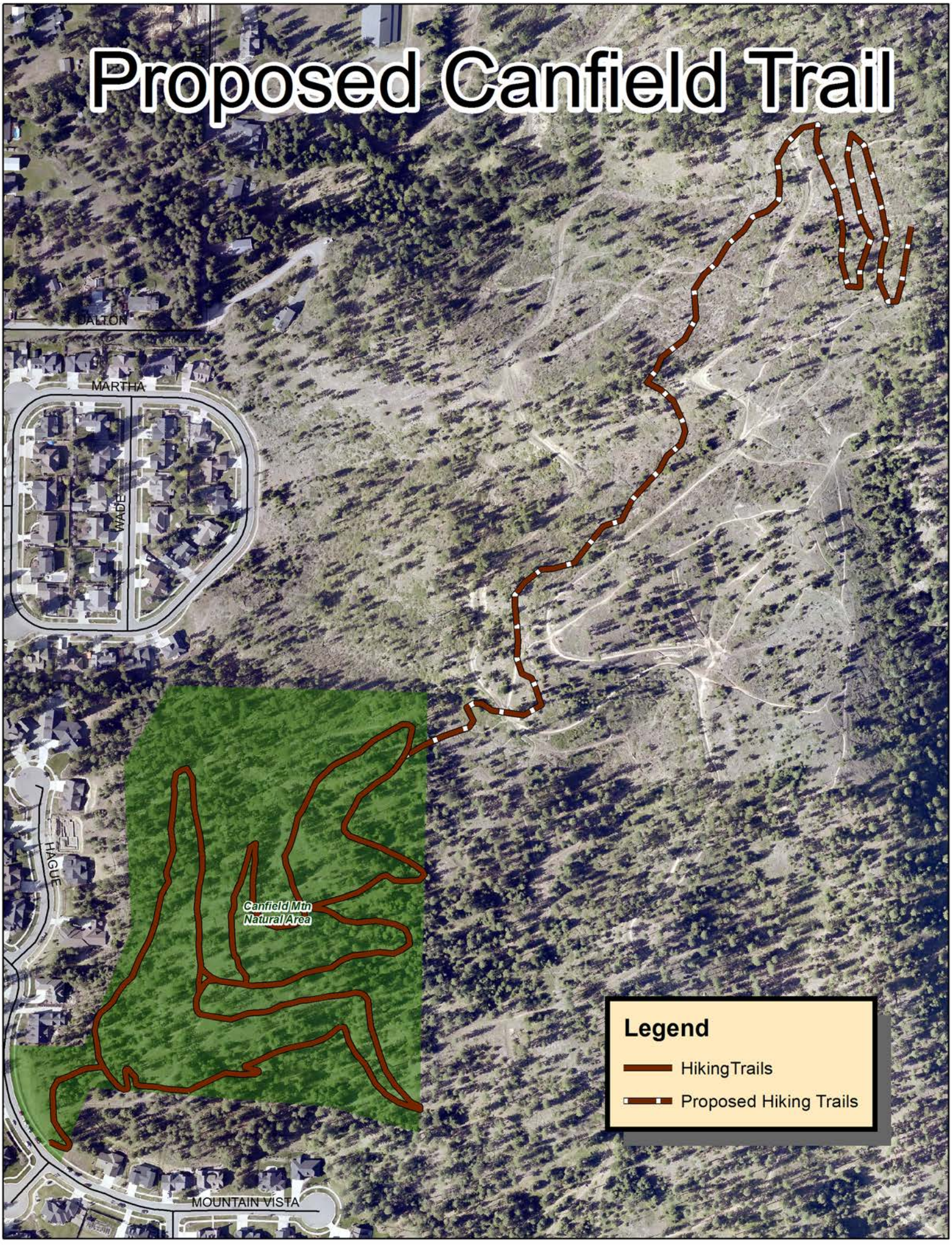
Nature Trail Improvements

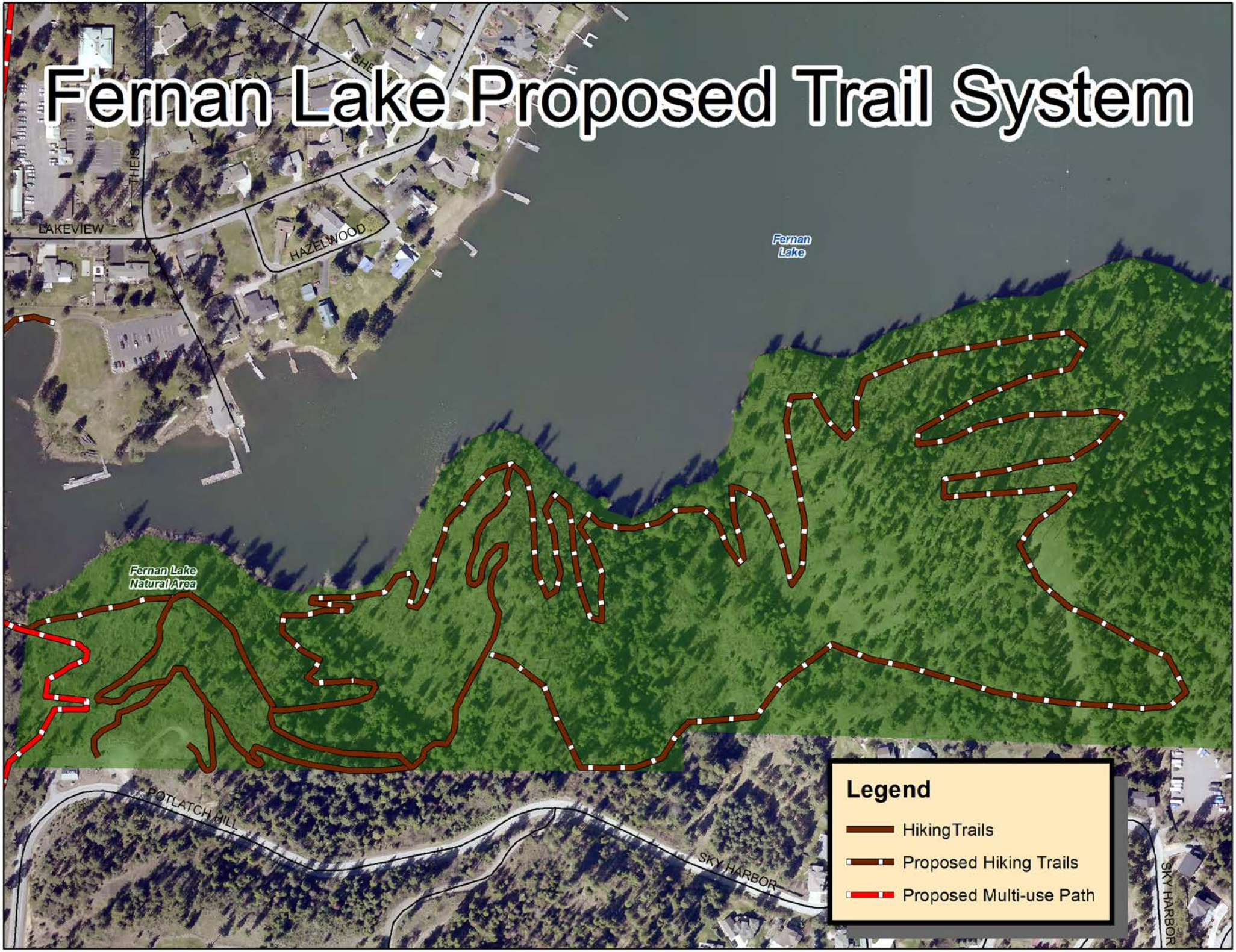
Suggested additions to the Nature Trail system in the City include:

- 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 58-59: PROPOSED NATURE TRAILS


Proposed Canfield Trail
DALTON
MARTHA
WADE
HAGUE
Canfield Mtn
Natural Area
MOUNTAIN VISTA
Legend
HikingTrails
Proposed Hiking Trails


Fernan Lake Proposed Trail System
LAKEVIEW
HAZELWOOD
Fernan Lake
Fernan Lake Natural Area
POTLATCH HILL
SKY HARBOR
SKY HARBOR
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.

Four Corners Pump Park
Situated in the BLM property near Memorial Field, this area is ideally located 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 63: MOUNTAIN BIKE TRAILS


Mountain Bike Trails
Tottens Pond
Proposed Connector
Canfield Natural Area-City
US 95
US 95
Canfield Trail System-USFS
Nettleton Creek
Proposed Ridge Trail
Spokane River
River
US 95
I-90
Proposed Bike Park
90
Fernan Lake
Proposed Pump Track
Fernan Creek
Lake Coeur d'Alene Lake

*SEE MAP ON PAGE 65: ALL PROPOSED TRAILS


All Proposed Trails and Bikeways
Hayden Lake
Prairie Ave W
Prairie Ave E
Tottens Pond
N
W
E
S
95
Huetter Rd N
Atlas Rd N
Hanley Ave W
Highway 95 N
Government Way N
Kathleen Ave W
Kathleen Ave E
Ramsey Rd N
I-90
Seltice Way W
Appleway Ave W
Best Ave E
Spokane River River
Northwest Blvd
Lincoln Way N
15th St N
Lakeside Ave E
Sherman Ave E
Coeur D'Alene Lake Dr E
Fernan Lake
Lake Coeur d'Alene Lake
Legend
Proposed Multi-Use Path
Proposed On-Street Bike Lanes
Proposed Shared Roadways
Proposed Bike Routes
Proposed Bike Boulevards
Proposed Water Trails
Proposed HikingTrails
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. Shared-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 shared-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 68: ALL CURRENT & PROPOSED TRAILS


Current and Proposed Trails and Bikeways
Hayden Lake
Tottens Pond
Prairie Ave W
Prairie Ave E
Huetter Rd N
Atlas Rd N
Hanley Ave W
Government Way N
Highway 95 N
95
Kathleen Ave W
Kathleen Ave E
Ramsey Rd N
Seltice Way W
I-90
Appleway Ave W
Best Ave E
Spokane River River
Northwest Blvd
Lincoln Way N
Highway 95 S
15th St N
Lakeside Ave E
Sherman Ave E
Fernan Lake
Coeur D'Alene Lake Dr E
Lake Coeur d'Alene Lake
N
W
E
S
Legend
Trail Heads
Multi-Use Paths
On-Street Bike Lanes
Shared Roadway
Bicycle Boulevards
Bike Route
HikingTrails
MountainBikingTrails
Proposed Multi-Use Path
Proposed On-Street Bike Lanes
Proposed Shared Roadways
Proposed Bike Routes
Proposed Bike Boulevards
Proposed Water Trails
Proposed HikingTrails
ProposedMountainBikingTrails
Trail Heads Proposed
Interstate
Highway 95
City Parks
City Limits
Impact Boundary
0 0.25 0.5 1 Miles

CHAPTER 4: STANDARDS

Introduction

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.

The network recommendations and design approach included in this plan should be considered through the City's Development Review process. Where there is an overlap, new development and redevelopment offers the opportunity to contribute to the overall buildout of the bicycle network. This plan's recommendations are that future corridor plans, neighborhood plans, and citywide planning efforts consider the recommendations and philosophy inherent in the plan while ensuring context-appropriate and best practice design to accommodate the needs of people on bicycles.

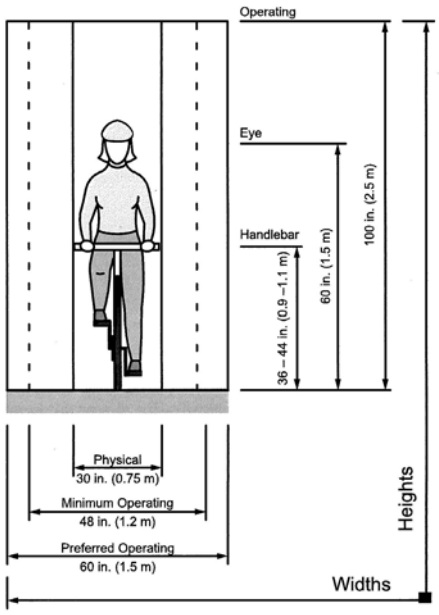
As a citywide plan, this plan presents high level recommendations that provide a baseline from which design adjustments may be made, as corridors and projects move to the next phase of planning. Even where the plan may not recommend bicycle facilities, the City should approach all new and retrofit street projects from a Complete Streets perspective and consider opportunities to design for people bicycling where appropriate.

In order to create a bicycle network that is safe, convenient, and consistent, it is important to have design guidelines and standards in place to direct the construction of new facilities and improvements to existing facilities. The following are national design guidelines for bicycle and pedestrian facilities that form the basis of the recommendations in this report. These publications are not necessarily laws, but are widely used and accepted national design standards that are intended to provide design guidance that results in facilities that meet the needs of bicyclists, pedestrians, and motorists. At a minimum, all Trails and Bikeways design should adhere to:

- The Americans with Disabilities Act (ADA) Accessibility Guidelines (ADAAG).
- Street crossings and pathways in a public right-of-way that function as sidewalks should also be in accordance with the draft Rights-Of-Way Accessibility Guidelines (PROWAG).
- Pathways built in independent corridors should meet the accessibility standards described in the Architectural Barriers Act

Accessibility Guide- lines for Outdoor Developed Areas (AGODA).

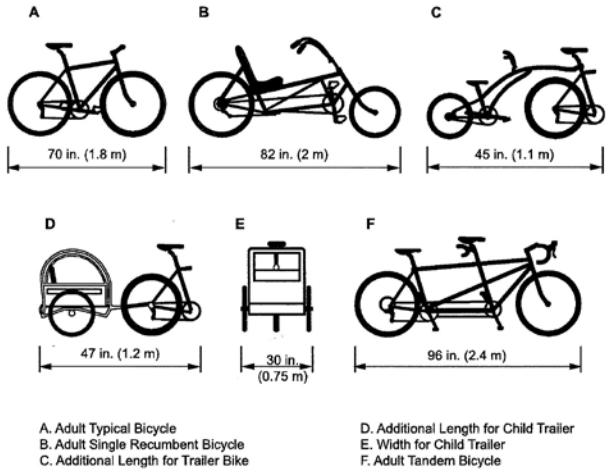
- AASHTO Guide for the Development of Bicycle Facilities (Current Edition)
- AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities (Current Edition)
- Manual on Uniform Traffic Control Devices (MUTCD) (Current Edition)
- NACTO Urban Bikeway Design Guide (Current Edition)
- MassDot Separated Bike Lane Planning & Design Guide
- The Federal Highway Administration's (FHWA) Bicycle and Pedestrian Program



Bicyclist Operating Space
Source: AASHTO Guide for the Development of Bicycle Facilities, 4th Edition

These guidelines cover the design and construction of typical bicycle and pedestrian facilities including shared roadways, paved shoulders, bike lanes, bicycle boulevards, sidewalks, shared use paths, intersections, signage and pavement markings, bicycle parking facilities, and maintenance operations. These guidelines are very comprehensive, easily understood, and cover many different scenarios and site conditions. These national standards do not necessarily mandate a single best approach for all situations, but rather they provide a range of design values and alternatives for bicycle and pedestrian facilities.

The intent of these guidelines and this plan are to establish a consistent and coordinated bicycle and pedestrian system city-wide. It is important to have continuity within the regional transportation system to create a safe and highly functional system that is easily negotiated by all users. Also, there may be specific instances where physical limitations or special circumstances require deviation (either more or less stringent) from these guidelines.

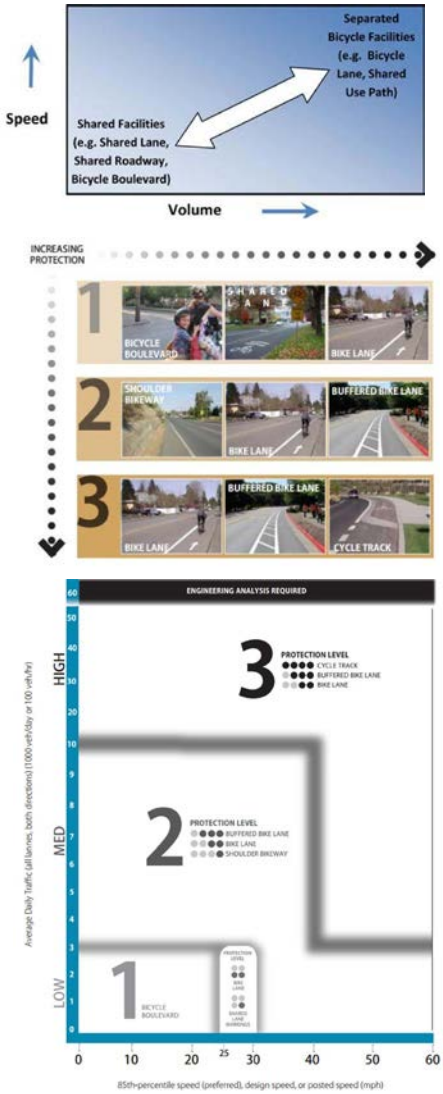


Typical Bicycle Dimensions
Source: AASHTO Guide for the Development of Bicycle Facilities, 4th Edition

Bicycle as a Design Vehicle

Similar to motor vehicles, bicyclists and their bicycles exist in a variety of sizes and configurations. These variations occur in the types of vehicle (such as a conventional bicycle, a recumbent bicycle or a tricycle), and behavioral characteristics (such as the comfort level of the bicyclist). The design of a bikeway (and facility open to bicyclists) should

consider reasonably expected bicycle types on the facility and utilize the appropriate dimensions. The above figure illustrates the operating space and physical dimensions of a typical adult bicyclist, which are the basis for typical facility design. Bicyclists require clear space to operate within a facility. Therefore, the minimum operating width is greater than the physical dimensions of the bicyclist. Bicyclists prefer five feet or more operating width, although four feet may be minimally acceptable. In addition to the design dimensions of a typical bicycle, there are many other commonly used pedal-driven cycles and accessories to consider when planning and designing bicycle facilities. The most common types include tandem bicycles, recumbent bicycles, and trailer accessories.



While there are no 'hard and fast' rules for determining the most appropriate type of bicycle facility, various Graphics have been developed and are available for use to help select the specific facilities that should be used in relation to specific needs and traffic volumes.

A. Warrants for Bicycle Facility Types and Selection

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 section specifies the different types of facilities and the following will discuss when each type of facility should be used.

There are no 'hard and fast' rules for determining the most appropriate type of bicycle facility for a particular location – roadway speeds, volumes, right-of-way width, presence of parking, adjacent land uses, and expected bicycle user types are all critical elements of this decision. Studies find that the most significant factors influencing bicycle use are motor vehicle traffic volumes and speeds.

Additionally, most bicyclists prefer facilities separated from motor vehicle traffic or located on local roads with low motor vehicle traffic speeds and volumes. Because off street pathways are physically separated from the roadway, they are perceived as safe and attractive routes for bicyclists who prefer to avoid motor vehicle traffic. Consistent use of treatments and application of bikeway facilities allow users to anticipate whether they would feel comfortable riding on a particular facility, and plan their trips accordingly. This section provides guidance on various factors that affect the type of facilities that should be provided.

Facility Classification

Consistent with bicycle facility classifications throughout the nation, this plan identifies the following classes of facilities by degree of separation from motor vehicle traffic. It should be noted that unless otherwise posted, all roadways are shared roadways. Bicycles may legally be operated on all roadways, except where prohibited by statute or regulation.

Generally, roadways that carry low volume and low speed traffic are suitable

for comfortably accommodating bicyclists within the vehicle travel lane. There are, however, some features such as pavement markings and regulatory signage that can be incorporated on local streets to make them more compatible with biking, alert motorists to the likely presence of bicycles, and guide the positioning of cyclists in the travel lane.)
Trails and Bikeways are often classified by purpose and function (i.e. regional, local access), user type (i.e. road cyclist, jogger, commuter), or by facility type (i.e. separated pathway, bike lane). Therefore, for the purpose of this plan, Trails and Bikeways will be classified by the following facility types (further defined below):

- *Shared Roadways*
    - *Shared Roadway Facility types*
- *Bike Lanes*
    - *Bike Lane Facility Types*
- *Cycle Tracks*
- *Shared Use Paths*

It is important to note the protection level of each facility type. A shared roadway offers the least protection, a bike lane offers the next level of protection, a buffered bike lane is even safer and the safest are cycle tracks and separated shared-use paths.

B. Shared Roadways

Shared Roadways are bikeways where cyclists and cars operate within the same travel lane, either side by side or in single file depending on roadway configuration. The most basic type of bikeway is a signed shared roadway. Additionally, Shared Roadways are low-volume, low-speed streets that provide low-stress connectivity to the bicycle network.

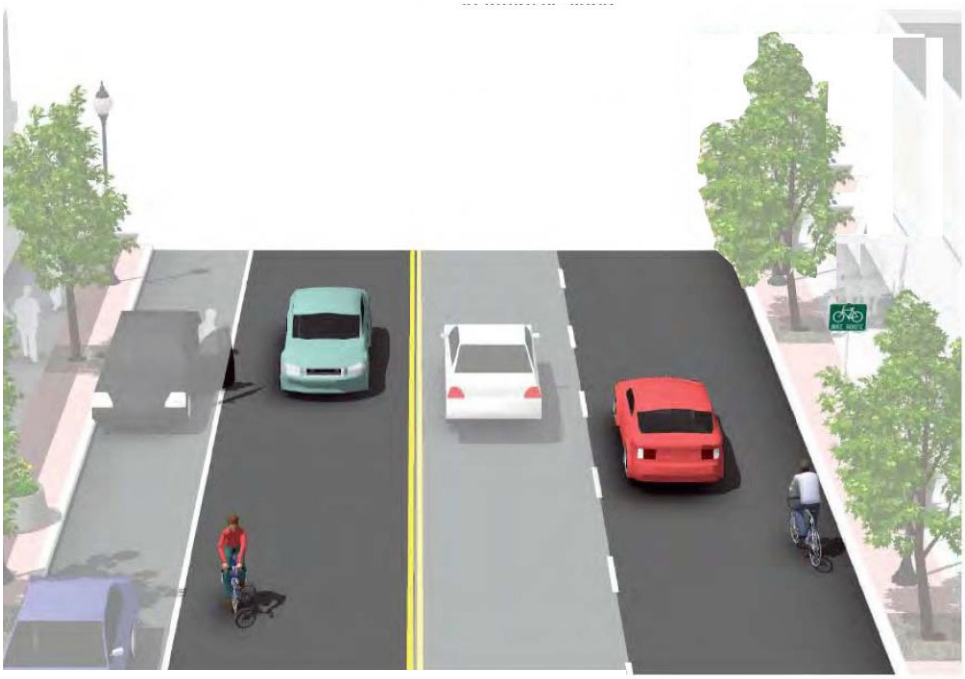
This connectivity with other bicycle facilities (usually bike lanes), will designate preferred routes through high-demand corridors. Shared Roadways may also be designated by pavement markings, signage and other treatments including directional signage, traffic diverters, chicanes, chokers and /or other traffic calming devices to reduce vehicle speeds or volumes. Such treatments often are associated with Neighborhood Greenways / Bicycle Boulevards.

Shared Roadway Facility Types

- *Signed shared roadway*

- *Marked shared roadway*
- *Neighborhood greenways / Bicycle Boulevards*
- *Paved shoulders*

Signed Shared Roadway



Signed Shared Roadway
Source: Moscow Multi-Modal Transportation Plan, 2014

Description

Signed Shared Roadways are facilities shared with motor vehicles. They are typically used on roads with low speeds and traffic volumes, however they can be used on higher volume roads with wide outside lanes or shoulders. A motor vehicle driver may have to cross into an adjacent travel lane to pass a bicyclist when the travel lane is narrow. Signed Shared Roadways serve either to provide continuity with other bicycle facilities (usually bike lanes) or to designate preferred routes through high-demand corridors.

Design Features

Lane width varies depending on roadway configuration. Bicycle Route signage (D11-1) should be applied at intervals frequent enough to keep bicyclists informed of changes in route direction and to remind motorists of the presence of bicyclists. Commonly, this includes placement at:

- Beginning or end of Bicycle Route.
- At major changes in direction or at intersections with other bicycle routes.
- At intervals along bicycle routes not to exceed ½ mile.

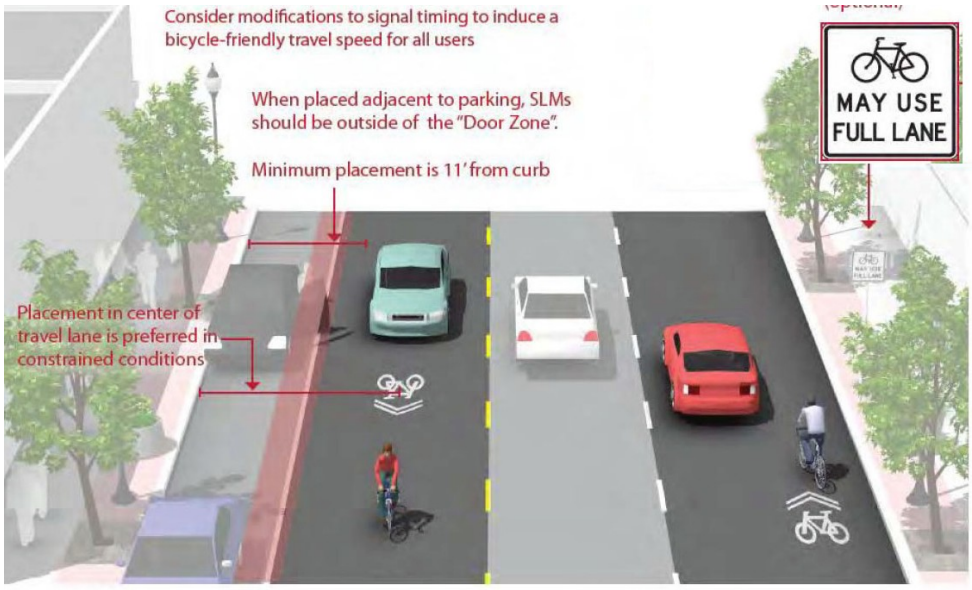
Additional References

AASHTO. (2012). Guide for the Development of Bicycle Facilities. FHWA. (2009). Manual on Uniform Traffic Control Devices.

Marked Shared Roadway

Description

A marked shared roadway is a general-purpose travel lane marked with shared lane markings (SLM) used to encourage bicycle travel and proper positioning within the lane. In constrained conditions, the SLMs are placed in the middle of the lane to discourage unsafe passing by motor vehicles. On a wide outside lane, the SLMs can be used to promote bicycle travel to the right of motor vehicles. In all conditions, SLMs should be placed outside of the door zone of parked cars. SLMs shall not be used on shoulders, in designated Bike Lanes, or to designate Bicycle Detection at signalized intersections.



Marked Shared Roadway
Source: Moscow Multi-Modal Transportation Plan, 2014

Design Features

- In constrained conditions, preferred placement is in the center of the travel lane to minimize wear and promote single file travel.

- Minimum placement of SLM marking centerline is 11 feet from edge of curb where on-street parking is present, 4 feet from edge of curb with no parking.

- If parking lane is wider than 7.5 feet, the SLM should be moved further out accordingly.

Additional References

AASHTO. (2012). Guide for the Development of Bicycle Facilities. FHWA. (2009). Manual on Uniform Traffic Control Devices. NACTO. (2012). Urban Bike- way Design Guide.

Neighborhood Greenway
Source: Clintonville Neighborhood Green-ways

Neighborhood Greenways / Bicycle Boulevards

Description

Neighborhood greenways should be developed on streets that improve connectivity to key destinations and provide a direct route for bicyclists. Local streets with existing traffic calming, traffic diversions or signalized crossings of major streets are good candidates, as they tend to be existing bicycle routes and have low motor vehicle speeds and volumes. Other streets where residents have expressed a desire for traffic calming are also good options. Neighborhood greenways parallel to commercial streets improve access for "interested but concerned" cyclists and complement bike lanes on major roadways.

Design Features:

- Neighborhood greenways are located on slow speed (25 mph speed limit) and low volume (<3,000 vehicles per day) streets that optimize bicycle and pedestrian travel.

- Use of routes where the topography is fairly level or flat to appeal to the largest possible user group. These streets may require traffic calming or traffic diversion.

- All treatments for these streets should be engineered for a target speed of 20 mph, which will create a comfortable riding environment for bicyclists sharing the road with automobiles and a safer environment for adjacent residents.

- Sign and pavement markings that designate the bike boulevard / neighborhood greenway

- Speed management techniques to slow motor vehicles, such as speed humps or tables, edge islands, neighborhood traffic circles, chicanes, or reducing the speed limit

- Volume management techniques to discourage motor vehicle use such as choker entrances, channelized right-in/right-out islands, diagonal diverters, or full diverters

- Minor street crossings that give right-of-way to the bike boulevard to minimize bicyclist delay

- Major street crossing to maximize bicyclist safety • Green infra-structure, such as stormwater bio-swales and landscaping, may be provided to enhance the cyclist experience.

Additional References:

Alta Planning + Design and IBPI. (2009). Bicycle Boulevard Planning and Design Handbook. City of Berkeley. (2000). Bicycle Boulevard Design Tools and Guide- lines. City of Emeryville. (2011). Bicycle Boulevard Treatments.

Paved Shoulders

Description

Paved shoulders can accommodate bicyclists on some rural roadways, although designated bike lanes are always more desirable.

Paved Shoulder
Source: Small Town and Rural Design Guide

Where existing roadway pavement width is limited and in temporary retrofit situations, paved shoulders may sometimes be the only option. It is often possible to provide space for paved bike shoulders on existing roads by simply restriping narrower motor vehicle travel lanes (10 to 11 feet). The narrower vehicle lanes will also serve to slow down motor vehicles, making it safer for cyclists and pedestrians.

It should be noted that oftentimes the centerline striping of roadways is painted off center, resulting in varying widths of shoulders and bike lanes. The painted width of the travel lanes can vary as well, giving the same undesirable result. With careful attention to the layout of the striping, sufficient and consistent shoulders can be achieved.

If paved shoulders are used, they should be provided on both sides of the road- way to discourage wrong way riding. The minimum width of a paved shoulder should be 4 feet on roads without curbs or vertical obstructions such

as guard- rails. Wider 5 feet shoulders are desirable for roads with higher traffic volumes or speeds or where there is a vertical barrier to provide more operating room.

Road cycling on rural roads in and around Coeur d'Alene is very common and increasing in popularity. When a road is being resurfaced or sealed, this is a good opportunity to retrofit bike lanes if adequate space is available. These roads could be retrofit and striped to provide a 4-foot bike shoulder. Although it is not recommended by AASHTO to provide substandard shoulders (AASHTO 2012), most cyclists would likely agree that even a 1-foot or 2-foot striped shoulder was better than no shoulder and it could provide some area outside the traffic lane for cyclists and pedestrians.

Design Features

- Minimum of 4 feet wide
- 6-inch-wide white line to delineate the shoulder
- Bicycle friendly drainage inlet grates
- Ongoing maintenance and clearing of gravel and debris from shoulders

Additional References

Small Town and Rural Design Guide (http://ruraldesignguide.com/visually-separated/paved-shoulder)

FHWA: Incorporating On-Road Bicycle Networks into Resurfacing Projects (https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/resurfacing/page03.cfm)

Retrofitting Existing Streets to Add Bikeways

Most major streets are characterized by conditions (e.g., high vehicle speeds and/ or volumes) for which dedicated bike lanes are the most appropriate facility to accommodate safe and comfortable riding. Although opportunities to add bike lanes through roadway widening may exist in some locations, many major streets have physical and other constraints that would require street retrofit measures within existing curb-to-curb widths. Thus, much of the guidance provided in this section focuses on effectively reallocating existing street width through striping modifications to accommodate dedicated bike lanes. Although largely intended for major streets, these measures may be appropriate for any roadway where bike lanes would be the best

accommodation for bicyclists.

Retrofitting Existing Streets Strategies:

- Roadway Widening
- Lane Narrowing
- Lane Reconfiguring
- Parking Consolidation

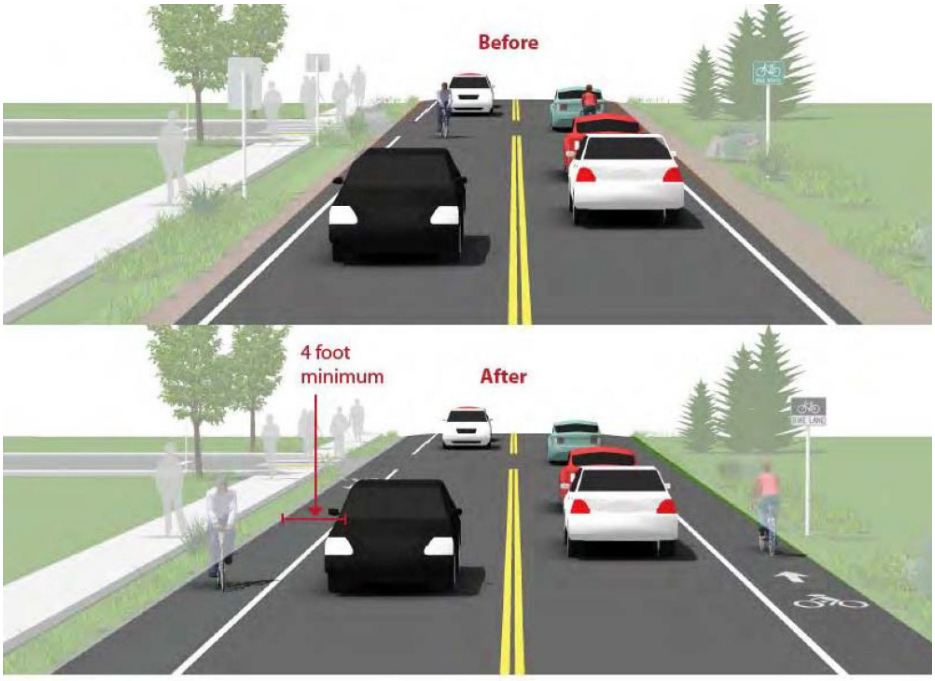
Roadway Widening

Description

Bike lanes can be accommodated on streets with excess right-of-way through shoulder widening. Although roadway widening incurs higher expenses compared with re-striping projects, bike lanes can be added to streets currently lacking curbs, gutters and sidewalks without the high costs of major infrastructure reconstruction.

Design Features

Bicycle lanes design applies to this treatment. 4-foot minimum width when no curb and gutter is present. 6-foot width preferred.



Roadway Widening
Source: Moscow Multi-Modal Transportation Plan, 2014

Additional References

AASHTO. (2012). Guide for the Development of Bicycle Facilities.

Lane Narrowing

Description

Lane narrowing utilizes roadway space that exceeds minimum standards to provide the needed space for bike lanes. Many roadways have existing travel lanes that are wider than those prescribed in local and national roadway design standards, or which are not marked. Most standards allow for the use of 11 foot and sometimes 10-foot-wide travel lanes to create space for bike lanes.

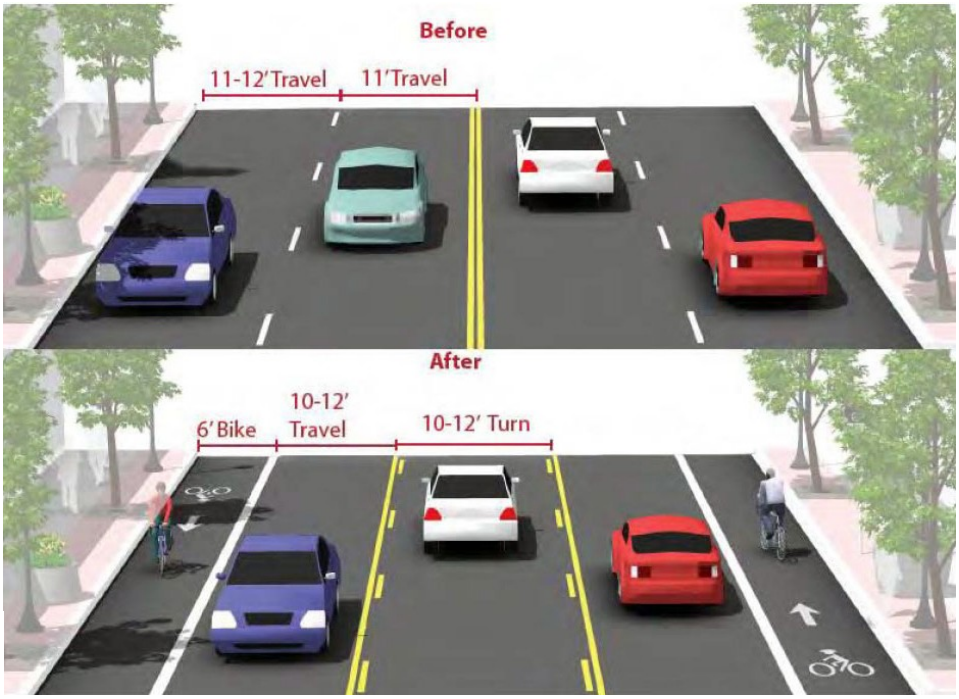
Design Features

- Vehicle lane width: Before: 12-15 feet After: 10-11 feet
- Bicycle lane width: Guidance on Bicycle Lanes applies to this treatment.

Additional References

AASHTO. (2012). Guide for the Development of Bicycle Facilities. AASHTO. (2004). A Policy on Geometric Design of Highways and Streets.

Parking Consolidation



Lane Reconfiguration
Source: Moscow Multi-Modal Transportation Plan, 2014

Description

Bike lanes can replace one or more on-street parking lanes on streets where excess parking exists and/or the importance of bike lanes outweighs parking needs. Such a location may include difficult or challenging terrain, or where sight lines for passing by the motorist are limited by the presence of a hill. Eliminating or reducing on-street parking also improves sight distance for bicyclists in bike lanes and for motorists on approaching side streets and driveways.

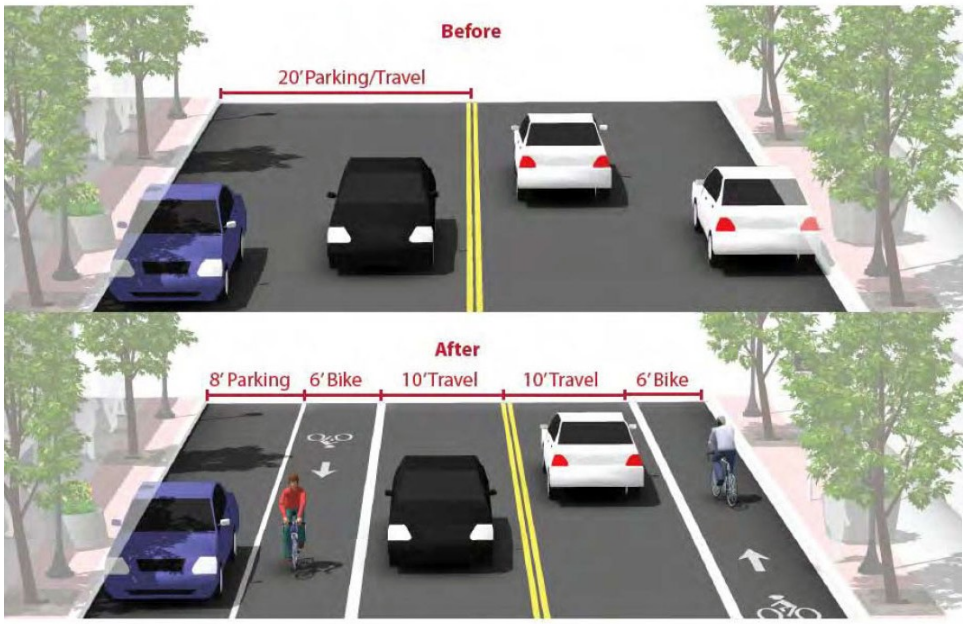
It is necessary to conduct outreach to the affected businesses and residents prior to removing or reducing on street parking to install bike lanes. A parking study can be performed to gauge parking demand and evaluate impacts to people with dis- abilities. In instances where removal of a small amount of parking (i.e., one or two blocks) is required to implement a desired bike route, a study may not be required.

Design Features

- Vehicle lane width depends on project. No travel lane narrowing may be required depending on the width of the parking lanes.
- Bicycle lane width: Guidance on Bicycle Lanes applies to this treatment.

Additional references

AASHTO. (2012). Guide for the Development of Bicycle Facilities. AASHTO. (2004). A Policy on Geometric Design of Highways and Streets.



Parking Reduction
Source: Moscow Multi-Modal Transportation Plan, 2014

C. Bike Lanes

Substandard Bike Lane - Image shows minimum width of lane including rather than excluding the gutter pan. Source: www.betterbike.org

Bike lanes are a portion of the roadway designated specifically for bicyclist use. They differ from paved shoulders in that they are specifically identified travel lanes for bicycles and cannot be used for parking or other uses. The minimum width of a bike lane should be 5 feet and delineated by a minimum 6-inch-wide white line. In some cases, where motor vehicle traffic volume is heavy, or high turnover of on street parking is provided, wider bike lanes are desired.

Separated bikeways can increase safety and promote proper riding by: Defining road space for bicyclists and motorists, reducing the possibility of riding on the side- walk, reducing the incidence of wrong way riding, and reminding motorists that bicyclists have a right to the road.

Bike Lane Facility Types:

- *Existing / Substandard / Outdated Lanes*
- *Bike Lanes on Roads with Parallel Parking*
- *Bike Lanes on Roads without On-Street Parking*
- *Uphill Bike Lanes*
- *Buffered Bike Lanes*
- *Colored Bike Lanes*

Existing / Substandard / Outdated Lanes

Description / Design Features Widen existing substandard bicycle lanes to minimum width of 5 feet as opportunities present themselves. In locations where bike lane widths are substandard, it is recommended that they be re-striped to the minimum to allow for increased bicyclist comfort through greater separation from adjacent motor vehicle traffic. .

Bike Lanes on Roads with Parallel Parking

Description
Bike lanes designate an exclusive space for bicyclists through the use of pavement markings and signage. The bike lane is located adjacent to motor vehicle travel lanes and is used in the same direction as motor vehicle traffic. Bike lanes are typically on the right side of the street, between the adjacent travel lane and curb, road edge or parking lane. Many bicyclists, particularly less experienced riders, are more comfortable riding on a busy street if it has a striped and signed bike lane than if they are expected to share a lane with

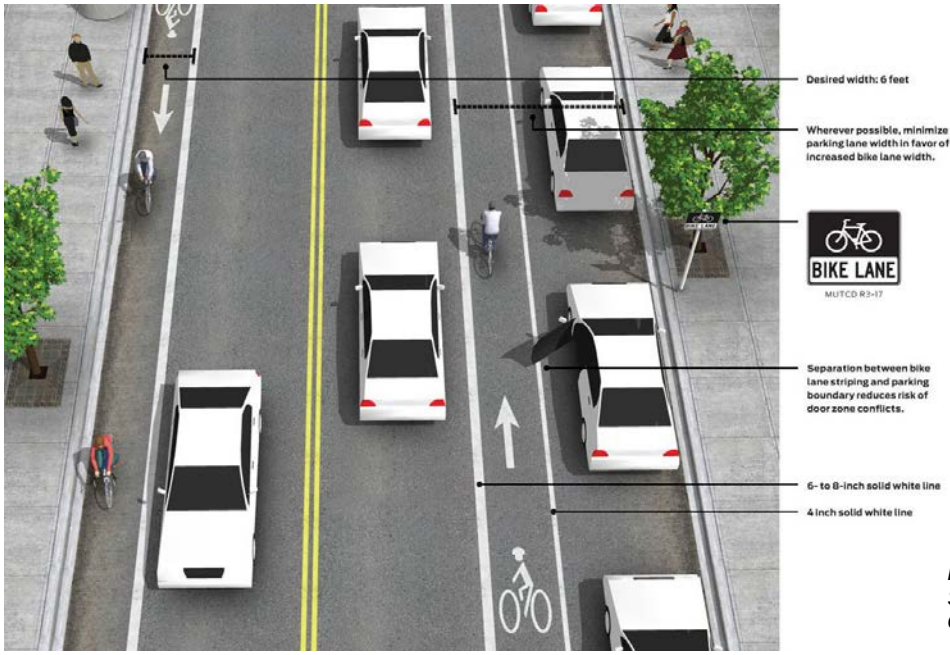
vehicles.

Design Features

- Bike lane desired width is 6 feet.
- 12-foot minimum from curb face to edge of 6-8" bike lane striping.
- 14.5 foot preferred from curb face to edge of 6-8" bike lane striping. Greater widths may encourage vehicle loading in bike lane. See buffered bicycle lanes when a wider facility is desired.

Additional References

AASHTO. (2012). Guide for the Development of Bicycle Facilities. FHWA. (2009). Manual on Uniform Traffic Control Devices. NACTO. (2012). Urban Bikeway Design Guide



Bike Lane on Road with Parallel Parking
Source: NACTO Urban Bikeway Design Guide, 2nd Edition

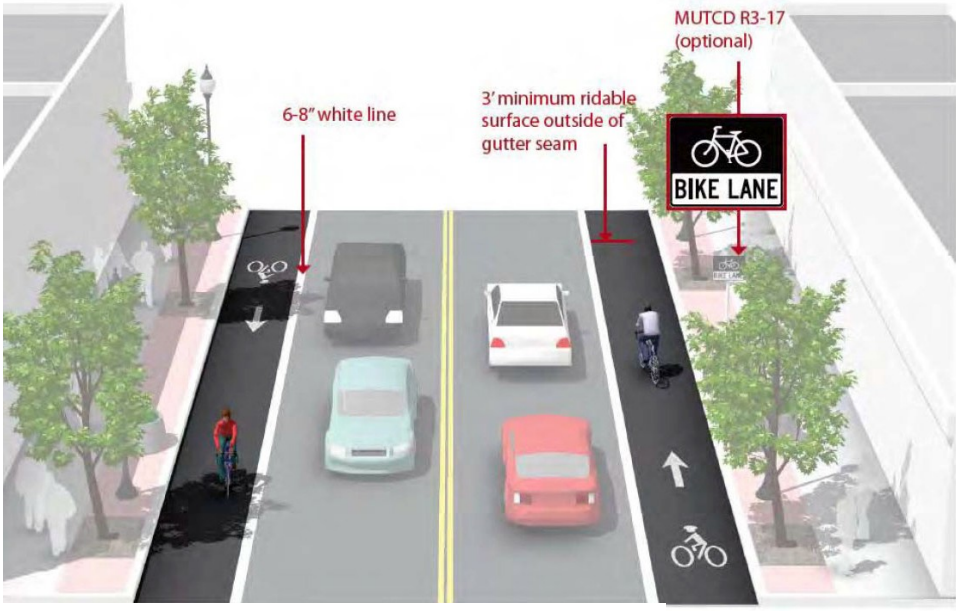
Bike Lanes on Roads without On-street Parking

Description

Bike lanes designate an exclusive space for bicyclists through the use of pavement markings and signage. The bike lane is typically located on the right side of the street, between the adjacent travel lane and curb, and is used in the same direction as motor vehicle traffic. A bike lane width of 7 feet makes it possible for bicyclists to ride side-by-side or pass each other without leaving the bike lane, thereby increasing the capacity of the lane.

Design Features

- 4 foot minimum when no curb and gutter is present.
- 5 foot minimum when adjacent to curb and gutter or 3 feet more than the gutter pan width if the gutter pan is wider than 2 feet.



Bike Lane on Road w/o On-Street Parking
Source: Moscow Multi-Modal Transportation Plan, 2014

- 7-foot maximum width for use adjacent to arterials with high travel speeds. Greater widths may encourage motor vehicle use of bike lane. See buffered bicycle lanes when a wider facility is desired.
- Appropriate signing and stenciling is important with wide bicycle lanes to ensure motorists do not mistake the lane for a vehicle lane or parking lane.

Additional References

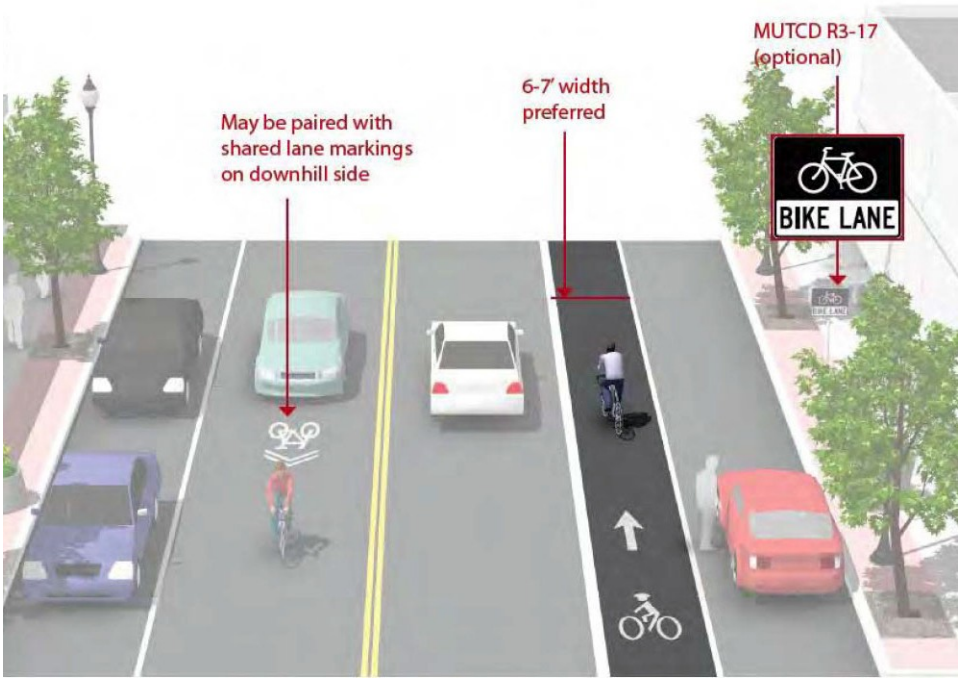
AASHTO. (2012). Guide for the Development of Bicycle Facilities. FHWA. (2009). Manual on Uniform Traffic Control Devices. NACTO. (2012). Urban Bikeway Design Guide.

Uphill Bike Lanes

Description

Uphill bike lanes (also known as “climbing lanes”) enable motorists to safely pass slower-speed bicyclists, thereby improving conditions for both travel modes. They also provide a dedicated lane for bicyclists where the speed

differential between the bicyclist and the adjacent motorist is greater than 10 miles per hour. This treatment is typically found on retrofit projects as newly constructed roads should provide adequate space for bicycle lanes in both directions of travel. Accommodating an uphill bicycle lane often includes removing on-street parking (if necessary), delineating on-street parking (if provided), narrowing travel lanes and/ or shifting the centerline if necessary.



Uphill Climbing Lane
Source: Moscow Multi-Modal Transportation Plan, 2014

Design Features

- Uphill bike lanes should be 5-7 feet wide (wider lanes are preferred because extra maneuvering room on steep grades can benefit bicyclists).

- Can be combined with Shared Lane Markings for downhill bicyclists who can more closely match prevailing traffic speeds.

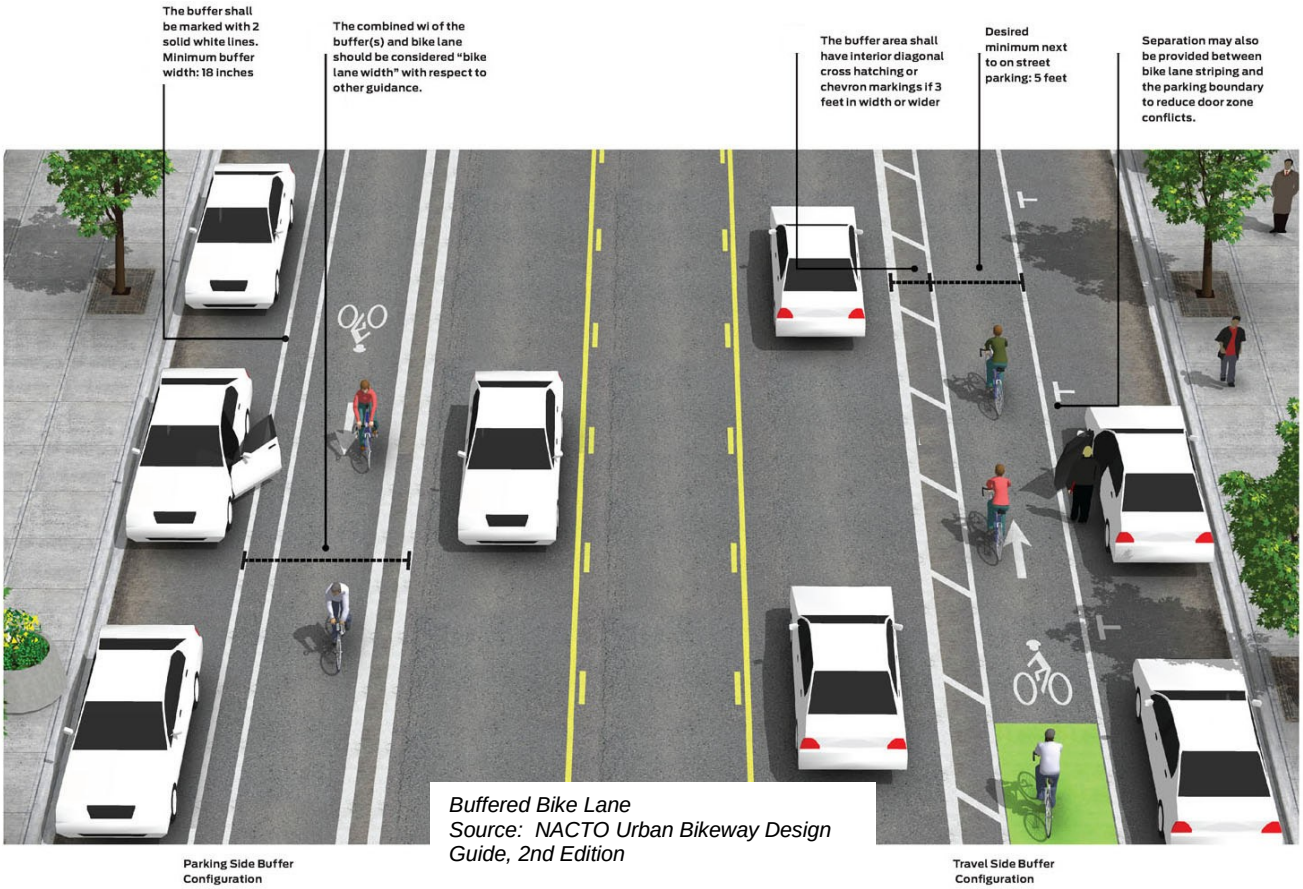
Additional References

NACTO. (2012). Urban Bikeway Design Guide. AASHTO. (2012). Guide for the Development of Bicycle Facilities. FHWA. (2009). Manual on Uniform Traffic Control Devices. Seattle Bicycle Master Plan Update (2013).

Buffered Bike Lanes

Description

Buffered bike lanes are conventional bicycle lanes paired with a designated buffer space, separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane. Buffered bike lanes are allowed as per MUTCD guidelines for buffered preferential lanes (section 3D-01). Buffered bike lanes are designed to increase the space between the bike lane and the travel lane or parked cars. This treatment is appropriate for bike lanes on roadways with high motor vehicle traffic volumes and speed, adjacent to high turnover parking lanes (i.e. Downtown), or a high volume of truck or oversized vehicle traffic.



Buffered Bike Lane
Source: NACTO Urban Bikeway Design Guide, 2nd Edition

Design Features

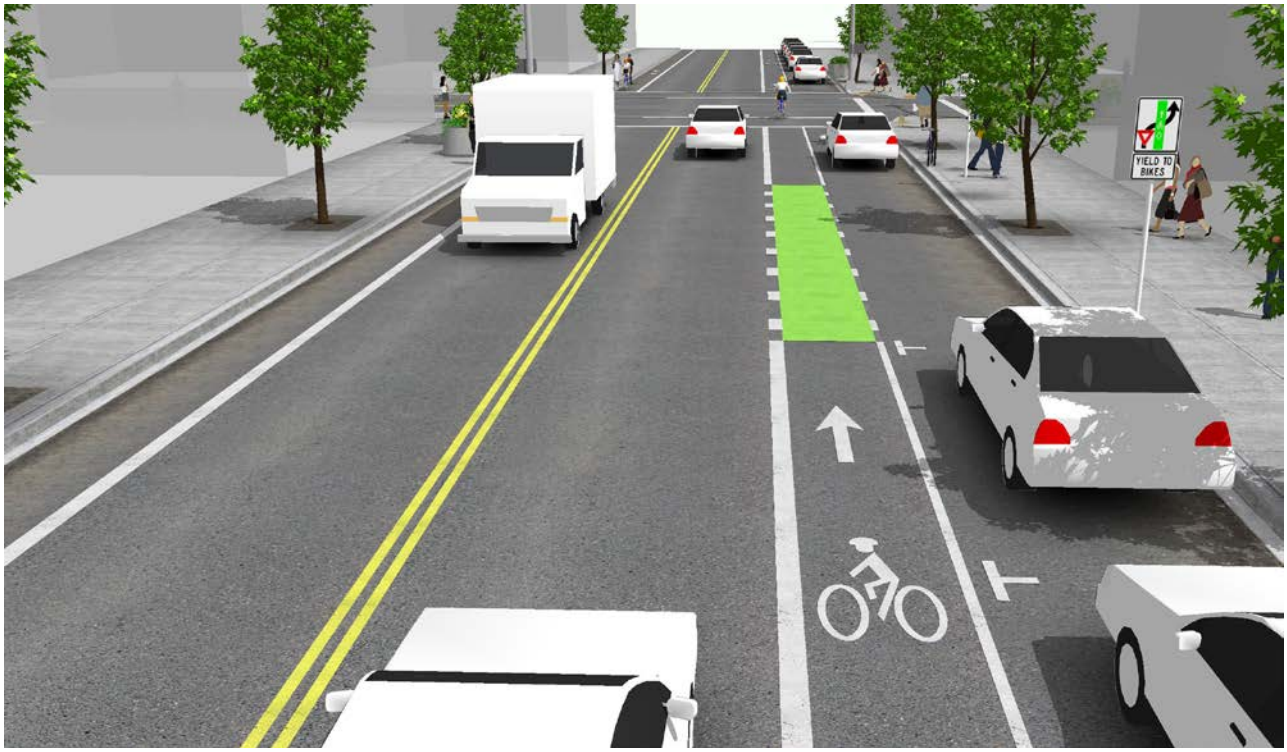
- Where bicyclist volumes are high or where bicyclist speed differentials are significant, the desired bicycle travel area width is 7 feet.
- Buffers should be at least 2 feet wide. If 3 feet or wider, mark with diagonal or chevron hatching. For clarity at driveways or minor street crossings, consider a dotted line for the inside buffer boundary where

cars are expected to cross.

Additional References

AASHTO. (2012). Guide for the Development of Bicycle Facilities. FHWA. (2009). Manual on Uniform Traffic Control Devices. (3D-01) NACTO. (2012). Urban Bikeway Design Guide.

Colored Bike Lane



Colored Bike Lane in Conflict Areas
Source: NACTO Urban Bikeway Design Guide, 2nd Edition

Description

Colored pavement within a bicycle lane increases the visibility of the bicycle facility. Use of color is appropriate for use in areas with pressure for illegal parking, frequent encroachment of motor vehicles, clarify conflict areas, and along enhanced facilities such as contra-flow bicycle lanes and cycle tracks.

Design Features

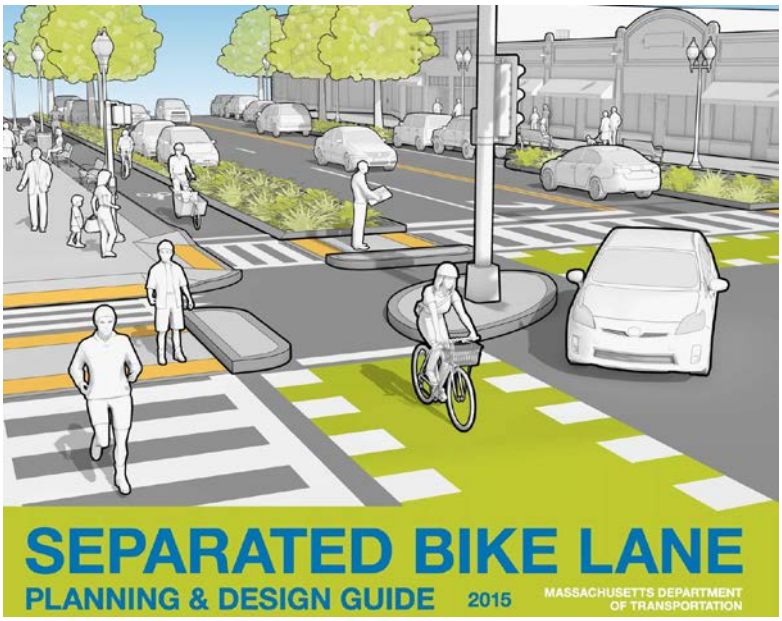
- The color green has been given interim approval by the Federal Highways Administration in March of 2011. See interim approval IA-14 for specific color standards.
- The colored surface should be skid resistant.

- Colored pavement is also used to identify potential areas of conflict, and reinforces priority to bicyclists in these conflict areas.

Additional References

FHWA. (2011). Interim Approval (IA-14) has been granted. Requests to use green colored pavement need to comply with the provisions of Paragraphs 14 through 22 of Section 1A.10 NACTO. (2012). Urban Bikeway Design Guide.

Cycle Track Facilities / Protected Bike Lanes



Source: Massachusetts Department of Transportation Separated Bike Lane Planning & Design Guide (2015)

Description

Cycle Tracks, are a type bike facility that runs immediately adjacent to the road. Cycle Tracks are exclusive bike facilities that combine the user experience of a separated path with the on-street infrastructure of conventional bike lanes

Design Features

There is a variety of design considerations to consider when installing Cycle Track facilities. All best design practices of bike lane planning apply to this facility condition as well.

Additional Resources

Massachusetts Department of Transportation Separated Bike Lane Planning & Design Guide (2015)

D. Shared Use Paths (Multi-Use Pathways / Separated Paved Pathways)

Description

Shared-use pathways are multi-use pathways that are physically separated from motor vehicle traffic and typically accommodate two-way travel. They can be located within the right-of-way of the adjacent roadway or within an independent right-of-way or easement, and can be parallel to the road with some separation. They are intended for a variety of users, including bicyclists, skaters, pedestrians, joggers, cross country skiers, and other non-motorized users. Careful review of potential conflicts should be given to intersections and driveway approaches when considering a shared-use path.

There are many benefits to the non-motorized transportation networks. Examples include providing short-cuts through neighborhoods and parks, creating safe alternative routes parallel to busy roadways and highway, numerous recreational opportunities, as well as providing access to areas not reachable by motor vehicle.

It should be noted that the presence of a shared use path does not eliminate the need for on-street bike facilities.

Design Features:

- 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.

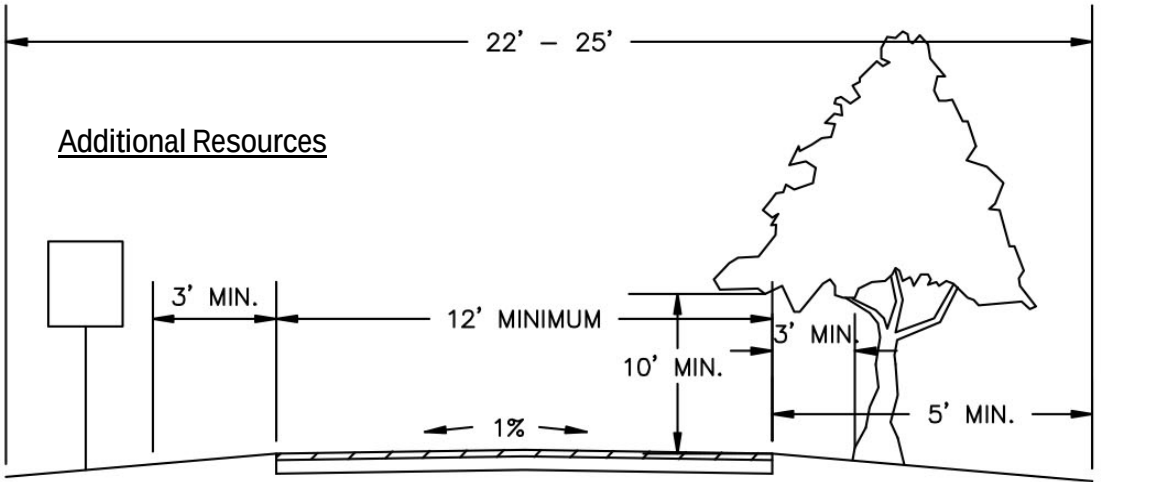
- Horizontal Clearance: A 2-foot minimum (3-foot preferred) clear distance should be provided on both sides of a shared-use path for safe operation. Where steep slopes or other hazards exist within 5 feet of the trail, a railing, or other physical barrier should be provided.

- 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.
- Hard surface paving (asphalt, concrete, pavers, etc.)
- The thickness of the pavement section should be determined based on the loading capacity and characteristics of the existing soils and should be capable of sustaining loads from emergency and maintenance vehicles.

Additional Resources

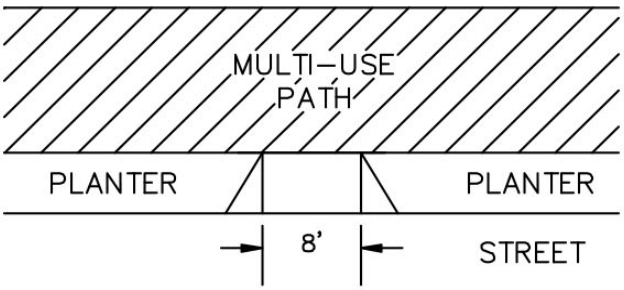
City of Coeur d'Alene Idaho Engineering Standard Drawings (https://www.cdaid. org/1089/departments/engineering/engineering-standard-drawings)

Additional Resources



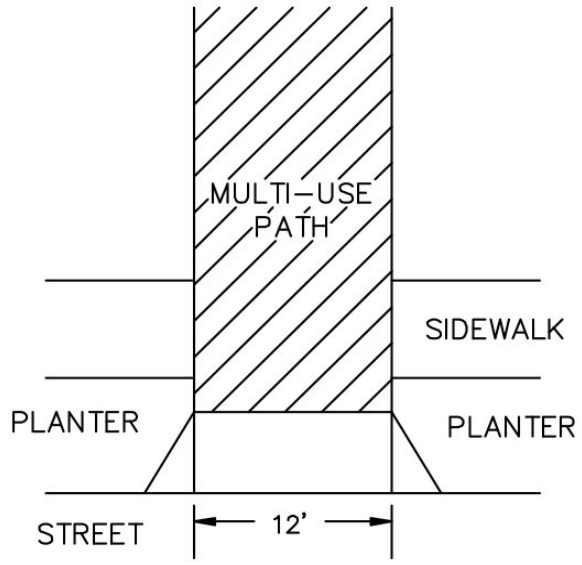
PATH SECTION

NO SCALE



PARALLEL APPROACH

NO SCALE



PERPENDICULAR APPROACH

NO SCALE

NOTES:

1. Width – 12' standard for a two–way multi–use path
   – 12' along arterials
   – 10' minimum along collectors/streets

2. Lateral Clearance – A 3ft "shy" or clear distance on both sides of a multi–use path is necessary for safe operation.

3. Overhead Clearance – The standard clearance to overhead obstructions is 10 ft.

4. Separation from roadway – Where a path is parallel and adjacent to a roadway, there should be a 5 ft or greater width separating the path from the edge of roadway, or a physical barrier of sufficient height should be installed.

5. Grades & Cross–slope – Maximum grade of 5% for bicycle use, with steeper grades allowed for up to 500 ft. 5% grade recommended when the terrain dictates up to 8% for short sections (< 300ft).

6. Curb Cuts – Curb cuts for bicycle access to multi–use paths should be built so they match the road grade without a lip. The width of the curb cut is the full width of the path when the approaching path is perpendicular to the curb and a minimum of 8 ft wide when the approaching path is parallel and adjacent to the curb. Greater widths may be needed on downhill grades.

7. Horizontal curve minimum radius = 50'.

8. Crossings – Roadway striping "zebra" style crosswalk. Roadway signing per MUTCD.

9. Pathway signage – Install yield or stop signs where paths cross streets.

10. Pavement section – 2" asphalt/concrete. 4" class 2 base. Subgrade compacted to 93% Rice density.

REVISION	APPROVED	DATE

CITY OF COEUR d'ALENE STANDARD DRAWING

MULTI–USE PATH

APPROVED BY:

CITY ENGINEER, PE 7432

4/1/08
DATE:

DWG NO. M–34

E. Other Considerations:

- Sidewalk Facilities
- Intersection Facilities
- Chip Seal Surface Treatments
- Signage Facilities
- Drainage Grates
- Idaho Statute

Sidewalk Facilities:

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 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.

Description

Sidewalks are primarily the realm of pedestrians and they should be given priority over bicyclists and other users. Sidewalks and streetscapes within downtown, neighborhoods, parks, schools, and commercial areas are an integral part of the pathway infrastructure. These areas are often the points of origination and destinations for walking and biking trips. The streetscape adjacent to commercial enterprises, especially retail and entertainment, is extremely important for the viability of these businesses. It is critical that connections be made between sidewalks and the rest of the pathways network.

Design Features

- Narrow sidewalks (less than 6') in congested areas should be restricted to pedestrian use only and all other users should be restricted to walking their bicycles or other wheeled vehicles (with the exception of wheelchairs).

- Signage and education is critical to maintaining a safe and enjoyable environment on the sidewalks. It is important that sidewalk width in urbanized streetscapes is adequate to accommodate, not only pedestrian flow (pedestrian zone), but also building entrance doors (frontage zone), landscaping and furnishings (furniture zone), and car door swings from adjacent parallel parking (curb zone).

Additional Resources

Sidewalk and streetscape improvements should be in conformance with the AAS- HTO Guide for the Planning, Design, and Operation of Pedestrian Facilities. This guide presents best practices for safely and effectively accommodating pedestrians with respect to sidewalk configurations, roadway crossings, pavement markings, signage, signalization, and maintenance

Intersection Facilities:

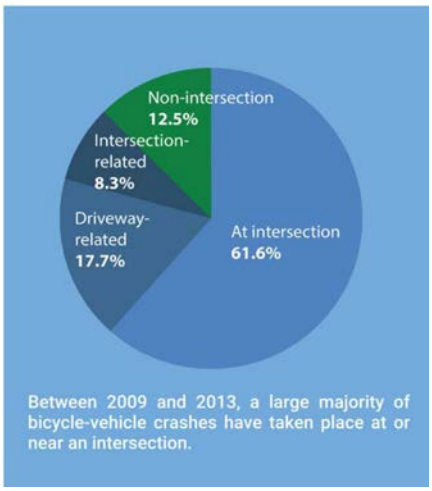
Intersections are junctions at which different modes of transportation meet and facilities overlap. An intersection facilitates the interchange between bicyclists, motorists, pedestrians and other modes to advance traffic flow in a safe and efficient manner. Designs for intersections with bicycle facilities should reduce conflict between bicyclists (and other vulnerable road users) and vehicles by heightening the level of visibility, denoting clear right-of-way and facilitating eye contact and awareness with other modes. Intersection treatments can improve both queuing and merging maneuvers for bicyclists, and are often coordinated with timed or specialized signals.

- The primary challenges related to safety and comfort at high-priority Intersections include:

- Extended wait times for bicyclists at high volume unsignalized intersections.

- Extended wait times for bicyclists at signalized intersections where breaks in cross traffic spur bicyclists to cross illegally on a red signal

- Long right-turn lanes (>150 feet) that create extended periods of exposure to potential conflicts for bicyclists in areas where their path



Fort Collins Intersection Crash Graph
Source: 2014 Fort Collins Bicycle Plan

of travel must cross with an automobile

- Bike lanes that are dropped at intersections to accommodate automobile turn lanes
- Lack of defined space for bicyclists at and through large, multi-lane intersections
- Long crossing distances of multi lane streets
- Necessary crossing of multiple lanes of automobile traffic to make left turns

The configuration of a safe intersection for bicyclists may include elements such as color, signage, medians, signal detection and pavement markings. Intersection design should take into consideration existing and anticipated bicyclist, pedestrian and motorist movements. In all cases, the degree of mixing or separation between bicyclists and other modes is intended to reduce the risk of crashes and increase bicyclist comfort. The level of treatment required for bicyclists at an intersection will depend on the bicycle facility type used, whether bicycle facilities are intersecting, and the adjacent street function and land use.

Bike Boxes at Roadway Intersections

Description

A bike box is a designated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase. Having cyclists queued in front of motor vehicles at traffic signals eliminates the conflicts that often occur with right turning vehicles when bikes are queued to the side in a standard bike lane. They are relatively new to the United States, but are gaining popularity in places where bicycling is being strongly promoted and encouraged. The use of bike boxes may be appropriate at most signalized intersections within the cities where bike lanes or bike routes are provided. If bike boxes are used, it is recommended that they be painted green to alert motorists to this relatively new concept.

Bike Boxes
Source: NACTO Urban Bikeway Design Guide, 2nd Edition

Design Features

- Transverse lines used to hold queuing bicyclists, typically 10 to 16 feet deep
- Stop lines and pavement marking designating the space as a bike box
- A “No Turn on Red” sign at signalized intersections
- Color pavement recommended to encourage compliance

Additional Resources

AASHTO. (2012). Guide for the Development of Bicycle Facilities. FHWA. (2009). Manual on Uniform Traffic Control Devices. (3A.06) NACTO. (2012). Urban Bike- way Design Guide.

Chip Seal Surface Treatment

Roads need periodic maintenance and resealing to rejuvenate the surface and extend its useful life between major repaving operations. A common method of maintaining roadways in rural areas in Idaho is the use of a “chip seal,” which is an asphalt emulsion overlaid with a graded crushed aggregate (chip). Although this may be an effective and economical method for extending the service life of a road, it is quite detrimental to its bikeability. The surface created by typical chip seal operations is very coarse and often leaves loose aggregate that can be a safety issue for cyclists. However, with some minor modifications to the materials and process, chip seal treatments can accommodate bicycle travel, as well as provide the needed rejuvenation and protection to the road surface. These improvements can be implemented easily and will have a significant impact on the quality of road cycling in the county. There are several options that have been used and studied for compatibility for bicycle use.

Design Guidance

- Chip sealing only the vehicle travel lanes and not the shoulders is a good solution for maintaining the smooth surface for cyclists, while saving money on materials. This is ITD’s standard practice for state highways.
- Currently the City of Coeur d’Alene uses a 1/4” crushed aggregate in lieu of the standard 3/8” or 1/2” chips makes a difference in the ride quality of the finished surface. Chips larger than 1/2” are not recommended.
- Additionally, the City coats the chipped surface with a fog seal not only improves ride-ability but helps retain the chips on the

road.

- "Chipless" seal coats (such as GSB 88) seals the surface and reintroduces binders back into the asphalt while maintaining a smooth surface for cy- cling. This type of application used more frequently also extends the time in which a new, more costly wearing surface is needed.
- Although more expensive, slurry seals and micro seals are excellent resurfacing alternatives for priority cycling routes if funding is available.

Wayfinding Signage Example
Source: NACTO Urban Bikeway Design Guide, 2nd Edition

Wayfinding Signage

Description

The ability to navigate through a city is informed by landmarks, natural features and other visual cues. 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.

Signs throughout the city should indicate to bicyclists:

- Direction of travel
- Location of destinations
- Travel time/distance to those destinations.

These signs will increase users' comfort and accessibility to the bicycle systems.
Signage can serve both wayfinding and safety purposes including:

- Helping to familiarize users with the bicycle network
- Helping users identify the best routes to destinations
- Helping to address misperceptions about time and distance
- Helping overcome a "barrier to entry" for people who are not frequent bicyclists (e.g., "interested but concerned" cyclists)

Bicycle wayfinding signs also visually cue motorists that they are driving along a bicycle route and should use caution. Signs are typically placed at key locations leading to and along bicycle routes, including the intersection

of multiple routes. Too many road signs tend to clutter the right-of-way, and it is recommended that these signs be posted at a level most visible to bicyclists rather than per vehicle signage standards.

Design Guidance

- Confirmation Signs Every ¼ to ½ mile on off-street facilities and every 2 to 3 blocks along on-street bicycle facilities, unless an- other type of sign is used (e.g., within 150 ft. of a turn or decision sign).
- Should be placed soon after turns to confirm destination(s). Pavement markings can also act as confirmation that a bicyclist is on a preferred route.
- Turn signs near the side of intersections where bike routes turn (e.g., where the street ceases to be a bicycle route or does not go through). Pavement markings can also indicate the need to turn to the bicyclist.
- Signs are typically placed at decision points along bicycle routes – typically at the intersection of two or more bikeways and at other key locations leading to and along bicycle routes.
- Decisions Signs: Near-side of intersections in advance of a junction with another bicycle route. Along a route to indicate a nearby destination.

Additional References

AASHTO. (2012). Guide for the Development of Bicycle Facilities. FHWA. (2009). Manual on Uniform Traffic Control Devices. NACTO. (2012). Urban Bikeway Design Guide.

On-Street Signage Improvements

Description: 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 bi- cyclist's right to use the roadway and to inform the bicyclist of proper lane positioning. 2017 Coeur d'Alene Trails and Bikeways Master Plan 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

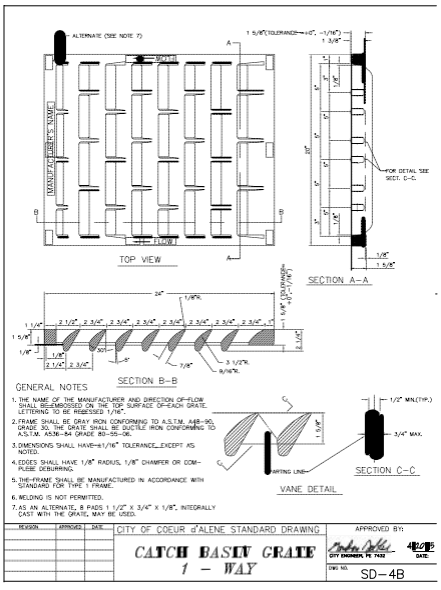
placed in the center of the lane to reduce the chances of a bicyclist striking the open door of a parked vehicle and to increase the life of the pavement marking.

Un-Safe Drainage Grates

<u>Design Features</u>

The following is a potential checklist for evaluating existing on-street cycling signage.

- Review streets for potential applications of regulatory and advisory signs at intersections and along existing and new bicycle facilities BICYCLES MAY USE FULL LANE Signs with Shared Lane Markings
- Install BICYCLES MAY USE FULL LANE signs (R4- 11) on arterials or collectors where gaps exist in MUTCD Signage Examples the bicycle lane network, lanes are too narrow for bicyclists and motorists to travel side by side, and evaluation of conditions shows that the signs will improve safety and operation.
- Install RIGHT TURNING TRAFFIC YIELD TO BIKES signs (R4-4) at all locations where a right turn lane develops to the right of a bicycle lane requiring motor vehicles to merge across a bicycle lane.
- Review crash data for streets with prevalent wrong-way riding and install signage to encourage riding in the direction of traffic WRONG WAY Signs Many crashes involve bicyclists riding against traffic. This data should be reviewed to identify corridors where the installation of WRONG WAY signs (R5- 1b) and RIDE WITH TRAFFIC sub-plaques (R9- 3cP) may encourage bicyclists to ride with traffic in the street.



Bicycle Safe Drainage Grates
Source: City of Coeur d'Alene Standard Drawing

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.

Idaho Statute

IDAHO STATUTE 49-720. STOPPING—TURN AND STOP SIGNALS. A person operating a bicycle or human-powered vehicle approaching a stop sign shall slow down and, if required for safety, stop before entering the intersection. After slowing to a reasonable speed or stopping, the person shall yield the right-of-way to any vehicle in the intersection or approaching on another highway so closely as to constitute an immediate hazard during the time the person is

moving across or within the intersection or junction of highways, except that a person, after slowing to a reasonable speed and yielding the right-of-way if required, may cautiously make a turn or proceed through the intersection without stopping.

F. 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.

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 Silver 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.

It is vital that a long term funding source be identified for the Trails and Bikeways system. The funding would be used for both capital projects and to maintain the trails and facilities currently in place. Trails deteriorate over time, but with proper care they can last up to 30 years. Regardless, they all need to be replaced eventually and the cost is high. A funding source will build money against that eventuality to prevent dilapidated trails from needed expensive repairs or replacements.

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.

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 hikes 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.