

REGIONAL NON-MOTORIZED TRANSPORTATION PLAN



July 2018

Developed By:



Kootenai Metropolitan Planning Organization
250 Northwest Blvd., Suite 209 • Coeur d'Alene, ID 83814

TABLE OF CONTENTS

List of Figures & Tables	III
Acknowledgements	IV
Acronyms	VI
Chapter 1: Introduction	1
1.1 Kootenai Metropolitan Planning Organization (KMPO)	1
1.2 Plan Purpose	1
1.3 Planning Area & Background	2
1.4 Plan Overview	3
1.4.1 Planning Process	3
1.4.2 Public & Stakeholder Coordination	3
1.5 Benefits of Non-motorized Transportation	7
1.6 Guiding Documents	8
Chapter 2: Existing Conditions	10
2.1 Demographics	10
2.2 Existing Network	10
2.2.1 Regional Trails	11
2.2.2 Shared Use Paths/Trails	12
2.2.3 On-Road Network	12
2.2.4 Sidewalks	13
2.2.5 Multi-modal Connections	17
2.3 Crash Analysis	17
2.3.1 Non-Motorized Safety Performance Measure	19
2.4 Public Survey & Wikimap	24
2.5 Current Use	26

2.6 Challenges	30
2.6.1 Safety.....	30
2.6.2 Connectivity	30
2.6.3 Maintenance	32
2.6.4 Education	33
2.6.5 Construction.....	34
Chapter 3: Vision & Goals	35
3.1 Regional Vision	35
3.2 Goals & Objectives	36
3.3 Accomplishments.....	38
3.3.1 Objectives.....	39
3.3.2 Projects	39
Chapter 4: Recommendations & Implementation.....	41
4.1 Planning & Policy Recommendations	41
4.2 Proposed Projects	43
4.2.1 Priority Corridors.....	43
4.2.2 Lists of Proposed Projects.....	49
4.3 Design Guidelines.....	52
4.3.1 Context Sensitive Solutions	52
4.3.2 Facilities & Treatments for Pedestrians	53
4.3.3 Facilities & Treatments for Bicyclists.....	61
4.4 Implementation	67
4.4.1 Funding Strategies	67
Appendices	69
I. Kootenai County Bike & Pedestrian Crashes 2011-2016	
II. RNMTP Public Input Survey & Results	
III. Wikimap Results & Comments	
IV. Regional Vision Brainstorm Results	
V. Proposed Project Lists & Maps	
VI. Public Workshop Comments	

LIST OF FIGURES & TABLES

FIGURES

Figure 2-1: Existing Facilities – Rural.....	14
Figure 2-2: Existing Facilities – Urban – Coeur d’Alene and Hayden	15
Figure 2-3: Existing Facilities – Urban – Post Falls and Rathdrum	16
Figure 2-4: Connections between NMT Facilities and Transit Stops.....	18
Figure 2-5: Crashes by Mode – Rural.....	20
Figure 2-6: Crashes by Mode – Urban	21
Figure 2-7: Crashes by Severity – Rural	22
Figure 2-8: Crashes by Severity – Urban.....	23
Figure 2-9: Bike and Pedestrian Count Locations.....	27
Figure 2-10: Wikimap “My Route” – Current Non-motorized Use	29
Figure 2-11: Priority Regional Connections	31
Figure 4-1: Recommended Projects – Kootenai County	44
Figure 4-2: Recommended Projects – Urban Area	45

TABLES

Table 1-1: RNMTP Stakeholders	5
Table 1-2: Guiding Documents	9
Table 2-1: 2018 Bike and Pedestrian Counts.....	28
Table 4-1: Recommended Projects – Planned.....	50

ACKNOWLEDGEMENTS

KMPO BOARD MEMBERS

James Mangan – Chair	Worley Highway District
Jim Kackman – Vice Chair	Coeur d’Alene Tribe
Dan Gookin	City of Coeur d’Alene
Damon Allen	Idaho Transportation Department
Rob Twete	Lakes Highway District
Terry Werner	Post Falls Highway District
Vic Holmes	City of Rathdrum
Lynn Borders	City of Post Falls
Dick Panabaker	City of Hayden
Bob Bingham	Kootenai County
John Austin	East Side Highway District

KCATT MEMBERS

Eric Shanley - Chair	Lakes Highway District
Rob Palus – Vice Chair	City of Post Falls
Kevin Howard	Worley Highway District
John Pankratz	East Side Highway District
Chris Bosley	City of Coeur d’Alene
Kelly Brownsberger	Post Falls Highway District
Alan Soderling	City of Hayden
Kevin Jump	City of Rathdrum
Marvin Fenn	Idaho Transportation Department
David Callahan	Kootenai County
John Parmann	Community member – Aviation
Mac Cavasar	Community member – Bike & Pedestrian
John Glinski	Community member – Trucking
Stephen Semenick	Community member - Railroad

KMPO STAFF

Glenn Miles, Executive Director
Ali Marienau, Transportation Planner
Kelly Lund, Executive Secretary

A special thank you to the participants of the stakeholder advisory group

Todd Dunfield	North Idaho Centennial Trail Foundation
Rob Palus	City of Post Falls – Engineering
Monty McCully	City of Coeur d’Alene – Parks & Recreation
Lisa Troxel	City of Hayden – Parks & Recreation Commission
Chris Bosley	City of Coeur d’Alene – Engineering
David White	Idaho Parks & Recreation
Jodi Bieze	Kootenai County Transit – Citylink North
Bryan Meyers	City of Post Falls – Parks & Recreation
Justin Wuest	Idaho Transportation Department
Erna Rhinehart	Hayden Chamber of Commerce
Mac Cavasar	KCATT Bike & Pedestrian Representative
Virgil Edwards	Disability Action Center Northwest
Bev Gadberry	Disability Action Center Northwest
Sharon Bosley	Kootenai Environmental Alliance
Toby Ruhs	Kootenai Health
Tom Morgan	Lake City Bike Collective
Doug Eastwood	North Idaho Centennial Trail Foundation Board; Idaho Parks & Recreation Board
Jaime Morgan	Idaho Walk Bike Alliance
Connie Krueger	City of Hayden – Community Development
Graham Christensen	East Side Highway District
Denise Lundy	City of Dalton Gardens

ACRONYMS

KMPO: *Kootenai Metropolitan Planning Organization*

KCATT: *Kootenai Area Transportation Team*

RNMTP: *Regional Non-Motorized Transportation Plan*

NMT: *Non-Motorized Transportation*

FHWA: *Federal Highway Administration*

LHTAC: *Local Highway Technical Assistance Council*

ACS: *American Community Survey*

USDOT: *United States Department of Transportation*

ADA: *Americans with Disabilities Act*

ITD: *Idaho Transportation Department*

UPRR: *Union Pacific Railroad*

CRF: *Crash Reduction Factor*

1. INTRODUCTION

KOOTENAI METROPOLITAN PLANNING ORGANIZATION (KMPO)

The Kootenai Metropolitan Planning Organization (KMPO) is the designated Metropolitan Planning Organization (MPO) for the Coeur d'Alene-Hayden-Post Falls urban area. Federal regulations require urban areas to have an MPO once the population exceeds 50,000. KMPO was established in 2003 and encompasses all of Kootenai County into its planning area.

KMPO's vision is:

"COOPERATIVELY DEVELOPING TRANSPORTATION PLANS FOR THE SAFE AND EFFICIENT MOVEMENT OF PEOPLE AND GOODS IN KOOTENAI COUNTY."

KMPO works collaboratively with the public, small cities and towns, highway districts, the state, transit providers, and the Coeur d'Alene Tribe to provide continuous, cooperative and coordinated transportation planning in Kootenai County.

KMPO is directed by a 10-member board, which includes representatives from: the cities of Coeur d'Alene, Post Falls, Hayden, and Rathdrum; Kootenai County; the Idaho Transportation Department (ITD); East Side, Worley, Lakes, and Post Falls Highway Districts; and the Coeur d'Alene Tribe. KMPO also works closely with the Kootenai Area Transportation Team (KCATT), which consists of technical representatives from these jurisdictions and four non-voting community members representing local aviation, trucking, bike and pedestrian, and railroad interests.

PLAN PURPOSE

KMPO's Regional Non-motorized Transportation Plan (RNMTP) is a regional vision for non-motorized transportation in Kootenai County.

Federal regulations require all MPOs to address non-motorized transportation (NMT) within the agency's planning and project programming. KMPO incorporates non-motorized transportation as an element in the organization's Metropolitan Transportation Plan (MTP). In 2009, the KMPO Board directed staff to address NMT in a stand-alone plan to focus on existing conditions and current and future needs to better equip NMT as a complement to automobile and transit modes. The first version of KMPO's RNMTP was adopted in 2009.

KMPO and the RNMTP encompass multiple planning jurisdictions, each with their own leadership, priorities, and plans. The RNMTP seeks to bring together agencies for coordination and collaboration to foster a regional vision for non-motorized transportation. To fully implement the Plan, it is the hope that local agencies and organizations will adopt the RNMTP, whole or in part, into their own planning, in order to implement the vision and goals of the Plan and the desires for the regional public.

Federal Law states:

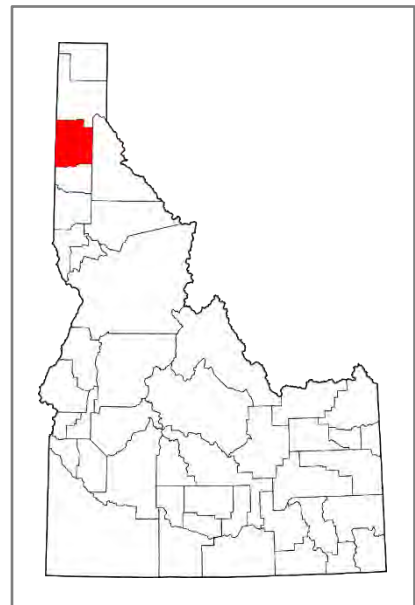
Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use are not permitted. 23 USC 217(g)(1)

Transportation plans and projects shall provide due consideration for safety and contiguous routes for bicyclists and pedestrians. 23 USC 217 (g)(2)

PLANNING AREA & BACKGROUND

KMPO's planning area encompasses all of Kootenai County. The County is the third most-populous county in the state of Idaho and is located at the southern end of the Idaho Panhandle. The current population reported by the US Census 2016 American Community Survey (ACS) is approximately 147,716. Kootenai County includes the cities of Coeur d'Alene, Post Falls, Hayden, Dalton Gardens, Hayden Lake, Rathdrum, Huetter, Spirit Lake, Athol, Hauser, Fernan Lake Village, Harrison, and Worley. Although the urban parts of the County continue to grow, a majority of the County is rural in context and consists of large-parcel exurban development, small communities and open space.

For decades, Kootenai County was known for its natural resource industries. Timber extraction and the mining in Shoshone County drove the economy of northern Idaho, as well as agriculture on the Rathdrum Prairie and northern Palouse hills to the south. However, today, Kootenai County is well-known for its scenery and recreation opportunities. The economy has diversified significantly, with a large portion coming from recreation and tourism. Lake Coeur d'Alene, regional bike trails, such as the Trail of the Coeur d'Alenes and North Idaho Centennial Trail, and local events, as well as other attractions in the region, have made Kootenai County a popular destination for recreation throughout the year.



PLAN OVERVIEW

2017-2018 PLANNING PROCESS

An update of KMPO's RNMTTP began in spring 2017. A scope of work and timeline was drafted and initial research was conducted in the early months. In May, KMPO hosted a two-day Federal Highway Administration (FHWA) workshop on bicyclist and pedestrian safety as a kick-off to the RNMTTP update process. Throughout the summer of 2017, additional data was collected and research conducted, and initial conversations were had with local agencies on what should be included in the updated RNMTTP document. In the fall of 2017, a group of stakeholders was organized, and during the fall and winter, workshops with the stakeholder group and KCATT helped to guide the Plan's development. A public input process was coordinated in spring 2018 to collect data from local residents. Input from the public, stakeholder group, and KCATT was brought together, along with other data and research, to form the 2018 RNMTTP.

PUBLIC & STAKEHOLDER COORDINATION

A broad stakeholder and public outreach effort was undertaken during the development of the 2018 RNMTTP. KMPO worked closely with our member jurisdictions, through KCATT, and a local stakeholder advisory group. A survey, online mapping tool (referred to as the "Wikimap"), and public workshops were conducted to collect input and feedback from the public.

KCATT

KCATT was a major stakeholder in the development of the RNMTTP. The Plan update process was kicked off in May 2017 with a two-day workshop by the FHWA on "Designing for Bicycle and Pedestrian Safety". The workshop focused on how safety can be improved for non-motorized transportation through specific facilities and infrastructure treatments. The workshops emphasized the importance of the location's context when designing facilities. Members of KCATT were encouraged to attend the workshops; local agency staff and leadership and local consultants attended the workshop series, as well. The first day, hosted in Coeur d'Alene, focused entirely on bicycle safety. Attendees took a bike ride through downtown



Coeur d’Alene to understand the atmosphere for bicyclists in the area and to look at some of the City’s successes and improvements that could be made. Day two of the workshop was hosted in Post Falls and focused on pedestrian safety. Again, attendees took a walk to look at the facilities and treatments around Spokane Street to see improvement that have been made and what may need to be improved. KCATT requested that the information from this workshop be incorporated into the RNMTP. The section “Design Guidelines” (Chapter 4) includes information assembled from the workshop series to provide guidance on best practices for designing and constructing non-motorized facilities in Kootenai County.

Along with the FHWA workshop, additional workshops were held in July, August, November, February, and April with the group. Initial workshops involved discussions with KCATT on what they would like to see in the Plan and how it could be of most use to them as a tool to help guide decisions and inform leadership and the public. Later workshops focused on reviewing elements of the Plan and providing feedback on and acceptance of the Plan’s vision, goals and objectives, and proposed list of projects. Several KCATT members were also involved in the stakeholder meetings.

LOCAL STAKEHOLDERS

In September 2017, a group of stakeholders were assembled to provide guidance for the RNMTP. Input from a variety of different stakeholders was sought, such as local non-motorized advocacy groups, parks and recreation entities, local chambers of commerce, transit, disability and low-income advocates, and others. Table 1-1 lists the organizations who were actively involved in the stakeholder advisory group. Workshops were held in October, January, April and June.

The first workshop, held October 19, 2017, introduced stakeholders to KMPO and the 2009 RNMTP, its purpose and desires for the updated Plan. This workshop also involved a visioning exercise where participants were asked to brainstorm their vision for future NMT in Kootenai County.

A second workshop was held January 24, 2018. The purpose of this workshop was for stakeholders to develop the goals and objectives of the Plan. The group also provided important feedback for the development of the public survey and Wikimap.

The April 26 workshop provided stakeholders with a review of the survey and Wikimap results and the list of projects that was developed through the public input process. Stakeholders provided input on how to present the list of projects for future consideration and agency priority.

Table 1-1: RNMTP Stakeholders

ORGANIZATION	AREA OF SPECIALTY	WEBSITE
NORTH IDAHO CENTENNIAL TRAIL FOUNDATION (NICTF)	Regional trail systems	https://www.itsmytrail.com/
IDAHO PARKS & RECREATION (IDPR)	State parks (Higgins Point; Trail of the Coeur d'Alenes)	https://parksandrecreation.idaho.gov/
KOOTENAI ENVIRONMENTAL ALLIANCE (KEA)	Environmental conservation, protection and restoration	http://kealliance.org/
CITY OF COEUR D'ALENE	Local Agency	https://www.cdaid.org/
CITY OF POST FALLS	Local Agency	http://www.postfallsidaho.org/
CITY OF HAYDEN	Local Agency	http://www.cityofhaydenid.us/
CITY OF DALTON GARDENS	Local agency	http://daltongardens.govoffice.com/
DISABILITY ACTION CENTER NORTHWEST (DACNW)	Ensuring accessibility for disable individuals	http://dacnw.org/
LAKE CITY BIKE COLLECTIVE	Increasing access to bicycles and bicycle opportunities	https://lakecitybicyclecollective.org/
EAST SIDE HIGHWAY DISTRICT	Local Agency	http://www.eastsidehighwaydistrict.com/
HAYDEN PARKS & RECREATION COMMITTEE	Advisory committee for parks, recreation, and bike and pedestrian transportation	http://www.cityofhaydenid.us/government/citizen_commissions/parks_recreation_and_community_forestry_commission.php
HAYDEN CHAMBER OF COMMERCE	Promotes local economic development	https://www.haydenchamber.org/
COEUR D'ALENE PEDESTRIAN & BIKE COMMITTEE	Advisory committee for pedestrian and bike transportation	https://www.cdaid.org/792/committees/pedbike-advisory-committee
KOOTENAI HEALTH	Community and regional health	https://www.kh.org/
CITYLINK NORTH	Regional public transit	http://www.kcgov.us/departments/transit/
IDAHO TRANSPORTATION DEPARTMENT	State-owned transportation facilities	https://www.itd.idaho.gov/
IDAHO WALK BIKE ALLIANCE	Promoting active transportation for all Idahoans	https://idahowalkbike.org/

The final meeting with the stakeholder group was held June 12. A full overview of the draft plan was presented to the group. Stakeholder questions and feedback were addressed.

GENERAL PUBLIC

Public input for the RNMTP was gathered using a survey and the Wikimap. The survey and Wikimap were live online from February 26 to April 6. These tools were used to collect data on how the current non-motorized network is used, why the public chooses or does not choose to use non-motorized transportation, identify challenges and problem areas for non-motorized travel, and desires for the future of NMT in Kootenai County. The survey and Wikimap were



available through KMPO's website and blog. Links to the tools were also shared via local agencies' Facebook pages and the Coeur d'Alene Chamber of Commerce's member newsletter. The Coeur d'Alene Press also released an article on March 23 that provided an overview of the RNMTP and the update process and invited members of the public to fill out the survey and Wikimap.

Additionally, two public workshops were held to provide an opportunity for additional public feedback. The first was held April 2, 2018 at the Coeur d'Alene Public Library; the second was held April 5 at Post Falls City Hall. Maps of current and proposed non-motorized facilities and the 2011-2016 crash locations, as well as the crash data, were available. The public was also invited to draw on maps of problem or proposed facilities (similar to the Wikimap) and provide input to the SWOO (Strengths, Weaknesses, Opportunities and Obstacles) analysis. Preliminary results of the public survey were also available for review. Turn out to the public workshops was limited with only about six attendees for both workshops.

192 responses were collected through the online survey. It is important to note that it was not the purpose of this survey to reach a level of statistical significance but was simply a tool to collect input from a breadth of Kootenai County residents. There was also approximately 190 data points added to the Wikimap. A complete list of survey questions and results are available in Appendix II and further discussion of the survey and Wikimap results are continued in Chapter 2: Existing Conditions.

BENEFITS OF NON-MOTORIZED TRANSPORTATION

Non-motorized transportation provides multiple benefits that make it an important piece of the transportation system in Kootenai County.

ACCESSIBILITY

NMT offers alternative modes of transportation for those who may not have access to a private vehicle or choose not to drive. Elderly adults, children and teens, disabled individuals, and those with low-incomes may all have issues accessing destinations and resources. NMT can provide a viable transportation option for these groups. Having a safe and efficient NMT network is important to meet the needs of all transportation users.

HEALTH

Walking and biking not only get people from point A to point B but are also a great option for physical activity. Regular physical activity has been proven to decrease health risks related to chronic disease, decrease health care costs, and improve quality of life for people of all ages.¹

ECONOMIC

Biking and walking provide an affordable transportation option for all users. Compared to a private vehicle, walking is ultimately free, while the costs to bike are minimal compared to the maintenance and fuel costs of an automobile.

Additionally, it has been shown that NMT has been instrumental in spurring economic development in communities. Proximity and access to non-motorized facilities and trails has been linked to increased property values for both homes and businesses. Non-motorized facilities in commercial areas increase foot traffic for local businesses.²

The increased interest in outdoor recreation has also shown to have significant economic benefits. Regional biking and walking trails are not only attractive to residents but also draw in visitors who spend money on accommodations, food, equipment and other items.

ENVIRONMENTAL

The increased use of NMT decreases the use of automobiles, which in turn may result in improved air and environmental quality and decrease congestion, noise pollution, roadway degradation, and the need for fossil fuels. Not only does walking and bicycling decrease the negative impacts of automobile use on the natural environment, but it positively impacts the community “environment”.

GUIDING DOCUMENTS

Local agency plans and regulations were reviewed and taken into consideration during the development of the RNMTP. Each agency has their own plans and regulations guiding non-motorized transportation within their jurisdiction. KMPO's RNMTP seeks to provide an overarching vision to ensure regional connectivity and enhance regional safety on the non-motorized network. The RNMTP specifically seeks to identify regional trends and where coordination and collaboration can be fostered in order to improve or extend the non-motorized network.

KMPO looks to agencies' plans to better understand local priorities and opportunities for collaboration. Ultimately, implementation of the projects is undertaken by the jurisdictions. Therefore, the RNMTP seeks to inform and guide local leadership, technical staff, and the public. It is KMPO's hope that the RNMTP or elements of the Plan will be adopted by local jurisdictions and organizations and incorporated into future decision making.

Table 1-2 lists local agency documents that address non-motorized transportation in Kootenai County.

Table 1-2: Guiding Documents

AGENCY	DOCUMENT	AVAILABLE AT:
Coeur d'Alene	2017 TRAILS AND BIKEWAYS MASTER PLAN	https://www.cdaid.org/files/Parks/MasterPlans/2017%20Coeur%20d'Alene%20Trails%20and%20Bikeways%20Master%20Plan%204-14.pdf
	2007 COMPREHENSIVE PLAN	https://www.cdaid.org/files/Planning/2007complan.pdf
	5-YEAR SIDEWALK PLAN	https://www.cdaid.org/605/departments/streets/sidewalks/5-year-sidewalk-plan
	DOWNTOWN DESIGN GUIDELINES	https://www.cdaid.org/Files/Planning/DTGguidelines.pdf
Post Falls	TRANSPORTATION MASTER PLAN – 2017 UPDATE	http://www.postfallsidaho.org/PZDept/Engineering/EngProjects/TMPfinalMainDocument.pdf
	2010 COMPREHENSIVE PLAN	http://www.postfallsidaho.org/PZDept/pzforms/Planning/CompPlan.pdf
Hayden	2013 TRANSPORTATION STRATEGIC PLAN	http://www.cityofhaydenid.us/document_center/Home/CityProjectsPlans/2013_TSP_Update_040913_COMPLETE_small.pdf
	2008 COMPREHENSIVE PLAN	www.cityofhaydenid.us/document_center/Home/CityProjectsPlans/2008_Comprehensive_Plan.pdf
Rathdrum	2011 PATHWAY PLAN	Contact City of Rathdrum
Lakes Highway District	TRANSPORTATION MASTER PLAN	http://www.lakeshighwaydistrict.com/portals/0/Transportation%20Plan%20COMPLETE_FINAL.pdf
Kootenai County	COMPREHENSIVE PLAN	http://www.kcgov.us/departments/planning/newcompplan.asp
Spirit Lake	COMPREHENSIVE PLAN	http://www.spiritlakeid.gov/COMPREHENSIVE%20PLAN.pdf

References:

1. Pedestrian and Bicycle Information Center (n.d.), *Health Benefits of Biking and Walking*, http://www.pedbikeinfo.org/data/factsheet_health.cfm
2. Pedestrian and Bicycle Information Center (n.d.), *Economic Benefits of Walking and Biking*, http://www.pedbikeinfo.org/data/factsheet_economic.cfm

2. EXISTING CONDITIONS

DEMOGRAPHICS

Non-motorized transportation serves a range of users throughout Kootenai County. NMT is used as both a complement to and substitute for automobile transportation. The RNMTP seeks to provide NMT opportunities for all users. As the region continues to grow, a safe and well-connected non-motorized network will be desirable for a variety of user groups. Different groups will demand different types and the extent of facilities.

The US Census 2012-2016 American Community Survey (ACS) reports the current population of Kootenai County as 147,716. The median age in the County is 39.7 years old.¹ 24.0% of residents have received a bachelor's degree or higher, with another 40.6% having an associate's degree or some college education.² According to the Idaho Department of Labor, the unemployment rate for Kootenai County in 2016 was 4.8%, a decrease of 6.1% at the peak of the recession in 2010. The average per capita income in Kootenai County for 2016 was \$39,820, slightly higher than the state of Idaho, and the sectors employing the most people in the County were: Trade, Utilities and Transportation; Government; and Leisure and Hospitality.³

According to the ACS, 23.9% of the population is 60 years or older and 19.9% are ages 5 to 19.¹ 12.6% of the population live below the federal poverty level, and 13.5% of residents live with a physical or mental disability.^{4,5} These groups are more apt to need alternative transportation methods other than a private vehicle. Currently, the 2016 ACS reports 4.2% of the workforce walks or uses transit or other means to commute to work.⁴ Non-motorized transportation provides access to jobs, schools, community services, and other destinations without the use of a private vehicle. These groups and their needs should be taken into consideration when designing and planning for transportation projects.

EXISTING NETWORK

Kootenai County's non-motorized network has grown over the years to complement the automobile network in the County and provide for non-motorized user needs. Not only is the network used for daily transportation, but it consists of several multi-use trails that provide recreation opportunities for residents and visitors alike. The County's non-motorized infrastructure consists of a combination of facilities: shared-use paths/trails, bike lanes, sidewalks, and shared roadways. Although the network continues to grow and improvements to

the system are needed throughout the region, Kootenai County has a solid foundation for non-motorized transportation. Existing facilities are shown in Figures 2-1, 2-2, and 2-3 (maps do not include sidewalks).

REGIONAL TRAILS

NORTH IDAHO CENTENNIAL TRAIL

The North Idaho Centennial Trail (NICT) is a popular multi-use trail through Kootenai County's urban area. The 23-mile, paved trail extends from Higgins Point State Park, east of Coeur d'Alene, to the Washington state line, where it connects to the Spokane River Centennial Trail. The trail is commonly used for both local transportation, as well as regional recreation purposes.



Photo: North Idaho Centennial Trail Foundation

PRAIRIE TRAIL

The Prairie Trail encompasses about 5 miles that follows the old Union Pacific Railroad (UPRR) railbed from the NICT at Riverstone to Huetter Rd. This trail serves multiple schools, parks, and housing developments.

US-95 TRAIL

The US-95 Trail is a multi-use trail that runs alongside the east side of US-95 from Appleway Avenue to Garwood Road north of Hayden. This trail allows for north-south non-motorized transportation separated from traffic through much of the Coeur d'Alene-Hayden urban area. Though the trail has suffered from poor maintenance over the years, the trail is to be rehabilitated in 2019. With future projects along the northern portion of US-95, the trail will also be extended from Garwood Road to Athol.

TRAIL OF THE COEUR D'ALENES

The Trail of Coeur d'Alenes is a 72-mile multi-use trail and Idaho state park that spans most of the North Idaho Panhandle following the old Union Pacific Railroad. The trail begins at the Plummer trailhead (9 miles east of Washington) and ends at Mullan (8 miles west of Montana). 42 miles are located within Kootenai County, following the shore of Lake Coeur d'Alene and the Coeur d'Alene River. This trail is popular for local and out-of-state users and has bolstered cycling tourism in Kootenai County.



Photo: visitidaho.org

SHARED-USE PATHS/TRAILS (CLASS I)

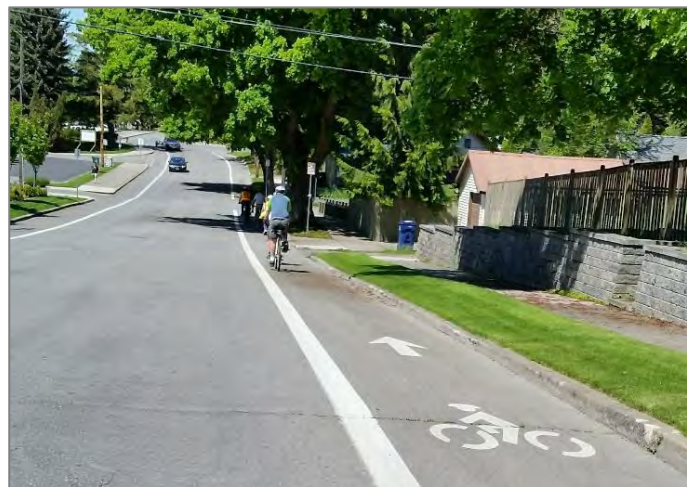
Shared-use paths, or Class I bicycle facilities, are separated completely from automobile traffic. These paths may or may not follow the road network, but there are many areas in Kootenai County where Class I trails are constructed in place of sidewalks and serve both pedestrian and bicycles modes. In addition to the trails listed above, there are also shared-use corridors along Atlas Road, Ramsey Road, and through many residential developments in Coeur d'Alene, Post Falls, Rathdrum, and Hayden.

ON-ROAD NETWORK

The on-street network of facilities acts as an extension to the area trails and provide important connections between facilities and complete routes to destinations.

BIKE LANES (CLASS II)

Bike lanes, or Class II bicycle facilities, are designated facilities for bicycles on the road network. These can include striped, buffered, or protected bike lanes. Most bike lanes in Kootenai County are simple, striped lanes along the edge of the roadway. There are a few locations where buffered bike lanes have been



implemented, where there is a double stripe that provides additional space between bicyclists and automobiles. No protected bike lanes* have yet been implemented in Kootenai County. These facilities offer a physical barrier between bicyclists and vehicles, which may include bollards, curbs, parked cars or other items. These facilities have been difficult to implement due to winter weather conditions and the ability of jurisdictions to maintain separate bike and automobile facilities during winter months.

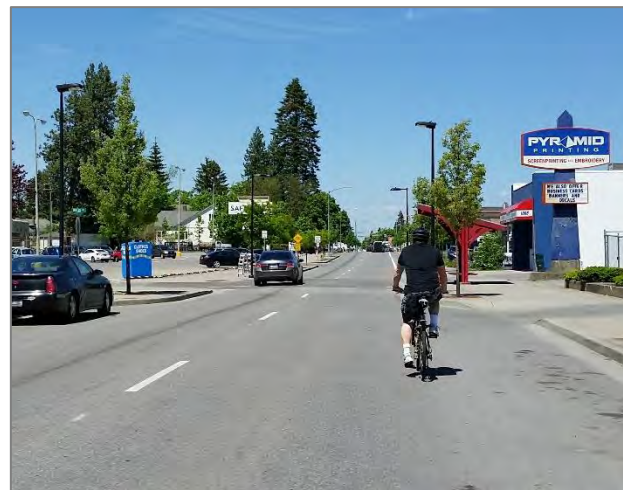
Non-motorized users are allowed to travel freely on the shoulder of local highways and other rural roadways. Some jurisdictions consider this to be the designated non-motorized facility and acts as a rural bicycle lane if adequate space is available.

*Protected bike lanes are considered Class I facilities.

SHARED ROADWAY (CLASS III)

In many locations, particularly on local streets, bicyclists and pedestrians share the roadway with automobiles. This is an acceptable practice on low-volume, low-speed streets. Often, this is adequate to provide a low-stress environment for non-motorized users.

Additionally, in the rural areas of the County where separate non-motorized facilities are not available, non-motorized users are encouraged to share the roadways with automobiles. In the future, it may be appropriate to stripe and widen shoulders or to provide exclusive non-motorized facilities to accommodate bicyclists and pedestrians in locations where volumes or speeds increase or the conditions are no longer safe to do so.



SIDEWALKS

Sidewalks are facilities constructed alongside the roadway but separate non-motorized users by a curb. Sidewalks, most often, are dedicated for pedestrian travel. Bicyclists may also use sidewalks where bike facilities are not available. There are some locations where this is prohibited, such as downtown Coeur d'Alene and in business districts in Post Falls. There are many locations in Kootenai County where there are significant gaps in sidewalks or absence of facilities all together, particularly in residential areas. Unfortunately, it was standard for several decades in the mid-20th century to not include sidewalks in these areas. Today, however, jurisdictions have been working to close these gaps and add sidewalks during road improvement projects.

Figure 2-1: Existing Facilities – Rural

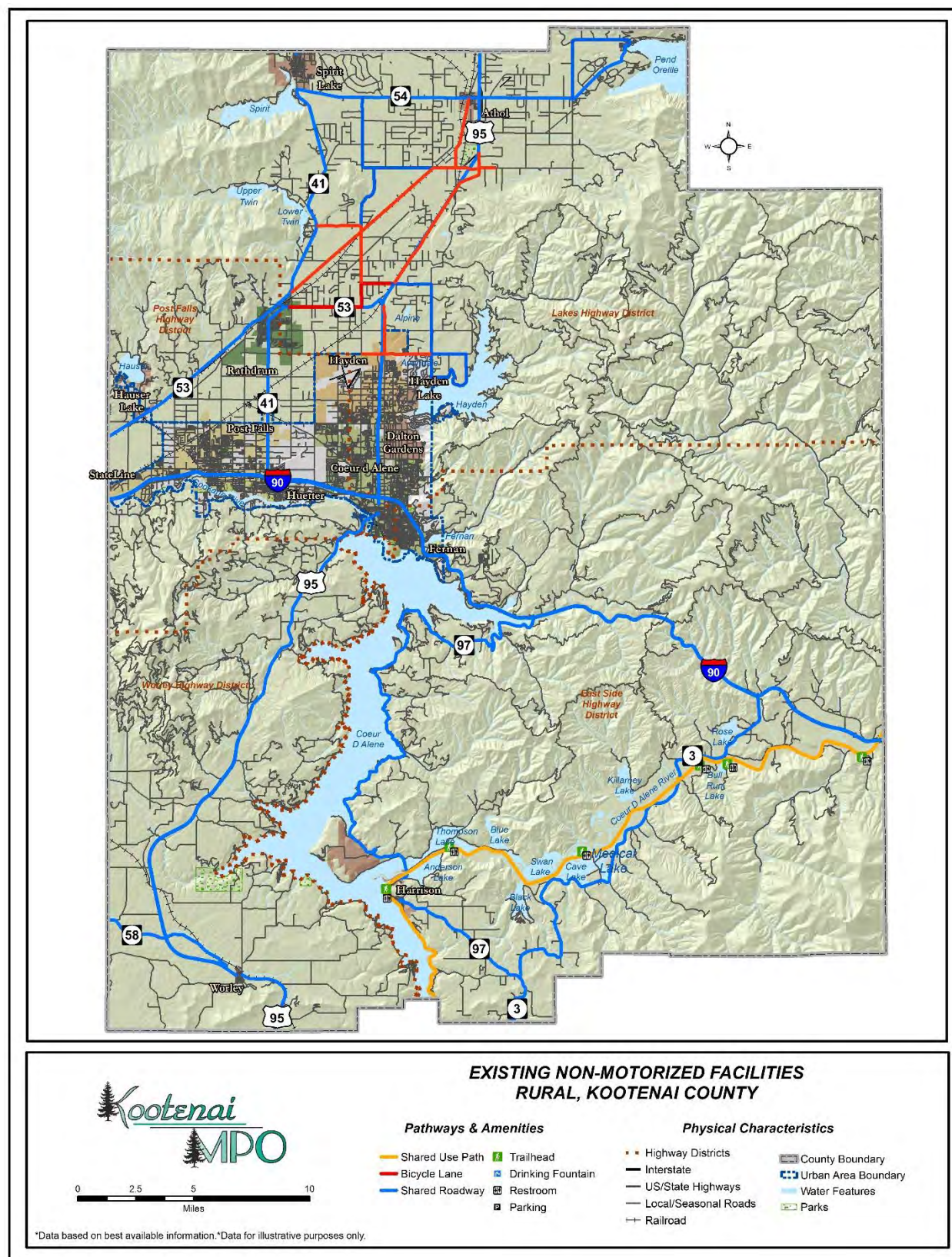


Figure 2-2: Existing Facilities – Urban – Coeur d'Alene and Hayden

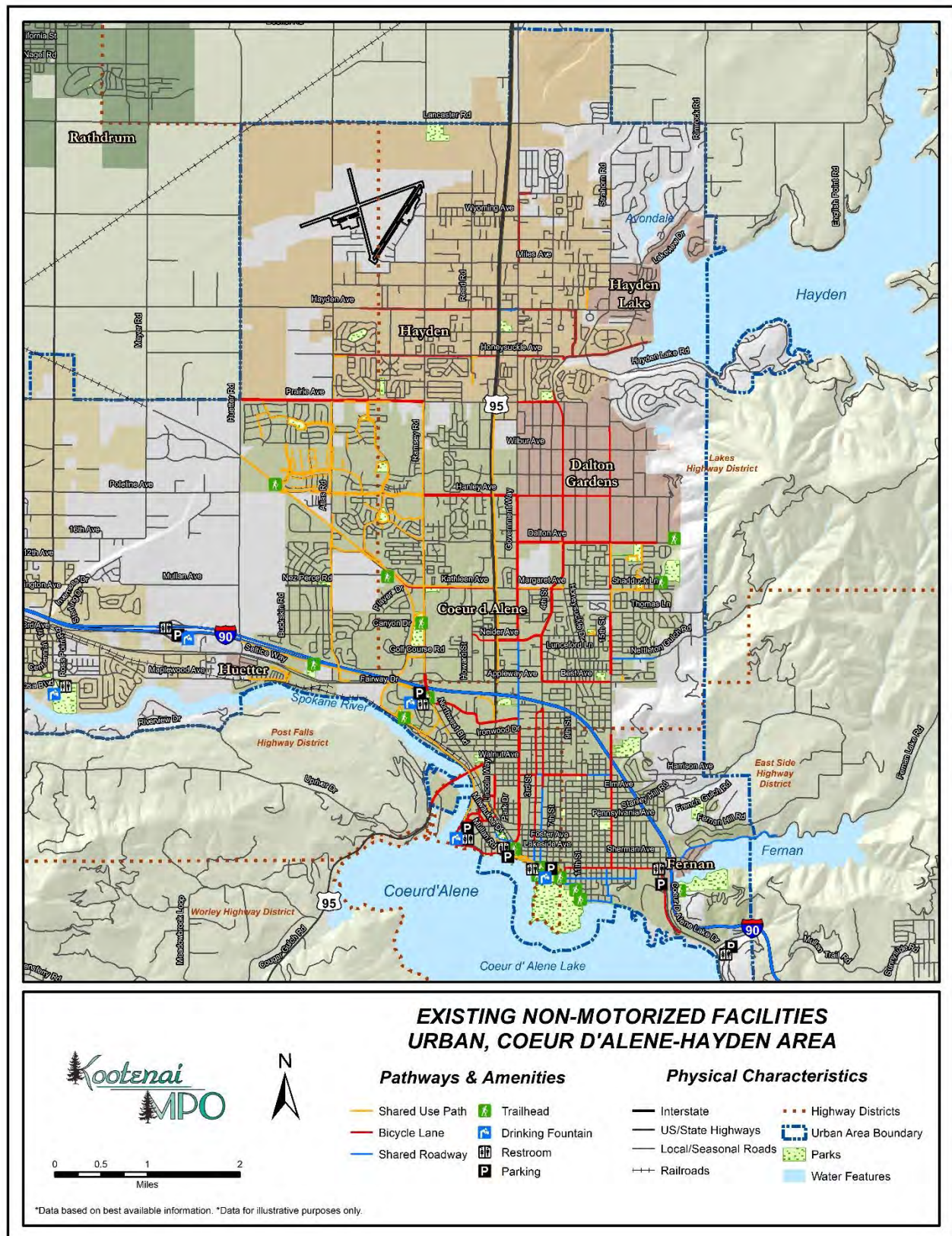
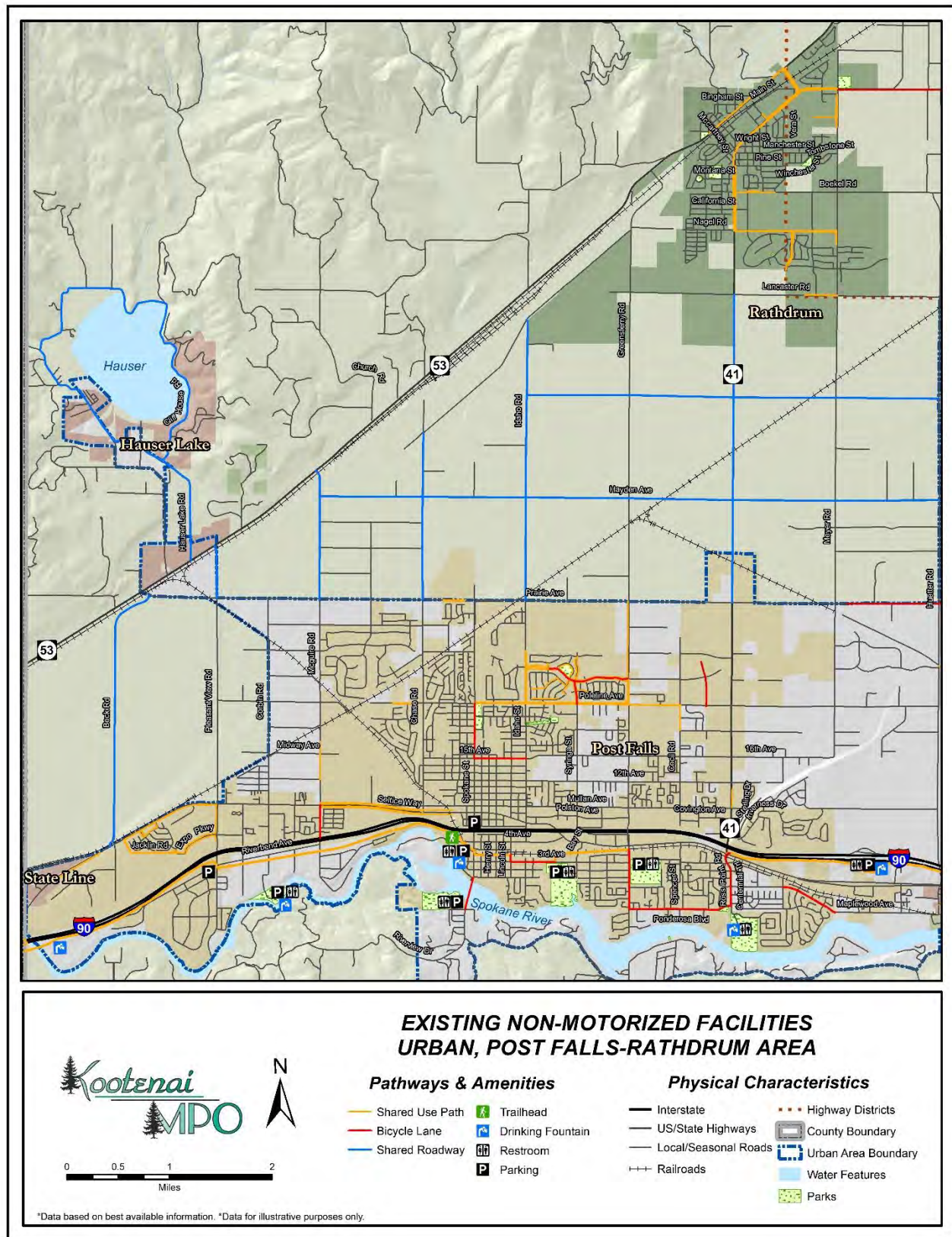


Figure 2-3: Existing Facilities – Urban – Post Falls and Rathdrum



MULTI-MODAL CONNECTIONS

Public transportation is provided in Kootenai County by Citylink North and Citylink South. Citylink North provides transit service within the urbanized area of the County, serving Coeur d'Alene, Hayden, Post Falls, Huetter, and Dalton Gardens. Citylink South provides transit service from Coeur d'Alene to the Coeur d'Alene Casino and Worley and extends service into the rural areas of Benewah County.

Along with non-motorized transportation, transit serves those who choose not to drive or not have access to a private automobile. Many transit users utilize non-motorized facilities to access transit stops in the County. It is important to consider in NMT projects how improvements to or the extension of the network can aid in connecting individuals to transit. Maps of NMT facilities and current transit stops are included in Figure 2-4.

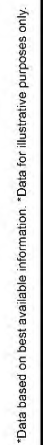
CRASH ANALYSIS

Bicycle and pedestrian crash data was derived from the Local Highway Technical Assistance Council's (LHTAC) web map. LHTAC currently has crash data available for 2011-2016, which are based police reports taken at the time of the crash. Data was queried for crashes involving "pedalcycles" and "pedestrians". Figures 2-5 and 2-6 depict the locations of bicyclist or pedestrian crashes by mode type. Figures 2-7 and 2-8 depict the locations of crashes by crash severity.

Between 2011 and 2016, 315 crashes occurred between cars and bicyclists or pedestrians. The trend of crashes has increased slightly over the six-year period. Of those crashes, 214 (67.9%) occurred within Coeur d'Alene, followed by 35 in Post Falls and 27 in Hayden. It is thought that the high number of crashes in Coeur d'Alene may be due to the advanced non-motorized network in the City, as well as the influx of seasonal residents and visitors.

Most crashes involved some sort of injury to the cyclist or pedestrian—207 reported injuries and 99 involved possible injury. There were five fatalities related to crashes reported in Kootenai County from 2011 to 2016.

KMPO REGIONAL NON-MOTORIZED TRANSPORTATION PLAN

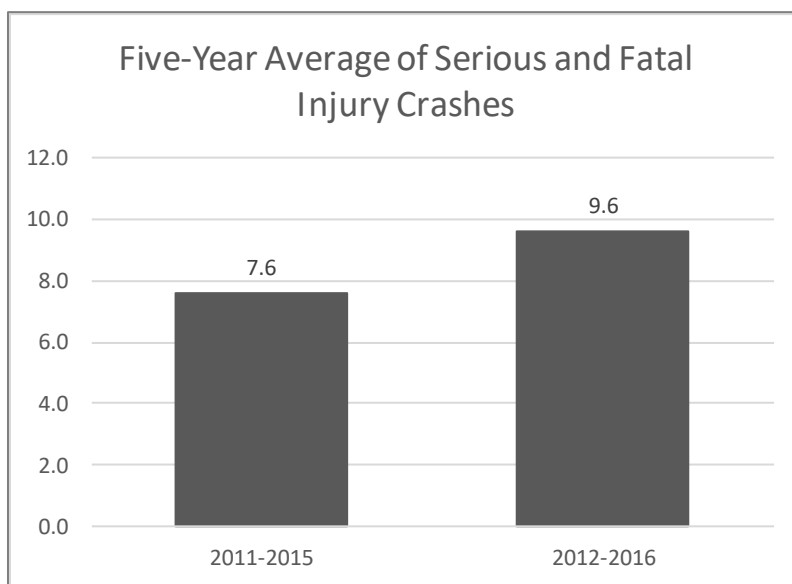


It was reported that the most common contributing factors in these crashes were 'Failed to Yield' (40%), 'Inattention' (22.9%) and 'Failed to Obey Stop Signal/Stop Sign' (10.5%). These factors could have involved either the driver, cyclist or pedestrian. 72.7% of crashes occurred at an intersection or access point to a driveway, alley or parking lot. While some data for these reports may have changed after the crash, it was initially reported that 69.8% of crashes were the fault of the motor vehicle, while about one-third (30.2%) of crashes involved a bicyclist or pedestrian at fault.

Full analysis of the 2011-2016 crash data can be found in Appendix I. LHTAC's crash map and data can be viewed at <http://gis.lhtac.org/safety/>.

NON-MOTORIZED SAFETY PERFORMANCE MEASURE

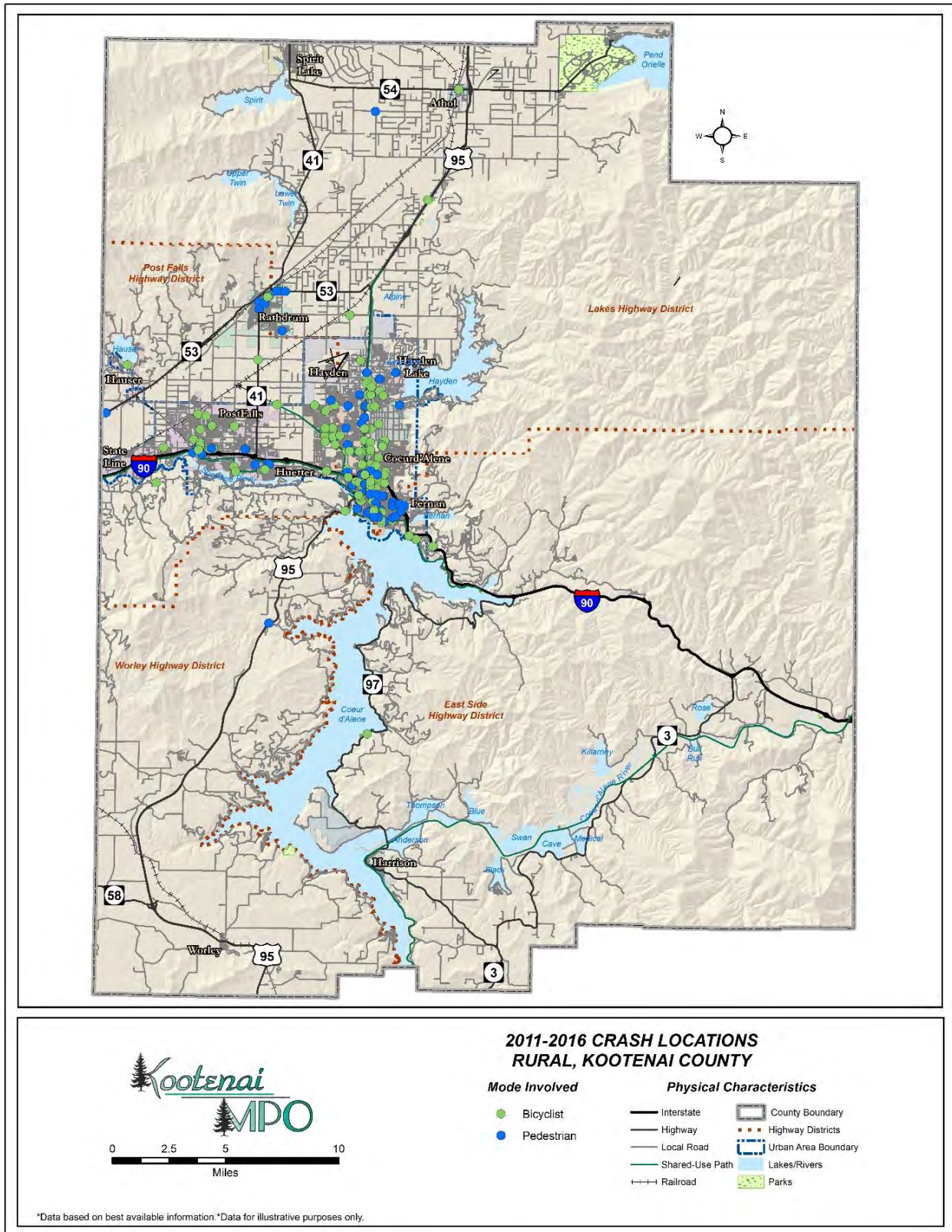
The FHWA requires states and MPOs to adopt performance measures and targets to guide strategic investment and policy decisions to achieve agency goals as part of the national Transportation Management Program. Safety, including non-motorized safety, is one area requiring performance measures to be established. MPOs are allowed to either establish their own targets or adopt and support state-wide targets.



Non-motorized safety performance measures are determined by the average number of serious and fatal crashes over a five-year period. Based on the data from 2012 to 2016, Kootenai County had 9.6 serious or fatal crashes on average, an increase from the previous five-year period. The Idaho Transportation Department (ITD) has set their target to decrease the number of serious and fatal non-motorized injuries to 120.

In February 2018, the KMPO Board passed a decision to adopt the Idaho Transportation Department's (ITD) non-motorized transportation safety target, as safety funds are primarily administered through the state. KMPO will continue to collect data on non-motorized crashes in the region and work with ITD to support the agency in achieving this target.

Figure 2-5: Crashes by Mode - Rural



**2011 - 2016
CRASH
LOCATIONS
- URBAN**

Mode Involved

- Bicyclist
- Pedestrian

Physical Characteristics

- Interstate
- Highway
- Local Road
- Shared-Use Path
- Railroad
- County Boundary
- Highway Districts
- Urban Area Boundary
- Lakes/Rivers
- Parks

Kootenai MPO

*Data based on best available information.
Data for illustrative purposes only.

Figure 2-7: Crashes by Severity - Rural

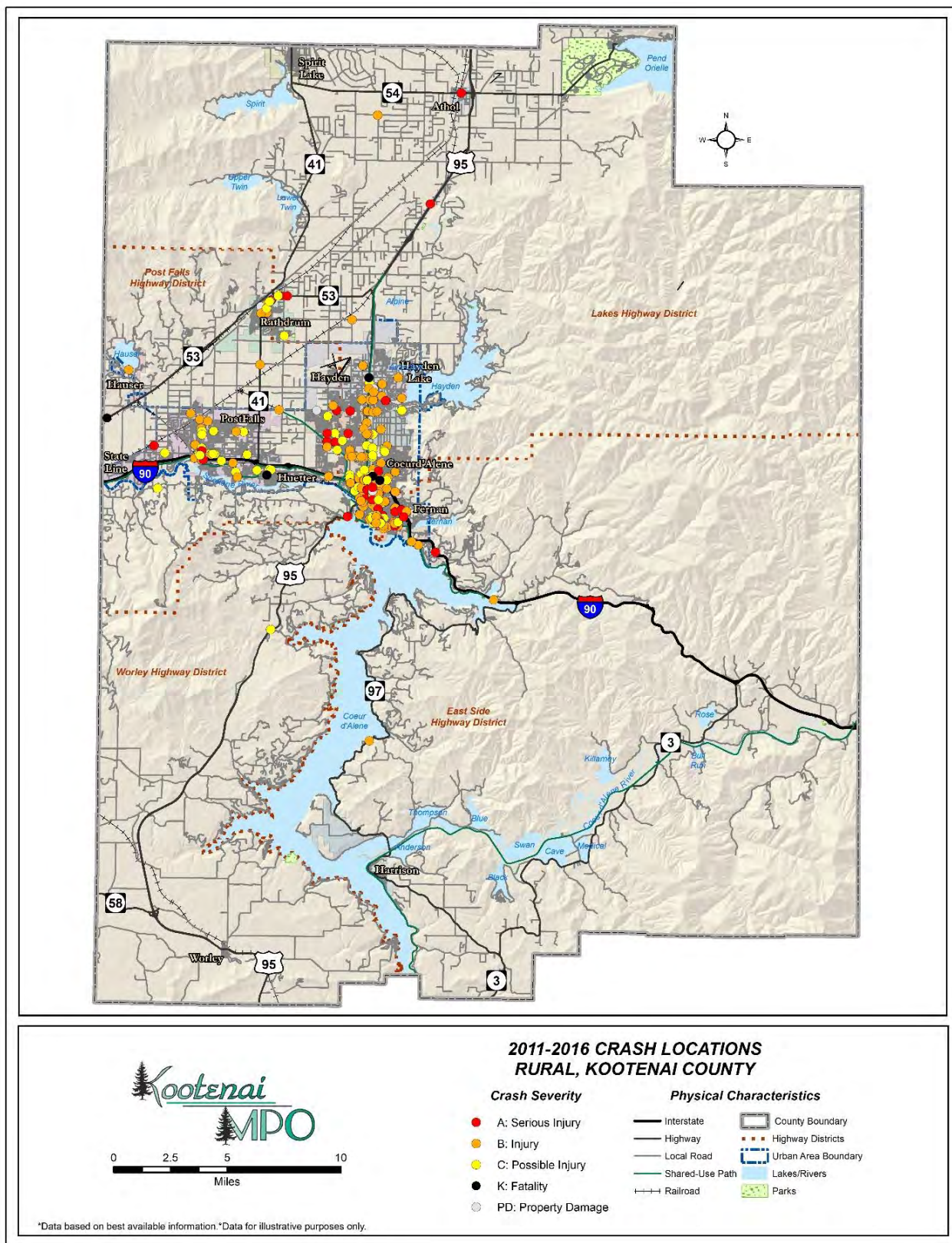
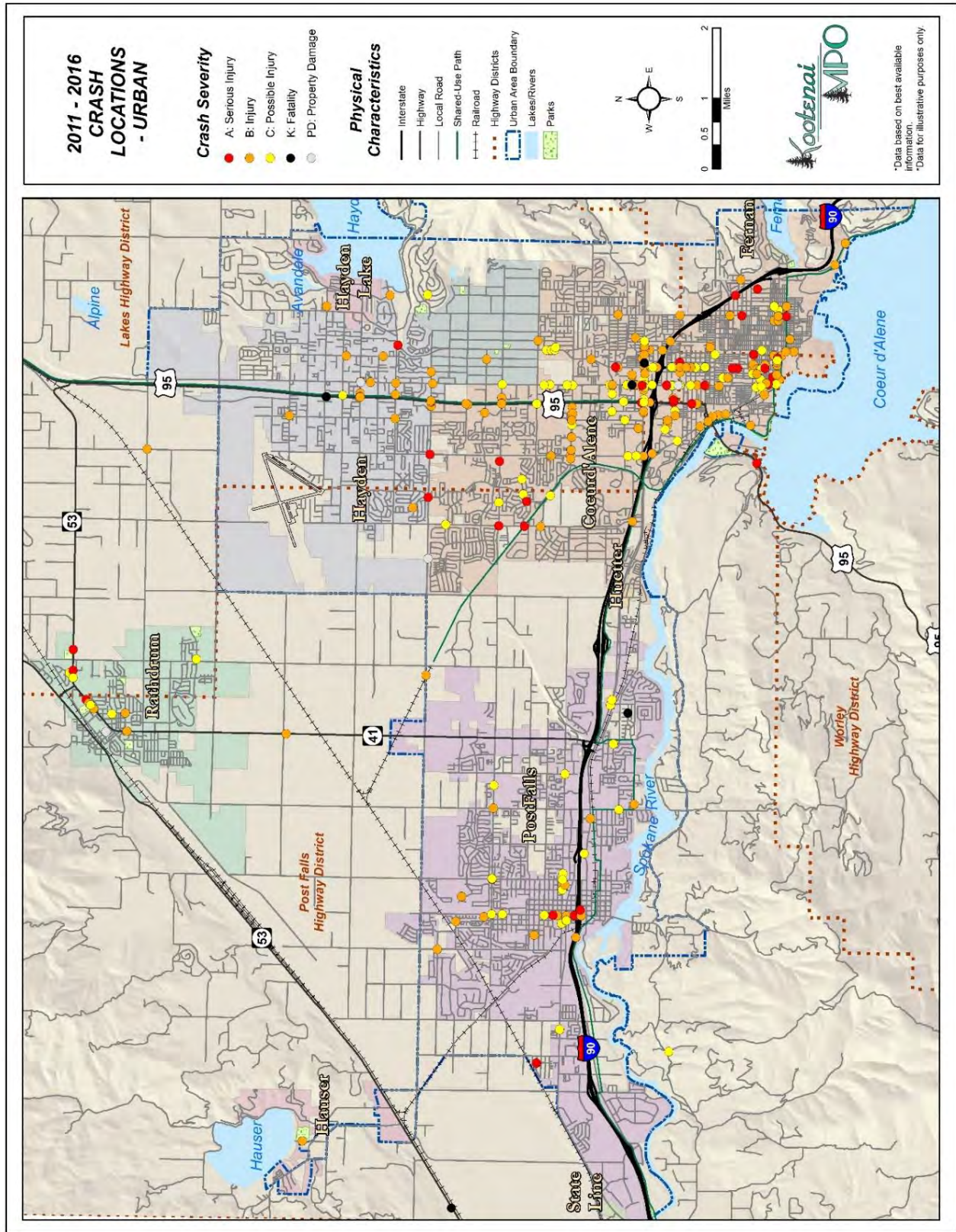


Figure 2-8: Crashes by Severity – Urban



PUBLIC SURVEY & WIKIMAP

The public survey and Wikimap that were conducted in the spring of 2018 sought information on:

- Who uses the non-motorized transportation and why;
- How the non-motorized network is used;
- What deters residents from using non-motorized transportation; and
- What improvements would encourage non-motorized transportation.

The survey had 192 responses recorded, and participants mapped about 190 data points in the Wikimap. This survey was not meant to be a statistical representation of Kootenai County but was a means to easily collect input from the public.

Demographic information was collected by the survey to better understand who our respondents were and how that may affect the results of the survey. The average age of survey respondents was 51.1 years old, with an age range of 22 to 81. Most respondents were employed full-time (64.9%), but almost a quarter of respondents were retired (23.4%). A majority of participants were college educated ('Some College' or held a degree). The largest number of responses were reported for Coeur d'Alene zip codes (88 total responses), followed by Post Falls (27) and Hayden (23). 19 responses (11.7%) came from Spirit Lake residents.

CONCLUSIONS

There were several conclusions that could be drawn from the feedback we received through the survey and Wikimap. Again, this can only be attributed to those who responded and may not be representative of non-motorized transportation users County-wide.

Respondents are multi-modal users. Most respondents reported using multiple modes of transportation on a weekly basis. While almost 80% of respondents said they were typically a driver or passenger, only 17.7% reported being 'ONLY drivers or transit users'. 78.7% of respondents answered questions for using all modes. Although most respondents reported using a personal vehicle most often on a daily basis, bicycling and walking were also popular modes on a less consistent basis.

Exercise and Recreation/Enjoyment are the biggest motivators. It was apparent through the survey that respondents were using non-motorized transportation for supporting a healthy lifestyle or for recreation purposes. Non-motorized users noted these areas as top reasons they choose to walk or bike and that the purpose of their non-motorized trips once a week or more was 'For Recreation/Fitness' (91.3% of walkers, 74.1% of bicyclists).

Non-motorized transportation is seasonal in Kootenai County. This may not be a surprise to many, as the County distinctively experiences all four seasons. A third of respondents (23.3%) noted that ‘Nice Weather’ is a factor that would get them to walk or bike more often. A majority of respondents (92.0%) said that adverse or seasonal weather affects whether or not they use non-motorized transportation. Weather may also play a role in respondents’ desire for improved maintenance, as winter weather conditions can make travel difficult for non-motorized users and put a toll on facility conditions (i.e. degraded lane markings, presence of sand and other debris, etc.). Many may avoid using non-motorized transportation during colder months due to lack of maintenance on non-motorized facilities. It is also important to note that there are still large portions of Kootenai County that are rural in character and distance may make it unfeasible for individuals to use these modes to commute, run errands, access services, etc. Respondents that were ‘ONLY drivers or transit users’ reported that ‘Distance to desired locations’ was a top deterrent for using non-motorized transportation. This may also correlate as to why people most respondents use non-motorized transportation modes for recreation purposes.

Safety is the biggest concern for non-motorized users and non-users. After ‘Distance to desired locations’ and ‘Lack of facilities’, safety concerns were top issues deterring respondents from walking or biking in Kootenai County. Parents of school age children also noted ‘General Safety’ as the top reason their children do not walk or bike to school. 75.6% of respondents said that ‘Yes’ they would use non-motorized transportation more often if routes they used had more or improved facilities that provided safe and convenient travel. Most respondents said that ‘Improving safety for walking and cycling’ (83.7%) and ‘Creating safe routes for walking and biking to schools’ (85.3%) were the top reasons for investing in bicycling and walking in the County. Safety measures that respondents noted were important for encouraging non-motorized transportation involved more/improved facilities, dedicated non-motorized facilities separate from traffic, improved crossings and intersections, and improved facility maintenance.

Additional (separated) facilities will encourage people to walk/bike more. Improved and additional non-motorized facilities were important to respondents. Not only to improve safety (as mentioned above) but also to facilitate connectivity within the network and allow for non-motorized travel separate from automobile traffic. Lack of bike and pedestrian facilities deterred respondents from using non-motorized transportation, and more or improved facilities would encourage them to use non-motorized modes more. Designated or separated facilities were reported as improvements that would encourage more non-motorized travel. Respondents’ said projects they felt should be a top priority were ‘Sidewalks and Crosswalks’ (64.0%) and ‘Bike lanes and Paved trails’ (87.2%).

Improvements are needed for East-West travel. Based on the data received through the Wikimap, a high number of entries focused on east-west travel, particularly on additional facilities and improved crossings. Comments via the Wikimap and public workshops noted that US 95 was a significant barrier for non-motorized travel in the urban area, as intersections were difficult to cross or there were limited, safe opportunities to do so. This also included additional east-west routes to encourage regional connectivity between communities. While there are improvements planned for some of the north-south corridors (i.e. US 95 and SH 41), there is limited planning for additional routes between Rathdrum and Hayden, Post Falls and Coeur d’Alene, Hauser and Post Falls, and Spirit Lake and Athol.

CURRENT USE

There has been little data collected on the current use of non-motorized facilities in Kootenai County. Although Idaho Parks and Recreation, the North Idaho Centennial Trail Foundation, and Post Falls Parks & Recreation Department currently or in the past have taken a small number of counts along area trails, there is not a robust collection of bicycle or pedestrian counts to fully understand how the non-motorized network is used and how frequently.

During the Plan update process, KMPO purchased seven traffic recording cameras to collect bike and pedestrian counts, as well as general traffic counts, throughout Kootenai County. A preliminary list of locations to collect counts was developed in coordination with KCATT based off of high-crash locations and locations of known or suspected high-use. A list and map of the locations is shown in Figure 2-9.

Initial counts at these locations began in the spring of 2018 and will continue through the summer and fall months. Counts collected prior to the adoption of the Plan are available in Table 2-1. Continued monitoring of these locations and others will help KMPO and local jurisdictions understand non-motorized use throughout Kootenai County and can assist in the prioritization of improvements and future projects.

Additionally, through the Wikimap exercise, participants were asked to map the routes they currently use. Figure 2-10 shows the routes identified through the Wikimap as “My Route” (routes currently used by participants). This provides some base data on where non-motorized transportation is being used in Kootenai County.

Figure 2-9: Bike and Pedestrian Count Locations

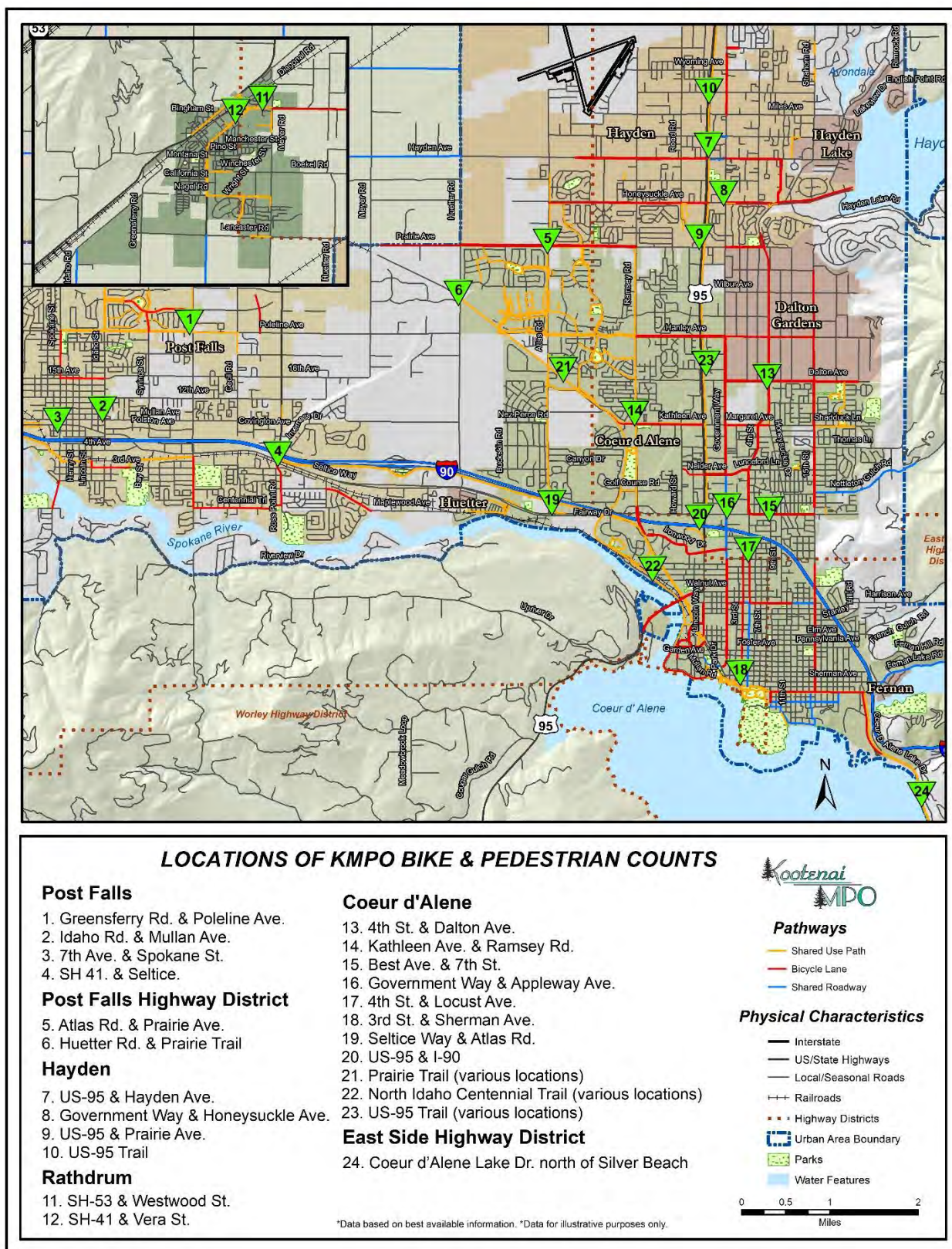
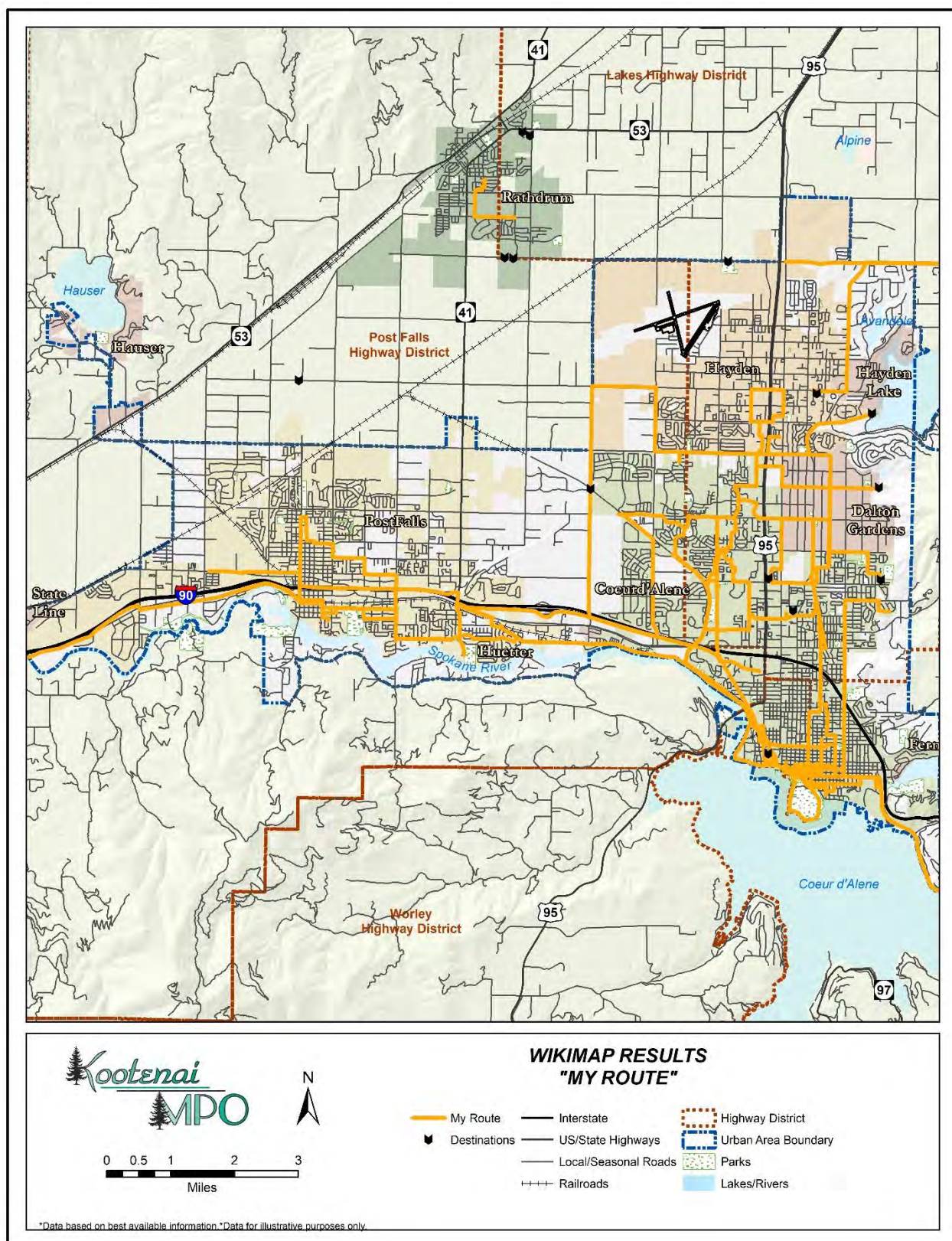


Table 2-1: 2018 Bike and Pedestrian Counts

To Be Included

Figure 2-10: Wikimap “My Route” – Current Non-motorized Use



CHALLENGES

SAFETY

Safety is a concern with any mode of transportation, as we seek to get people from one point to another without risk or harm. The safety of non-motorized transportation in Kootenai County is a top concern for agencies, stakeholders, and the general public, as gathered from the public survey and stakeholder and agency workshops. As mentioned previously, improving safety of NMT was a priority for the public, as identified through the survey. Feedback from the stakeholder group in visioning and goal-setting exercises also focused on increased safety.

Prior to the initiation of the RNMTP update, KCATT's bike-pedestrian ad-hoc committee member brought many safety concerns to the committee. These concerns played a role in the decision to review and update the Plan, and the kick-off to the update process featured FHWA's workshop on "Designing for Pedestrian and Bike Safety" to provide information and foster a coordinated approach to non-motorized safety County-wide. KCATT desired to integrate information from this workshop into the updated Plan to inform future decisions on non-motorized safety.

However, safety concerns can stem from a number of different issues outside of facility design. Safety concerns identified by the agencies, stakeholders, and the public have included:

- Lack of crossing opportunities or unsafe crossing conditions
- Facility conditions and maintenance
- Aggressive drivers and travel conditions
- Aggressive animals or wildlife
- Poorly designed or inadequate facilities
- Lack of education on the "rules of the road" for motorized and non-motorized users
- Abrupt ending of facilities and gaps in the network
- Perception of unsafe conditions (i.e. lack of street lighting at night)

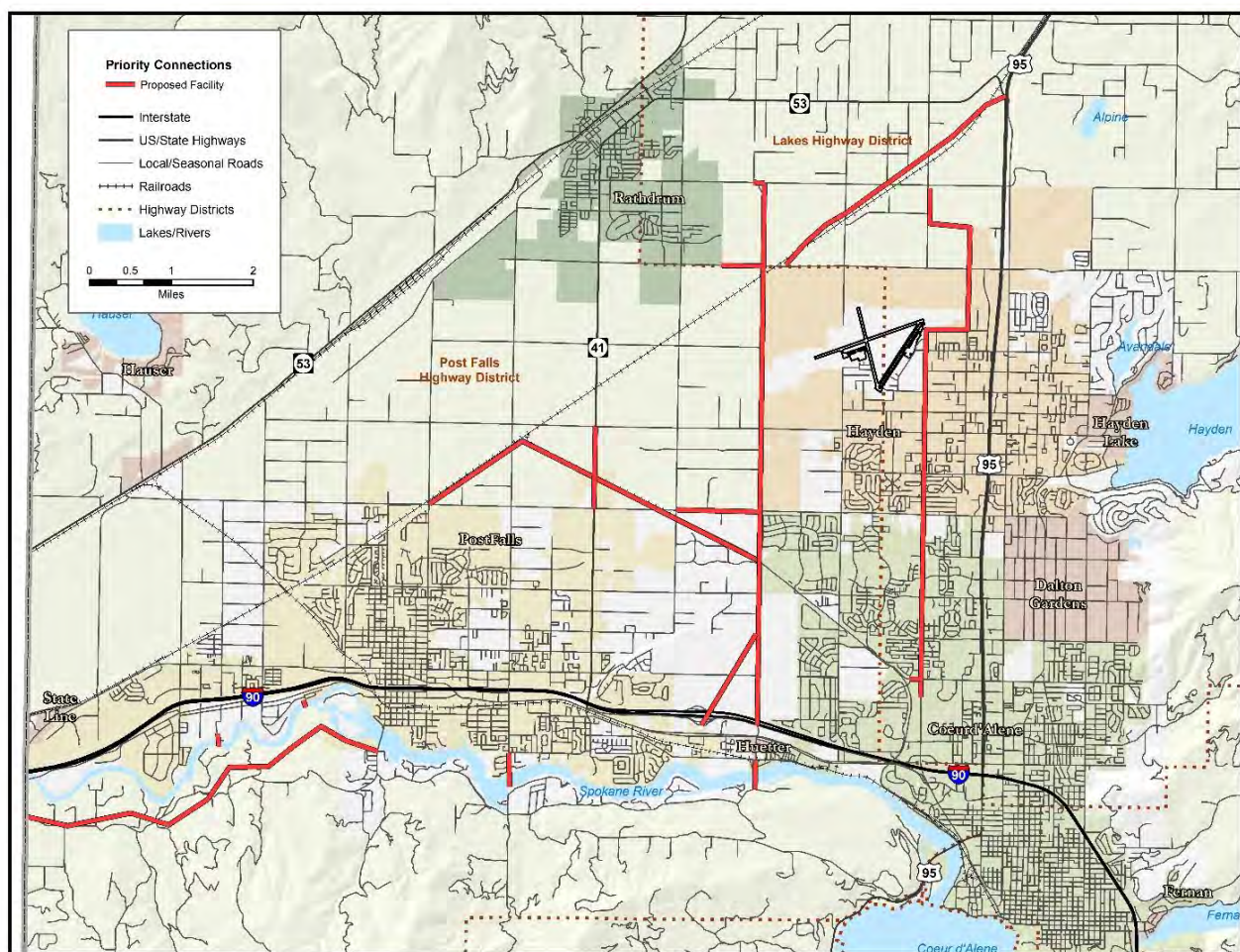
CONNECTIVITY

Insufficient non-motorized connectivity has also been identified as a challenge in Kootenai County. There are many instances where there is a lack of complete non-motorized facilities for users along a corridor, such as Government Way or Seltice Way, making it difficult or unsafe for non-motorized users to make it to their destinations. A continued focus for agencies, which was identified in the 2009 RNMTP, is to provide infill in the non-motorized network where facilities do not currently exist. For bicyclists in particular, FHWA states that "in order for 'the casual/less

confident’ group to regularly choose bicycling as a mode of transportation, a physical network of visible, convenient, and well-designed bicycle facilities is needed”.⁶

Regional connectivity has also been of interest for many individuals and groups in the County, both for general transportation and recreation. While there have been improvements made to non-motorized routes between Coeur d’Alene and Post Falls and from Coeur d’Alene to Hayden, there are few connections between the general urban area and outlying communities and developments. In summer 2017, the North Idaho Planner’s Forum—a group of regional planners who meet on a quarterly basis to discuss general planning issues in the region—identified priority non-motorized connections to improve transportation and recreation in the region. These routes provide connections between communities and between communities and growth areas on the Rathdrum Prairie. Figure 2-12 shows the conceptual regional connections that were identified.

Figure 2-11: Priority Regional Connections



MAINTENANCE

Overall maintenance of non-motorized facilities was also identified as a challenge in Kootenai County. Consistent, coordinated maintenance can be difficult to achieve when considering multiple facility types and a network spanning multiple jurisdictions. Winter maintenance is a particular concern in order to provide a safe and reliable non-motorized system year-round.



Snow covered sidewalks along Appleway Ave. Photo: Coeur d'Alene Press

Maintenance of sidewalks can be a controversial matter in Kootenai County, as most cities in Kootenai County require sidewalk maintenance to be taken care of by the adjacent property owner. However, this practice has been difficult to enforce, leaving stretches of sidewalk snow covered after significant snow events, as well as degraded and uneven facilities due to age, trees, and other factors. The cost to repair, as well as construct, sidewalk can be costly. Some property owners are simply not able to maintain their sidewalks in the winter, due to physical limitations or age. The city of Post Falls is also exploring programs for better sidewalk snow removal; the city recently purchased a small machine to clear sidewalks of snow and other debris along priority corridors. The city of Coeur d'Alene previously had a program that provided snow removal to individuals who needed assistance but had to close the program; they are looking to rebuild the program in the near future.

Snow and debris removal is also an issue for bike facilities. Often, there is not adequate room within the roadway to fully remove snow from bike lanes or equipment is not available for clearing shared-use paths or other separated facilities. Snow removal has been one reason protected bike lanes have not been implemented. The debris left in bike lanes and on road shoulders after winter—such as sand and gravel—as well as garbage and tree debris, can pose a risk to bicyclists. Regular sweeping of these facilities could prevent accumulation. Striping of bike facilities, as well as crosswalks, after winter maintenance was also identified.

It was discussed in the stakeholder meetings that it may be necessary going into the future to identify a regional organization that would be in charge of maintaining non-motorized facilities throughout the County—such as the shared-use paths—in order to create a consistent level of maintenance year-round. ITD has operated under a policy that they will construct non-motorized facilities but will not be responsible for the maintenance. This has caused facilities, such as the US 95 trail, to fall into disrepair due to a lack of regular maintenance. Currently, ITD is also unable to construct new non-motorized facilities without a maintenance agreement with a local jurisdiction or organization; these have been difficult to negotiate. Having a group or organization that oversaw regional non-motorized transportation maintenance would help fill this gap and ensure a consistent level of maintenance in the future.

EDUCATION

Education and outreach has been identified as another area that needs improvement in the County, not only for automobile users but for non-motorized users themselves. Fully understanding the “rules of the road” is important for the safety and enjoyment of any mode of transportation. Motorists need to understand and respect the rights of non-motorized users, while bicyclists and pedestrians should also be informed on laws and practice safe and courteous etiquette when using non-motorized facilities. This is also the case between non-motorized users. There have been several instances over the years of accidents between cyclists and pedestrians, as area trails serve a variety of users and can become busy and congested during seasonal months. Input that was received suggested increased enforcement of laws for both motorized and non-motorized users, better education between groups, and encouraging mutual respect among modes. Some local organizations and groups have been working to better educate non-motorized users on safety practices and are looking to provide more education through bike rodeos and other events for youth.

It was also suggested that further outreach be done to share what is currently happening in non-motorized planning and also educating leadership and the public on the benefits of non-motorized travel. There are several efforts going on to better understand non-motorized transportation and its use in Kootenai County. The North Idaho Centennial Trail Foundation is looking to produce an economic impact study of local trails and the benefits they bring to the region. Bringing information to the public can better inform their decisions on where, when and how to use non-motorized transportation. Providing maps and wayfinding signage can make it easier for residents and visitors to locate destinations and facilities and encourage non-motorized use.

CONSTRUCTION

One challenge that many seem to be frustrated with is the lack or delayed construction of non-motorized transportation facilities. Unfortunately, like any other road project, funds are limited for new infrastructure and the availability of funding and time for maintenance of facilities can be hard to come by. Many agencies continue to seek grants and other funding sources in order to add to the non-motorized network. Additionally, it can take many years for projects to be implemented as they go through the planning, design and construction phases. Sometimes projects may on the shelf for years waiting for funding.

However, many agencies have also been working to address non-motorized transportation gaps as they complete road projects or development occurs. Reconstruction or resurfacing of a roadway may include the addition of sidewalks or striping bike lanes. As new subdivisions or other developments are built, many agencies require that non-motorized facilities be included in the design.

Funding for non-motorized facilities continues to be a controversial topic in Kootenai County, as personal automobiles are still the primary mode of transportation. There are many who feel that non-motorized users do not pay their way; on the other hand, non-motorized users argue that non-motorized use is not as degrading to infrastructure as automobiles or that non-motorized facilities are not as expensive to implement and maintain as those needed for motor vehicles. It is unlikely that either side of the argument will win. The reality is that funding continues to be very constricted for any type of transportation project, and agencies will need to continue to be creative in prioritizing projects and finding ways to fund them.



New shared use path section along Northwest Blvd.

References:

1. American Fact Finder (2016). *2012-2016 American Community Survey 5-Year Estimates*, Table DP05 ACS Demographic and Housing Estimates.
2. American Fact Finder (2016). *2012-2016 American Community Survey 5-Year Estimates*, Table S1501 Educational Attainment.
3. Idaho Department of Labor (2018). *Kootenai County Profile*. <http://labor.idaho.gov/publications/lmi/pubs/KootenaiProfile.pdf>
4. American Fact Finder (2016). *2012-2016 American Community Survey 5-Year Estimates*, Table DP03 Selected Economic Characteristics.
5. American Fact Finder (2016). *2012-2016 American Community Survey 5-Year Estimates*, Table S1810 Disability Characteristics.
6. Federal Highway Administration (2017). *Designing for Bike and Pedestrian Safety*.

3. VISION & GOALS

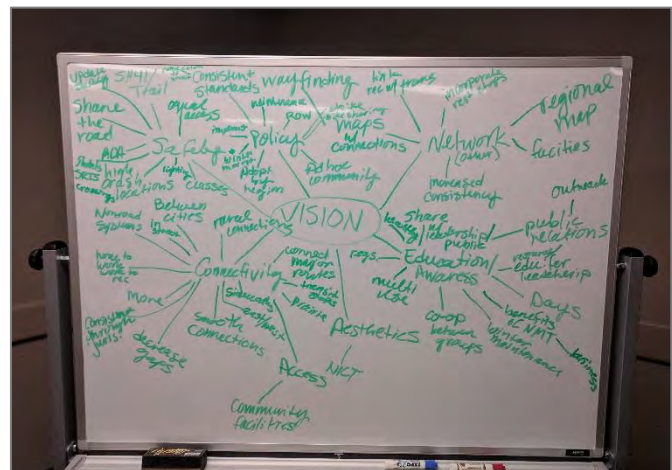
REGIONAL VISION

The RNMTTP seeks to provide an integrated system and coordinated approach for non-motorized transportation in Kootenai County.

The Plan's vision was developed by the stakeholder advisory group and KCATT. During a workshop held October 19, 2017, stakeholders were asked to brainstorm their vision for non-motorized transportation in Kootenai County. Participants shared their vision, and themes were derived from the input. A list of all responses is included in Appendix IV. The six themes that were identified through the exercise were:

1. Safety
2. Policy/Planning
3. Connectivity
4. Education/Awareness/Outreach
5. Mapping/Wayfinding
6. Other

Utilizing these themes, stakeholders drafted conceptual vision statements, which were then reviewed and revised by KCATT. KCATT selected one vision statement, which they felt best described the vision for non-motorized transportation in Kootenai County.



This Vision statement developed for this Plan reads:

TO PLAN FOR, ENHANCE, EDUCATE AND ENCOURAGE NON-MOTORIZED TRAVEL THROUGH A MAPPED, MAINTAINED, SAFE, ACCESSIBLE, CONNECTED, AND DESIGNED NETWORK THAT CONSIDERS DESTINATIONS AND COMMUNITY RESOURCES.

GOALS & OBJECTIVES

Based on the vision statement and additional input from the stakeholder group and KCATT, goals and objectives were developed to guide and direct KMPO's Regional Non-Motorized Transportation Plan. The goals and objectives were broken down into four categories to reflect the Plan's vision: Education & Outreach; Safety & Maintenance; Connectivity & Accessibility; and Policy, Planning & Design.

KMPO will collaborate with local jurisdictions and organizations to implement the Plan in accordance with the following goals and objectives:

EDUCATION & OUTREACH

GOAL:

Better educate all users, motorized and non-motorized, of safe use, probable hazards, and local laws of a multi-modal system; promote non-motorized modes as legitimate modes of transportation in Kootenai County and the region as a destination for active recreation opportunities.

OBJECTIVES:

1. Provide safety education through social media, public service announcements (PSAs), educational videos, and traditional media.
2. Increase user awareness education through street and trail signage.
3. Expand youth outreach through school curriculum, driver's education, driver's tests, and school assemblies.
4. Provide outreach to underserved populations through local organizations.
5. Provide enforcement through officer safety stops for improper use and education of proper use.
6. Use municipalities, chambers of commerce, and advocacy groups to promote regional events to draw in local participants, as well as those from out of state.
7. Create a wayfinding system, including signs, paper maps, and web pages to enhance ease of use of the non-motorized network for both commuting and recreation and tourism.

CONNECTIVITY & ACCESSIBILITY

GOAL:

Complete a network of pathways and bikeways that serve the needs of all non-motorized users.

OBJECTIVES:

1. Maximize access and mobility to community resources and destinations.
2. Ensure access to recreational opportunities.
3. Develop and support pathway connections linking communities and regions.
4. Improve sidewalk and pathway connectivity within neighborhoods.
5. Maximize multi-modal connectivity to the pedestrian and bicycle system.
6. Improve access to transit services and connectivity between regions.
7. Provide network segments that are scaled for the user needs.

SAFETY & MAINTENANCE

GOAL:

Maximize safety for all non-motorized users on a network of well-maintained facilities throughout the region.

OBJECTIVES:

1. Expand and leverage the Joint Powers Board to pool resources for trail maintenance.
2. Provide uniform maintenance of existing facilities to meet users' expectations.
3. Prioritize improvements based on crash data.
4. Improve safety, awareness, and education for users of all ages throughout the community.
5. Seek opportunities to develop separated, buffered, and wider shared use paths.
6. Identify and prioritize safe routes to school.
7. Identify regional locations that could use enhanced crosswalks.

POLICY, PLANNING & DESIGN

GOAL:

Integrate the needs of non-motorized transportation users with policy, planning and program development for land use, economic development, recreation and community facilities.

Engage and promote a community-oriented design that supports non-motorized transportation options and encourages non-motorized travel and transit, provides convenient end-of-trip facilities, and supports a network less reliant on automobiles.

Ensure that all transportation modes are considered.

OBJECTIVES:

1. Utilize land use planning tools to encourage and/or require modern non-motorized transportation facilities.
2. Actively facilitate interagency, interjurisdictional coordination.
3. Facilitate the inclusion of non-motorized transportation networks within state, federal, and local highway district and municipal projects and when developing plans.
4. Integrate and coordinate non-motorized goals and objectives with other planning, policy and program development.
5. Develop and maintain plans, policies and programs to maximize pedestrian and bicycle opportunities.
6. Develop monitoring and model practices that identify non-motorized transportation system characteristics and system performance.
7. Gather and utilize data to monitor non-motorized transportation system goals.
8. Identify and develop partnerships.
9. Identify and support incentives and businesses that utilize, support, and develop non-motorized transportation opportunities.
10. Establish and utilize design standards that support pedestrian and bicycle transportation options with less reliance on automobiles
11. Identify and support end-of-trip facilities, such as bike stations, bike racks, benches, lockers and facilities to freshen up.
12. Coordinate regional trail planning efforts to connect communities and recreation, economic development, transportation, and community facilities.
13. Facilitate sharing of inter-agency planning, policy, and program development.
14. Identify and support ongoing pedestrian and bike facility operation and maintenance funding.

ACCOMPLISHMENTS

Planning efforts can often seem vague or inconclusive, and so it is important to celebrate the success and accomplishments that may take years to implement. Although there is overlap between the goals and objectives and proposed projects from this Plan and the 2009 RNMTP, there has been progress made along the way. It is important to note the work and dedication of the local agencies and organizations in their progress towards implementing the RNMTP and providing for a better non-motorized network and experience.

The following details accomplishments or progress towards needs identified in the 2009 RNMTP:

OBJECTIVES

OBJECTIVE	PROGRESS
<i>Develop and support a network that offers separated bikes lanes, wider bike lanes, pathways, and designated pathways</i>	Local agencies continue to provide additional and improved facilities as funding allows
<i>Identify non-motorized transportation injuries and deaths on future maps</i>	Part of the update process involved analyzing and mapping crash data based on local crash reports. This data will continue to be monitored and included in non-motorized planning.
<i>Establish a permanent regional NMT advisory committee</i>	A non-voting member representing bike and pedestrian transportation was added to KCATT in 2016.

PROJECTS

POST FALLS - RATHDRUM

PROJECT	DESCRIPTION	PROGRESS
Post Falls-Coeur d'Alene Connection – Maplewood Ave.	Dedicated bike facilities from Ross Point Rd. to Huetter Rd.	Short portions have been completed with development.
Rathdrum-Post Falls Connection – SR 41	Dedicated non-motorized facilities from Hwy. 53 to Maplewood Ave.	To be completed in 2020-21.
Rathdrum-Spirit Lake-Athol-Hayden Connection	Dedicated non-motorized facilities on Rimrock Rd. from Lancaster Rd. to Ohio Match Rd.; on Ohio Match Rd. from Rimrock Rd. to Ramsey Rd.; on Ramsey Rd. from Ohio Match Rd. to Brunner Rd.; on Brunner Rd./Bunco Rd. from Ramsey Rd. to Good Hope Rd.; on Good Hope Rd. from Bunco Rd. to SR 54; on SR 54 from Good Hope Rd. to SR 41; On SR 41 from Hwy. 53 to SR 54; on Scarcello Rd. from SR 41 to Ramsey Rd.	Bike lane added on Ramsey Rd. from Garwood Rd. to Diagonal Rd.; Bike lane added on Scarcello Rd. from SH 41 to Ramsey Rd.
Trail Connection – Greensferry Rd.	Dedicated bike facilities from Prairie Ave. to the Centennial Trail	Short portions have been completed with development.
Trail Connection - Union Pacific Rail-to-Trail Conversion – Connection to Prairie Trail	Dedicated non-motorized facilities along the rail from the Union Pacific split to the Prairie Trail.	Local Jurisdictions are working with UPRR on abandonment of railroad right-of-way from SH41 to Meyer Rd.

Centennial Trail Infill	Dedicated non-motorized facilities along the BNSF railroad from Lincoln St. to west of Bay St.	Completed in 2017.
12th Ave.	Dedicated bike facilities from Chase Rd. to SR 41	Short portions have been completed with development.
Seltice Way Sidewalk Infill	Dedicated pedestrian facilities from Greensferry Rd. to SR 41, Goude St. to I-90 east bound off ramp, and from I-90 east bound on ramp to Bay St.	Goude St. to Bay St. (north side) under design with construction programmed for 2019.
Poleline Ave.	Dedicated pedestrian facilities from Cecil Rd. to SR 41	Short portions have been completed with development.
Cecil Rd.	Dedicated pedestrian facilities from Poleline Ave. to 12th Ave.	Short portions have been completed with development.
Beck Rd.	Interchange Address the needs of non-motorized users	Completed in 2012.

COEUR D'ALENE – DALTON GARDENS – HAYDEN

PROJECT	DESCRIPTION	PROGRESS
Government Way	Dedicated bike facilities from north of Hayden to Wyoming Ave., Miles Ave. to Dalton Ave., and Harrison to Northwest Blvd.	Buffered bike lanes from Harrison Ave. to Ironwood Dr. completed in 2017; Bike lanes added from Dalton Ave. to Hanley Ave.; Buffered bike lanes between Hanley Ave. and Prairie Ave. to be completed in 2018.
Atlas Trail	Dedicated non-motorized facilities from Masters Dr. to the BNSF railroad	Masters Dr. to Seltice Way to be completed in 2018.
Honeysuckle Ave.	Dedicated non-motorized facilities from US 95 to Strahorn Rd.	Combination of sidewalks and bike lanes have been added.
Poleline/Hanley Ave.	Dedicated non-motorized facilities from Government Way to Poleline Ave.	Bike lanes were added from Government Way to Ramsey Rd.; Portions of shared use path from Ramsey Rd. to Carrington Ln. completed as development occurs.
Seltice Way	Dedicated bike facilities from Huetter Rd. to the Prairie Trail	Buffered bike lanes to be completed in 2018. Shared use path added on both sides in 2017.
15th St.	Dedicated non-motorized facilities from Sherman Ave. to Lookout Dr.	Harrison Ave. to Best Ave. currently in design.

4. RECOMMENDATIONS & IMPLEMENTATION

PLANNING & PROGRAM RECOMMENDATIONS

Planning and program recommendations for the RNMTP will guide specific actions to assist in implementing the Plan and its goals and objectives.

DATA COLLECTION

Continued data collection is needed to better understand non-motorized transportation in Kootenai County and to monitor facilities and trends.

NON-MOTORIZED USE

- Collect bicycle and pedestrian counts on a two-year rolling cycle at the locations outlined in the RNMTP to determine bicycle and pedestrian use on regional facilities.

SAFETY

- Collect and analyze crash data annually to monitor regional safety and identify problem locations.

GIS

- Work with local agencies to expand and create a consistent system for digitizing non-motorized data in GIS.

FACILITY CONDITION

- Work with local agencies to further investigate and collect data on the condition of regional non-motorized facilities and facility level of service. This information will be used in conjunction with other data to prioritize projects and better understand where improvements or expansion of the system is warranted.

REGIONAL COORDINATION

As part of the agency's vision, KMPO seeks to foster increased regional coordination and collaboration in regards to non-motorized transportation. One task that KMPO can pursue to meet the challenges of the current non-motorized network is to explore the feasibility and foundation of a regional non-motorized group/organization to oversee the regional non-motorized trail network and its maintenance. KMPO will work with other local agencies and organizations to determine how this entity would operate, be funded, and where it would be housed to meet the needs and desires of the region.

PUBLIC INPUT & ENGAGEMENT

KMPO seeks to receive a greater degree of public input and foster public engagement through the following strategies:

- Host a semi-annual non-motorized transportation roundtable with KCATT and local organizations, groups, and the public.
- Encourage the development of non-motorized committees by local agencies that do not have one.
- Share information on current and future projects and planning with local agency committees.
- Foster collaboration between agencies and local organizations.

MAPPING & WAYFINDING

KMPO will work with local agencies and organizations to collaborate on the development of a central location for maps of non-motorized facilities and projects and other network information. This effort will assist others in providing wayfinding within the non-motorized network and provide the public with better information on safe and efficient use of the non-motorized network.

REGIONAL CONNECTIONS

While individual agencies are responsible for projects that fall within their jurisdiction, KMPO can assist in coordinating with agencies to develop regional projects that exist across multiple boundaries. Working with groups, such as the North Idaho Planners Forum, will aid in developing plans and prioritization for these projects.

PROPOSED PROJECTS

Through the public survey and Wikimap, information was gathered from the public on how they use the non-motorized network and where they saw a need for improvements or future facilities. This feedback was consolidated into a proposed priority network. Figures 4-1 and 4-2 display the recommended projects for the County and urban area.

PRIORITY CORRIDORS

NORTH - SOUTH

US-95

US Highway 95 is the main arterial that runs north-south through Kootenai County from Benewah to Bonner County. This arterial is a high-volume route for personal vehicles and freight both in the rural and urban areas. As one of the major north-south routes through the Coeur d'Alene-Hayden urban area, there is considerable congestion throughout the corridor, which ITD seeks to mitigate with regular signal spacing and a more adaptive signal system that provides greater efficiency. This project will take place in 2019. However, it was identified in the public input process that US-95, which bisects the urban area, is already difficult to cross as a bicyclist or a pedestrian. There are significant concerns that improvements to US-95 will make crossing this arterial even more difficult. Making this corridor impervious to NMT crossings will create a barrier for east-west travel within the urban area. These concerns should be considered as additional improvements are made for automobile travel. Additionally, general NMT improvements should also be considered.

The US-95 shared use path was also identified as a problem route for bicyclists and pedestrians. Some input identified crossing side streets, but most was directed at the condition and maintenance of the trail. With the corridor improvements that are to be made in 2019, ITD will also be reconstructing the US-95 shared-use path from I-90 to SH-53 and maintenance will be covered by local jurisdictions going forward.

I-90

Although no facilities are proposed alongside Interstate 90, the lack of facilities at interchanges throughout the region pose barriers for non-motorized users looking to travel north-south through the urban area. It is recommended that ITD work closely with local jurisdictions to implement improvements at these locations or consider including non-motorized facilities in future interchange projects.

Figure 4-1: Recommended Projects – Kootenai County

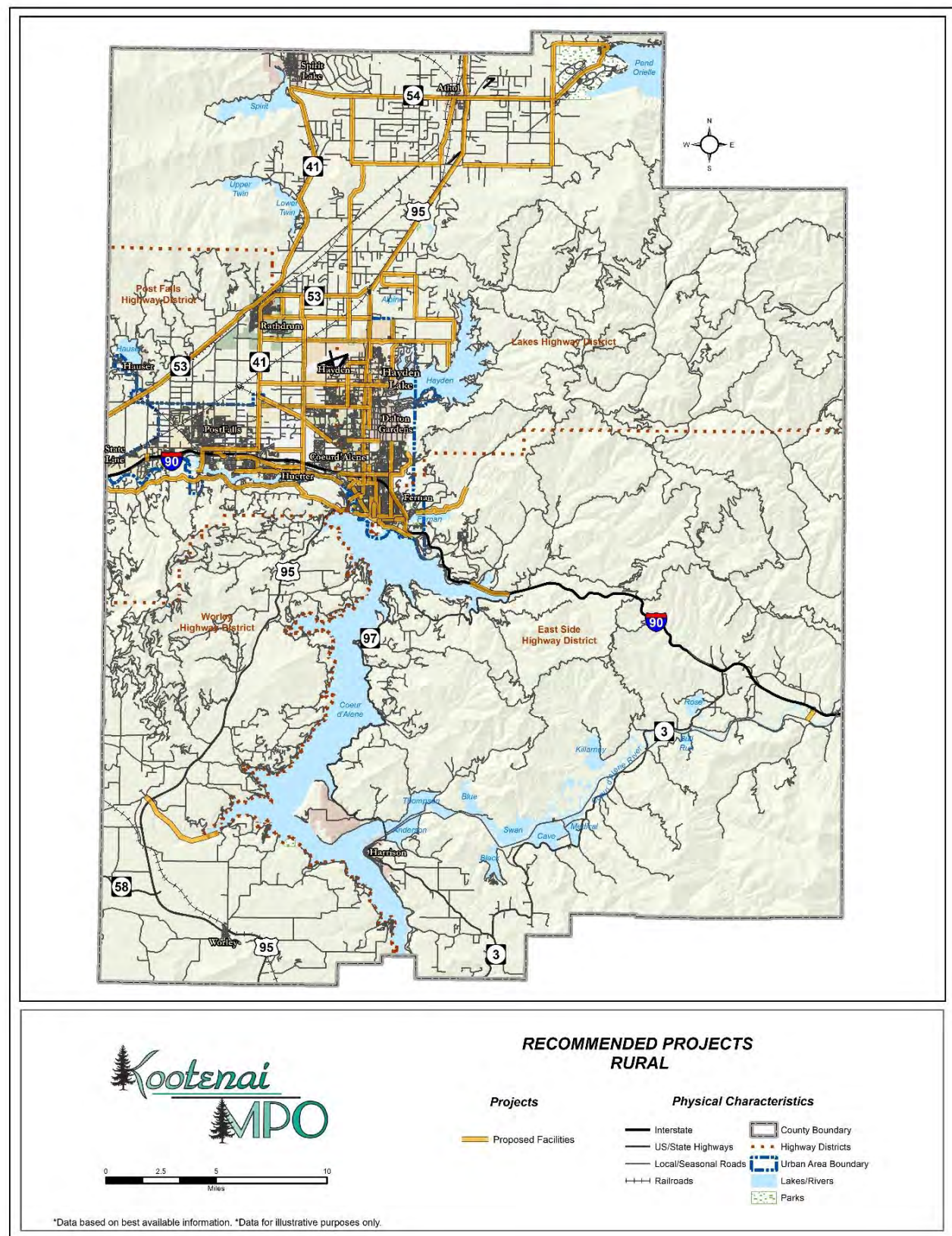
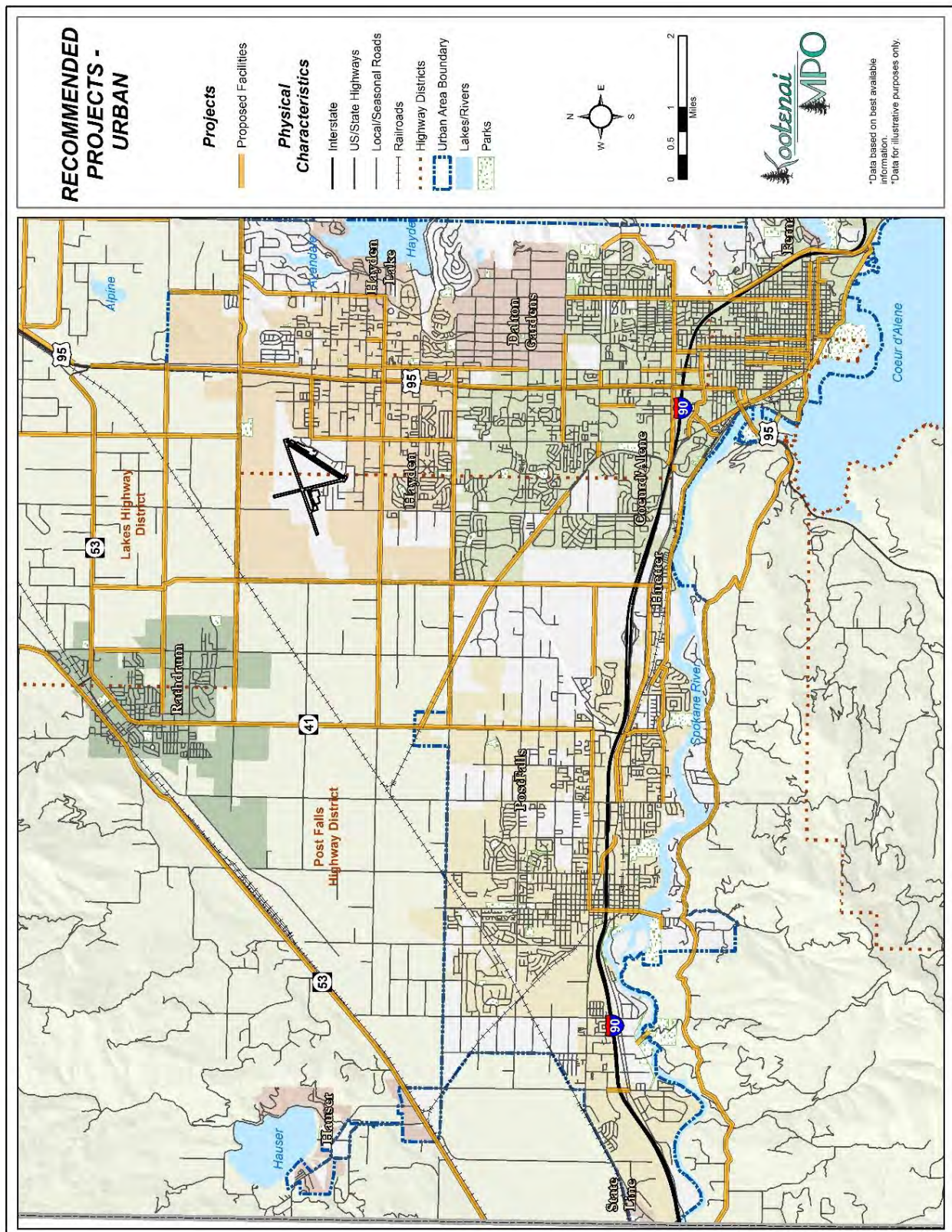


Figure 4-2: Recommended Projects – Urban Area



Government Way

Similar to US-95, Government Way is a busy north-south corridor spanning the Coeur d'Alene-Hayden urban area. This stretch of roadway has seen improvements and additions of non-motorized facilities over the years, but there are still several locations where facilities do not exist or are inadequate for the conditions of the roadway. The public was interested in providing safer conditions for non-motorized users by connecting and maintaining facilities along this corridor.

Huetter Road

Huetter Road is a north-south corridor located between Post Falls and Coeur d'Alene extending from Seltice Way to Boekel Road. This is a common route for drivers to avoid using SH 41 or US 95. The Prairie Trail currently ends at Huetter Road, and non-motorized users use the corridor to connect to other facilities. Although much of the road is fairly rural in context, development continues to spring up in this area, creating a need for wider shoulders or designated non-motorized facilities. This is a significant corridor for non-motorized travel and reserving space for non-motorized users should be a priority as the region continues to grow and the proposed Huetter By-pass is implemented.

SH-41

State Highway 41 extends from Post Falls to the Kootenai-Bonner County line north of Spirit Lake. The use of the SH 41 corridor by non-motorized users will continue to grow with the development of the Rathdrum Prairie. A shared-use path is programmed to be constructed on the east side of the highway with the reconstruction of the highway in 2020-2021. A path on the west side is planned by the cities of Rathdrum and Post Falls as development occurs. With that in mind, during the reconstruction and development of this corridor, accommodations for future non-motorized infrastructure on the west side should be considered during corridor improvements. Accommodations to consider would include space for non-motorized transportation on both sides of the future grade separation bridge over the UPRR mainline and a grade separated crossing for non-motorized uses at the UPRR spur to accommodate the Prairie Trail as it is extended beyond Huetter Road. This will allow for easier and less-costly implementation in the future, ensuring this project becomes a reality and increasing connectivity and safety along the corridor.

The stretch from Rathdrum to Spirit Lake is rather rural and is currently a shared roadway for non-motorized users. Potentially, if more development occurs in this area, wider or designated facilities may be appropriate for individuals to commute or recreate between the smaller communities.

Ramsey Road

Ramsey Road is a major urban and rural corridor that provides north-south access along with US 95 and Government Way. There are gaps in urban facilities, which can make this corridor difficult to navigate. The northern most section of the corridor is a shared roadway only and would benefit from designated non-motorized facilities.

EAST - WEST

Lancaster Road

Lancaster Road has the potential to connect Rathdrum with Hayden if non-motorized facilities were added. Additionally, it extends from US 95 to English Point, with inconsistent facilities that have been added as development has occurred. This route connects residents living near Hayden Lake and, with additional facilities, would allow them to access the city of Hayden by non-motorized modes.

Prairie Avenue

Prairie Avenue is a high-volume corridor that extends from Hayden to west of Post Falls. On the east end, facility improvements have been made over the years, but significant gaps still exist. Prairie Avenue at US-95 witnessed a high number of crashes between 2011 and 2016. As development continues on the north side in Post Falls, there will be an increased need to provide continuous non-motorized facilities throughout the west end of the corridor.

Mullan Avenue

Mullan Avenue is a commercial route through Post Falls, with significant gaps in non-motorized facilities. This corridor provides a wide array of retail, medical, and food services. Individuals trying to access these amenities via non-motorized transportation find it difficult to do so in a safe manner. Facilities have been added intermittently as development has occurred, but a concentrated effort is needed to complete the facility network and keep it maintained.

Sherman Avenue

Sherman Avenue was identified as needing increased safety improvements from 1st Street to 23rd Street. This a main commercial and residential corridor in downtown Coeur d'Alene. Better shared lane markings/signage or striped bike lanes were desired to increase comfort through this corridor. It was also noted that the eastern half of Sherman had limited street lighting and increased the perception of decreased safety at night.

Appleway/Best Avenue

Appleway and Best Avenue is primarily a commercial route with needed facilities and safety improvements, primarily bike lanes. There have been 24 crashes along this stretch from 2011 to 2016, mostly at access points or crosswalks. Additional treatments may be needed to improve the safety of crossings, particularly on the portion of Best Avenue. It may be possible to add bike facilities with a future overlay or chip seal.

North Idaho Centennial Trail (NICT)

The North Idaho Centennial Trail is an important east-west corridor through Kootenai County, not only for recreation but for general non-motorized transportation. Individuals use the NICT, in whole or in part, for a variety of trip purposes, particularly in areas that provide separated travel from automobiles. There are a few locations where the NICT utilizes bike lanes to close gaps in the trail. It is the desire of local agencies and the NICT Foundation to complete separated facilities along these sections, as well as improve intersection crossings and move the portion of the trail parallel to I-90 between Post Falls and Coeur d'Alene closer to the Spokane River.

Prairie Trail

The Prairie Trail has been a popular non-motorized facility since its inception. It provides a safe connection, separated from automobiles, from residential developments in northwest Coeur d'Alene to local schools, commercial areas, and recreation opportunities via the NICT and other network facilities. The trail currently ends at Huetter Road, but there has been discussion to further extend the trail to SH 41 and beyond as the UPRR spur is vacated. This would provide a much-needed non-motorized connection to the Rathdrum Prairie and residential and commercial development in Post Falls and Rathdrum.

Seltice Way

Seltice Way is a principle connection between Post Falls and Coeur d'Alene, running parallel to I-90. This corridor serves both commercial and residential land uses, as well as local transit. However, there are large gaps in non-motorized facilities throughout the corridor. The city of Coeur d'Alene has recently made improvements from Northwest Boulevard to Huetter Road to include bike lanes and a shared-use path along this stretch. The city of Post Falls is currently working on establishing design guidelines to address non-motorized facilities from State Line to Huetter.

SH-54

There were several comments received expressed interest in improving non-motorized facilities along SH-54 from Spirit Lake to Athol and from Athol to Bayview. Adding facilities near Spirit Lake would allow for students to safely travel to local schools. Improved facilities east of US 95 would provide better non-motorized access to and throughout Farragut State Park, providing access to recreation opportunities for residents and visitors.

LISTS OF PROPOSED PROJECTS

The detailed survey and Wikimap data allowed for priority corridors to be broken down into individual projects, as well as other smaller projects that were of interest to the public. Local agency planning documents were then assessed to determine if any of the proposed projects were already included in local plans. All projects were then further evaluated to determine the purpose of the project, user type, public support, and former crash locations. These details were included for each project to assist in prioritization and decision making.

Ultimately, local agencies are responsible for the prioritization and implementation of non-motorized projects. Therefore, proposed projects were not prioritized but broken down into two different groups – Planned and Unplanned. Planned projects are those which are already included in agency plans or funding programs. Overall, these projects reflect high priority, as their importance is identified by both the public and local jurisdictions. Table 4-1 lists proposed projects that are also identified as future projects in local plans.

Projects that fall on the Unplanned list were also of interest to the public but have not been identified by local agencies. It is hoped that as projects are completed within the region, projects from this list will be moved into future agency plans and programs. The additional characteristics of the projects are included in hopes to inform agencies on different aspects of the projects that may be in line with their priorities and goals. Both project lists and maps of the Planned and Unplanned projects can be found in Appendix V.

Table 4-1: Recommended Projects – Planned

Project Location	Description	User Type			Existing Facility	Project Type		Project Purpose					# of Crashes	Community Support	Agency
		Bicyclist	Pedestrian	Transit Access		Upgrade	New	Safety	Connectivity	Maintenance	Recreation	Economic Benefit		# of responses	
Shadduck Ln to Coeur d'Alene Lake Dr	Add Shared Use Path	●	●		■	●	●	●	●		●		1	1	Coeur d'Alene
Huetter Rd to Bellerive Ln	Add Shared Use Path	●	●				●		●		●	●	0	2	Coeur d'Alene
Northwest Blvd - Appleway Ave to Sherman Ave	Add bike lanes on both sides and close gaps in shared use path and sidewalks	●	●	●	■	●	●		●				9	2	Coeur d'Alene
Sherman Ave - 1st St to 23rd St	Add bike lanes and sharrows where appropriate	●		●			●	●	●			●	13	4	Coeur d'Alene
Boekel Rd - Ohio St to Meyer Rd	Add sidewalks or shared use path		●				●	●					0	1	Rathdrum
Meyer Rd - Boekel Rd to Commercial Park Ave	Add sidewalks or shared use path		●				●	●					0	1	Rathdrum
Lancaster Rd -SH 41 to Meyer Rd	Add shared use path	●	●				●	●	●				0	1	Rathdrum
Dalton Ave - Ramsey Rd to 4th St	Add bike lanes	●	●	●			●	●	●				1	1	Coeur d'Alene
Government Way - Buckles Ave to Lancaster Rd	Add bike lanes	●		●			●	●					0	1	Hayden
Centennial Trail - Greensferry Rd to Ross Point Rd	Add shared use path	●	●	●			●	●	●			●	0	3	Post Falls
Connection from Centennial Trail to Riverstone Dr	Add shared use path	●	●	●			●	●	●		●		0	1	Coeur d'Alene
Wyoming Ave - US95 to Ramsey Rd	Add bike lanes on both sides	●					●	●					1	1	Hayden
Ramsey Rd - Wyoming Ave to Prairie Ave	Add bike lanes and/or shared use path	●		●			●						1	2	Hayden
Appleway/Best Ave - Fairway Dr to 15th St	Add bike lanes	●					●	●	●				24	1	Coeur d'Alene
Lakewood Dr - Ironwood Dr to Centennial Trail	Add bike lanes	●	●	●		●	●	●	●				2	1	Coeur d'Alene
Kathleen Ave - US 95 to Government Way	Add bike lanes	●					●	●	●				1	1	Coeur d'Alene
US 95 - SH53 to Bonner County	Add shared use path	●	●				●	●	●		●		0	1	ITD LHD
SH 53 - SH 41 to Old Highway 95	Add shared use path	●	●				●	●	●				3	2	ITD LHD Rathdrum
Mullan Ave - SH 41 to Spokane St	Add bike lanes	●		●			●	●	●				5	1	Post Falls
Huetter Rd - Maplewood Ave to SH 53	Add shared use path and widen/stripe shoulder	●	●				●	●	●				0	6	PFHD LHD Hayden

Recommended Projects – Planned (continued)

Prairie Ave - SH41 to Government Way	Close gaps in bike lanes and/or shared use path and sidewalks	●	●	●	●	●	●	●	●				8	4	Hayden PFHD Coeur d'Alene
Lancaster Rd - Meyer Rd to Government Way	Widen and stripe shoulder	●	●		●	●		●					0	3	Hayden Rathdrum
US 95 - Appleway Ave to SH 53	Reconstruct shared use path	●	●		●	●		●	●	●			0	1	ITD
Government Way - Hanley to Hayden	Add bike lanes, sharrows and sidewalks where appropriate	●	●				●	●	●				5	2	Hayden Coeur d'Alene
4th St - Hattie Ave to Appleway Ave	Add bike lanes	●					●	●					4	1	Coeur d'Alene
Hayden Ave - Strahorn Rd to Maple St	Add bike lanes or widen shoulders and add sidewalks	●	●				●	●					0	1	Hayden
Pleasant View Rd - Riverbend Ave to 5th Ave	Add bike lanes or shared use path	●	●				●	●					0	1	Post Falls
Maple St - Hayden Ave to Dakota Ave	Add shared use path, sidewalks, or widened shoulder	●	●				●	●					1	1	Hayden
SH 41 - Mullan Ave to Coeur d'Alene St	Add shared use path	●	●				●	●	●			●	2	2	ITD Post Falls Rathdrum
15th St - Sherman Ave to Dalton Ave	Close gaps in shared use path and bike lanes	●	●		●	●	●	●	●	●			7	9	Coeur d'Alene
Young Ave to Ashton Rd	Add shared use path	●	●				●	●	●		●		0	1	Coeur d'Alene
Government Way - Neider Ave to Ironwood Dr	Add bike lanes	●		●		●	●	●	●				18	1	Coeur d'Alene
Ross Point Rd - Ponderosa Blvd to Seltice Way	Add bike lanes	●		●			●	●		●			0	2	Post Falls
Hayden Ave - Atlas Ave to Huetter Rd	Add bike lanes on both sides	●			●	●			●				0	1	Hayden
Mullan Ave - Huetter Rd to Inverness Dr	Add bike lanes	●		●			●	●	●	●			0	1	Post Falls
Connection from Huetter Rd to Ross Point Rd	Add shared use path	●	●	●			●	●					2		Post Falls
Strahorn Rd - Dodd Rd to Hayden Ave	Add shared use path or bike lanes and/or widen shoulders	●	●		●	●	●	●	●				0	1	Hayden
SH 53 - SH 41 to McGuire Rd	Add shared use path	●	●				●	●	●		●		0	1	Rathdrum
Seltice Way at I90 Interchange	Add bike lanes or shared use path	●	●				●	●	●				1	1	Post Falls
Maplewood Ave - Huetter Rd to Riverside Harbor Dr	Widen shoulders and/or add bicycle lane	●	●		●	●	●	●	●				0	1	Post Falls PFHD
SH 41/Ross Point Rd @ Seltice Way	Improve crossing/reconfigure intersection	●	●		●	●		●					0	3	Post Falls ITD

DESIGN GUIDELINES

Upon completing FHWA’s “Designing for Bicycle & Pedestrian Safety” workshop in May 2017, KCATT desired to include an element into the plan on facility design and context to be used as a tool for future project implementation.

The purpose of this section is to showcase best practices for facility design and treatments that can be implemented to improve the safety and bike and walkability within Kootenai County. Providing overviews of these practices will inform engineers, planners, policy makers and the public and guide the design and construction of new and improved facilities that meet the goals and objectives of this plan and increase connectivity and safety throughout the region.

Facilities and treatments are broken down into pedestrian and bicycle sections. This is by no means an exhaustive list but includes those that are most appropriate for use within Kootenai County.

Information for this section was taken from the material provided in FHWA’s workshop.

CONTEXT SENSITIVE SOLUTIONS

Context Sensitive Solutions (CSS), or Context Sensitive Design (CSD), is a new way of thinking about roadway design beyond conventional practices. It is a “collaborative, interdisciplinary, and holistic approach to the development of transportation projects”.¹ As the name suggests, CSS takes into consideration the context of the project location and seeks to use practices that are flexible and sensitive to the values of the location. This approach seeks to make better design decisions that are considerate of the economic, social, and environmental values of the project area.¹

CSS is guided by four core principles:

1. A shared stakeholder vision to provide a basis for decisions.
2. A comprehensive understanding of contexts.
3. Continuing communication and collaboration to achieve consensus.
4. Flexibility and creativity to shape effective transportation solutions, while preserving and enhancing community and natural environments.¹

CSS still takes into consideration the function and design of the facility itself. Particular facilities and treatments may be more appropriate in an urban area and others in rural areas. A sidewalk along a rural minor collector may not be appropriate, but a widened shoulder along the roadway may serve the purpose and fit better with the context of the location. Since transportation planning and design is a long-term process, agencies must be careful to consider the current and potential future context of the location and facility as Kootenai County continues to grow and urbanize.

FACILITIES & TREATMENTS FOR PEDESTRIANS

Everyone is a pedestrian, whether they are walking to work, exercising their dog, or simply getting from their car into a store. General principles to consider when designing for pedestrian facilities include:

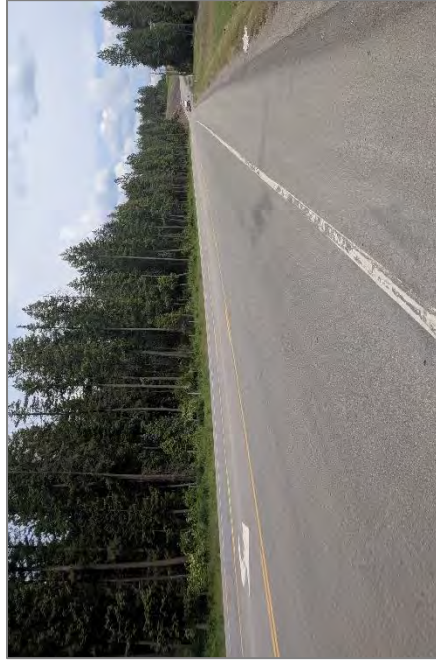
1. Pedestrians need and want to cross the street safely;
2. Drivers need to understand pedestrians' intent;
3. Keep crossings short;
4. Speed matters; and
5. Pedestrians will cross where it's most convenient.

Pedestrian travel is impacted by multiple planning elements, including connectivity, land use, access management, site design, and level of service. Traditional planning and design practices have made pedestrian travel more difficult by categorizing and spreading out land uses, limiting connectivity through development site and plat design, and designing roads for automobiles and not multiple modes. Some of these issues cannot be solved by planners or engineers but require action by local leadership through ordinances.²

The following pedestrian facilities and treatments provide information on best practices for design and location and the potential benefits and drawbacks of each.

PAVED SHOULDER

Locations: Rural roadways



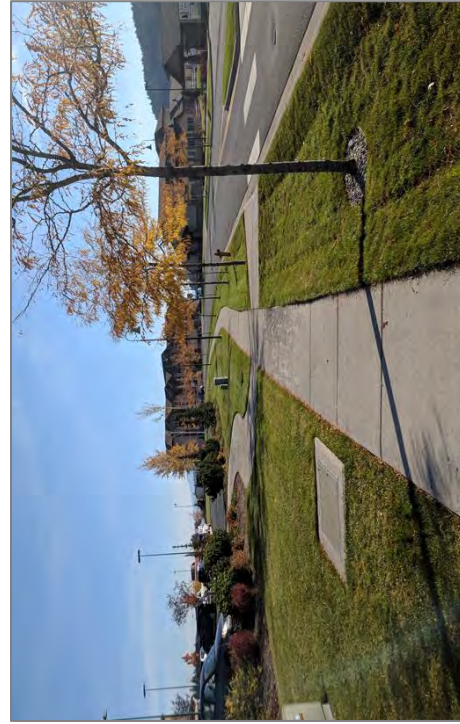
Lancaster Rd, east of Government Way

- BEST PRACTICE**
- ✓ 6 ft. width
 - ✓ Provide designated travel space through intersections
 - ✓ If rumble strips are needed, place gaps between them

PROS	CONS
<ul style="list-style-type: none"> ▪ Often included in the cost of a project ▪ Fewer erratic vehicle movements ▪ Enhanced comfort ▪ Predictable user behaviors 	<ul style="list-style-type: none"> ▪ Temporary “storage” of disabled vehicles or debris create obstacles ▪ Conflicts at intersection ▪ Maintenance is required ▪ Roadways may have higher vehicle traffic speeds

SIDEWALKS

Locations: All streets, both sides



Riverstone Dr, Coeur d'Alene

- BEST PRACTICE**
- ✓ 5-6 ft. min.
 - ✓ Utilize the zone system: curb, furniture, pedestrian, frontage zones
 - ✓ Should be a part of every new or renovated road facility

PROS	CONS
<ul style="list-style-type: none"> ▪ Defines urban streets, slowing traffic ▪ Pedestrian “lanes” ▪ Reduces crashes 	<ul style="list-style-type: none"> ▪ Curbs/drainage are largest cost ▪ ROW acquisition (to add facilities) ▪ Cost

SHARED USE PATHS

Locations: Along arterials and railroad corridors



Centennial Trail, Coeur d'Alene

- BEST PRACTICE**
- ✓ For midblock crossings, use advance warning signs, advance yield/stop line, raised island/crossing, or beacons
 - ✓ 10 to 12' minimum width
 - ✓ Limit number of driveways that cross paths

PROS	CONS
<ul style="list-style-type: none"> ▪ Separated from motor vehicles ▪ Friendly to all user types and ages 	<ul style="list-style-type: none"> ▪ Requires special treatments at intersections/driveways ▪ Mix of users can increase conflict ▪ Maintenance ▪ Cost ▪ Often cross roads midblock

CURB RAMPS

Locations: All intersections



Spokane St. & 12th Ave., Post Falls

- BEST PRACTICE**
- ✓ Two ramps, per corner, preferred
 - ✓ Entirely contained in crosswalk
 - ✓ Slope no more than 1:12
 - ✓ Include truncated domes
 - ✓ Ramps for paths should match path/sidewalk width

PROS	CONS
<ul style="list-style-type: none"> ▪ Meet ADA requirements ▪ Provide access between sidewalk and roadway for those with mobility restrictions 	<ul style="list-style-type: none"> ▪ Right-of-way constraints and hills create difficulty

CROSSWALKS

Locations: Where convenient for pedestrian travel



Idaho Rd, Post Falls

- BEST PRACTICE**
- ✓ Provide on every leg of intersection
 - ✓ Size and shape are variable
 - ✓ Continental or bar markings are most visible
 - ✓ Use with other measures (signs, etc.)

PROS	CONS
<ul style="list-style-type: none"> ▪ Increases visibility ▪ Designate when/where vehicles should yield 	<ul style="list-style-type: none"> ▪ Can decrease pedestrian's awareness ▪ Some areas are not suitable, such as those with poor sight distance

ADVANCED STOP/YIELD BAR

Locations: At crossings on multi-lane roads



Lincoln Way, Coeur d'Alene

- BEST PRACTICE**
- ✓ Approx. 20-50 ft. before crosswalk, include signage
 - ✓ Restrict parking between line and crossing

PROS	CONS
<ul style="list-style-type: none"> ▪ Reduce multi-threat crashes ▪ Low cost 	<ul style="list-style-type: none"> ▪ May be ignored

RECTANGULAR RAPID FLASHING BEACONS

Locations: At midblock or unsignalized crossings



BEST PRACTICE ✓ Beacon on both sides of road (and median if applicable)

PROS	CONS
<ul style="list-style-type: none">▪ Increase motor vehicle yield by 20-80%▪ Pedestrian activated	<ul style="list-style-type: none">▪ Cost▪ Not a stop signal

State Highway 41, Rathdrum

MEDIANS & CROSSING ISLANDS

Locations: Areas with mix of vehicle and pedestrian traffic; Moderate to high speed roadways



Government Way, Hayden

BEST PRACTICE ✓ Flush medians are NOT a refuge
✓ Continuous raised median or raised island
✓ Min. 6 ft. wide with truncated domes at each edge
✓ Avoid plantings that obstruct visibility

PROS	CONS
<ul style="list-style-type: none">▪ CRF=46% at marked crosswalks; CFR=39% at unmarked crosswalks▪ Only one direction of travel to deal with at a time▪ Reduces vehicle speeds▪ Reduces exposure time▪ Emphasizes crossing	<ul style="list-style-type: none">▪ May prohibit left turn opportunities▪ More challenging for snow plows▪ Debris accumulate in median

CURB EXTENSIONS

Locations: Areas with on-street parking



Main Street, Rathdrum

BEST PRACTICE

- ✓ Ensure adequate drainage

PROS	CONS
<ul style="list-style-type: none"> ▪ Shortens crossing distance ▪ Increases visibility ▪ Traffic calming ▪ Allows for street furniture ▪ Creates parking pockets ▪ Allows space for curb ramps ▪ Prevents parking close to intersections 	<ul style="list-style-type: none"> ▪ Can be costly ▪ Can only be used in areas with on-street parking ▪ Increased difficulty for snow plows

PEDESTRIAN SIGNALS

Locations: Streets with high vehicle volumes; School zones



Lincoln Way, Coeur d'Alene

BEST PRACTICE

- ✓ Quick response button

PROS	CONS
<ul style="list-style-type: none"> ▪ Exclusive pedestrian movement ▪ Two-stage crossing disrupts less traffic 	<ul style="list-style-type: none"> ▪ High number of pedestrians required for signal warrant ▪ Cost

Additional treatments:

- HAWK (High-intensity Activated Crosswalk)

GRADE SEPARATION (OVER/UNDERPASSES)

Locations: Where topography allows without ramps; Crossing high speed, high volume roadways; Measure of last resort



Prairie Trail, Coeur d'Alene

- BEST PRACTICE**
- ✓ Entrances/exits clearly visible (for underpasses)
 - ✓ Min. 14-16 feet (with bikes)
 - ✓ Minimal grade change

PROS	CONS
<ul style="list-style-type: none"> ▪ Uninterrupted flow of traffic ▪ Separated from vehicle traffic 	<ul style="list-style-type: none"> ▪ Most expensive ▪ Overpasses are visually intrusive ▪ Often poorly utilized ▪ Must accommodate ADA (long routes on overpasses)

LIGHTING

Locations: At marked crosswalks



- BEST PRACTICE**
- ✓ Place light between approaching vehicle and crosswalk
 - ✓ 20 lux at 5' above pavement

PROS	CONS
<ul style="list-style-type: none"> ▪ CRF 42% at midblock and 54% at intersections ▪ Increases pedestrian visibility at night 	<ul style="list-style-type: none"> ▪ None known

Government Way, Hayden

INTERSECTION SIGNALS

Locations: Signalized intersections :



Prairie Ave & Huettner Rd,
Post Falls Highway District

- BEST PRACTICE**
- ✓ Count down pedestrian signals
 - ✓ Buttons in line with crosswalk
 - ✓ Signal heads parallel to crosswalk

PROS	CONS
<ul style="list-style-type: none"> Count down symbols, CRF=25% Protected-only left turns, CRF=70% 	<ul style="list-style-type: none"> Symbols are confusing Do not ensure protection

ADDITIONAL INTERSECTION TREATMENTS

Locations: Signalized intersections :

Lead Pedestrian Interval (LPI)

- Walk comes on at least 3 sec. before green
- Gives pedestrian a head start
- CRF= 5%
- “No turn on Red” signage
- Limit RTOR when using LPI, barn dance, poor sight distance or by time of day

Restricted Right Turn on Red

Protected Left Turns

- Pedestrian crossing limited with thru-traffic only
- CRF= 70%

Exclusive Pedestrian Phase (Barnes Dance)

- Use only with high-use pedestrian intersections
- Reduces efficiency for cars and pedestrians
- CRF= 34%

Intelligent Transportation System (ITS)

- Tracks pedestrians and adds crossing time if needed (8 sec. total)
- Flexibility aids in intersection efficiency

FACILITIES & TREATMENTS FOR BICYCLISTS

As discussed in Chapter 2, there are three different classes of bicycle facilities: Shared-use Paths (Class I), Bike Lanes (Class II), and Shared Roadways (Class III). Additionally, there are several different treatments that can be implemented in order to increase the comfort and safety of bicyclists on or crossing roadways.

The key safety factors that are considered for bicycle travel include:

- Speed
- Visibility
- Conflict Points
- Bike Control
- Number of Lanes
- Traffic Volume and Composition
- Proximity
- Connectivity

These factors will be taken into consideration by bicyclists and will affect where users will go and what facilities they use. The American Association of State Highway Transportation Officials (AASHTO) describes two types of bicyclists—Experienced & Confident and Casual/Less Confident—whose needs and desires for the non-motorized network are different.²

EXPERIENCED & CONFIDENT	CASUAL/LESS CONFIDENT
<ul style="list-style-type: none">• Navigate on streets• Some prefer bike lane, shoulders, shared-use paths when available• Prefer direct route• Speeds up to 25 mph on level and 45 mph on downgrade• Longer trips	<ul style="list-style-type: none">• Difficulty gauging traffic or unfamiliar with rules of road• Prefer shared use paths or bike lanes on low volume streets• Prefer separation from traffic• May ride on sidewalk• Avoid traffic• Speeds of 8 to 12 mph• Trips of 1 to 5 miles

According to the public input survey, 58.6% of respondents identified as either a 'Casual' or 'Less Confident' cyclist. Consideration for the comfort and safety of all user groups is important for a complete non-motorized system.

The following bicycle facilities and treatments provide information on best practices for design and location and the potential benefits and drawbacks of each.

SHARED ROADWAYS (SIGNED/MARKED)

Locations: Low volume/low speed roadways; Use on roads with high bicycle use, roadways with more than one lane, or for short segments

- ✓ Traffic calming/diverters
- ✓ Wide curb/outside lane
- ✓ Add signs

BEST

PRACTICE Add bike markings on road to provide guidance of proper position

- ✓ Gutter area not included in lane width



3rd St, Coeur d'Alene

PROS	CONS
<ul style="list-style-type: none"> ▪ Unless prohibited, all roads have shared lanes ▪ Signage and markings alert motorists and guide riders ▪ Use between bike lanes ▪ Use on downhill ▪ Low cost 	<ul style="list-style-type: none"> ▪ No separation from motor vehicle traffic

BICYCLE BOULEVARDS

Locations: Low-speed, local streets; streets parallel to high traffic arterials

BEST

- ✓ Wayfinding signage

PRACTICE

- ✓ Traffic calming/diverters



Young Ave., Coeur d'Alene

PROS	CONS
<ul style="list-style-type: none"> ▪ Discourages through-travel of motor vehicles ▪ Creates through streets for bicyclists ▪ Can be used to fill gaps between other facilities ▪ Cost-effective 	<ul style="list-style-type: none"> ▪ None known

BICYCLE LANES

Locations: Wide/low speed streets; On urban/suburban/high-use rural roadways; Uphill



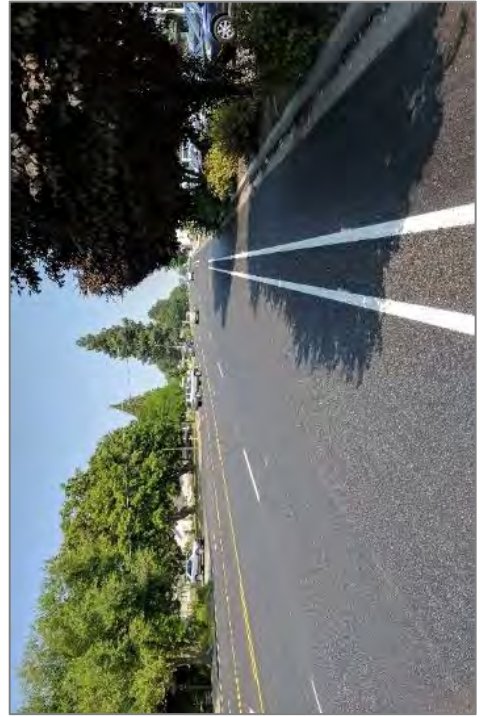
4th Street, Coeur d'Alene

- BEST PRACTICE**
- ✓ 5' min.; 7' desirable
 - ✓ Add symbols in lane and additional signs
 - ✓ Both sides of two-way street OR right-side of one-way
 - ✓ Between parking and travel lane

PROS	CONS
<ul style="list-style-type: none"> ▪ Provides for mobility on arterials ▪ Improves visibility of bicyclists ▪ Bicyclists can travel at bike pace ▪ Guides bike behavior (visible, predictable) ▪ Reduces pedestrian conflicts ▪ Less dangerous than riding on sidewalks ▪ Visually narrows roadway, decreasing speeds 	<ul style="list-style-type: none"> ▪ High stress on arterials ▪ Often too narrow ▪ Removes parking ▪ Little need for bike lanes on local streets

BUFFERED BIKE LANES

Locations: Same as traditional bike lanes



- BEST PRACTICE**
- ✓ Add symbols in lane and additional signs
 - ✓ 2' min. buffer
 - ✓ Two solid lines, can include crosshatching

PROS	CONS
<ul style="list-style-type: none"> ▪ Creates shy distance ▪ Allows for bike passing ▪ More comfortable for bicyclists ▪ Eliminates door zone when placed against parking 	<ul style="list-style-type: none"> ▪ Uses more of cross section ▪ Wider buffers (>2') require cross-hatching (time consuming)

Government Way, Coeur d'Alene

SEPARATED BIKE LANES (CYCLE TRACKS)

Locations: Heavily used corridors; Corridors that are high stress



- BEST PRACTICE**
- ✓ Separated by vertical element (planters, delineators, barrier, etc.)
 - ✓ 5-8 ft. min. for one-way, 8-11 ft. min. for two-way

PROS	CONS
<ul style="list-style-type: none"> ▪ Exclusive bike facility ▪ Adjacent to/on roadway ▪ Very low stress midblock ▪ Encourages biking ▪ Two-way lanes prevent wrong-way riding on roadway 	<ul style="list-style-type: none"> ▪ Special treatments needed at intersections/driveways ▪ Uses more of the street's cross section ▪ More costly ▪ Requires plan for maintenance ▪ Typically causes loss of a travel lane

NE 65th St, Seattle, Washington; Photo: seattlebikeblog.com

PAVED SHOULDERS

Locations: Rural areas, higher speed/volume



US-95, south of Coeur d'Alene

- BEST PRACTICE**
- ✓ 4-6'
 - ✓ Rumble strips: periodic gaps (40-60'), gaps at intersections
 - ✓ Modify shoulder striping
 - ✓ Add bike thru lane at intersections

PROS	CONS
<ul style="list-style-type: none"> ▪ Often included in the cost of a project ▪ Fewer erratic vehicle movements ▪ Enhanced comfort ▪ Predictable user behaviors 	<ul style="list-style-type: none"> ▪ Conflicts at intersection ▪ Rumble strips can create issues ▪ Maintenance is required ▪ Temporary "storage" of disabled vehicles or debris create obstacles

ROUNDABOUTS



Locations: On arterials and major collectors

- BEST PRACTICE**
- ✓ No bicycle lanes
 - ✓ Escape ramp for bicyclists before intersection

PROS	CONS
<ul style="list-style-type: none"> ▪ Reduced speeds ▪ Fewer conflict points ▪ No left turns ▪ Cars yield on entry ▪ Narrows roadway 	<ul style="list-style-type: none"> ▪ Intimidating to novice bicyclists

College Dr & River Ave, Coeur d'Alene

WAYFINDING



Locations: Along bike and pedestrian routes

- BEST PRACTICE**
- ✓ Consistency throughout community
 - ✓ Include mileage to destinations

PROS	CONS
<ul style="list-style-type: none"> ▪ Enhance/encourage bike riding ▪ Enhances connectivity ▪ Indicates to motorists where bicycles may go ▪ Low cost 	<ul style="list-style-type: none"> ▪ None known

Prairie Trail, Coeur d'Alene

BACK-IN DIAGONAL PARKING

Locations: Areas with pull-in diagonal parking



Eugene, Oregon; Photo: [google.com/maps](https://www.google.com/maps)

BEST PRACTICE

✓ Ensure driver visibility

PROS	CONS
<ul style="list-style-type: none"> ■ Improves sight distance ■ No door conflicts ■ Easier trunk access for drivers ■ Pedestrians are directed to the curb 	<ul style="list-style-type: none"> ■ Learning curve for drivers

INTERSECTION TREATMENTS

Bike Lane Thru Intersection

- Provides guidance on where to go for both cyclists and motorists
- Highlight conflict zones (green paint)

Two-stage Left Turn Box

- Allows other bicyclists to continue through the intersection
- Groups bikes

Bike Boxes

- Increases visibility
- Reduced delay for bikes
- In good position for left turn
- Prevents right hook crashes
- Groups bikes together

Bike Detection

- Enables leading/lagging bike interval and allows segregation of bike and automobile movements
- Decreases wait time
- Can use buttons, loops, video, microwave, radar, or infrared

IMPLEMENTATION

FUNDING STRATEGIES

Funding transportation projects can be a difficult task. Over the years, transportation budgets have gotten tighter, making decisions harder on where transportation dollars go. As stated previously, there can be contention with funding non-motorized transportation projects, as some believe that it will mean less money towards other roadway improvements. It can also be difficult to identify funding for on-going maintenance of non-motorized facilities.

However, there are funding sources available for non-motorized transportation improvements through federal, state, and other sources. Some of these sources may only allow non-motorized projects that are part of larger road projects or non-motorized projects may compete directly with those larger projects. Other funding sources may include donations, grants, and development conditions required by local agencies.

Examples of funding sources include:

FEDERAL PROGRAMS

- Surface transportation Program (STP) – Provides funds for a variety of uses, including bicycle facilities, conversion of abandoned railway corridors to bicycle trails, greenway projects, and safety programs.
- Congestion Mitigation and Air Quality Improvement Program (CMAQ) – For use primarily in non-attainment and maintenance areas under the Clean Air Act. Includes encouraging states to invest in projects and programs that reduce congestion and improve air quality.
- FTA Urbanized Area Formula Grants – Funds can be used to provide improvements to non-motorized facilities that create access to transit centers and stops.
- Community Development Block Grant (CDBG) – A non-USDOT grant that provides funding for public infrastructure projects, including bicycle, pedestrian, and transit facilities.

STATE PROGRAMS

- Transportation Alternatives Program (TAP) – Provides funds for planning, design, and construction of non-motorized projects. TAP also supports Safe-Routes-to-School programs.
- Local Highway Safety Improvement Program (LHSIP) – Funding aimed at eliminating fatal and serious injuries. Eligibility for projects is based off of the occurrence of a fatal or serious injury accident in the last 5 years.
- ADA Curb Ramp Program – Provides funding to address curb ramps on the state highway system to improve accessibility for disabled individuals.

- Child Pedestrian Safety Program (LHTAC) – Funding for projects addressing pedestrian safety.

NON-TRANSPORTATION/RECREATION PROGRAMS

- Federal Lands Access Program (FLAP) – Funds available to improve transportation access to public lands. Emphasis given to high-use recreation sites and economic generators.
- Community Facilities Direct Loan and Grant Program – The US Department of Agriculture provides grants and loans for essential community facilities in rural areas.
- Rivers, Trails, and Conservation Assistance Program – Funding through the US National Park Service is available to design recreation facilities and improve access to recreation opportunities.

OTHER

- Partnership Grants, Assistance and Programs: Some federal departments collaborate on programs that will offer funding for non-motorized transportation, such as the Environmental Protection Agency (EPA).
- Ramp Up Idaho – Provides tax credits and deductions for those who remove barriers to ADA accessibility.
- Idaho Community Foundation – Grants are available for outreach and education.
- Doppelt Family Trail Development Fund – A grant program that assists organizations working on rails-to-trails projects.
- AARP Community Challenge – Funds a variety of projects to improve livability in communities, including transportation and mobility improvements that increase connectivity, walkability, bikeability and access to transit.

References:

1. Federal Highway Administration (2017). *Context Sensitive Solutions*. <https://www.fhwa.dot.gov/planning/css/>
2. Federal Highway Administration (2017). *Designing for Bike and Pedestrian Safety*.

Appendix I

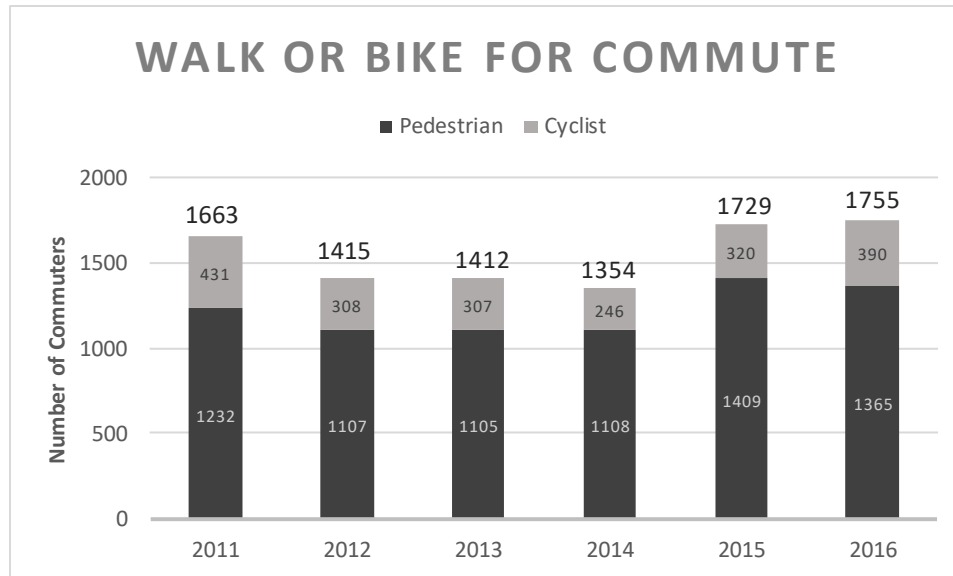
2011-2016 Crash Analysis

An Analysis of Bicyclist and Pedestrian Crashes in Kootenai County: 2011-2016

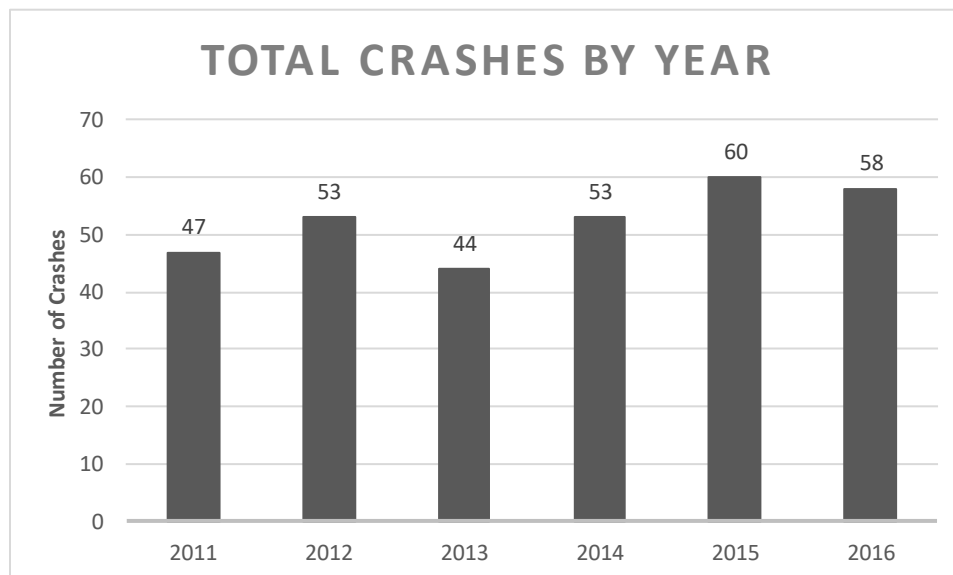


METHOD & SOURCES

Crash data was obtained from LHTAC's Idaho Local Road Crash Data 2011-2016 found at <http://gis.lhtac.org/>. Data was selected by each road jurisdiction in Kootenai County and filtered to include crashes that included "first harmful events" involving "pedalcycles" and pedestrians. Additional statistics were taken from the 2011-2016 U.S. Census American Community Survey 5-year Estimates (Table S0801). Annual crash rates were calculated using annual vehicle miles traveled (VMT) based off of KMPO's 2010 and 2014 travel demand models. VMT was interpolated/extrapolated for years outside of those models.

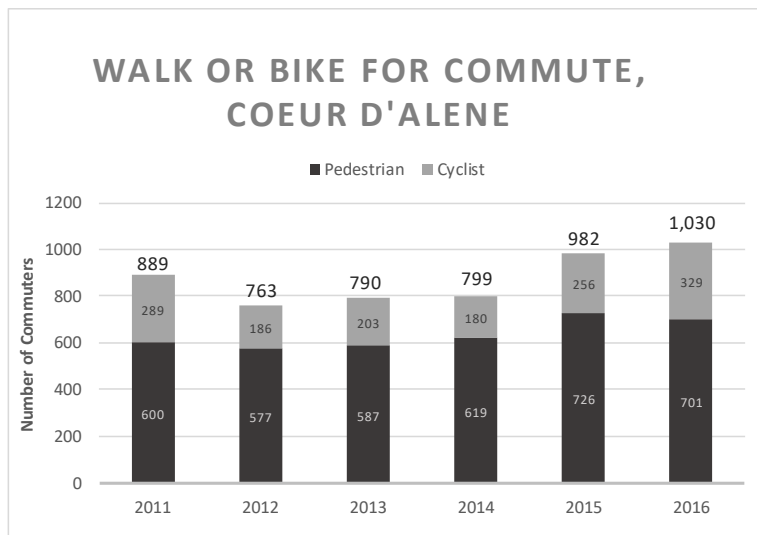


According to the U.S. Census American Community Survey (ACS), 1,755 of the total 65,013 employees (2.7%) in Kootenai County walked or biked to work in 2016. The number of walkers and bikers decreased from 2012 to 2014 but rebounded in 2015 with a slight increase in 2016. Unfortunately, there is no local data to compare with the ACS. These numbers do not include those who bike or walk for recreation, running errands, students commuting to school, or other activities.

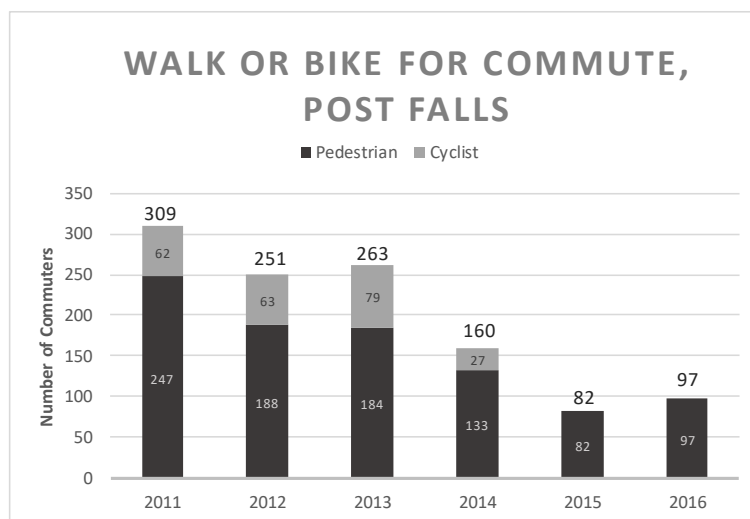


Between 2011 and 2016, Kootenai County reported 315 total crashes involving a motor vehicle and a pedestrian or bicyclist. Those accounted for 2.8 percent of the total crashes (11,288) in Kootenai County. Although there was a decrease in 2013, it appears that the number of crashes has slightly increased over the 6-year time period.

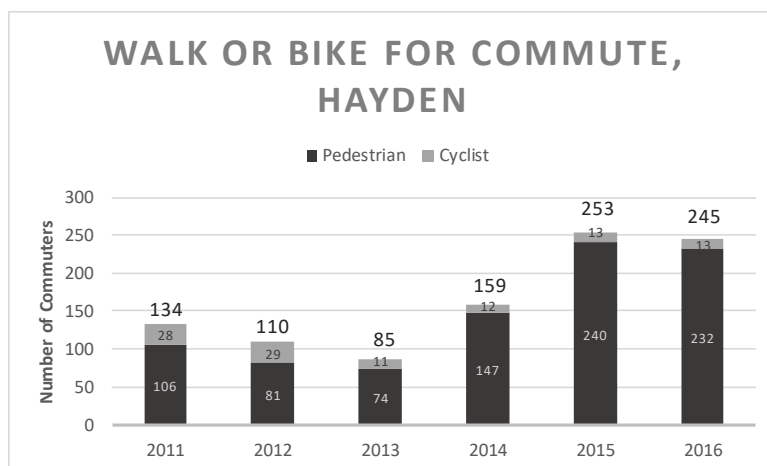
The three largest communities in Kootenai County, Coeur d'Alene, Post Falls, and Hayden, have shown diverse biking and walking trends between 2011 and 2015.



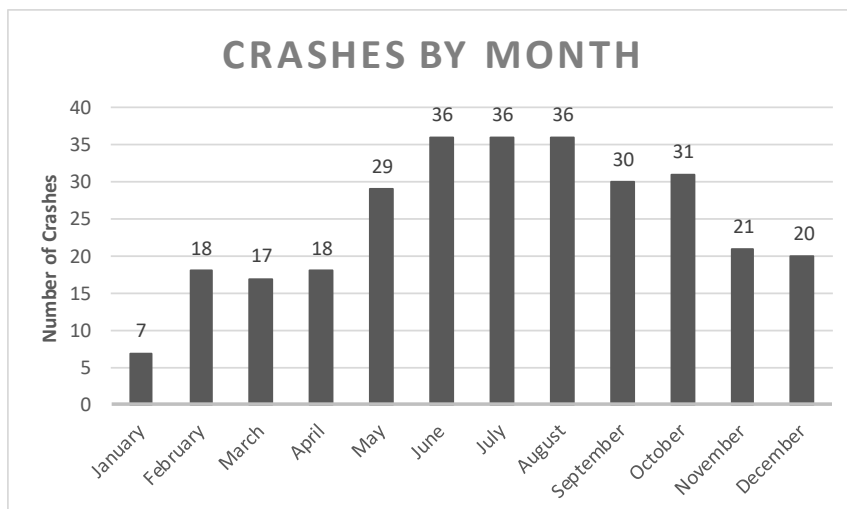
Coeur d'Alene's data almost mirrors that of the County data. Total numbers also decreased in 2012, 2013, and 2014, but rebounded in 2015 and increased in 2016.



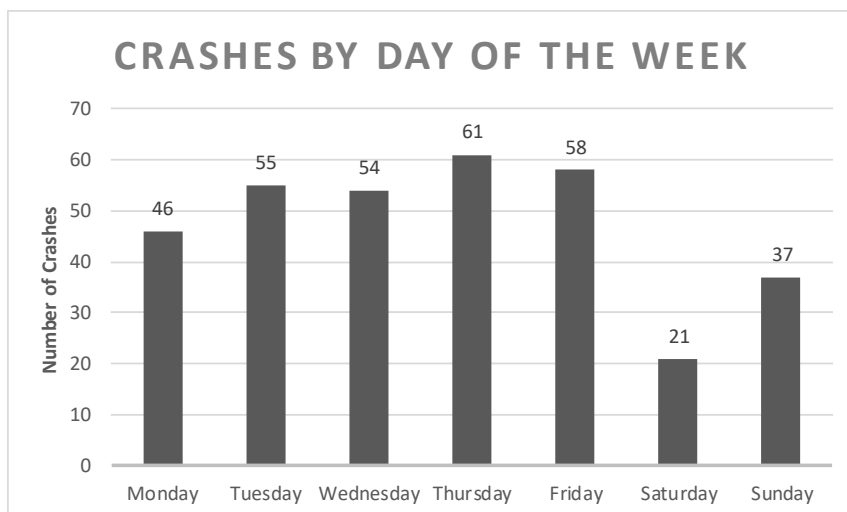
Post Falls has seen a significant decrease in both cyclists and pedestrians. The ACS reported that zero employees commuted by bike in 2015 and 2016.



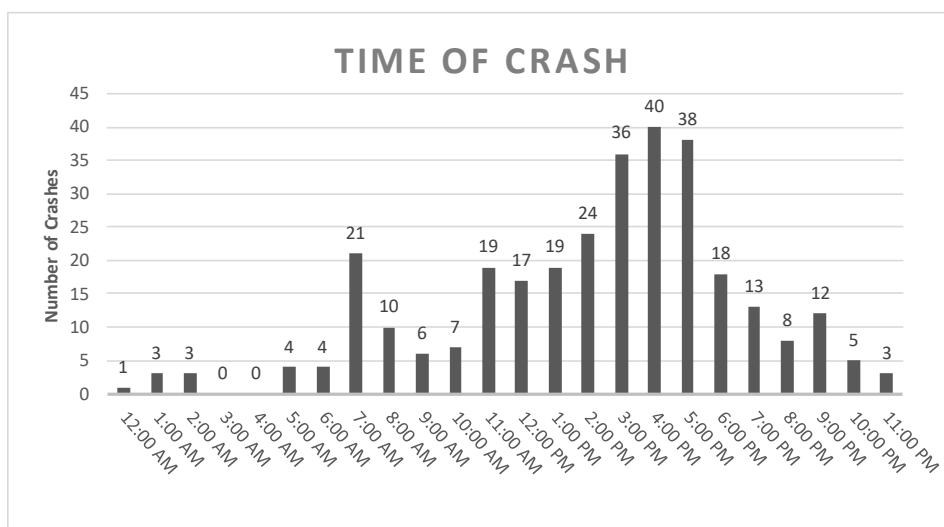
Those that walk to work have more than doubled in Hayden from 2011 to 2016. The number of cyclists has decreased from 2011 to 2015, but the percentage of all employees walking increased from 3.2 percent to 3.7 percent. There was a slight decrease in walkers in 2016.



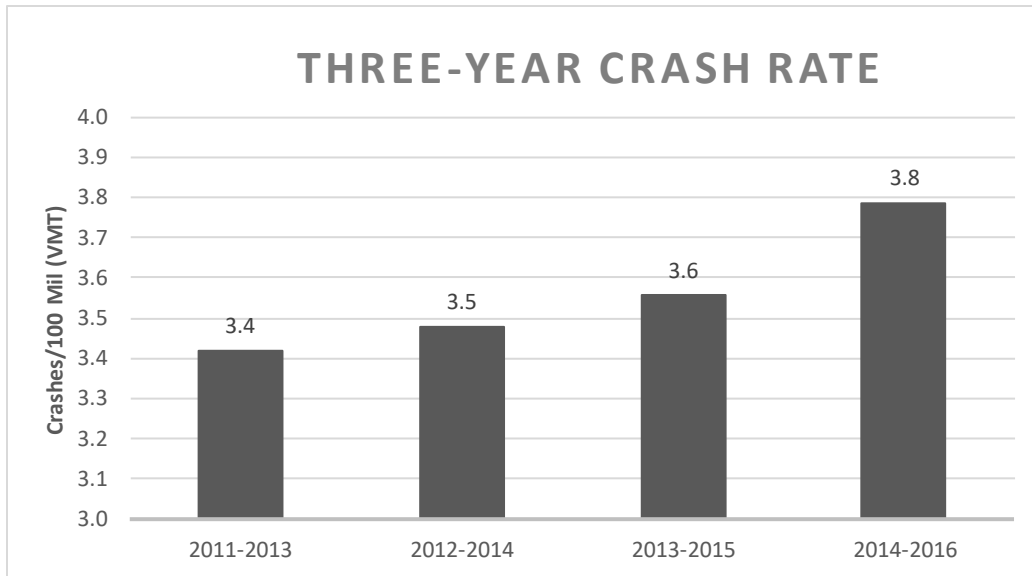
Crashes most often occurred during the summer and fall months from May through October.



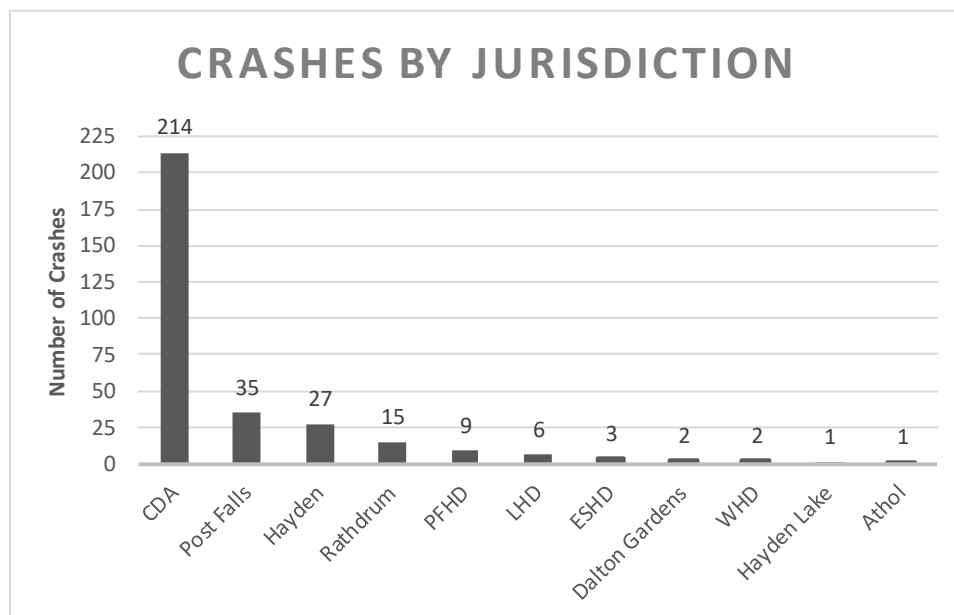
The number of crashes slowly increased throughout the week, peaking on Thursdays. However, the number of crashes significantly dropped on Saturdays.



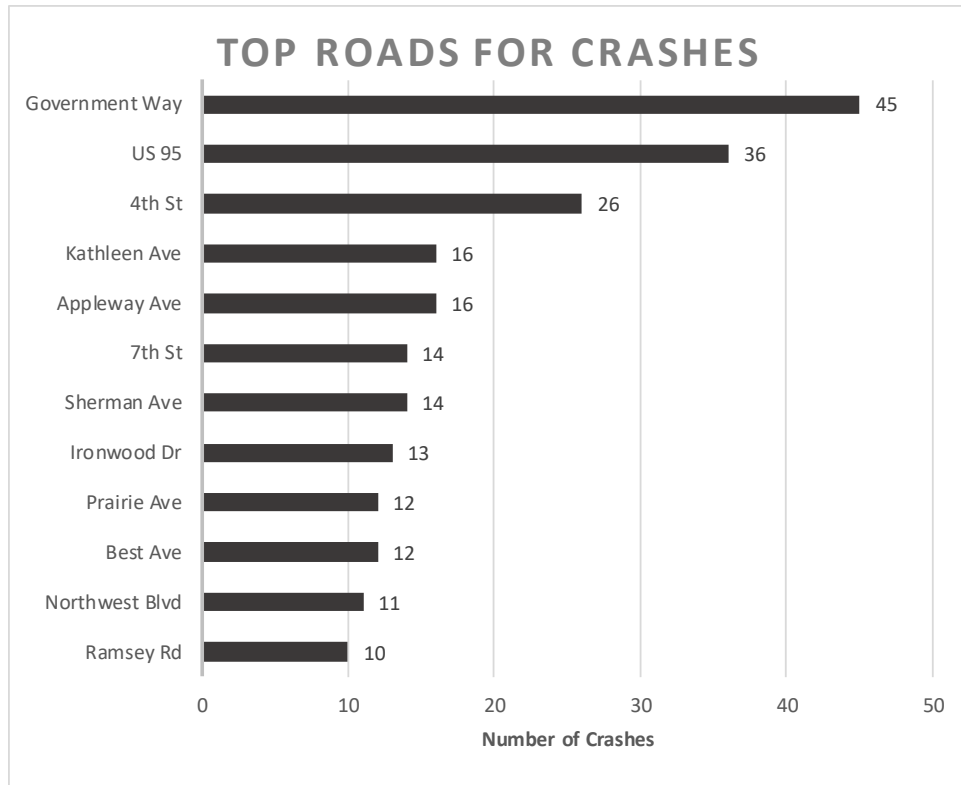
Crashes were most prevalent during the commuting hours. 7 AM saw the highest number of crashes during the morning commute. The number of crashes gradually increase during the afternoon and peaked at 4 PM. Over one-third (36.2%) of total crashes occurred between 3 and 5 PM.



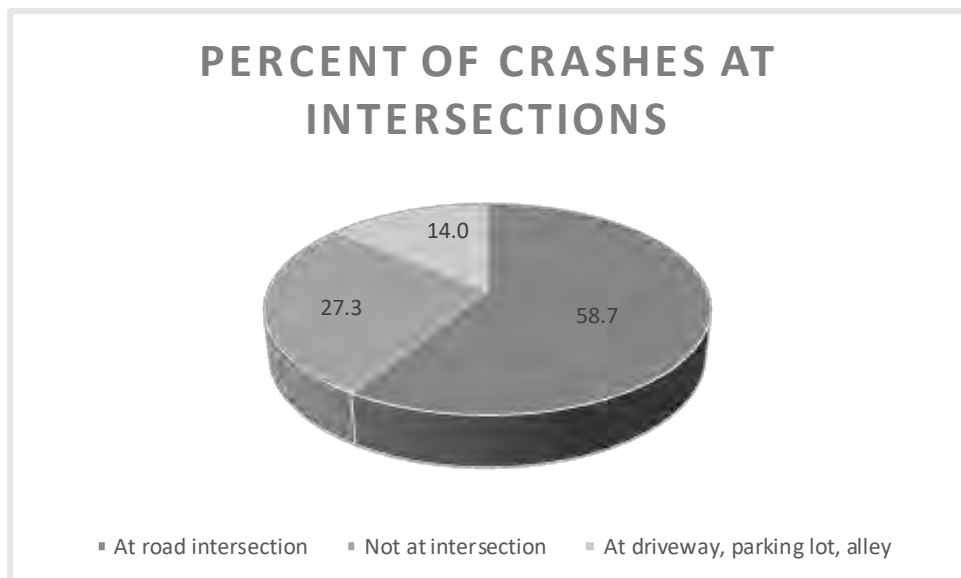
For every 100 million vehicle miles traveled (VMT) in Kootenai County, at least three crashes result. The three-year rate slightly increased over the six-year period.



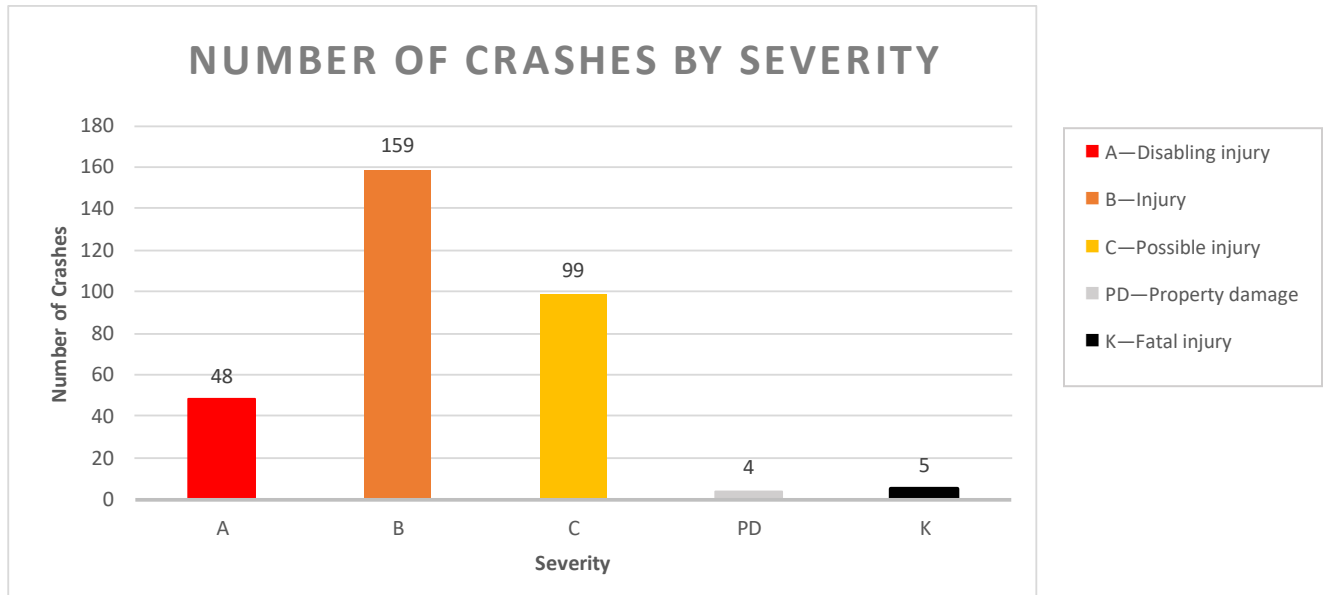
Of the 315 crashes between 2011 and 2016, the highest number of crashes occurred in Coeur d'Alene, followed by Post Falls and Hayden. The communities of Spirit Lake, Fernan Lake, Harrison, Worley, Huetter, and Hauser had zero crashes involving bicycles or pedestrians during that time.



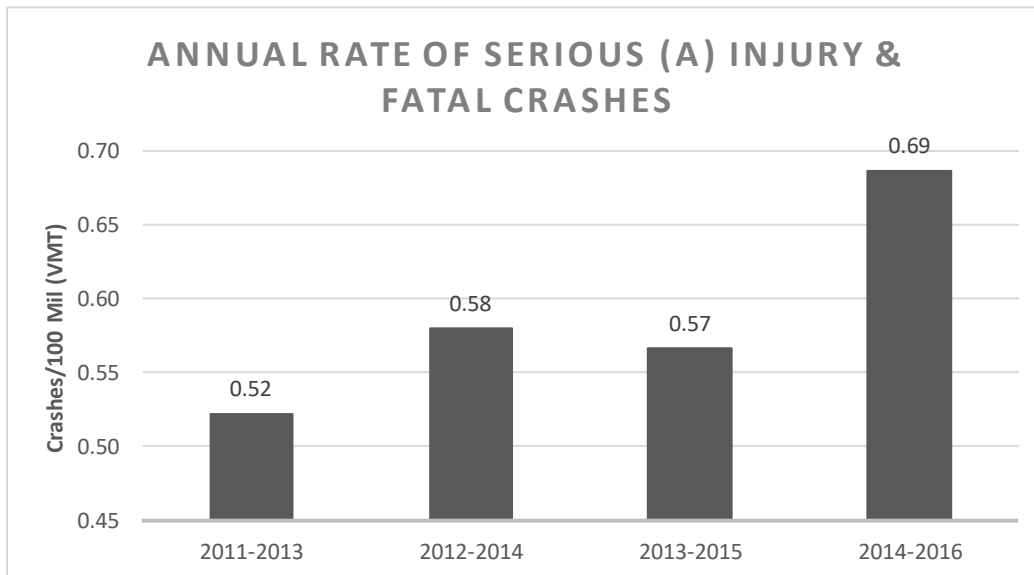
These 12 roadways account for 71.4 percent of crashes involving cyclists and pedestrians in Kootenai County. Government Way, US 95, and 4th Street are three main north-south routes through Coeur d’Alene and Hayden and incur the most crashes. Spokane Street (9), Seltice Way (9) and Mullan Avenue (7) were top roadways in Post Falls, and SH 41 was the experienced the most crashes in Rathdrum.



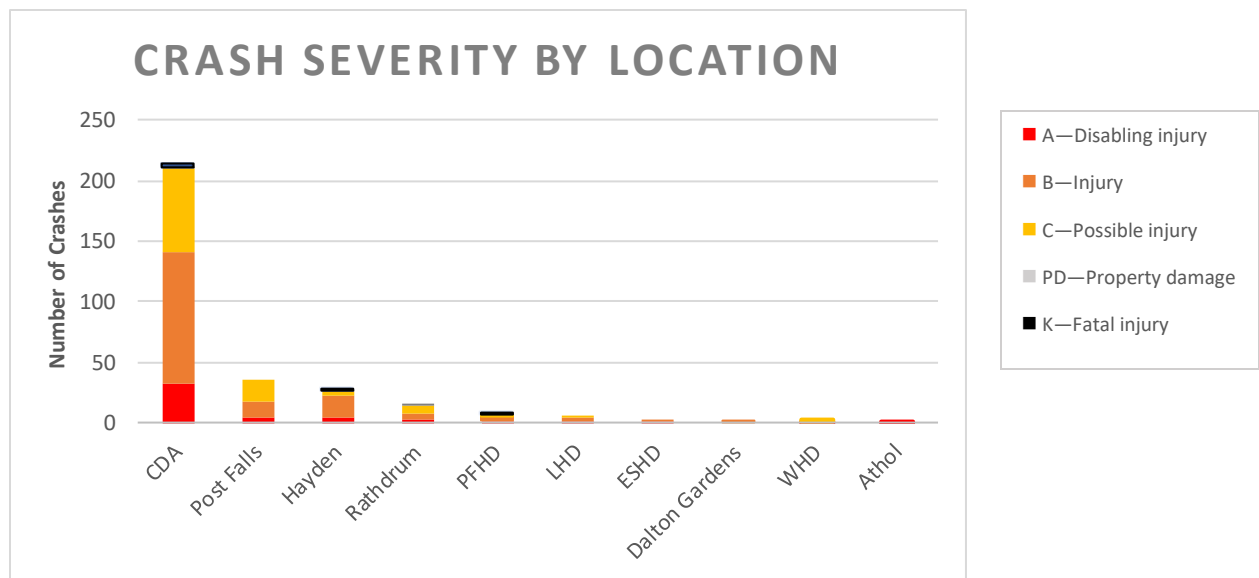
Most crashes occurred at intersections. About three out of four crashes (72.7%) occurred at an intersection of either two roads or the access point to a driveway, parking lot, or alley.



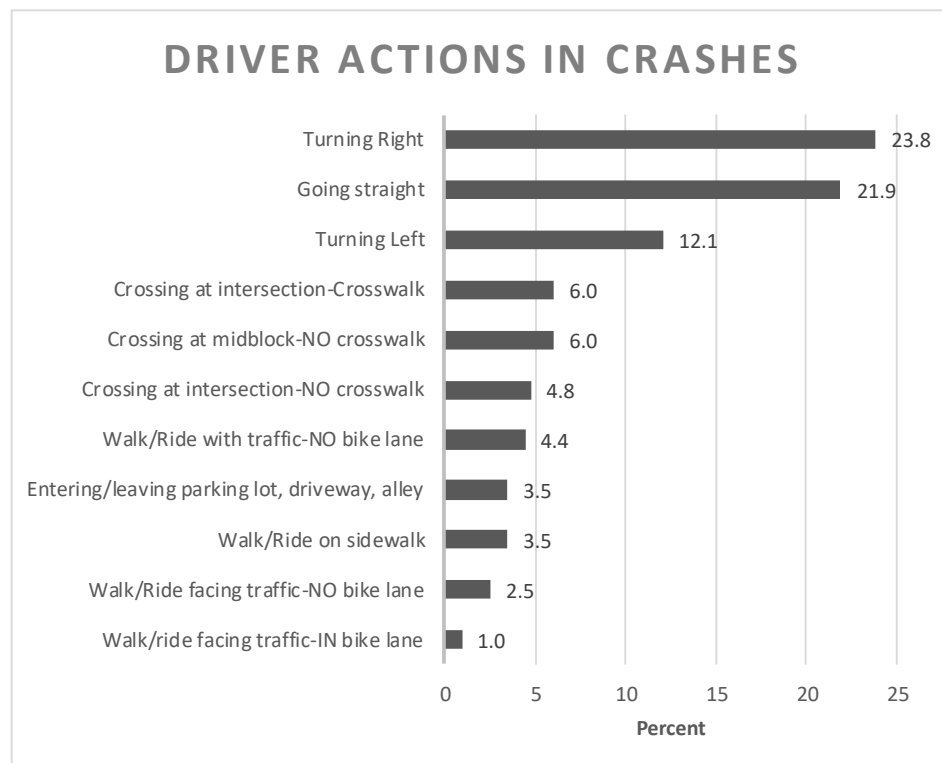
There were 207 out of 315 (65.7%) crashes that resulted in injury to a cyclist or pedestrian, with 15.2 percent (48) of those being disabling injuries. 99 crashes (31.4%) resulted in a possible injury. There were five fatal crash in Kootenai County between 2011 and 2016, with four occurring in 2016 alone.



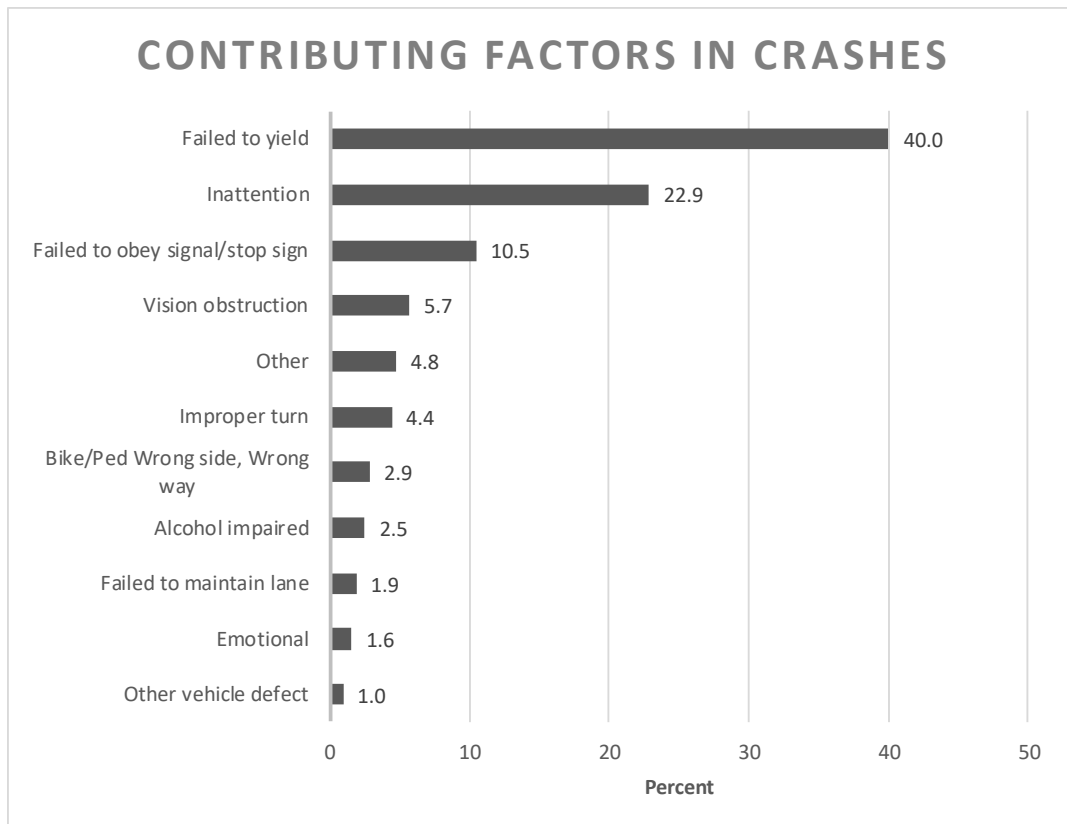
The rate of serious injury and fatal crashes (class A & K crashes) slightly increased over the five-year period. Approximately 1.4 serious or fatal injuries occurred for every 200 million VMT.



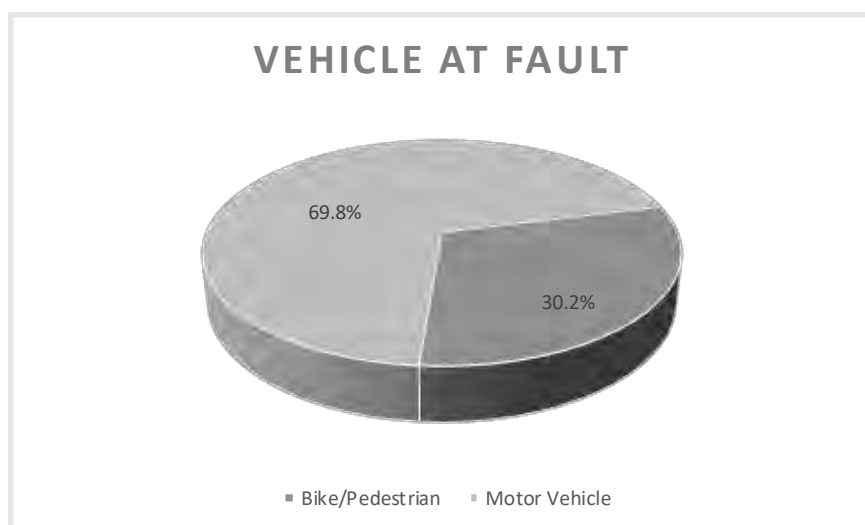
Coeur d’Alene had the highest number of crashes, and over half of those cases (109 of 214) resulted in a B level injury (50.9%). Crashes resulting in a disabling injury accounted for 15 percent of Coeur d’Alene’s total. Two fatal crashes occurred in Coeur d’Alene in 2016.



The data reports “driver action” as those actions by the person at fault. A “driver” can be the operator of an automobile or bicycle or a pedestrian. Almost a quarter of crashes (23.8%) involved drivers making right turns. One in five drivers (21.9%) were going straight. Left turns also accounted for 12.1 percent of crashes.



Most crashes involved more than one contributing factors. ‘Failing to yield’ contributed to crashes most often. ‘Inattention’ was also a contributing factor in almost a quarter (22.9%) of crashes. Alcohol impairment was a factor in only 2.5 percent crashes (8 total). A majority of the most reoccurring factors were caused by driver behaviors.

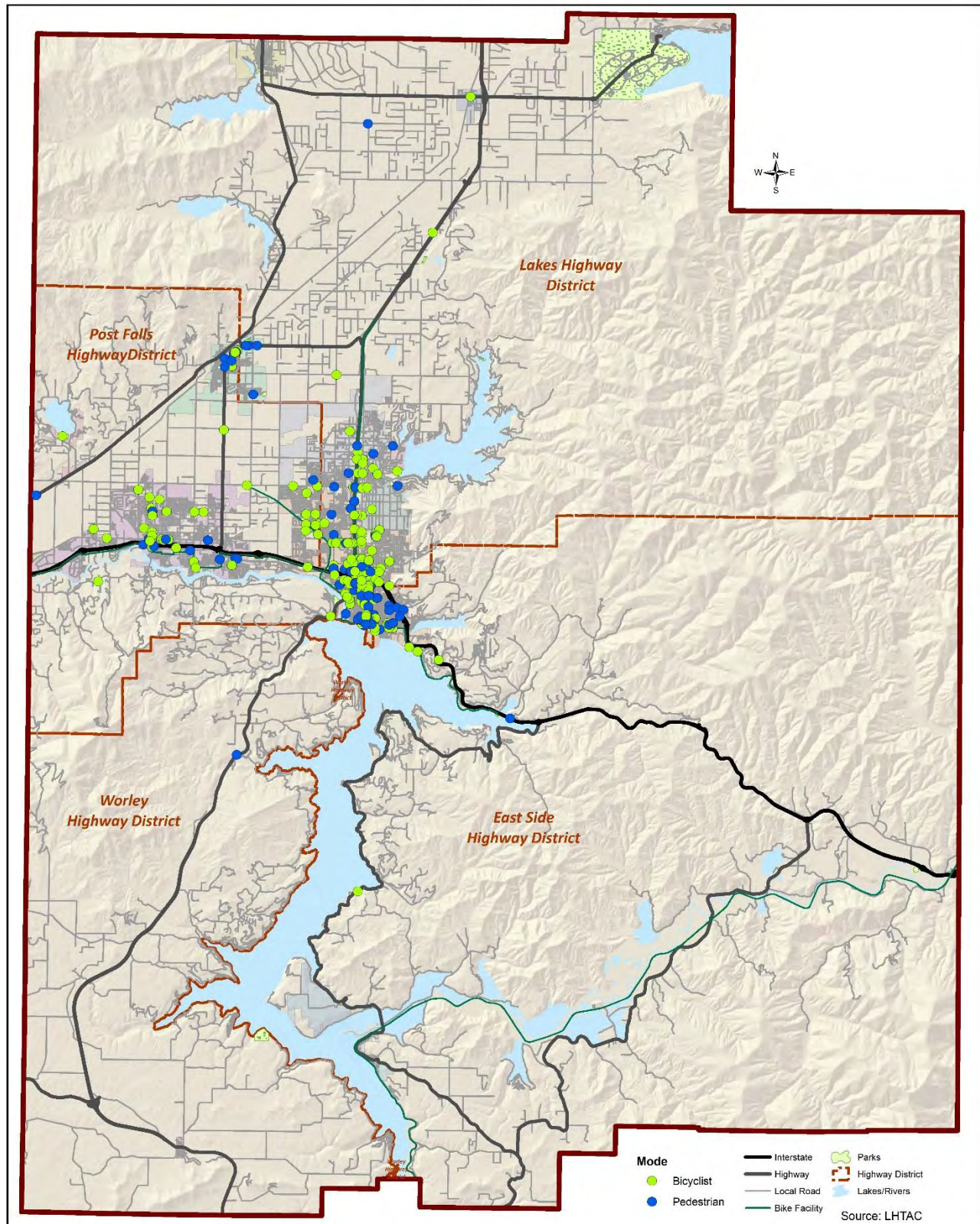


In 30.2% of crashes (95), it was initially reported that the cyclist or pedestrian was at fault.*

*Fault is determined at the time the crash is reported but can be changed later in the investigation.

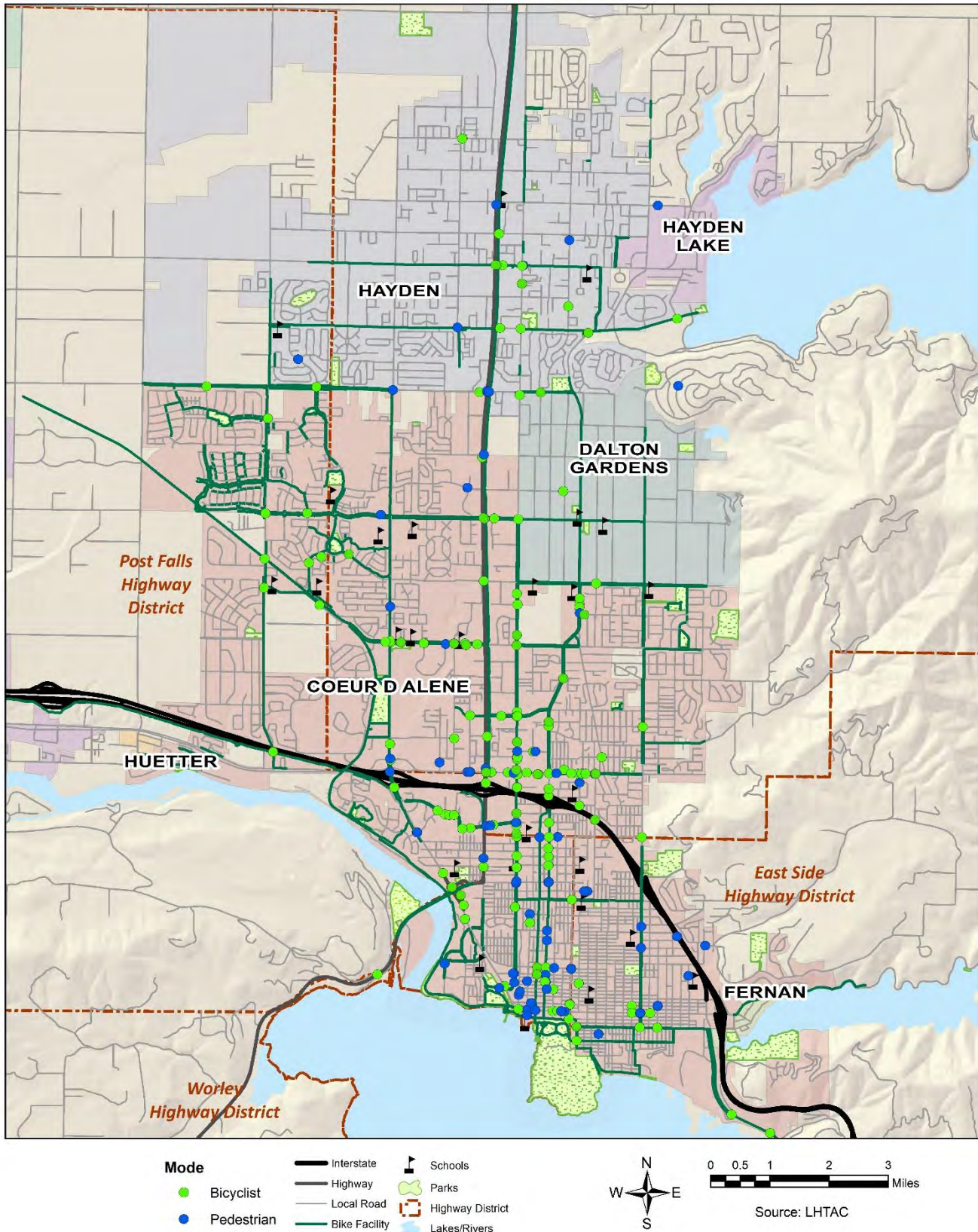
Maps of Crash Locations

2011 - 2016 Pedestrian & Bicyclist Crash Locations Kootenai County



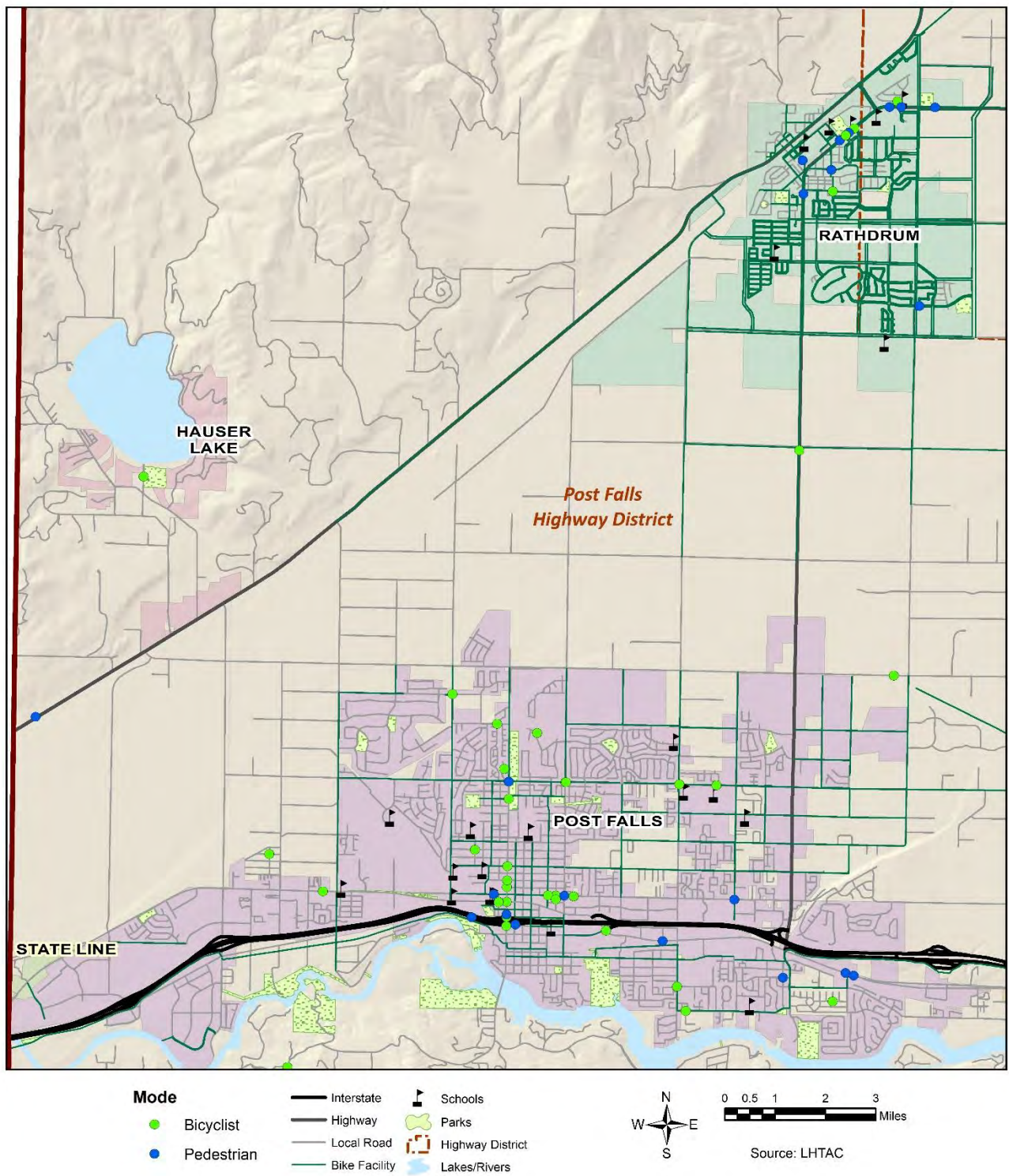
2011- 2016 Pedestrian & Bicyclist Crash Locations

Coeur d'Alene - Hayden - Dalton Gardens



2011- 2016 Pedestrian & Bicyclist Crash Locations

Post Falls - Rathdrum



Appendix II

Public Survey Results

Welcome to the KMPO's Public Input Survey!

The Kootenai Metropolitan Planning Organization (KMPO) would like YOUR input to help guide future planning for our region's non-motorized transportation! Please take 10-20 minutes to complete our survey. Your response is important to us!

KMPO is currently updating our Regional Non-Motorized Transportation Plan (RNMTP)—a regional plan focusing on Kootenai County's comprehensive non-motorized network and seeking to guide a better non-motorized experience for all users.

KMPO is interested in better understanding: 1) who uses non-motorized transportation; 2) when, where and why non-motorized transportation is used; 3) what obstacles do residents face; and 4) what can be done to improve non-motorized transportation in Kootenai County.

Data from both the survey and wikimap will be used to complete the updated RNMTP. Once adopted by the KMPO Board, the Plan will be available for use by local jurisdictions and non-motorized organizations to guide future decisions and projects for non-motorized transportation throughout Kootenai County.

Thank you—We appreciate your time and input!

Section 1

First, a few questions about your general transportation habits.

1. Which user type do you typically identify with in regards to your usual transportation habits? **189 Responses**

- ☐ Driver/Passenger **79.9%**
- ☐ Transit Rider **0.0%**
- ☐ Pedestrian **6.9%**
- ☐ Bicyclist **13.2%**

2. How often do you use each mode of transportation? **190 Responses**

	Daily	3 to 5 times a week	Once a week	1 to 2 times a month	3 to 6 times a year	I do not use this mode
Personal vehicle (drive alone)	<input type="radio"/> 63.3%	<input type="radio"/> 30.3%	<input type="radio"/> 4.8%	<input type="radio"/> 1.1%	<input type="radio"/> 0.0%	<input type="radio"/> 0.5%
Carpool	<input type="radio"/> 4.0%	<input type="radio"/> 7.4%	<input type="radio"/> 8.7%	<input type="radio"/> 5.4%	<input type="radio"/> 6.0%	<input type="radio"/> 65.5%
Transit	<input type="radio"/> 1.4%	<input type="radio"/> 0.0%	<input type="radio"/> 0.7%	<input type="radio"/> 0.0%	<input type="radio"/> 4.8%	<input type="radio"/> 93.2%
Walk	<input type="radio"/> 19.9%	<input type="radio"/> 34.5%	<input type="radio"/> 17.5%	<input type="radio"/> 9.9%	<input type="radio"/> 5.9%	<input type="radio"/> 12.3%
Bicycle	<input type="radio"/> 6.2%	<input type="radio"/> 33.0%	<input type="radio"/> 16.2%	<input type="radio"/> 11.7%	<input type="radio"/> 15.1%	<input type="radio"/> 17.9%

3. How many people in your household walk or bike for transportation or recreation? **182 Responses**

Average: 2.3 per household

4. What motivates you to walk or bike for transportation or recreation? **172 Responses**

Top Motivators:
Exercise (61), Health (38), Enjoyment (25), Fitness (19),
Nice Weather (18)

5. What factors are most likely to get you to walk or bike more often? **167 Responses**

Top Factors:
Nice Weather (54), Safe Routes (41), Trails (19),
Separate from Traffic (18), Access to Facilities (14), Bike Lanes (14)

6. If you have children, do they walk or bike to school? **186 Responses**

- ☐ Yes **12.9%**
- ☐ No **32.3%**
- ☐ I do not have children **52.7%**
- ☐ I prefer not to answer **2.2%**

7. If you answered 'no', which of the following factors prevent them from doing so? **73 Responses**

	Often	Sometimes	Not a barrier
Distance from home to school	<input type="radio"/> 54.4%	<input type="radio"/> 10.3%	<input type="radio"/> 35.3%
Poor connectivity along route	<input type="radio"/> 43.9%	<input type="radio"/> 19.7%	<input type="radio"/> 36.4%
Speed or traffic along route	<input type="radio"/> 57.4%	<input type="radio"/> 13.2%	<input type="radio"/> 29.4%
Intersections are difficult to cross	<input type="radio"/> 48.5%	<input type="radio"/> 20.6%	<input type="radio"/> 30.9%
General safety	<input type="radio"/> 59.1%	<input type="radio"/> 19.7%	<input type="radio"/> 21.2%
Weather	<input type="radio"/> 36.9%	<input type="radio"/> 43.1%	<input type="radio"/> 20.0%
Child's age/ability	<input type="radio"/> 19.4%	<input type="radio"/> 24.2%	<input type="radio"/> 56.5%

Other (please specify)

See Page 17 for comments.

8. Does adverse (wind, rain, etc.) or seasonal weather affect your decision to use non-motorized transportation? **188 Responses**

- ☐ Often **51.6%**
- ☐ Sometimes **40.4%**
- ☐ Not a barrier **8.0%**

Section 2

Feel free to 'opt out' of future questions if you don't typically use multiple modes of transportation.

However, if you regularly use multiple modes please continue to the next section.

9. If you primarily drive or use transit and would like to skip questions about your pedestrian or bicycling habits, please check the box below.

☐ Continue to Section 3 below **34 Responses (17.7%)**

10. If you consider yourself ONLY a walker or bicyclist and prefer not to answer questions about what deters you from using non-motorized transportation, please check the box below.

☐ Skip to Section 4 **7 Responses (3.6%)**

Section 3

Now, some questions for our drivers and transit users.

11. How long is your typical trip, one-way, when driving or using transit? (miles) 69 Responses

Average: 9.1 Miles

12. To what extent do the following issues prevent you from walking? 83 Responses

	Often	Sometimes	Not a barrier
It takes too much time or is inconvenient	<input type="radio"/> 40.2%	<input type="radio"/> 30.5%	<input type="radio"/> 29.3%
Distance to desired locations	<input type="radio"/> 48.8%	<input type="radio"/> 29.3%	<input type="radio"/> 22.0%
Lack of pedestrian facilities (sidewalks, paths, etc.)	<input type="radio"/> 41.8%	<input type="radio"/> 36.7%	<input type="radio"/> 21.5%
Poor pedestrian access to transit	<input type="radio"/> 32.9%	<input type="radio"/> 23.7%	<input type="radio"/> 43.4%
Intersections/roadways are difficult to cross (limited crossing opportunities, short signals, etc.)	<input type="radio"/> 36.3%	<input type="radio"/> 32.5%	<input type="radio"/> 31.3%
Poor maintenance of pedestrian facilities	<input type="radio"/> 27.2%	<input type="radio"/> 32.1%	<input type="radio"/> 40.7%
Traffic speed and/or volumes	<input type="radio"/> 43.9%	<input type="radio"/> 34.1%	<input type="radio"/> 22.0%
Discourteous drivers	<input type="radio"/> 40.7%	<input type="radio"/> 29.6%	<input type="radio"/> 29.6%
Feeling unsafe	<input type="radio"/> 44.4%	<input type="radio"/> 23.5%	<input type="radio"/> 32.1%
Unattractive/unappealing streets	<input type="radio"/> 12.7%	<input type="radio"/> 36.7%	<input type="radio"/> 50.6%
Conflicts with bikes	<input type="radio"/> 3.8%	<input type="radio"/> 12.7%	<input type="radio"/> 83.5%
I have a physical limitation that prevents/limits me from walking	<input type="radio"/> 4.1%	<input type="radio"/> 8.1%	<input type="radio"/> 87.8%

13. To what extent do the following issues prevent you from biking? **81 Responses**

	Often	Sometimes	Not a barrier
It takes too much time/ is inconvenient	<input type="radio"/> 23.8%	<input type="radio"/> 35.0%	<input type="radio"/> 41.3%
Distance to desired locations	<input type="radio"/> 29.1%	<input type="radio"/> 30.4%	<input type="radio"/> 40.5%
Lack of bike facilities (bike lanes, shared-use paths, etc.)	<input type="radio"/> 42.5%	<input type="radio"/> 38.8%	<input type="radio"/> 18.8%
Poor bike access to transit	<input type="radio"/> 25.6%	<input type="radio"/> 20.5%	<input type="radio"/> 53.8%
Poor maintenance of bike facilities (debris in bike lanes, heaved surfaces, etc.)	<input type="radio"/> 30.0%	<input type="radio"/> 37.5%	<input type="radio"/> 32.5%
Traffic speed and/or volumes	<input type="radio"/> 48.8%	<input type="radio"/> 31.3%	<input type="radio"/> 20.0%
Do not own safety equipment (helmet, lights, etc.)	<input type="radio"/> 5.2%	<input type="radio"/> 5.2%	<input type="radio"/> 89.6%
Discourteous drivers	<input type="radio"/> 36.3%	<input type="radio"/> 33.8%	<input type="radio"/> 30.0%
Feeling unsafe	<input type="radio"/> 39.0%	<input type="radio"/> 33.8%	<input type="radio"/> 27.3%
No shower/locker/parking facilities at my destinations	<input type="radio"/> 17.9%	<input type="radio"/> 19.2%	<input type="radio"/> 62.8%
Facilities are too narrow or congested	<input type="radio"/> 23.8%	<input type="radio"/> 33.8%	<input type="radio"/> 42.5%
Poor connectivity between bike facilities	<input type="radio"/> 35.9%	<input type="radio"/> 30.8%	<input type="radio"/> 33.3%
I do not own a bike	<input type="radio"/> 5.1%	<input type="radio"/> 1.3%	<input type="radio"/> 93.6%
I have a physical limitation that prevents me from biking	<input type="radio"/> 3.9%	<input type="radio"/> 5.3%	<input type="radio"/> 90.8%

14. If more or improved facilities were available that offered safe and convenient non-motorized transportation routes, would you walk or bike more often? **82 Responses**

- ☐ Yes **75.6%**
- ☐ No **9.8%**
- ☐ Maybe/I'm not sure **14.6%**

15. If you answered 'yes' or 'maybe' above, which improvements or additions would most impact your decision? **73 Responses**

- ☐ More/better bike lanes, sidewalks or shared-use paths **87.7%**
- ☐ Better connections between bike and pedestrian facilities (i.e. closing the gaps) **53.4%**
- ☐ Better access to transit **16.4%**
- ☐ Decreased speed or traffic along bike/pedestrian routes **41.1%**
- ☐ More/better wayfinding signs or maps **12.3%**
- ☐ Improvements at intersections **56.2%**
- ☐ Education/enforcement for all road users **46.6%**
- ☐ Improved buffers between bikes/pedestrians and traffic **67.1%**
- ☐ Improved maintenance of facilities **28.8%**

16. If you **ONLY** drive or use transit,

- ☐ Skip to Section 6. **34 Responses**

Section 4

Now, a few questions about when you walk and/or bike.

First, about your walking habits and experiences.

If you only bike, please skip to the next section.

17. What is the main reason(s) you walk? **134 Responses**

Top Reasons:

Exercise (69), Health (24), Enjoyment (23), Walk Dog (19), Fitness (9)

18. How often are you typically a pedestrian for the following trip purposes? **138 Responses**

	Daily	2 to 5 times per week	Once a week	1 to 2 times per month	3 to 6 times per year	Never
For recreation/fitness	<input type="radio"/> 18.8%	<input type="radio"/> 58.7%	<input type="radio"/> 13.8%	<input type="radio"/> 3.6%	<input type="radio"/> 2.2%	<input type="radio"/> 2.9%
To shop/run errands or for dining/entertainment	<input type="radio"/> 2.3%	<input type="radio"/> 15.6%	<input type="radio"/> 20.3%	<input type="radio"/> 18.0%	<input type="radio"/> 14.8%	<input type="radio"/> 28.9%
To get to transit	<input type="radio"/> 0.8%	<input type="radio"/> 0.8%	<input type="radio"/> 0.8%	<input type="radio"/> 1.6%	<input type="radio"/> 7.9%	<input type="radio"/> 88.1%
Commuting to work/school	<input type="radio"/> 6.4%	<input type="radio"/> 8.0%	<input type="radio"/> 4.8%	<input type="radio"/> 7.2%	<input type="radio"/> 5.6%	<input type="radio"/> 68.0%
To attend community events or worship	<input type="radio"/> 0.8%	<input type="radio"/> 3.9%	<input type="radio"/> 10.9%	<input type="radio"/> 16.4%	<input type="radio"/> 27.3%	<input type="radio"/> 40.6%
To walk dog/pet	<input type="radio"/> 28.3%	<input type="radio"/> 27.6%	<input type="radio"/> 2.4%	<input type="radio"/> 6.3%	<input type="radio"/> 2.4%	<input type="radio"/> 33.1%
To visit friends/family	<input type="radio"/> 3.1%	<input type="radio"/> 7.0%	<input type="radio"/> 14.1%	<input type="radio"/> 25.8%	<input type="radio"/> 17.2%	<input type="radio"/> 32.8%
To access other recreation opportunities	<input type="radio"/> 2.4%	<input type="radio"/> 12.6%	<input type="radio"/> 15.7%	<input type="radio"/> 26.0%	<input type="radio"/> 18.1%	<input type="radio"/> 25.2%
To access community services (health care, library, post office, etc.)	<input type="radio"/> 2.4%	<input type="radio"/> 8.1%	<input type="radio"/> 12.1%	<input type="radio"/> 18.5%	<input type="radio"/> 16.9%	<input type="radio"/> 41.9%

Other (please specify)

See Page 17 for comments.

19. When you walk, how long is your average trip one way? (miles) **134 Responses**

Average: 1.82 Miles

20. How important are improvements to the following facilities or programs to promote walking in our community? **141 Responses**

	Extremely Important	Quite Important	Moderately Important	Somewhat Important	Not Important
Improved pedestrian crossings (signals, crosswalks, warning signs, etc.)	<input type="radio"/> 41.3%	<input type="radio"/> 25.4%	<input type="radio"/> 14.5%	<input type="radio"/> 11.6%	<input type="radio"/> 7.2%
Improved curb ramps and accessibility for people with disabilities	<input type="radio"/> 30.2%	<input type="radio"/> 18.0%	<input type="radio"/> 15.8%	<input type="radio"/> 19.4%	<input type="radio"/> 16.5%
Improved sidewalks/paths (wider, fewer obstructions, buffer from vehicles, etc.)	<input type="radio"/> 47.1%	<input type="radio"/> 26.1%	<input type="radio"/> 14.5%	<input type="radio"/> 5.1%	<input type="radio"/> 7.2%
Fill in gaps between sidewalk facilities	<input type="radio"/> 35.3%	<input type="radio"/> 34.6%	<input type="radio"/> 12.8%	<input type="radio"/> 9.0%	<input type="radio"/> 8.3%
Improved pedestrian access to transit stops	<input type="radio"/> 12.7%	<input type="radio"/> 17.2%	<input type="radio"/> 17.9%	<input type="radio"/> 20.9%	<input type="radio"/> 31.3%
Better lighting or security measures	<input type="radio"/> 18.9%	<input type="radio"/> 18.2%	<input type="radio"/> 27.3%	<input type="radio"/> 20.5%	<input type="radio"/> 15.2%
Better sidewalk/path maintenance (repair of infrastructure, removal of debris/snow, etc.)	<input type="radio"/> 51.1%	<input type="radio"/> 23.7%	<input type="radio"/> 10.8%	<input type="radio"/> 8.6%	<input type="radio"/> 5.8%
More shared-use paths/trails	<input type="radio"/> 44.5%	<input type="radio"/> 27.0%	<input type="radio"/> 10.2%	<input type="radio"/> 8.0%	<input type="radio"/> 10.2%
Increased education and enforcement of traffic laws for all users	<input type="radio"/> 32.4%	<input type="radio"/> 23.5%	<input type="radio"/> 19.1%	<input type="radio"/> 14.7%	<input type="radio"/> 10.3%
Traffic calming measures	<input type="radio"/> 31.3%	<input type="radio"/> 18.7%	<input type="radio"/> 21.6%	<input type="radio"/> 15.7%	<input type="radio"/> 12.7%

Section 5

Now, about your biking habits and experiences.

21. What is the main reason(s) you bike? **120 Responses**

Top Reasons:

Exercise (55), Recreation (33), Health (23), Fitness (19), Fun (17)

22. How often do you bike for the following trip purposes? **135 Responses**

	Daily	2 to 5 times per week	Once a week	1 to 2 times per month	3 to 6 times per year	Never
For recreation/fitness	<input type="radio"/> 5.2%	<input type="radio"/> 48.9%	<input type="radio"/> 20.0%	<input type="radio"/> 10.4%	<input type="radio"/> 11.1%	<input type="radio"/> 4.4%
To shop/run errands or for dining/entertainment	<input type="radio"/> 1.6%	<input type="radio"/> 10.9%	<input type="radio"/> 15.5%	<input type="radio"/> 18.6%	<input type="radio"/> 20.9%	<input type="radio"/> 32.6%
To get to transit	<input type="radio"/> 0.0%	<input type="radio"/> 0.8%	<input type="radio"/> 0.8%	<input type="radio"/> 0.8%	<input type="radio"/> 3.1%	<input type="radio"/> 94.5%
Commuting to work/school	<input type="radio"/> 7.1%	<input type="radio"/> 7.9%	<input type="radio"/> 7.9%	<input type="radio"/> 11.8%	<input type="radio"/> 9.5%	<input type="radio"/> 55.9%
To attend community events/worship	<input type="radio"/> 0.0%	<input type="radio"/> 2.3%	<input type="radio"/> 6.3%	<input type="radio"/> 13.3%	<input type="radio"/> 22.7%	<input type="radio"/> 42.2%
To visit friends/family	<input type="radio"/> 0.0%	<input type="radio"/> 5.5%	<input type="radio"/> 9.4%	<input type="radio"/> 20.3%	<input type="radio"/> 22.7%	<input type="radio"/> 42.2%
To access other recreation opportunities	<input type="radio"/> 0.0%	<input type="radio"/> 12.6%	<input type="radio"/> 7.9%	<input type="radio"/> 21.3%	<input type="radio"/> 25.2%	<input type="radio"/> 33.1%
To access community services (health care, library, post office, etc.)	<input type="radio"/> 0.0%	<input type="radio"/> 4.1%	<input type="radio"/> 14.6%	<input type="radio"/> 22.0%	<input type="radio"/> 17.1%	<input type="radio"/> 42.3%

Other (please specify)

See Page 17 for comments.

23. How long is your average bike trip one way? (miles) **126 Responses**

Average: 7.3 Miles

24. What types of facilities do you prefer to ride on? **132 Responses**

- ☐ On the road, even if traffic speeds and volumes are high **5.3%**
- ☐ On the road on low traffic streets **53.0%**
- ☐ Bike lanes **68.2%**
- ☐ Multi-use paths and trails **87.1%**
- ☐ Sidewalks **15.9%**

25. How would you describe your level of confidence when biking? **133 Responses**

- ☐ LESS CONFIDENT - I only feel confident/safe on separated paths with few traffic crossings and on local streets **15.0%**
- ☐ CASUAL - I prefer separated paths, but will ride on some roads where space is available and traffic is manageable **43.6%**
- ☐ EXPERIENCED - I am confident and comfortable riding with traffic on the road in most traffic situations **41.4%**

26. How important are the following facilities or programs to promote bicycling in our community? **134 Responses**

	Extremely Important	Quite Important	Moderately Important	Somewhat Important	Not Important
More bike lanes on major/minor streets	<input type="radio"/> 54.1%	<input type="radio"/> 22.6%	<input type="radio"/> 5.3%	<input type="radio"/> 9.0%	<input type="radio"/> 9.0%
More shared-use paths and trails	<input type="radio"/> 55.0%	<input type="radio"/> 26.7%	<input type="radio"/> 9.2%	<input type="radio"/> 3.8%	<input type="radio"/> 5.3%
Paved shoulders on rural roads	<input type="radio"/> 33.9%	<input type="radio"/> 33.1%	<input type="radio"/> 15.0%	<input type="radio"/> 8.7%	<input type="radio"/> 9.5%
Wider outside lanes (easier to share with cars)	<input type="radio"/> 30.5%	<input type="radio"/> 28.1%	<input type="radio"/> 21.9%	<input type="radio"/> 10.9%	<input type="radio"/> 8.6%
Improved buffers between bicyclists and vehicles	<input type="radio"/> 51.2%	<input type="radio"/> 21.4%	<input type="radio"/> 11.5%	<input type="radio"/> 6.9%	<input type="radio"/> 9.2%
Better bicycle parking, storage and destination amenities (ex. lockers, showers, etc.)	<input type="radio"/> 14.4%	<input type="radio"/> 15.9%	<input type="radio"/> 25.0%	<input type="radio"/> 17.4%	<input type="radio"/> 27.3%
Better bike access to transit	<input type="radio"/> 6.2%	<input type="radio"/> 10.9%	<input type="radio"/> 11.6%	<input type="radio"/> 25.6%	<input type="radio"/> 45.7%
More on-road bike signage/markings ("share the road")	<input type="radio"/> 19.7%	<input type="radio"/> 23.6%	<input type="radio"/> 18.9%	<input type="radio"/> 22.1%	<input type="radio"/> 15.8%
Better bicycle accommodation through intersections and interchanges	<input type="radio"/> 38.6%	<input type="radio"/> 26.5%	<input type="radio"/> 17.4%	<input type="radio"/> 5.3%	<input type="radio"/> 12.1%
Traffic calming measures	<input type="radio"/> 26.9%	<input type="radio"/> 25.4%	<input type="radio"/> 16.2%	<input type="radio"/> 18.5%	<input type="radio"/> 13.1%
More/better bike route wayfinding signs and maps	<input type="radio"/> 16.3%	<input type="radio"/> 27.9%	<input type="radio"/> 22.5%	<input type="radio"/> 19.4%	<input type="radio"/> 14.0%
Improved maintenance of facilities (street sweeping, repair of roads, etc.)	<input type="radio"/> 38.8.0%	<input type="radio"/> 27.9%	<input type="radio"/> 16.3%	<input type="radio"/> 8.5%	<input type="radio"/> 8.5%
Increased enforcement and education of traffic laws	<input type="radio"/> 38.9%	<input type="radio"/> 21.4%	<input type="radio"/> 15.3%	<input type="radio"/> 16.8%	<input type="radio"/> 7.6%

Other (please specify)

See Page 17 for comments.

Section 6

A few more questions about non-motorized transportation.

27. Please select **3** project types that you feel should be a **top priority** to improve non-motorized transportation in Kootenai County. **172 Responses**

- ☐ Sidewalks and crosswalks **64.0%**
- ☐ Bike lanes and paved trails **87.2%**
- ☐ Street lighting **26.2%**
- ☐ Education programs for drivers, bicyclists, and pedestrians **30.2%**
- ☐ Enforcement of traffic laws for all users **34.3%**
- ☐ Bike parking, lockers, or places to freshen up at destinations **16.3%**
- ☐ Bike route information **20.4%**
- ☐ Other (please specify) **14.5%**

See Page 17 for comments.

28. How important are the following reasons for investing in bicycling and/or walking in Kootenai County?

170 Responses

	Extremely Important	Quite Important	Moderately Important	Somewhat Important	Not Important
Providing an independent transportation option for youth, senior citizens, people with disabilities , and others with limited access to a private vehicle	<input type="radio"/> 41.1%	<input type="radio"/> 26.8%	<input type="radio"/> 18.5%	<input type="radio"/> 6.0%	<input type="radio"/> 7.7%
Improving safety for walking and cycling	<input type="radio"/> 68.9%	<input type="radio"/> 13.8%	<input type="radio"/> 9.0%	<input type="radio"/> 4.8%	<input type="radio"/> 3.6%
Increasing health and physical activity	<input type="radio"/> 54.3%	<input type="radio"/> 27.4%	<input type="radio"/> 14.6%	<input type="radio"/> 1.8%	<input type="radio"/> 1.8%
Improving facilities in city centers and main streets and near transit stops	<input type="radio"/> 19.1%	<input type="radio"/> 29.8%	<input type="radio"/> 25.6%	<input type="radio"/> 16.7%	<input type="radio"/> 8.9%
Supporting the environment by offering low-impact transportation options	<input type="radio"/> 36.7%	<input type="radio"/> 21.3%	<input type="radio"/> 19.5%	<input type="radio"/> 11.8%	<input type="radio"/> 10.7%
Creating safe routes for walking and biking to schools	<input type="radio"/> 67.1%	<input type="radio"/> 18.2%	<input type="radio"/> 7.1%	<input type="radio"/> 5.3%	<input type="radio"/> 2.4%
Supporting tourism and economic development	<input type="radio"/> 22.2%	<input type="radio"/> 25.2%	<input type="radio"/> 24.6%	<input type="radio"/> 17.4%	<input type="radio"/> 10.8%
Providing affordable transportation options for low-income citizens	<input type="radio"/> 33.1%	<input type="radio"/> 29.5%	<input type="radio"/> 20.5%	<input type="radio"/> 11.5%	<input type="radio"/> 5.4%
Enhancing access to and experience of natural environments	<input type="radio"/> 36.3%	<input type="radio"/> 32.1%	<input type="radio"/> 17.3%	<input type="radio"/> 8.9%	<input type="radio"/> 5.4%
Providing alternative modes to alleviate congestion	<input type="radio"/> 33.3%	<input type="radio"/> 28.3%	<input type="radio"/> 18.2%	<input type="radio"/> 8.8%	<input type="radio"/> 11.3%
Creating connections between communities	<input type="radio"/> 29.3%	<input type="radio"/> 23.6%	<input type="radio"/> 24.8%	<input type="radio"/> 13.4%	<input type="radio"/> 8.9%

29. What types of non-motorized projects are important to you? 164 Responses

- ☐ Connections to transit 11.6%
- ☐ Connections to commercial areas 33.5%
- ☐ Safe routes to schools 68.3%
- ☐ Connections to recreation opportunities 57.3%
- ☐ Walkable and bike-friendly neighborhoods 84.2%
- ☐ Connections between communities 40.9%
- ☐ Increased safety 61.0%
- ☐ Increased education for motorized and non-motorized users 31.1%
- ☐ Increased opportunities for non-motorized transportation 40.9%
- ☐ Other (please specify) 5.5%

See Page 17 for comments.

30. How would you like to receive future news and/or information about improvements to non-motorized transportation? 149 Responses

- ☐ Webpage or blog 35.6%
- ☐ Email list 34.2%
- ☐ Newspaper articles 28.9%
- ☐ Social media 44.3%
- ☐ Other (please specify) 2.7%

See Page 17 for comments.

Section 7

Finally, a few questions about you.

All of the following questions are voluntary. If you are uncomfortable providing any of the below information, feel free to skip over the question.

31. I am associated with or support: **144 Responses**

- ☐ Local bicycle advocacy group **16.0%**
- ☐ Local bicycle club **16.0%**
- ☐ Local pedestrian advocacy group **5.6%**
- ☐ Local pedestrian/running club **9.7%**
- ☐ Local bike or pedestrian advisory committee **9.0%**
- ☐ Regional/state/national bicycle advocacy group **5.6%**
- ☐ Regional/state/national pedestrian advocacy group **2.8%**
- ☐ Non-profit agency **20.1%**
- ☐ Environmental advocacy group **11.8%**
- ☐ Health, disability, or low-income advocacy group **11.1%**
- ☐ Local school district **10.4%**
- ☐ Government agency **10.4%**
- ☐ None of the above **41.7%**
- ☐ Other (please specify) **3.5%**

See Page 17 for comments.

32. What is your zip code? **162 Responses**

83815 (31), 83869 (19), 83835 (23), 83814 (55), 83854 (27), 83801 (3), 83876 (1), 83858 (1), 83816 (2)

33. What is your current age? **157 Responses**

Average: 51.1 Years-Old

34. What is your gender? **160 Responses**

- ☐ Female **48.8%**
- ☐ Male **50.0%**
- ☐ Other (please specify) **1.3%**

35. What is your highest level of education? 152 Responses

- ☐ Less than high school 0.0%
- ☐ High school graduate/GED 5.3%
- ☐ Some college 17.8%
- ☐ Associate's or Undergraduate degree 48.7%
- ☐ Master's or Doctoral degree 28.3%

36. Including yourself, how many people live in your household? 157 Responses

Average: 2.7 people per household

37. Are you currently: 154 Responses

- ☐ Employed full-time 64.9%
- ☐ Employed part-time 5.8%
- ☐ A Student 1.3%
- ☐ Retired 23.4%
- ☐ A Homemaker 7.8%
- ☐ Unemployed 0.7%

38. Which of the following best describes your total household income before taxes? 137 Responses

- ☐ Less than \$20,000 2.2%
- ☐ \$20,000-\$39,999 11.7%
- ☐ \$40,000-\$59,999 19.7%
- ☐ \$80,000-\$99,999 29.9%
- ☐ \$100,000-\$119,999 15.3%
- ☐ \$120,000-\$149,999 6.6%
- ☐ \$150,000 or more 14.6%

*Data for Q38 may be inconclusive. Category '\$60,000-\$79,999' was not included. This may have resulted in decreased responses or inaccurate responses.

39. If you would like to be contacted in the future about the RNMTP or non-motorized transportation, please provide your contact information. (Your name/email will not be associated with your answers to this survey)

60 Responses

Name

Email Address

40. Do you have any additional thoughts you would like us to know about? 46 Responses

See Page 17 for Comments.

Thank you for taking the time to complete the survey! We appreciate your response!

Please take a few more minutes to visit our Wikimap and provide us with information on your non-motorized routes, as well as problem areas and opportunities for improvements.

<http://wikimapping.com/wikimap/KMPO-RNMTP-Map-Survey.html>

Open-Ended Responses

Q7. If you answered 'no', which of the following factors prevent them from doing so?

Other (please specify):

- My children are both in their 20's now - but these are the issues that kept them from walking or biking when they were in school.
- Children are grown. Parents are "empty nesters".
- Our children are adults.
- Speed throughout residential and main highway
- My son is a Sr at CHS and takes classes at NIC... doesn't not have enough time between classes.
- No paved path from athol to spirittlake along hwy 54 makes it too dangerous
- no interest
- Do not have children at home
- As I stated above, our road is dirt, it's wet and muddy. Driver's fly down our street, I've asked for patrols to no avail. I asked the city to install HANDICAP CHILD AT PLAY signs, and the city made me purchase them myself.
- Crossing Ramsey is EXTREMELY UNSAFE, even with crossing guard. And roads near Ramsey Elementary by car line are dangerously congested with rushed parents. I will not allow my children to walk or bike in that area.
- Unstable people and perverts
- They are home schooled
- We live in riverside harbor. They would have to travel dangerous roads to get to the high school

Q18. How often do you walk for the following trip purposes?

Other (please specify):

- When weather permits, I drive part of the way to work (I-90) and then bike from there along the Centennial Trail.

Q22. How often do you bike for the following trip purposes?

Other (please specify):

- To travel
- When weather permits, I drive part way to work (I-90) and then bike the rest of the way.
- No safe biking for destinations and very limited bike parking
- If more accessible I would like to bike more
- We use a bike if the walk is far. Always instead of the car if possible.

Q26. How important are the following facilities or programs to promote bicycling in our community?

Other (please specify):

- Improved street and bike facility design based on motor vehicle volume & speed will be the greatest contribution to overall safety and increased non-motorized use.

- Honestly, what scares me most about biking in CDA is the combination of poor infrastructure for bicycles to share the road and uneducated, aggressive, and sometimes angry drivers.
- Trail upkeep , clearing of snow and car driver awareness are the most important.
- There will always be traffic. More bike lanes and bike/walking pathways off road are safest. Additional signage and education are ignored/forgotten so they are a waste of time.
- Let's make good trail etiquette common knowledge!
- Inadequate clearing of snow on bike trails is a big issue in this county.
- Create parking lots to begin ride, ie, at Prairie Trail on Huetter, PF.
- Just a note - during rush hour, my husband, on his bike can consistently get home 5 min faster than I can in the car.
- Connectivity of paths
- Adjust the weather to accommodate bicycling year around..
- Conectivity - bike lanes on both sides of road- better bike lanes near apartment /communities with children

Q27. Please select 3 project types that you feel should be a top priority to improve non-motorized transportation in Kootenai County.

Other (please specify):

- Education of planners and street designers to learn ALL benefits associated with designing streets with the (non-motorized) people as the priority and not "cars"
- Trail, bike lane upkeep and snow plowing.
- Improved intersections and Signal Timing
- Improvement in maintenance
- Better maintenance
- Snow removal on existing bike paths and side walks
- Separate bikers and hikers on trails and control cross cutting
- Highway 95 safe and timely crossings. This busy 'street' prevents safe east-west non-motorized routes. The centennial trail is the only safe path in CDA.
- More trails and connectivity
- Paved trails but this should not be confused with bike lanes
- Dockless bike share programs as in Seattle
- Maintenance of bike trails and snow removal in winter.
- separate cars from Centennial Trail where possible
- Better equine trails - gravel or chip trails, no high-speed traffic including fast bicycle riding
- Enforcement of vehicles parked on streets
- Sidewalks clean for wheelchair users in spirit lake, safe sidewalks, our road paces with a sidewalk added. Patrol for speeding on Adams and down 10th Street
- Bike racks and other facities to properly lock bikes instead of using trees, signs, etc.
- Reducing the speed limit.
- clean streets of debrie
- bridge over Hwy. 95 at Kathleen and wider bike lanes
- Separate bike path with grass barrier between street and path
- Connectivity of trails, sidewalks, and paths.
- None. Waste of \$

- Cover all sidewalks with awnings so we can walk in the rain and snow.
- Aggressive prosecution of aggressive drivers

Q29. What types of non-motorized projects are important to you?

Other (please specify):

- Another point - I'm a bit surprised that much of the neighborhoods surrounding downtown have very wide streets but no sidewalks, forcing pedestrians to walk on the roadway. The general speed limit where not posted is 25mph, many drivers speed beyond that. Not safe! I'd suggest building sidewalks everywhere possible and lowering the unposted speed limit to 20mph.
- Singletrack
- more traffic control on areas like South Greensferry rd.
- Improved equine trails & access
- More safe paths over I-90 at the Ramsey interchange, and at 95
- use of bikes/walking to ease congestion/parking issues
- none
- NONE! Quit wasting time and MY tax money on worthless attempts to control us more than you already are!
- Increasing the shoulder (and increasing safety for bikes and pedestrians) on the Hwy 95 bridge across the Spokane River

Q30. How would you like to receive future news and/or information about improvements to non-motorized transportation?

Other (please specify):

- Text message
- Designers & Planners should improve connections with local walking/biking groups, clubs, non-profits, students, seniors, etc.
- none
- no comment

Q31. I am associated with or support:

Other (please specify):

- The greater area enjoyment group
- Local equine group
- Boy Scouts
- small business, semi-retired
- Chamber of Commerce

Q40. Do you have any additional thoughts you would like us to know about?

- Funding for bike/ped infrastructure shouldn't not be thought of as independent of road funding, but a part of it. Don't impose separate fees for bike/ped use when the impact to infrastructure is insignificant compared to the cars and trucks that use the roads.
- My main concern is for people that have mobility issues.

- Winter is a difficult time for the disabled. More education for businesses - snow removal, parking lot maintenance, de-icing, etc.
- Thanks for your efforts!
- Yes. I believe one of the absolutely best investments we can put in place for citizens present and future are bike and walking routes. Connect the cities within the county and connect the counties. Look what the Trail of the Coeur d'Alenes has done for local communities. We can reduce our collective impacts on our local environments while improving our health at the same time. For me this is a no-brainer.

I lived in Anchorage, Alaska for ten years and there are trails EVERYWHERE. In the summer people walk and bike and in the winter they are used for cross-county ski trails. I was able to ride my bike everywhere in the summer. I would love to see our county invest in walking and cycling opportunities for everyone.

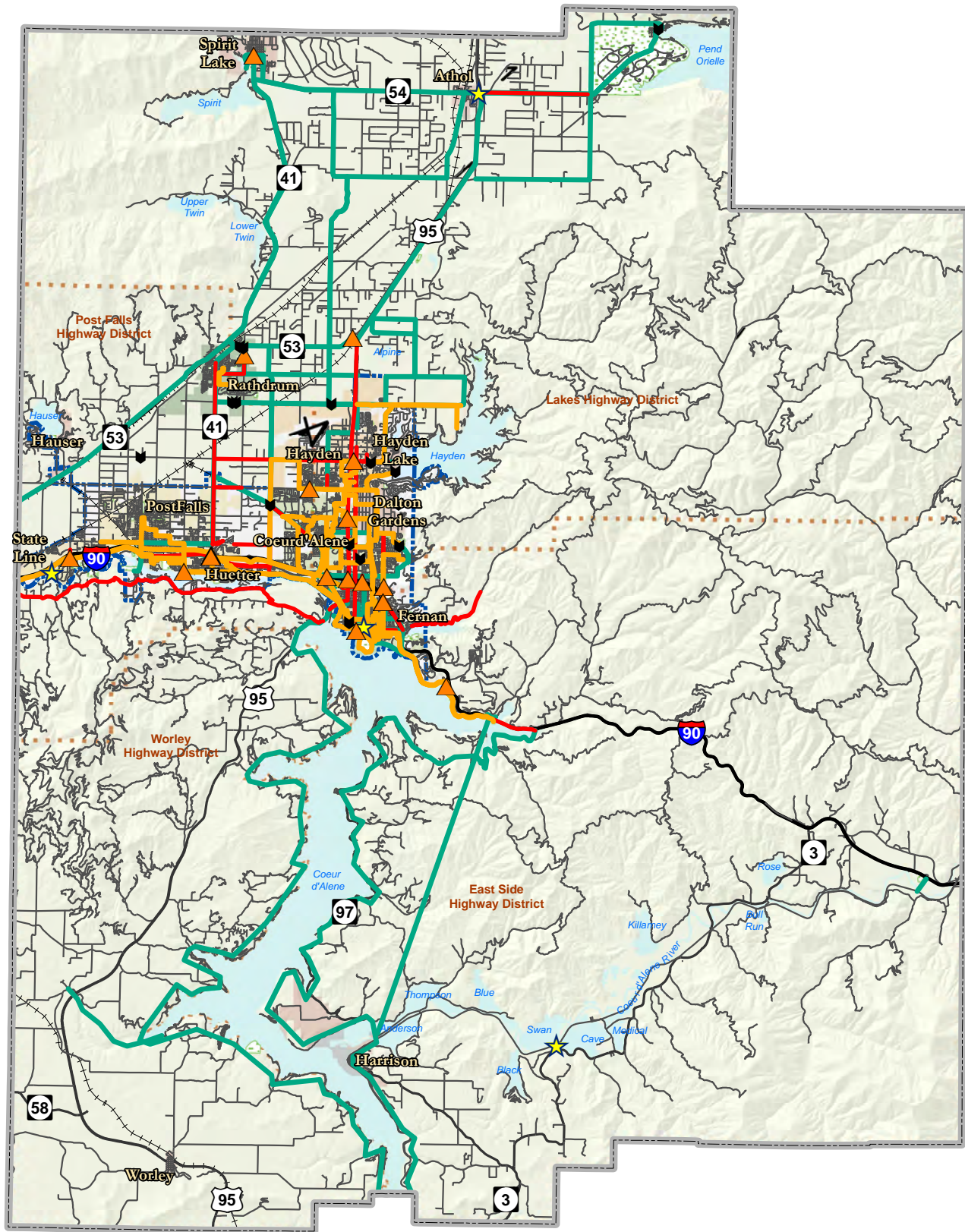
- Community planning and street design are extremely important. If we design our walking/biking/bus facilities so we feel safe and comfortable enough to allow our children to use them, then we as a community have succeeded. This will have a positive influence on the safety of all users, including those that drive a car. Design for the most vulnerable users of the system, and everything else will fall into place; safety, increased walking and biking, improved community health, improved environment, improved local economy, and much more.
- I am so excited someone is addressing these issues!!! Although she doesn't live here in CDA, my daughter is legally blind, and I'm always thinking what a hard town this is for anyone with limited mobility to get around in. Mobility is one of the main factors she considers when accessing a community to live in. If accessible walking were better here, she would consider living here, but at the current time, it is horrible for a blind or visually impaired walker. I would imagine wheel chair users feel the same way.
- Thank you KCSO!
- I think it's ok to charge \$1 or \$2 to charge for a bus system if we can get something better transportation in this town. I heard there is a plan to build a bus stop station in Riverstone. It concerns me that will attract homeless people to stay there. I work in Riverstone and we already see enough homeless people there.
If public transportation will be only for low-income citizens, rest of people will avoid to use it because of safety reasons. I rather pay a couple of \$ to use nicer and flexible bus system.
- Please continue to support City Link! I would love to see this bus service expand so that people can use it later at night (until 9PM) and on Sundays. City Link could really help with the downtown CDA congestion during the summer especially for special events: Car d'Alene, 4th of July, Art on the Green. City Link needs to be supported!
- We believe in bikes.
- Thanks so much for doing this important work! For 10 years, I did not own a car, but in moving to CdA found it necessary to have more transport than just my bike.
- Thanks for sharing this survey.
Mapping software was difficult to use & lost my routes from CDA to post Falls & Hayden areas; I didn't want to reenter the many points, so my maps UNDERSTATE the bike routes I used.
- Our area does quite well already. The biggest problem(s) I see are: poor east/west connectivity due to 95, disappearing bike lanes at intersections - forcing people onto the sidewalks, not all intersections have crosswalks - or there is just one and you are forced to do a 3 light crossing if you follow the rules, narrow bike lanes with debris on high speed (35mph) roads - it is pretty nerve wracking to ride in that. The downtown and freshly developed areas are doing quite well - connectivity and low traffic speeds make biking there very pleasant. I feel that we need to extend that network to the north in order to enable more biking opportunities away from the downtown area.

- Kootenai County needs more sidewalks and wide bike paths, and I don't mean just downtown Coeur d'Alene. This should include Hayden, Hayden Lake, Post Falls, Rathdrum, and all the other communities in Kootenai County. Thank you.
- We moved here from California about 2 years ago. When we came to look at the area we walked on the trail east of Lake CDA. It was so beautiful. I realized there were other trails in the area. We live in Post Falls and enjoy various trails in Post Falls, CDA and other outlying areas.
- Thank you. We live in a beautiful place and I encourage your efforts to help gain access to it!
- A paved path from athol to spirit lake along hwy 54 would provide access to schools
- Erosion and abuse of trails by downhill bikes motorcycles and ATV is getting worse and worse on dirt trails around here. They don't care about damage to environment or disturbing wildlife or other people. They just want their thrills. Jerks.
- I am an active senior citizen and have several friends my age that are still our riding bikes and walking and need safe bike/walking trails - our young people need them too - it is important to everyone's health and fitness.
- NI Centennial Trail needs to be connected to the Trail of the Coeur d'Alenes.
- These projects can be a slippery slope, don't screw up the most common and frequent form of transportation (cars) to accommodate bikes and walking. By this I mean, don't eliminate street parking, sidewalks, traffic lanes, or mess up traffic routes to accommodate biking/walking.
- Riverstone needs crosswalks cars speed and walkers at the senior apartments can't cross to the bus station or down by the state farm area. need flashing lights real cross walks
- I would like to see safety improved for non motorized transportation before the congestion because so bad that certain areas are strangled out of business! And for future generations to enjoy the beauty we have around us and make exercise a part of their everyday life.
- Bike lanes are non-continuous on many streets, or are just on 1 side. No major streets crossing I-90 have bike lanes -- very dangerous! Centennial Trail is incomplete through CdA and Post Falls.
- Consider places to sit for pedestrians, garbage cans for dog poop disposal, better equine trails & education for bicyclist & pedestrians who suddenly come up behind your horse.
- I would like to be able to ride safely to City Park for concerts, from PF. Riding on Huetter is especially dangerous. I know their may be future plans to work on this, hope it can happen sooner. Thank you.
- provide better off road parking for access to Prairie Trail, Centennial Trail and others. Provide bike paths on busy main streets like Heutter, Hwy 41, Seltice, etc.
- This is good data however the problem to improve pedestrian/bicycle opportunities needs to be a full scale education process with jurisdictional entities. Thirty years ago we were denied access to a public road; Seltice Way. Planning the route for the Centennial Trail identified Seltice Way as the route of choice. The Post Falls Highway District refused to allow bicycles to share the road. Thirty years later the city of CDA has annexed the road, they are making improvements and including separated trails for ped/bike. However, west of Huetter on Seltice Way, the Highway district still has jurisdiction and there are no efforts being made to accommodate ped/bike users. Education for users is important, it is equally or more important to educate elected officials on safety, health and economic benefits. If we cannot educate them, then the laws need to change so the decision is not on their table to make the community safer.
- The crosswalks in Spirit Lake NEED repainted. That alone will increase pedestrian safety drastically.
- Mabey pedestrian and bike safety and laws should begin to be thought at a grade school level.
- The lack of sidewalks or shoulders around Hayden Meadows Elementary School make walking and biking extremely dangerous. As a parent, I feel unsafe even parking my car on nearby streets when the parking lot is full. I consider this a huge priority that could easily be fixed with at least one sidewalk or marked shoulder with no parking signs on each roadway.

- we need crosswalks up at super food one so people can cross the street by the fire station. I myself had tried to cross walking from super food 1 to the other side. I have stop so people can cross the street
- Add a sidewalk on 95 that connects the sidewalks on Lincoln to the trail at Appleway. Lots of pedestrians use this area to access work, commerce or healthcare, and it's very unsafe.
- Do not put bike traffic and special lanes above motor vehicles.
- Please get the bike lanes OFF 3rd and 4th streets in CdA. Safer to go on 5th and 2nd.
- We live in riverside harbor, whichbis south of seltice and at the far east side of post falls. To get anywhere in pf or cda is aboit 7-10 miles. The obstacles are a tough Freeway underpass and hwy 41, or seltice. I have seen pedestrian centered improvements recently to both routes, but it is patchy, so I haven't felt comfortable allowing my kids to travel independently. This is a nice neighborhood for walking, but any real non-motorized local travel is near impossible. Thank you for giving me the opportunity to share.
- I would bike/skate more places if we had continuous connecting trails, pathways, and/or sidewalks. There are so many gaps - places where there are no bike trails - so to get from trail to trail, you have to take and safe and undesignated routes. That's not good.
- I would like to see efforts made to construct the US-95 trail to be a destination with trailheads, access to Chilico Falls and a connection to Farragut State Park. We should work with the CDA Tribe to create a destination bike trail on the old rail easement along Lake Creek. I would like to see the 4 miles of rail easement owned by ITD in the Twin Lakes area paved. The gaps in the Centennial Trail need to be filled in.
- Don't waste my tax \$
- I would be very interested to know what or who prompted this survey into "non-motorized" transportation. The entire query is specious and smells like another UN Agenda 21 attempt to urbanize an area that should be left alone to decide how to get from place to place without more government control. Leave us alone and focus your illicit efforts to places like New York, L.A., Seattle etc...
- Glad you are working on this!
- Please get this survey to as many people as possible
- Bus transportation in Kootenai County is a terrible. The bus stops are embarrassing and make it hard on low income individuals especially in the winter. The stops are never plowed, people are standing on berms of snow with no cover. It is shameful that our community can't offer better.
- I would love to bike around town with my children but don't feel very safe doing so.
- As a disabled person and I am a person in a power wheelchair and if the sidewalk is full of snow the only way I can go is in the street and that is very dangerous .

Appendix III

Wikimap Results & Comments



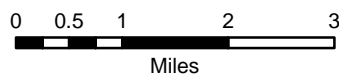
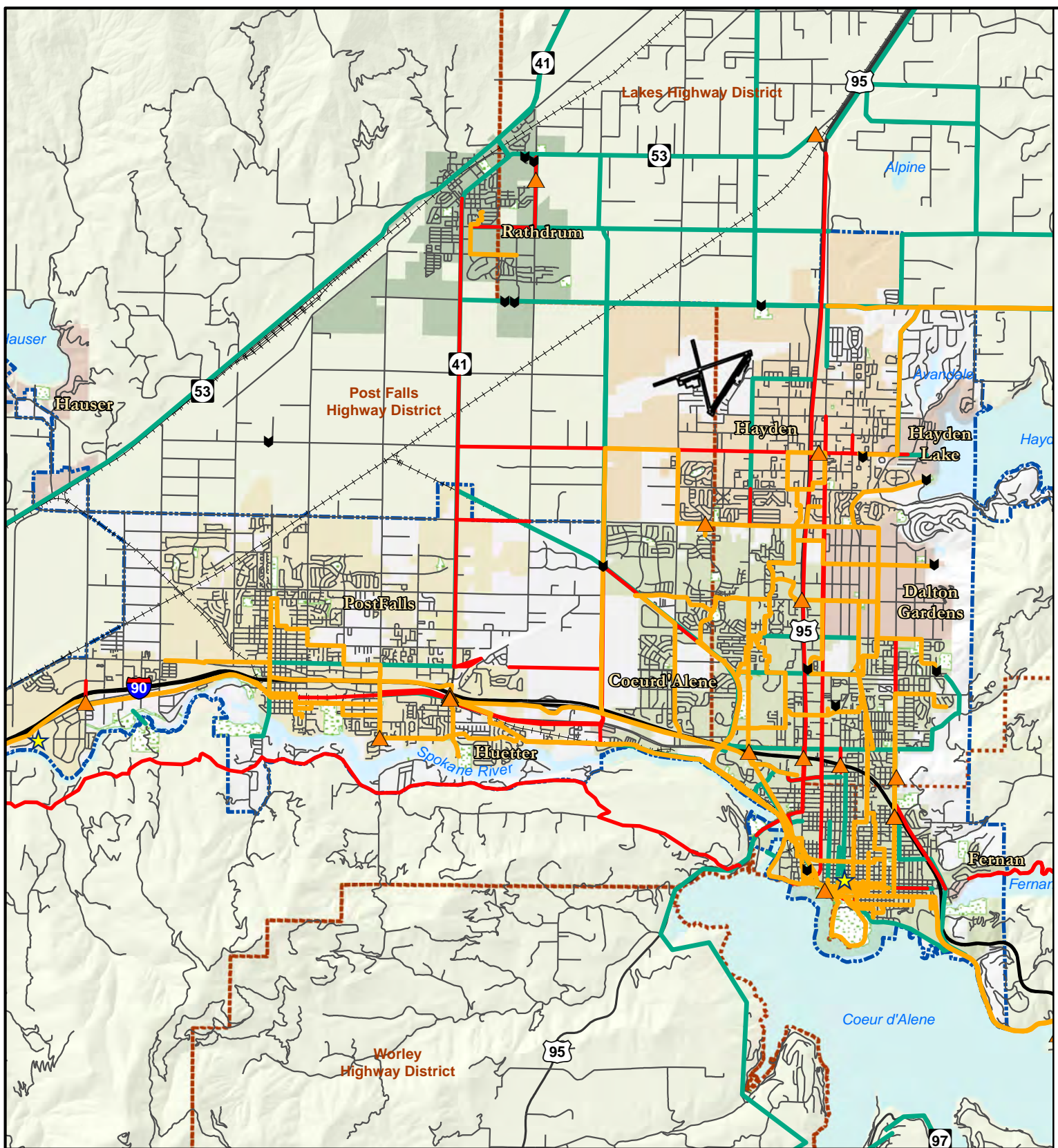
0 1.25 2.5 5 7.5
Miles



WIKIMAP RESULTS ALL ROUTES & POINTS - RURAL

- | | | | |
|----------------|--------------|----------------------|---------------------|
| My Route | Destinations | Interstate | Highway Districts |
| Problem Route | Problem Spot | US/State Highways | Urban Area Boundary |
| Proposed Route | Opportunity | Local/Seasonal Roads | Parks |
| | | Railroads | Lakes/Rivers |

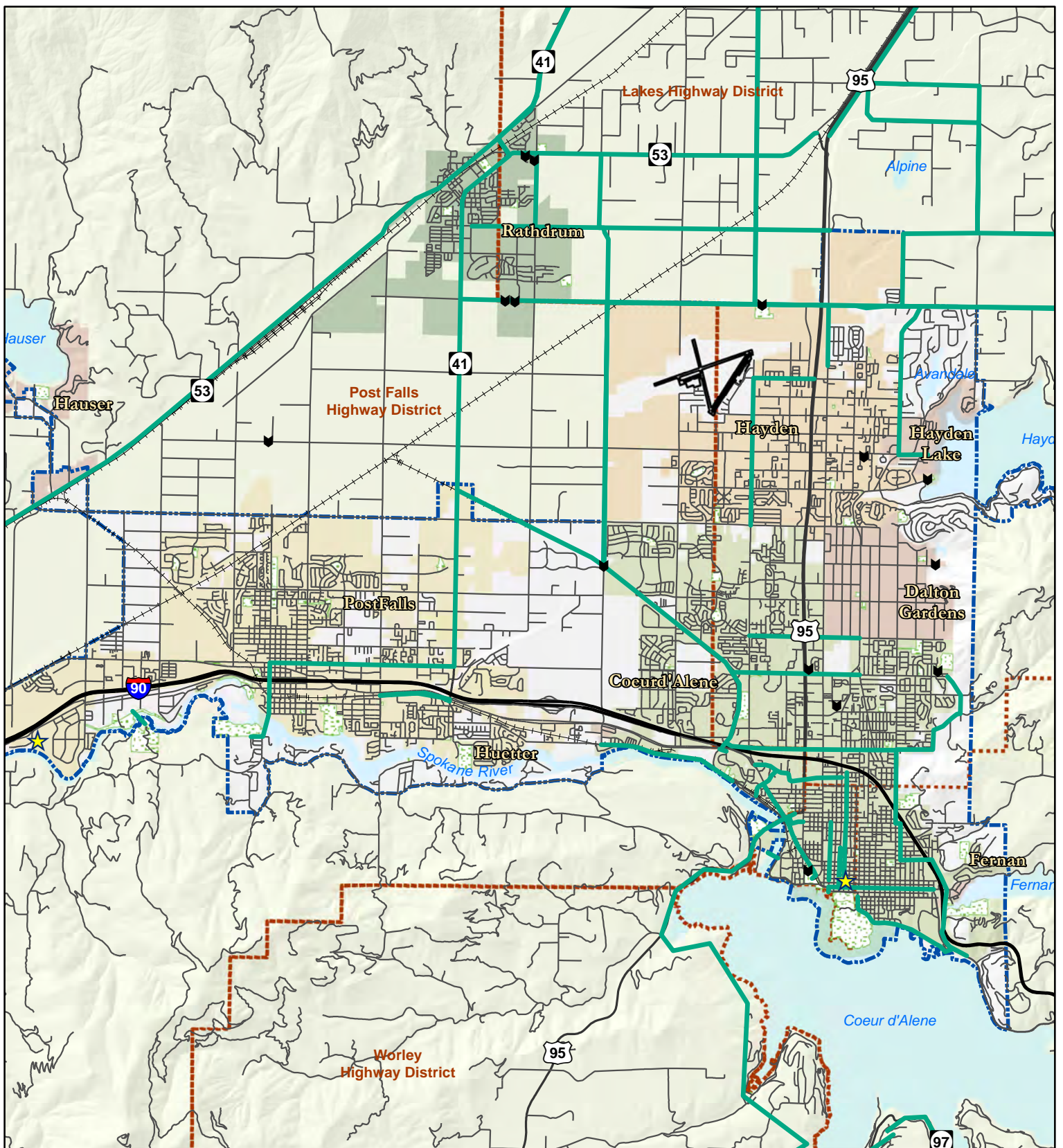
*Data based on best available information.*Data for illustrative purposes only.



WIKIMAP RESULTS ALL ROUTES & POINTS - URBAN

- | | | | |
|----------------|--------------|----------------------|---------------------|
| My Route | Destinations | Interstate | Highway District |
| Problem Route | Problem Spot | US/State Highways | Urban Area Boundary |
| Proposed Route | Opportunity | Local/Seasonal Roads | Parks |
| | | Railroads | Lakes/Rivers |

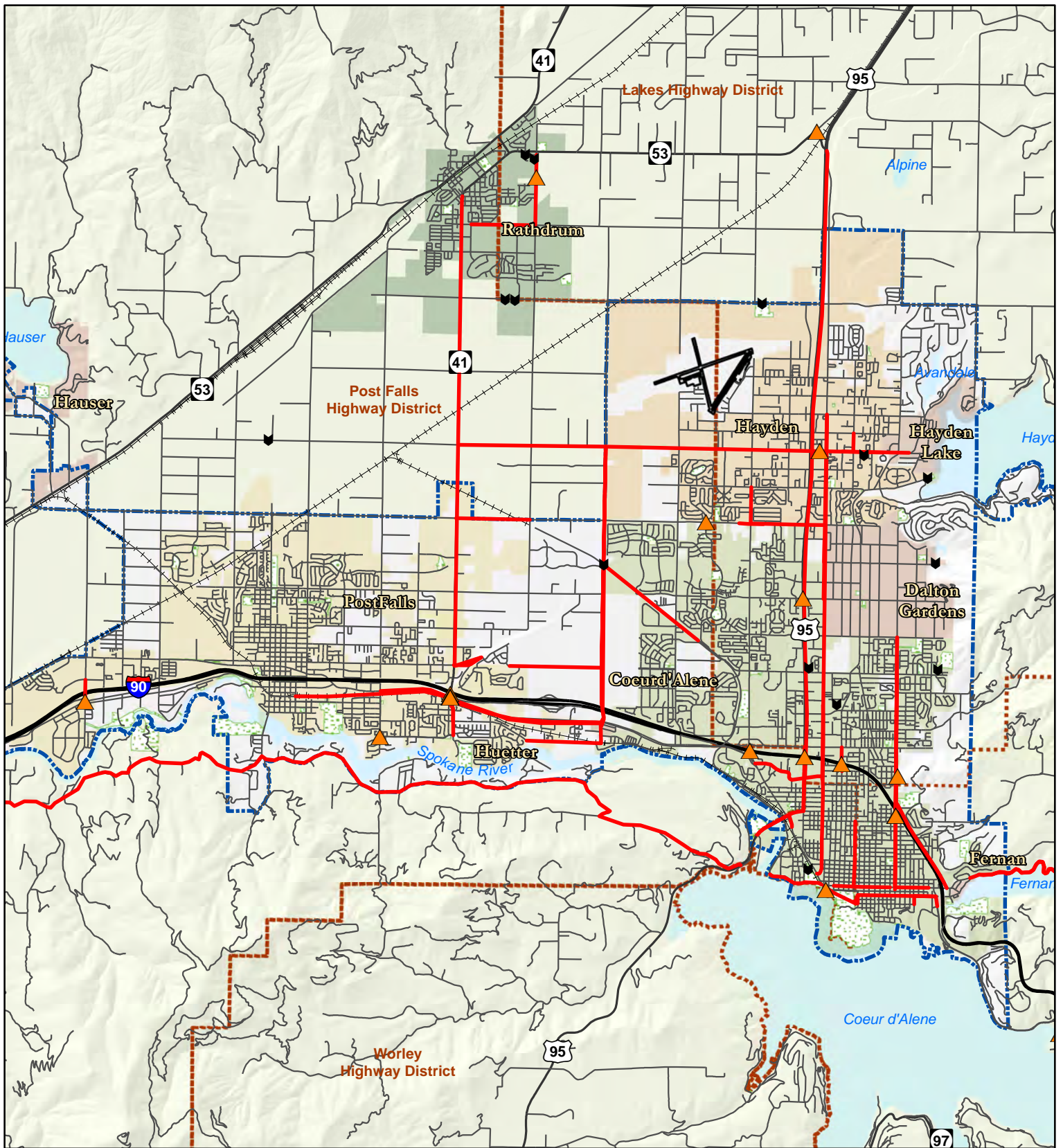
*Data based on best available information.*Data for illustrative purposes only.



WIKIMAP RESULTS PROPOSED ROUTES

- | | | |
|----------------|----------------------|---------------------|
| Proposed Route | Interstate | Highway District |
| Opportunity | US/State Highways | Urban Area Boundary |
| Destinations | Local/Seasonal Roads | Parks |
| Railroads | Lakes/Rivers | |

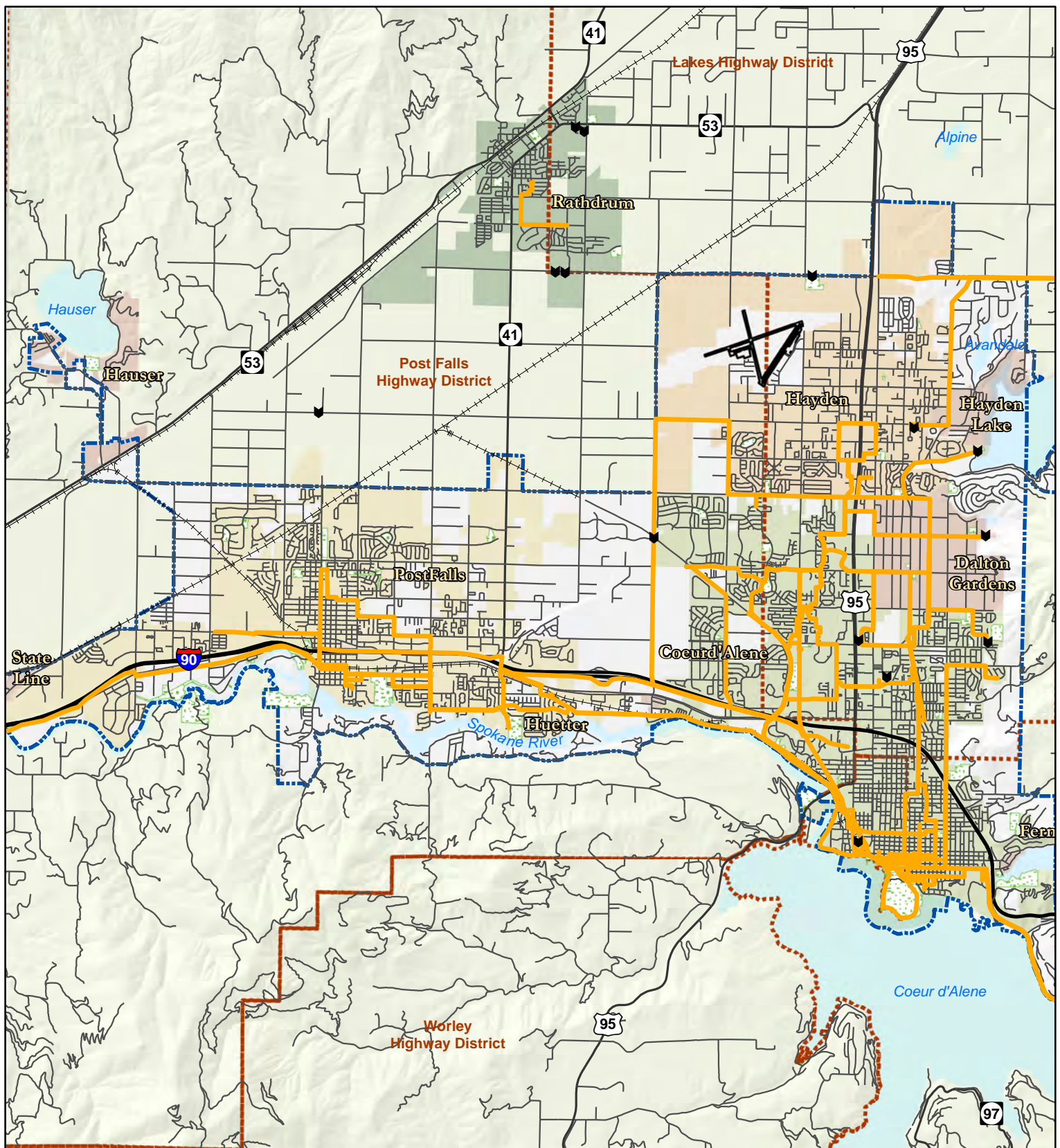
*Data based on best available information.*Data for illustrative purposes only.



0 0.5 1 2 3
Miles

WIKIMAP RESULTS PROBLEM ROUTE

- | | | |
|--|---|--|
| — Problem Route | — Interstate | Highway District |
| ▲ Problem Spot | — US/State Highways | Urban Area Boundary |
| ▼ Destinations | — Local/Seasonal Roads | Parks |
| + + + + Railroads | Lakes/Rivers | |



WIKIMAP RESULTS "MY ROUTE"

- | | | |
|----------------------|-------------------|---------------------|
| My Route | Interstate | Highway District |
| Destinations | US/State Highways | Urban Area Boundary |
| Local/Seasonal Roads | Parks | Lakes/Rivers |
| Railroads | | |

Wikimap Comments

Tables below only include data entries of locations that included comments or descriptions. All mapped routes and points can be viewed on the Maps.

Destinations

(Your destinations or locations to note on a bike/pedestrian map or wayfinding signage.)

Destination Name	User Type			Comment/Description
	Bicyclist	Pedestrian	Transit	
Costco	✓			
Super One	✓	✓		
Honeysuckle Beach	✓	✓		
Canfield Mtn	✓	✓		
Canfield Mtn	✓	✓		
home	✓			ok then.
prairie trail trailhead	✓			No parking anymore, want it to be connected to Rathdrum.
KTEC	✓	✓		
STEM School	✓	✓		STEM School
Super One	✓	✓		Kids from town make their way to this area. A path to this area would provide a safe path.
Hayden Meadows Elementary		✓		
NIC	✓	✓		Please remind drivers at round-about that cyclists share the road.
Bayview	✓	✓		I would bike here if I felt safe. But I don't because I don't. Too much traffic now.

Problem Spots

(Locations that cause problems for you or others (i.e. lack of a crosswalk or curb ramps))

Location	Issue				User Type		Comment
	Safety	Maintenance /Facility Condition	Needed Facility	Gap in Facilities	Bicyclist	Pedestrian	
15th St & I90 On Ramp	✓	✓	✓		✓	✓	This whole interchange with 15th and I90 is a total mess whether walking or biking, or in a car for that matter. Unsafe, dirty, not lit under freeway. connects downtown, schools, park, dog park, fire station etc.

SH53 & Old Highway 95			✓		✓	✓	Right in front of Park Rose Ranch there is no pedestrian trail. You have to walk, bike right next to traffic. Why???
5th Ave & Maine St	✓	✓				✓	Crosswalks need repainted
Hayden Ave west of Schmidt St	✓		✓			✓	Crosswalk for people crossing between fire station and Super 1
SH41 & I90 underpass	✓				✓	✓	Difficult intersection and underpass to cross for non-motorized use
CDA Lake Dr south of Sunnyside Rd		✓			✓		rough surface, danger on downhill
Greensferry Ave & Pondersa Blvd	✓		✓		✓	✓	bike lanes and pedestrian lanes do not stay painted. High traffic with speeding cars
SH41 & Seltice Way	✓		✓	✓	✓		NICT unceremoniously dumps onto surface streets at I90 and Idaho 41. This intersection is extremely dangerous and hard to navigate for cyclists.
SH 53 & UPRR	✓				✓		Narrow bridge on 53 over train tracks
15th St & I90 On Ramp	✓	✓	✓		✓		This part of 15th is dangerous on a bike, from here north to Best Avenue.
Northwest Blvd I/C	✓		✓		✓		Needs bike lane at i-90 overpass.
US95 I/C	✓		✓		✓		Needs bike lane for safe crossing of I-90
4th St I/C	✓		✓		✓		Need bike lane on 4th for safe crossing of I-90.
SH41 & Seltice Way	✓				✓		Difficult and annoying to navigate as a cyclist.
US95 & Hanley Ave	✓				✓		Traffic signal too short to cross on bike.
CDA Resort Boardwalk			✓	✓		✓	On our beautiful boardwalk, I found out the hard way that there is no way to complete this trek if you are in a wheelchair. Where the stairs are , I had always thought there was also a ramp that went around them too, but after inviting my daughter and grandchildren here and to take the boardwalk with me, I found out the hard way when I got stuck out in the middle. I convinced them to go without me (but my grandson refused to leave me) and I went back to wait on them to enjoy the sights. It would be great to make this handicap accessible. Thank you.
SH41 & Centennial Trail	✓				✓		Difficult to safely cross intersection.

Opportunities

(Locations where you see as an opportunity to enhance non-motorized transportation (i.e. benches, bike racks, safety treatments))

Location	Comment
5th St & Coeur d'Alene Ave	Let's create a secure bike parking area so we can cycle into town, and then walk to our events or errands.
South of Centennial Trail & east of Pointe Pkwy	Add a free campground along Centennial Trail for bicyclists.

Trail of the CDAs	Add several campgrounds along the Trail of the CdAs for bicyclists. The only ones I know of are at Harrison and in Heyburn S.P.
SH54 & US95	Providing access to water and restrooms (like they do along Lake Coeur d'Alene near the resort) would be GREAT here. Hopefully trails on Highway 95 will be developed and Bonner County will do the same. It would be fantastic to be able to ride up to San

My Route

(Routes you usually take to work, school, the store, with your dog, etc.)

Location	User Type			How do you use this route?	Are there any improvements that could be made to this route?
	Bicyclist	Pedestrian	Connection to Transit		
Mineral Loop to 15th St	✓	✓		Commute to work	
Neider to Wilbur	✓			Costco	
Wilbur to Kathleen	✓			Grocery	
Wilbur to Canfield Mtn	✓	✓		Access Canfield Mtn	
Wilbur - 15th St to Canfield Mtn	✓			Access Canfield Mtn	
Wilbur to Lakeside	✓			Connection to downtown	
Seltice to Wilbur	✓			Connection to Centennial Trail	
Kathleen to 13th St	✓			Route to work	
Prairie Ave to Honeysuckle Beach	✓			Get to beach	
Northwest Blvd/Ramsey Rd – Hanley Ave to Fort Grounds Dr				by car to go to work	
Centennial Trail – SH 41 to Ironwood Center Dr	✓			Work	Waiting for Seltice to be completed
Centennial Trail - Spokane to SH 41	✓			Exercise	Nope
Portside Ct to McGuire				Car - to get kids to school	no
Maplewood Ave - Riverside Harbor to Huetter Rd	✓	✓		A nice walk or bike ride.	The shoulders of the road could use improvement.

Portside Ct to SH 41	✓	✓		To go to the chevron station or to KFC.	no shoulder on road or sidewalk. We ride in the dirt.
Sherman Ave – 3rd St to 14th St	✓	✓		Walk/drive/bike to work or walk my dog	Street lights - encourage traveling at night. I would walk down Sherman instead but there are barely any lights on Sherman as well. If you live on East Sherman, it doesn't feel safe to walk at night or early in the morning without lights
Lakeside Ave to Pennsylvania Ave	✓			Commute to Work	
Thayer to Lund St		✓		Exercise	This is a good route
English Point Rd to Maple St				Car getting Kids to school. I would park further out and have them bike or walk from golf course area on	Wider marked maintained shoulders
Centennial Trail - Pleasant View Rd to Lincoln St	✓			to work	no
(map data incomplete)				commute to work	
(map data incomplete)	✓			recreation	rough surface on hill
(map data incomplete)	✓			recreation	
Higgins Point to Thomas Ln	✓			5 times a week	Yes between Best and I90
Lancaster Rd- Government Way to English Point Rd	✓			Bike ride access to English Point trail system	Bike trail highly disjointed. Several areas with dedicated bike trail, several areas in front of subdivisions with unconnected trails, areas of a Lancaster Rd. With bike lanes, area of Lancaster with nothing (less than 6 inch road shoulders). PLEASE CONNECT!!!
Starr Lp to Courcelles Pkwy	✓			Commute to work.	East on Prairie is scary when I lose the bike lane at Ramsey. I prefer to ride with the cars, but it is pretty narrow there. Riding west, just after crossing 95 is pretty scary all the way past Ramsey. No bike lane and no continuous sidewalk as a bail out option.
Courcelles Pkwy to St Michelle Dr	✓			Exercise loop.	Huetter and Hayden are pretty to bike on, but lacking shoulders. Especially Hayden. I know we can't repave the whole world for bikers but if/when roads get worked on it would be great to enhance them with wider shoulders. The newly repaved section of Huetter from Seltice north to Mullan is great.

Ash Ave to Fort Grounds Dr		✓		Daily exercise	
Ash Ave to Higgins Point	✓			Biking/walking exercise route	Sweeping it more often & better snow removal
Mineral Dr to Pennsylvania Ave	✓			Commute to work	Intersection at 95 is intimidating. Need bike lane for crossing the intersection. Need longer lights crossing 95 so bike traffic can get across intersection before the light changes.
Pennsylvania Ave to Mineral Dr	✓			Commute to work	Need better crossing access along Northwest Boulevard. Would prefer to start crossing and heading around Ironwood, but traffic from there to lakeside is a mess and hard to deal with on a bike.
4th St to Pennsylvania Ave	✓			Downtown Access	Bike "parking" on more corners...
Lakeside Ave to Higgins Point	✓			Recreation/Exercise	Nope!
(map data incomplete)	✓			Doctr's appointments	
21st Ave to Black Forest Ave	✓	✓		Walking. We would bike/walk to church, stores, etc very often if there were decent ways to get there.	Some roads have no walkways. Walking and Biking along north-south routes are often hazardous. We really need separate routes for non-motorized - coupling bikes with cars NOT GOOD. I especially am concerned with tween/teens I see crossing Seltice across the freeway. My husband has "biffed" his bike in that crossing as well. Have seen other riders do the same. Green spaces, biking, hiking trails I believe have been shown to reduce crime. If you raise the bar with developers and city planners we could have an awesome area. If you continue to fill in the prairie like you are, expect a debased community.
Black Forest Ave to 21st Ave	✓	✓		Getting to church, library.	Get rid of the cars :) :) PLEASE Raise the bar for city planners and developers. Little side bars for bikes are ridiculous. Senior citizens could bike the entire town if safe routes were available. Green, open spaces create peaceful environments. Quality over greed!!
Black Forest Ave to Bellerive Ln	✓	✓		For exercise	Separate bike/and hike trails

(map data incomplete)	✓	✓		to commute into town center	dedicated bike path/route along Sherman
	✓			Rollerski for conditioning	Regular sweeping of Atlas Trail
Dalton Ave to Hayden Ave	✓			Bicycle route to Hayden	
Dalton Ave to	✓			Bicycle access route to MidTown	
	✓			Bicycle Southern access to Safeway/Costco	Class II bikelanes on Howard

Problem Route

(Routes that you may take but have issues along the way (i.e. lack of facilities, maintenance issues))

Location	Issue				User			Description
	Safety	Gap in Facilities	Needed Facility	Maintenance /Facility Condition	Bicyclist	Pedestrian	Connection to Transit	
Centennial Trail - Lincoln St to SH41		✓			✓	✓		The Centennial Trail through most of Post Falls is confusing and goes all over the place. Signage is poor, so it's easy to get lost because of all the turns. Hope you can realign the trail someday for a more pleasant ride/walk.
Centennial Trail – NIC to Sherman Ave	✓				✓	✓		Centennial Trail very congested through here and needs expansion or separate routes for bikes and pedestrians.
Mullan Ave to Centennial Trail			✓		✓			Centennial Trail is very confusing through here. Needs a distinct trail or lane.
US 95 -Walnut Ave to Appleway Ave	✓		✓		✓			Need to extend bike path south of Appleway.
Ironwood Dr - Northwest Blvd to Government Way	✓			✓	✓	✓		Ironwood drive is one of the worst problems in our area for pedestrians and cyclists.
Ramsey Rd - Prairie Ave to Honeysuckle Ave			✓		✓			No bike lane(s) in north or south direction. Getting up/down to Honeysuckle can be scary. Going east/west on Honeysuckle is great, but connecting to it is tough.
Prairie Ave - Vantage Dr to Sandpiper Way			✓		✓			Traveling east you go from bike lane to none. So ride on the sidewalk or hang out with traffic in the narrowing lane. Sidewalks are bad for bike commuting, too many people turning in/out and not really looking.

Centennial Trail - 1st St to Mullan Ave	✓	✓			✓			NICT through the resort and McEwan Park is confusing, crowded, and dangerous. Connection from McEwan exit to Mullan Ave is not ideal.
Fernan Rd - Lakeview Dr to Canfield Mtn Trailhead				✓				Outrageously bad chip sealing ruined one of the best recreational rides in North Idaho and a major gateway to backcountry riding
15 th St - Sherman to Margaret	✓	✓	✓	✓	✓			There is no connection to the NI Centennial Trail from neighborhoods east of US 95 and north of I90
(map data incomplete)			✓	✓	✓			There is no bike lane here
US 95 - NW Blvd On Ramp to Marina Dr	✓	✓	✓	✓	✓	✓	✓	Crossing the river on Hwy 95 southbound is a bit tricky and very close to high speed traffic. North bound less so, but it would be nice to have more space to ride/walk along the shoulder of this bridge. The shoulder also collects quite a bit of debris.
Maple St - Hayden Ave to Dakota Ave	✓		✓		✓	✓	✓	Many children and disabled residents without cars use Maple street to access local schools, businesses and connections to transit. There is no shoulder or sidewalk available for use by pedestrians and the width of the road is inadequate to accommodate two direction traffic and pedestrian use.
Seltice Way - SH 41 to Huetter Rd	✓				✓	✓		Not non-motorized friendly for main connection route
Hayden Ave - Circle Dr to Ash St	✓		✓			✓		Add sidewalks or shoulders around Hayden Meadows Elementary for walking
Ohio St to Commercial Park Ave	✓		✓			✓		These are busy roads and a path would be wonderful.
Sherman Ave - 3rd St to 14th St	✓			✓	✓	✓		Lack of street lights on Sherman and side streets. Sidewalks are NOT maintained well by homeowners and is dangerous to walk on at night or even the day. Required sidewalk maintenance would be nice and more lighting. Otherwise it has a dangerous feel at night.
Mullan Ave - 8th St to CDA Lake Dr	✓				✓			We are promoting wrong way riding by having a bike lane only on the right side of the street. Correct by adding at minimum sharrows to the north side of the lane. Further correct by adding sidewalks for pedestrians.
4 th St - Hattie to Appleway Ave	✓				✓			Gap in network

Prairie Ave - US 95 to Government Way	✓		✓		✓	✓		No sidewalk or shoulder on south side. Poor connection to Farmer's Market
Government Way - Wilbur to Aqua	✓		✓		✓			Narrow travel lanes and no bike lane.
US 95 - Northwest Blvd Off Ramp to Appleway					✓			No facility
Prairie Ave - Meyer to SH41			✓		✓			No facility and narrow roadway
US 95 - Appleway to SH53				✓	✓	✓		Poorly maintained facility
US 95 - Ironwood Dr to Neider Ave			✓		✓			Gap in bicycle lanes
Prairie Ave - Ramsey Rd to US95	✓		✓		✓	✓		Gap between bicycle lanes. No sidewalk on north side.
Government Way – I90 to Neider	✓		✓		✓			Bike Lanes are needed along this section of Government Way
US 95 – Marina Dr to Northwest Blvd On Ramp	✓			✓	✓			Needs a bike lane on both sides of the bridge deck which need to be swept on consistent schedule
Centennial Trail – Park Dr to College Dr				✓	✓			Pavement is in poor condition in the bike/pedestrian lane
Higgins Point to SH57		✓			✓			No bike path from Higgins Point to 97 for bicyclists, would greatly extend the bike route available for riders to access 97 from CDA
15 th St – Sherman Ave to Margaret			✓		✓			bike lane along 15 th St much needed, dangerous as is
US 95 – Ironwood Dr to Appleway Ave	✓	✓	✓		✓			Need a good way north here, especially across the overpass. I haven't wouldn't ride this route unless necessary... it has too heavy traffic with no consideration for cyclists.... but is also a primary place that need connection. Otherwise one must ride very far out of the way to make up for this transition...
Ross Point Rd - Seltice Way to Ponderosa Blvd	✓			✓	✓			Inadequate bicycle lanes. I feel unsafe riding on this part of the NICT.
Government Way – Garden Ave to Hanley Ave				✓	✓			Class II Bike Lanes need to be swept on a consistent (bi-weekly) schedule
Fernan Lake Rd – Lakeview Dr to Discovery Point Trail			✓		✓	✓		I frequently see bicyclists risking death just to bike along Fernan Lake. Putting a bike

								lane would offer a safe, scenic ride or walk.
Government Way – Hanley Ave to Hayden Ave	✓	✓			✓			The bike lane along Gov't Way is presently fragmented and needs to be continuous for its entire length. Currently, when the trail ends, it's a death trap.
15 th St – Harrison Ave to Dalton Ave				✓	✓			Wide travel lanes and poor bicycle lanes.
Ross Point Rd - Maplewood to Seltice Way								Need trail
Seltice Way – Huetter Rd to Ross Point Rd								Need trail
US 95 – Marina Dr to Northwest Blvd Off Ramp								No bike lanes or sidewalk
US 95 – Appleway Ave to Ironwood Dr								Need bike lanes across bridge
15 th St – Shadduck Ln to Elderberry Cir								No southbound bike lane

Proposed Route

(Routes that you would like to see in the future (i.e. a shared-use path between communities))

Location	User Type		For what purpose is this route desired?				Comment/Description
	Bicyclist	Pedestrian	Recreation	Safe Route to School	Getting around town/between cities	Improved Safety	
Montana to 23rd St	✓	✓			✓	✓	This would be a nice route for tourists or locals to easily commute from one side of town to another. Restaurants/bars/work. Providing wider roads that are biking friendly, well lit sidewalks, garbage cans, and public transit with easy drop off points. This would make the city more cohesive & easy to navigate.
Boekel Rd – SH 41 to US 95	✓	✓			✓		This path would connect to the Path on Hwy 95
Lancaster Rd – SH 41 to US 95	✓	✓					Would Connect schools, parks and path on 95.

2 nd St – Lakeside Ave to Locust	✓				✓	✓	Move bike lanes from 3rd to second to improve safety
5 th St – Lakeside Ave to Hattie	✓				✓	✓	Move bike lanes from 4th to 5th to improve safety
Centennial Trail to Molstead Rd	✓	✓	✓		✓	✓	Extend Centennial Trail from Higgen's point to Molstead Road to provide safer and easier access to the existing and planned BLM facilities on Blue Creek Bay and the Wallace Forest Conservation Area.
Huetter Rd – Prairie Trail to Lancaster Ave	✓		✓		✓	✓	Would be nice to see a bike lane or wider shoulder w/ fog line. This is the best n/s route for cyclists in the area on the way to rathdrum or points north.
Blackwell Island to Centennial Trail	✓	✓	✓	✓	✓	✓	It would be great to have a bike/ped access across the river other than the Hwy 95 bridge. It would be great for all the residents in the cougar gulch/ riverview areas and the vacationers at the rv park to have a dedicated access to town.
Trail around Lake CDA	✓		✓				round the lake trail
Trail around Lake CDA	✓		✓				round the lake trail
Trail around Lake CDA	✓		✓				round the lake trail
Huetter Rd – Prairie Trail to Boekel Rd	✓		✓	✓	✓		Desire path from current end of Prairie Trail to KTEC/NIC Parker Center
Dalton Ave – Ramsey Rd to 4 th St	✓		✓	✓	✓	✓	There is no easy and safe way to cross US 95 north of I90 - many of the dedicated trails are west of US 95 so neighborhoods east of US 95 do not have safe access to them.
US 95 to Harrison Ave	✓		✓		✓	✓	Need a safe route from west end of Harrison to US 95 bridge over river.
Centennial Trail – Greensferry to Ross Point Rd	✓	✓	✓		✓	✓	Close the gap in the NICT. Combine with bike lanes or path along Seltice from Huetter to Ross Point and get cyclists through intersection of Ross Point and Seltice more safely.
Centennial Trail to Riverstone Dr	✓	✓	✓		✓	✓	Finish the work to connect the new bike trail along Seltice to the NICT. There is also a driveway that is missing along Seltice.
Centennial Trail – 8 th St to CDA Lake Dr	✓		✓			✓	This would be a much better alignment of Centennial Trail in contrast to Mullan.
Government Way- Buckles Rd to Lancaster Ave	✓					✓	Add bike lane from south of Buckles to Lancaster on Gov't Way. I bike this route and it's dangerous!!
Wyoming Ave/Ramsey Rd – US 95 to Prairie Ave	✓					✓	Added route would safely connect to bike trail along Ramsey. I frequently ride on Wyoming to run errands, but there is no protection.

Centennial Trail to Trail of the Coeur d'Alenes	✓		✓				A long term goal should be to connect the Centennial Trail with the Trail of the CdAs. I know it's ambitious, but think of the popularity of such a trail.
Lancaster Rd – Government Way to Lancaster Rd	✓	✓	✓			✓	The bike lane from Gov't Way out to English Point is incomplete and riding is dangerous. Finish installing a safe bike lane all the way. Would be popular for walking & riding.
US 95 to Perimeter Rd	✓	✓	✓			✓	Once the bike trail is complete from CdA to Athol, create a bike lane or trail out to Farragut S.P. Not currently safe for bicyclists. or pedestrians.
Centennial Trail – Greensferry to Ross Point Rd	✓		✓				Continue the NICT along Seltice from Highway 41 to Greensferry.
Appleway Ave - Fairway Dr to 15th St	✓				✓	✓	Create a bike path/access for bike traffic along Appleway to offer access to the commercial district here for commuters.
Ironwood Dr – Northwest Blvd to 4 th St	✓				✓	✓	Add bike route access connecting NW Blvd to 4th along Ironwood. Hospital, Healthcare, Gym, Retail could be better connected.
Kathleen Ave – Prairie Trail to 4 th St	✓				✓	✓	Connect access between Trail and 4th Street along Kathleen.
SH 54 – Spirit Lake to Athol	✓		✓		✓	✓	I would ride my bike so much more if I could safely get between cities and towns.
(map data incomplete)			✓		✓	✓	Again, I would ride my bike so much more if I could safely get between cities and towns I would love to be able to ride all of the way into Coeur d'Alene and feel safe about it. There is so much heavy traffic now. Our area would be much enhanced if there were more safe biking and walking routes available. EVERY new road that goes in - especially along highways and such - should have bike/walking paths built alongside them. Why not?!
SH 41/SH 53 – Washington State Line to SH 54	✓	✓	✓		✓	✓	I would simply love to see more inter-connectedness between cities and more recreational opportunities. There are so many cars now and wouldn't it be great if families and such could get out and visit our beautiful communities via walking and biking trails? We've needed this for a very long time, even moreso now with increased population pressures.
Prairie Trail – Huetter Rd to St. Michelle Dr							Extend to Rathdrum
Corbin Rd to Windswept Trail							Bridge for Peds to Quemlin

[illegible]

Appendix IV
Regional Vision
Brainstorm Results

Vision Brainstorm

Stakeholder Workshop 1

10/19/2017

Themes:

Safety

- Address/mitigate high crash areas
- Fix the Hwy 41 and Centennial Trail intersection near exit 7 on I90
- Well connected, safe routes for all users to region destinations
- Safe issue areas
- Safe passage to emergency facilities—doctors, hospital, etc. for non-motorized traffic—more direct
- A way for people using bikes to be with other walking, wheelchairs, strollers
- Curb cuts—safe, level passages—no roots or other obstructions
- Safe and accessible routes for people with disabilities using a wheelchair or other device. Share the road.
- Update safety of existing facilities as uses/growth changes vehicle counts/potential conflicts
- Safe Routes to School: bi-modal lanes on both sides of road; get kids to walk/bike to school
- Winter maintenance; construction detours
- Safety: separated connections (bike/ped) between schools and students
- Better safe routes to schools; more RRFB for crosswalks, actual sidewalks to all schools, reduction in idling cars outside schools
- Safe routes
- Safe routes to school to reduce parent pick-up/drop-off needs

Policy/Planning

- County-wide ped/bike master plan
- Ad-hoc NMT committee to finalize, prioritize and set implementation recommendation
- Address/adopt consistent standards county-wide
- Does ITD have any policies about e-bikes? I could see e-bikes replacing the 2nd family car (WA state parks e-bike policy).
- Consistency in network applications throughout region
- Connection incorporate into design standard. Example Walmart, companies/developers
- Designing roads/streets to address the vision to connect/create access
- Provide multi-use path ROW along Hwy 53 and 41 corridors
- Identify and prioritize gaps in pedestrian network and LOS (i.e. sidewalk width, sidewalk w/ no bike lane) limiting access to civic facilities
- Critical connections and gaps within ped/bike network secured. Secure ROW needed with annexation and redevelopment.
- Year-round maintenance
- Snow removal: need an all-encompassing plan for removal of snow from sidewalks and bicycle facilities; businesses and individuals being responsible doesn't always work. i.e. who is policing it and making it get done
- Possibility of using Hwy Dist. For maintenance of trails or using ITD money as grants to highway district.

- Provide non-motorized transportation network to support commerce, entertainment, education, and recreation goals within the metropolitan area.

Connectivity

- Identify kid-friendly bike routes to cities/parks.
- Better connection of bikeways throughout the community. Specifically the Prairie Trail with Centennial Trail w/ Hwy 95 trail with Hwy 41 (future) trail.
- Ability to conveniently travel to destinations by bike/walk
- Access to off-road trail system
- Easy access to all community facilities
- Bike paths leading without interruption from all cities to the Centennial/Prairie Trail (close the gaps)
- Trail connectivity between the municipalities in all directions and upgraded trail classifications. i.e. safer, wider trails
- Connectivity/creating access to key origins and destinations—employment, recreation, etc.
- Provide multi use path within north/south connections in east Post Falls to Hwy 53
- Provide extension of Prairie Trail to Hwy 41
- Connectivity paths that connect up with each other to provide safe bike lanes throughout County
- Connectivity=regional; US 95 trail CDA to Sandpoint; SH41 Trail Post Falls to Newport
- Centennial Trail/Prairie Trail: 1. SH41/Seltice Intersection 2. Get trail along rail corridor in Post Falls 3. Complete Prairie trail from Huetter to SH41
- Connectivity: complete missing segments of sidewalks, prioritize ADA; school zones, medical corridor, business districts, park and rec facilities
- Prairie: Bi-modal pathways on both sides extending through Hayden
- More facilities
- Better connectivity between cities; KC has several north/south facilities, very few east/west
- Better in street facilities; recreation trails are fine but I need to get to the grocery store, doctors office, and retail outlets.
- Connectivity beyond main routes
- Need to consider natural route of walkers/bicyclists to business, services, etc. Example: need more east/west connections in CDA and north/south in Post Falls
- Expanded connections to bus routes; are there safe walking/biking facilities to bus stops?
- More sidewalks in Post Falls so it is safe to take a walk without worrying about getting hit by a car
- Bike lanes in Post Falls
- Well connected network to allow people to get anywhere they need without an automobile
- Connectivity to transit—a focus on the “first/last mile”
- Vision: total connectivity of trails between CDA, PF, Hayden and Rathdrum
- More marked bike lanes through residential areas.

Education/Awareness/Outreach

- Awareness: take presentation into each community—council & council sub-committees
- More programs to change human behavior: Bike work week, bike buddy-mentor program
- Provide a direction for investment in bike/ped infrastructure for the Highway Districts.
- Look at cycling routes as a way to generate tourism dollars and provide resources to bike touring/bike vacationing public. i.e. maps, bike friendly businesses, etc.
- Create/improve the commute trip reduction program in Kootenai County to more fully use bike/ped infrastructure.
- A way to put out info for people—knowledge of plans, community support
- Increased awareness and cooperation between motorists and cyclists—end texting; an end to seeing adults cycling the wrong way on the sidewalk on Government Way in CDA
- Education: Idaho stop sign law for both bikers and drivers; 4 lane car stops
- More outreach regarding crosswalks; majority of motorists unaware they should stop when crosswalk occupied
- Education
- Making Kootenai County a destination for NMT vacations/events
- Bike safety & workshops in all elementary schools (is this already happening?)

Mapping/Wayfinding

- To prepare a map/network of connections to offer communities, (i.e. Harrison, Spokane, Sandpoint, Kellogg, etc.) including signing along routes.
- Mapping showing where people can use non-motorized vehicles.
- Regional map of rides originating from Centennial trail to attract cycle tourism. I.e. Hayden Lake, Hauser, Newman Lake, S. of River riders, etc.
- Maps for bike routes through out county on internet
- Mapping walkability of our cities and neighborhoods
- Tourism money from regional trail system; mapping Trail of the CDAs, Centennial, Hiawatha, etc.

Other

- Placemaking; rest stops
- More bike racks
- More fix-it stations throughout the trail system
- Moving the Centennial Trail away from I90 and closer to the river.

Appendix V

Recommended Project Lists

Recommended Projects

Planned

Project Location	Description	User Type			Existing Facility	Project Type		Project Purpose					# of Crashes	Community Support	Agency
		Bicyclist	Pedestrian	Transit Access		Upgrade	New	Safety	Connectivity	Maintenance	Recreation	Economic Benefit		# of responses	
Shadduck Ln to Coeur d'Alene Lake Dr	Add Shared Use Path	●	●		☾	●	●	●	●		●		1	1	Coeur d'Alene
Huetter Rd to Bellerive Ln	Add Shared Use Path	●	●				●		●		●	●	0	2	Coeur d'Alene
Northwest Blvd - Appleway Ave to Sherman Ave	Add bike lanes on both sides and close gaps in shared use path and sidewalks	●	●	●	☾	●	●		●				9	2	Coeur d'Alene
Sherman Ave - 1st St to 23rd St	Add bike lanes and sharrows where appropriate	●		●			●	●	●			●	13	4	Coeur d'Alene
Boekel Rd - Ohio St to Meyer Rd	Add sidewalks or shared use path		●				●	●					0	1	Rathdrum
Meyer Rd - Boekel Rd to Commercial Park Ave	Add sidewalks or shared use path		●				●	●					0	1	Rathdrum
Lancaster Rd -SH 41 to Meyer Rd	Add shared use path	●	●				●	●	●				0	1	Rathdrum
Dalton Ave - Ramsey Rd to 4th St	Add bike lanes	●	●	●			●	●	●				1	1	Coeur d'Alene
Government Way - Buckles Ave to Lancaster Rd	Add bike lanes	●		●			●	●					0	1	Hayden
Centennial Trail - Greensferry Rd to Ross Point Rd	Add shared use path	●	●	●			●	●	●			●	0	3	Post Falls
Connection from Centennial Trail to Riverstone Dr	Add shared use path	●	●	●			●	●	●		●		0	1	Coeur d'Alene
Wyoming Ave - US95 to Ramsey Rd	Add bike lanes on both sides	●					●	●					1	1	Hayden
Ramsey Rd - Wyoming Ave to Prairie Ave	Add bike lanes and/or shared use path	●		●			●						1	2	Hayden
Appleway/Best Ave - Fairway Dr to 15th St	Add bike lanes	●					●	●	●				24	1	Coeur d'Alene
Lakewood Dr - Ironwood Dr to Centennial Trail	Add bike lanes	●		●			●	●	●				2	1	Coeur d'Alene
Kathleen Ave - US 95 to Government Way	Add bike lanes	●					●	●	●				1	1	Coeur d'Alene

US 95 - SH53 to Bonner County	Add shared use path	●	●				●	●	●		●		0	1	ITD LHD
SH 53 - SH 41 to Old Highway 95	Add shared use path	●	●				●	●	●				3	2	ITD LHD Rathdrum
Mullan Ave - SH 41 to Spokane St	Add bike lanes	●		●			●	●	●				5	1	Post Falls
Huetter Rd - Maplewood Ave to SH 53	Add shared use path and widen/stripe shoulder	●	●				●	●	●				0	6	PFHD LHD Hayden
Prairie Ave - SH41 to Government Way	Close gaps in bike lanes and/or shared use path and sidewalks	●	●	●	●	●	●	●	●				8	4	Hayden PFHD Coeur d'Alene
Lancaster Rd - Meyer Rd to Government Way	Widen and stripe shoulder	●	●		●	●			●				0	3	Hayden Rathdrum
US 95 - Appleway Ave to SH 53	Reconstruct shared use path	●	●		●	●		●	●	●			0	1	ITD
Government Way - Hanley to Hayden	Add bike lanes, sharrows and sidewalks where appropriate	●	●				●	●	●				5	2	Hayden Coeur d'Alene
4th St - Hattie Ave to Appleway Ave	Add bike lanes	●						●					4	1	Coeur d'Alene
Hayden Ave - Strahorn Rd to Maple St	Add bike lanes or widen shoulders and add sidewalks	●	●				●	●					0	1	Hayden
Pleasant View Rd - Riverbend Ave to 5th Ave	Add bike lanes or shared use path	●	●				●	●					0	1	Post Falls
Maple St - Hayden Ave to Dakota Ave	Add shared use path, sidewalks, or widened shoulder	●	●				●	●					1	1	Hayden
SH 41 - Mullan Ave to Coeur d'Alene St	Add shared use path	●	●				●	●	●			●	2	2	ITD Post Falls Rathdrum
15th St - Sherman Ave to Dalton Ave	Close gaps in shared use path and bike lanes	●	●		●	●	●	●	●	●			7	9	Coeur d'Alene
Young Ave to Ashton Rd	Add shared use path	●	●				●	●	●		●		0	1	Coeur d'Alene
Government Way - Neider Ave to Ironwood Dr	Add bike lanes	●		●			●	●	●				18	1	Coeur d'Alene
Ross Point Rd - Ponderosa Blvd to Seltice Way	Add bike lanes	●					●	●		●			0	2	Post Falls
Hayden Ave - Atlas Ave to Huetter Rd	Add bike lanes on both sides	●			●	●			●				0	1	Hayden

Mullan Ave - Huetter Rd to Inverness Dr	Add bike lanes	●					●		●				0	1	Post Falls
Connection from Huetter Rd to Ross Point Rd	Add shared use path	●	●	●			●	●					2	3	Post Falls
Strahorn Rd - Dodd Rd to Hayden Ave	Add shared use path or bike lanes and/or widen shoulders	●	●		●	●	●	●	●				0	1	Hayden
SH 53 - SH 41 to McGuire Rd	Add shared use path	●	●				●	●	●		●		0	1	Rathdrum
Seltice Way at I90 Interchange	Add bike lanes or shared use path	●	●			●	●	●	●				1	1	Post Falls
Maplewood Ave - Huetter Rd to Riverside Harbor Dr	Widen shoulders and/or add bicycle lane	●	●		●			●					0	1	Post Falls PFHD
SH 41/Ross Point Rd @ Seltice Way	Improve crossing/reconfigure intersection	●	●		●	●		●					0	3	Post Falls ITD

Recommended Projects

Unplanned

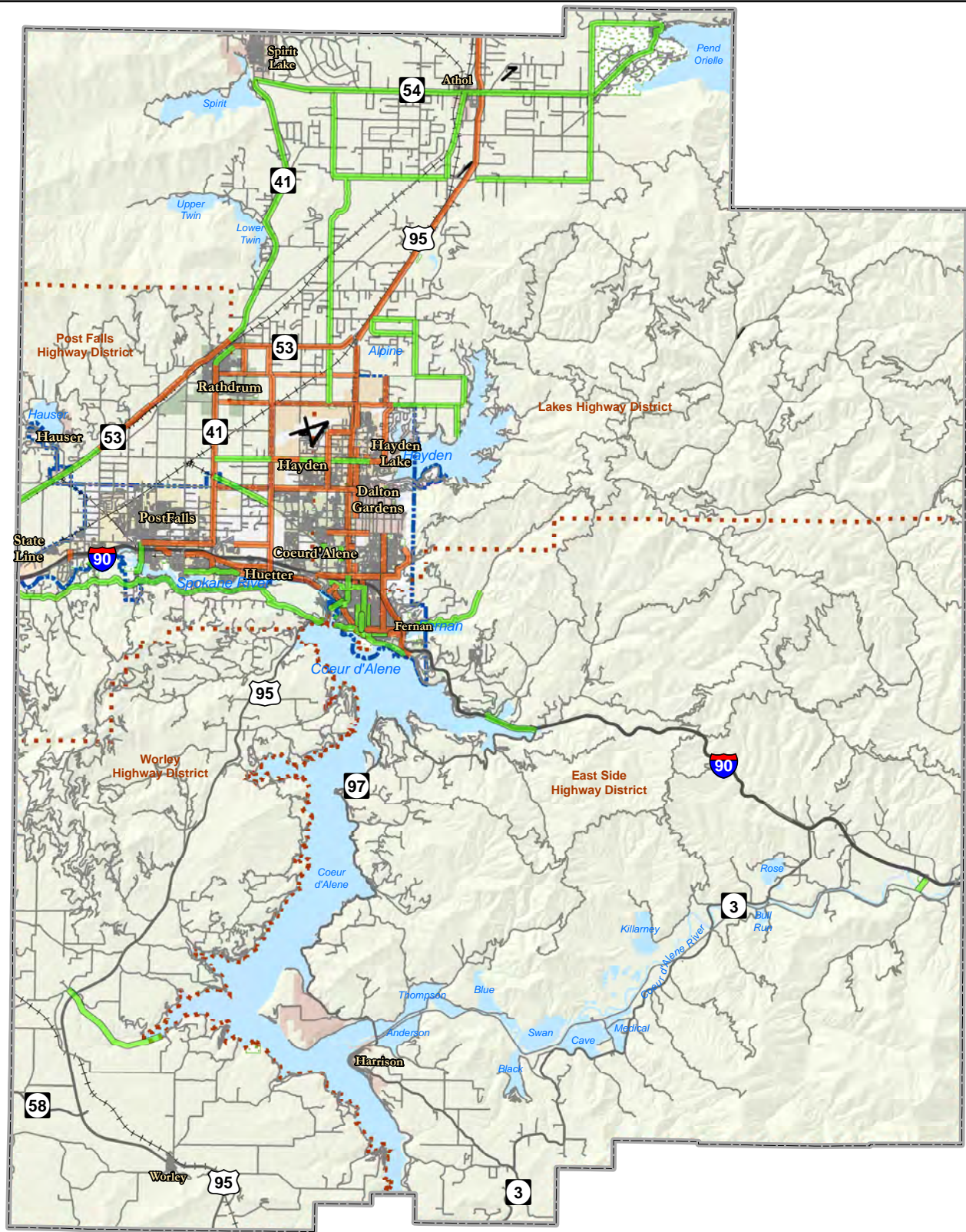
Project Location	Description	User Type			Existing Facility	Project Type		Project Purpose					# of Crashes	Community Support	Agency
		Bicyclist	Pedestrian	Transit Access		Upgrade	New	Safety	Connectivity	Maintenance	Recreation	Economic Benefit		# of responses	
4th St - Sherman Ave to Montana Ave	Add bike lanes	●		●			●	●	●				4	1	Coeur d'Alene
Boekel Rd - Meyer Rd to Government Way	Widen and stripe shoulder	●	●		┐	●			●				1	1	LHD
2nd St - Lakeside Ave to Emma St	Move bike lanes from 3rd St	●					●	●					2	1	Coeur d'Alene
5th St - Lakeside Ave to Hattie Ave	Move bike lanes from 4th St	●					●	●					3	1	Coeur d'Alene
Connection from Coeur d'Alene Lake Dr to Molstead Ln	Add shared use path	●	●				●	●	●		●		0	1	ESHD
Blackwell Island to Centennial Trail	Add bike/pedestrian bridge over Spokane River	●	●				●	●	●		●		0	1	Coeur d'Alene
Connection from US95 to Harrison Ave	Add shared use path	●	●				●	●	●				0	1	Coeur d'Alene
Lancaster Rd - Government Way to English Point Rd	Fill gaps with shared use path, bike lanes, or widened shoulder	●	●		┐	●		●			●		0	3	Hayden LHD
SH 54 - Old Highway 95 to Bayview	Add bike lanes, shared use path, and/or widened shoulder	●	●		┐	●		●			●		0	4	ITD
Ironwood Dr - Northwest Blvd to 4th St	Improve bike lanes and/or add shared use path	●	●	●	●	●		●	●				12	2	Coeur d'Alene
Connection between Kathleen Ave and Prairie Trail	Add shared use path	●					●	●	●				0	1	Coeur d'Alene
SH 54 - SH 41 to Old Highway 95	Pave shared use path	●	●		●	●		●	●		●		1	2	ITD LHD
SH 41 - SH 54 to SH 53	Pave shared use path	●	●		●	●		●	●		●		0	2	ITD LHD
SH 53 - McGuire Rd to Washington state line	Add shared use path	●	●				●	●	●		●		1	1	ITD PFHD
Spokane St - Mullan Ave to Parkway Dr	Add bike lanes	●		●			●	●	●				4	1	Post Falls

Ramsey Rd - SH 54 to Lancaster Rd	Widen and stripe shoulder	●			●	●		●	●		●		1	2	LHD
Prairie Trail - SH41 to Huetter Rd	Add shared use path	●	●				●		●		●		0	2	Post Falls
US 95 - Northwest Blvd Interchange to Appleway Ave	Add bike lanes or shared use path where appropriate	●	●				●	●	●				5	5	Coeur d'Alene ITD
7th St - Lakeside Ave to Harrison Ave	Add bike lanes	●					●	●					5	1	Coeur d'Alene ITD
SH 41 - Coeur d'Alene St to SH 53	Add shared use path	●	●				●	●	●				4	1	Rathdrum
Riverview Dr - Washington state line to US 95	Widen and stripe shoulders	●			●	●		●			●		1	1	PFHD
English Point Rd - Lancaster Rd to Rimrock Rd	Widen shoulders	●	●		●	●		●					0	1	LHD
Hayden Ave - Atlas Rd to Maple St	Add bike lanes	●					●	●	●				5	1	Hayden
Ponderosa Blvd/Woodland Dr - Greensferry Rd to Maplewood Ave	Add bike lanes	●					●	●	●		●		0	1	Post Falls
Hayden Ave - SH 41 to Huetter Rd	Add bike lanes	●					●	●	●				0	1	PFHD
Howard St - Neider Ave to Kathleen Ave	Add bike lanes	●											2	1	Coeur d'Alene
Centennial Trail - Young Ave to Mullan Ave	Reconfigure trail path	●					●	●					2	2	Coeur d'Alene
Centennial Trail - North Idaho College to Sherman Ave	Widen facilities or separate pedestrian and bicycle traffic	●	●		●	●		●					0	1	Coeur d'Alene
Brunner Rd - Ramsey Rd to Old Highway 95	Widen and stripe shoulders	●						●					0	1	LHD
Old Highway 95 - Brunner Rd to SH 54	Widen shoulders	●			●	●		●					0	1	LHD
Old Railroad grade - Sturgeon Rd to Cooper Rd	Add shared use path	●	●				●				●		0	1	LHD ITD
Connection from Trail of the Coeur d'Alenes to Old Mission State Park	Add shared use path	●					●				●		0	1	Other
Hudlow Rd - Garwood Rd to Rimrock Rd	Widen shoulders	●			●	●		●					0	1	LHD
Garwood Rd - Hudlow Rd to Rimrock Rd	Widen shoulders	●			●	●		●					0	1	LHD
Rimrock Rd - Garwood Rd to Dodd Rd	Widen shoulders	●			●	●		●					0	1	LHD
Dodd Rd - Strahorn Rd to Hayden Lake Rd	Widen shoulders	●			●			●					0	1	LHD
Hayden Lake Rd - Dodd Rd to Lancaster Rd	Widen shoulders	●			●	●		●					0	1	LHD

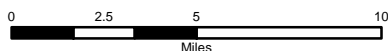
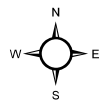
Connection between Corbin Rd and Windswept Trail	Add bicycle and pedestrian bridge	●	●				●				●		0	1	Post Falls
Lakeshore connection between 8th St and Coeur d'Alene Lake Dr	Add shared use path	●	●				●		●		●		0	1	Coeur d'Alene
Mullan Ave - 8th St to Coeur d'Alene Lake Dr	Add bike lanes or shared use path and sidewalks on both sides	●	●		●	●	●	●	●		●		3	1	Coeur d'Alene
Old Railroad grade - Rew Rd to Windy Bay	Add shared use path	●	●				●				●		0	1	Coeur d'Alene Tribe
Trail around Coeur d'Alene Lake*	Combination of facilities	●	●		●	●	●				●		1	1	ESHD WHD ITD OTHER
Connect the Cenntennial Trail to the Trail of the Coeur d'Alenes*	Add shared use path	●					●				●		0	1	ESHD OTHER
Connection between Higgins Point and SH 97	Add shared use path or protected bike facility	●					●	●	●		●		1	1	ITD
Bunco Rd - Pope Rd to Good Hope Rd	Widen and stripe shoulder	●			●	●		●					0	1	LHD
Good Hope Rd - Pope Rd to SH 54	Widen and stripe shoulder	●			●	●		●					0	1	LHD
Perimeter Rd - Bayview to SH 54	Widen and stripe shoulder	●			●	●		●					0	1	LHD
US 95 - Marina Dr to Northwest Blvd Interchange	Improve bike lanes and/or add shared use path	●	●		●	●		●		●			0	2	Coeur d'Alene ITD
Hanley Ave @ US 95	Adjust for longer crossing time	●	●		●	●		●					3	2	ITD
Northwest Blvd - Ironwood Dr to Lakeside Ave	Additional crossing opportunities	●	●				●	●	●				8	1	Coeur d'Alene
Maine St (SH41) @ 5th Ave	Repaint/maintain crosswalks		●		●	●		●		●			0	1	ITD
Hayden Ave - west of Schmidt St	Add crosswalk		●				●	●					1	1	Hayden
Pleasant View Rd @ Riverbend Ave	Improve crossing	●	●		●	●		●	●				0	1	Post Falls
Courcelles Pkwy @ Prairie Ave	Add crossing		●	●			●	●	●				1	1	Hayden Coeur d'Alene
US 95 Intersections - I90 to Wyoming Ave	Improve bike and pedestrian crossing opportunities through US 95 corridor	●	●		●	●		●	●				19	1	ITD
Greensferry Ave	Repaint/maintain shoulder stripes	●	●		●	●		●		●			-	1	Post Falls
Ponderosa Blvd	Repaint/maintain shoulder stripes	●	●		●	●		●		●			-	1	Post Falls
Centennial Trail - south of Sunnyside Rd	Repave trail	●			●	●				●			-	1	ESHD

15th St @ I90 Interchange	Add lighting under freeway	●	●				●	●		●			-	1	Coeur d'Alene ITD
Sherman Ave - 8th St to 23rd St	Add lighting	●	●	●			●	●					-	1	Coeur d' Alene
Centennial Trail - 11th St to Higgins Point	Improve seasonal maintenance	●			●	●				●			-	1	Coeur d'Alene ESHD
Atlas Rd - Seltice Way to Prairie Trail	Improved seasonal maintenance of shared use path	●	●		●	●				●			-	1	Coeur d'Alene
Government Way - Ironwood Dr to Miles Ave	Improved maintenance of bike lanes	●			●	●				●			-	1	Coeur d'Alene Hayden
Centennial Trail - 1st St to 8th St	Add wayfinding signage	●					●	●	●		●	●	-	1	Coeur d'Alene

* Not included on maps.



RECOMMENDED PROJECTS RURAL



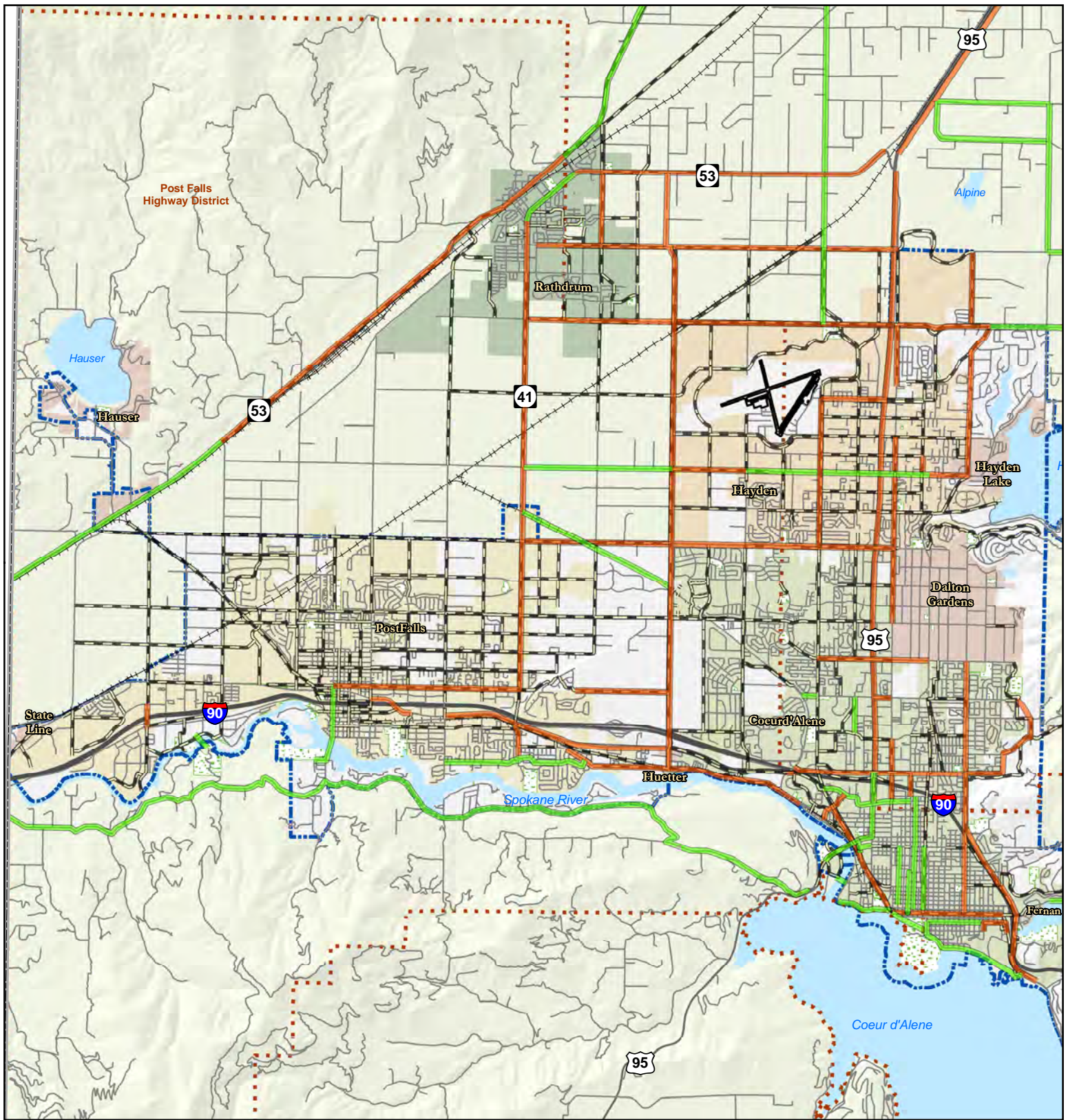
Projects

- Planned
- Unplanned

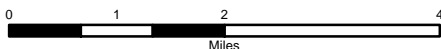
Physical Characteristics

- Interstate
- US/State Highways
- Local/Seasonal Roads
- Railroads
- - - Highway Districts
- County Boundary
- Urban Area Boundary
- Lakes/Rivers
- Parks

*Data based on best available information. *Data for illustrative purposes only.



RECOMMENDED PROJECTS URBAN



Projects

- Planned
- Unplanned

Physical Characteristics

- Proposed Facilities
- Interstate
- US/State Highways
- Local/Seasonal Roads
- + Railroads
- - - Highway Districts
- County Boundary
- - - Urban Area Boundary
- Lakes/Rivers
- Parks

*Data based on best available information. *Data for illustrative purposes only.

Appendix VI
Public Comment
& Response

Public Workshop Comments

April 2 & 5, 2018

(Personal information has been blacked out for privacy)

PUBLIC COMMENT FORM
REGIONAL NON-MOTORIZED TRANSPORTATION PLAN
2018 UPDATE
PUBLIC WORKSHOP – COEUR D'ALENE
APRIL 2, 2018



You have the option of leaving the contact information blank on this sheet and remaining anonymous for the purpose of submitting your comment.

Name: [REDACTED] E-mail: [REDACTED] Phone Number: [REDACTED]

Address: [REDACTED]

Comments: Please consider: 1) making more E-W crossing intersections on U.S. 95 easier and safer for pedestrians and cyclists. As it is now, U.S. 95 splits our area in two and it's very difficult and hazardous to get from one side to the other of the highway in a reasonably safe condition. 2) asking cities and highway districts to install bike lanes on both sides of streets when constructing/reconstructing major traffic and arterial routes. 3) ask cities and highway districts to have their maintenance crews avoid sweeping debris from motor vehicle travel lanes onto bike lanes and leaving it there. 4) ask cities and highway districts to post "bike path ends ahead xxx ft or 1/4 mi" signs or something like that to give cyclists a safe chance to make a transition to no bike path when the path will end, e.g. along W. Hayden Ave. I began riding the bike path along U.S. 95 in 1979, and would like to really thank those involved in maintaining the path after its neglect for so long. I can still remember/Please return to: feel the bump-bump

KMPO, 250 Northwest Blvd., Suite 209 ♦ Coeur d'Alene, ID 83814 ♦ 208-930-4164

when riding over the cracks in the path's asphalt. Good for them/you!

PUBLIC COMMENT FORM
REGIONAL NON-MOTORIZED TRANSPORTATION PLAN
2018 UPDATE
PUBLIC WORKSHOP – COEUR D'ALENE
APRIL 2, 2018



You have the option of leaving the contact information blank on this sheet and remaining anonymous for the purpose of submitting your comment.

Name: [REDACTED] E-mail: [REDACTED] Phone Number: _____

Address: [REDACTED] _____

Comments: 1. Build 95 Trail to Bonner County
2. Connect with paved trail to Farragut State Park
3. Pave railroad grade owned by ITD in Twin Lakes (4 miles)
4. Investigate railroad easement along Lake Creek owned by BIA
5. Build bridge over Pleasantview on Centennial Trail
6. Connect Prairie Trail to proposed SR41 trail
7. Build bike lanes on Upriver/Riverview from stateline to US-95
8. Build trail along I-90 from Shermm to 15th St.

- I use greenways for recreational use and would like to see Kootenai County become the bicycle vacation destination in the western US.

Please return to:

KMPO, 250 Northwest Blvd., Suite 209 ♦ Coeur d'Alene, ID 83814 ♦ 208-930-4164

Response to Public Comment