

REGIONAL NON-MOTORIZED TRANSPORTATION PLAN



Developed
by:



December 2009

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EXECUTIVE SUMMARY

Besides serving as two of the most basic forms of transportation, walking and bicycling have many benefits. Not only do they promote physical health and lower stress, reduce harmful emissions, and save money and energy, but walking and biking also reduce obesity and increase the mobility of people with disabilities, young people not old enough to drive, and seniors who can no longer drive.

Safe, convenient bicycle and pedestrian facilities also foster vibrant communities and attractive neighborhoods, which is what Kootenai County envisions for its' citizens.

Purpose of the Regional Non-Motorized Transportation Plan (RNMTMP)

This plan is designed to serve as a tool for local agencies and citizens within the Kootenai region. Developed in coordination with the public, the Non-Motorized Transportation Plan Advisory Group, and jurisdictional feedback, it synthesizes a regional vision and identifies challenges, opportunities, priorities, and recommendations to help facilitate further development toward a more walkable, bikeable region.

To provide a sense of current conditions, the plan combines the regions' existing inventory and planned networks, identifies local advocacy groups, and provides an overview of local policies and development codes. To provide a sense of what is needed to move toward accomplishing the regional vision, the plan identifies future needs, priority non-motorized network, projects, and potential funding and implementation opportunities.

The RNMTMP provides a blueprint for the development of an integrated bike and pedestrian system throughout the area, enabling jurisdictions within Kootenai County to be eligible to apply for non-motorized transportation grants and funding sources.

The regional non-motorized network includes proposals for nearly 235 miles of new bicycle and pedestrian projects. The future development of the proposed network will provide greater bicycle and pedestrian access to the various activity centers throughout the community and improve the overall efficiency, effectiveness, equity, and sustainability of a balanced transportation system. Additionally, more biking and walking opportunities translate into a more active and healthy community.

Coordinated Approach to Non-Motorized Planning

The coordinated approach, to non-motorized planning fits the vision of the Kootenai County Metropolitan Transportation Plan (MTP) for a region-wide, non-motorized transportation system. The MTP is a 20-year plan that documents the intermodal approach that will be taken to develop Kootenai County's transportation system in order to meet the mobility needs of people, freight, and goods in the future. One of the goals included in it is to evaluate new bicycle corridors and missing links that tie bike paths to the Centennial Trail.

The RNMTMP will be adopted into the MTP, and area planners are encouraged to

tailor it to the needs of their own jurisdiction and adopt sections of it into their Comprehensive Plan or other plans as they see fit.

About Kootenai Metropolitan Planning Organization

The Kootenai Metropolitan Planning Organization (KMPO) is the federally designated Metropolitan Planning Organization (MPO) for the Kootenai County, Idaho metropolitan area. The KMPO Board contracts with Spokane Regional Transportation Council (SRTC), the MPO for Spokane County, WA, for day-to-day operational and administrative needs. SRTC operates KMPO at the pleasure of the Board.

As the designated MPO, KMPO is required to maintain a Non-Motorized Transportation Plan and Transportation Improvement Program (TIP) to determine investment priorities for billions of dollars in federal, state, and local funds.

As part of this planning process, KMPO was charged with the development of a non-motorized transportation plan element consisting of bicycle and pedestrian transportation mobility improvements, which complements automobile and transit modes. This RNMTTP fills that requirement.

GOALS & OBJECTIVES, STAKEHOLDER COORDINATION, AND REGIONAL VISION

STUDY GOALS AND OBJECTIVES

Kootenai County Metropolitan Planning Organization (KMPO) adopted goals and objectives for guiding and directing the development of this Regional Non-Motorized Plan based on the culmination of input from local jurisdictions, Non-Motorized Advisory Group members, and members of the public.

These goals have been broken down into three categories: Connectivity, Safety & Awareness, and Planning & Design. Objectives for each of the goals were derived from the coordination and contributions between local jurisdictions, Non-Motorized Advisory Group members, and members of the public.

KMPO will work together with local agencies and jurisdictions in the coming years to implement the goals and objectives of this Regional Non-Motorized Plan.

The Study Goals and Objectives are as follows:

Goal: Connectivity

Complete a network of pathways and bikeways that serves the needs of non-motorized users and a sustainable transportation system, especially to government and community services, employment centers, commercial districts, transit stations, schools, and recreational destinations.

Objective:

- Maximize access and mobility to community resources and destinations
- Ensure access to recreational opportunities
- Develop and support pathway connections linking towns and regions
- Improve sidewalk and pathway connectivity within neighborhoods
- Maximize multi-modal connectivity to the pedestrian and bicycle system
- Improve transit service including connectivity between regions
- Identify and designate intermodal corridors
- Identify trailheads and Citylink routes on future maps

Goal: Safety & Awareness

Maximize safety for non-motorized users of all ages and abilities, whether on separated pathways, next to traffic, or sharing the road with motorized vehicles.

Objective:

- Develop and support a network that offers separated bikes lanes, wider bike lanes, pathways, and designated pathways
- Improve and promote pedestrian and bicycle safety and awareness programs
- Identify and support safe routes to schools
- Build and maintain leadership and support within the community
- Build roadways with non-motorized travel in mind
- Provide buffer zones between pedestrians and moving traffic

- Ensure maintenance of facilities
- Identify non-motorized transportation injuries and deaths on future maps

Goal: Planning & Design

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

Implement a community oriented design that supports non-motorized transportation options and encourages non-motorized travel, provides end-of-trip facilities, and generates less reliance on automobiles. Ensure that all transportation modes are given equal consideration.

Objective:

- Develop and maintain plans, policies, and programs to maximize pedestrian and bicycle opportunities
- Integrate and coordinate non-motorized goals and objectives with other planning, policy, and program development
- Utilize land use planning tools such as zoning ordinances, subdivision regulations, and street design standards to encourage and/or require non-motorized facilities
- Facilitate inter-agency, inter-jurisdictional coordination
- Ensure non-motorized transportation projects are on the table for discussion when Highway Districts and the Idaho Transportation Department (ITD) are planning projects or developing plans
- Identify and develop public-private partnerships
- Designate human and capital resources
- Establish a permanent regional non-motorized transportation advisory committee
- Identify and develop ongoing pedestrian and bicycle facility operations and maintenance funding
- Develop tracking and model practices that identify non-motorized system characteristics and system performance
- Gather and utilize data to track non-motorized system goals
- Identify incentives for individuals and businesses to utilize, support and encourage non-motorized transportation opportunities
- Utilize designs that support pedestrian and bicycle transportation options with less reliance on automobiles
- Provide end-of-trip facilities such as bike stations, bike racks, benches, lockers, and facilities to freshen up

STAKEHOLDER COORDINATION/PUBLIC INVOLVEMENT

Extensive public stakeholder coordination and public outreach was conducted during development of the RNMTTP.

Local Jurisdiction Involvement

Solicitation of input for this plan began as early as January 2009 when KMPO staff conducted interviews with planners, engineers, and other staff members at local jurisdictions regarding their level of resources and commitment to non-motorized transportation.

Representatives from Coeur d'Alene, Hayden, Post Falls, Rathdrum, Dalton Gardens, the Coeur d'Alene Tribe, Spirit Lake, Kootenai County, Eastside Highway District, Lakes Highway District, Post Falls Highway District, and the Worley Highway District were all interviewed.

Questions were submitted to interviewees in advance. Sample questions included:

- Does your agency have existing planning documents that address bicycle and pedestrian issues?
- Who is responsible in your agency for non-motorized planning? What percent of time is dedicated to non-motorized planning?
- How would you characterize your agency's position on improving bike-ped facilities? (Strong commitment to improving non-motorized facilities? Luke warm? No position at all?)
- Compared to all of the other issues your elected officials deal with at a policy level, how important do you think bike-ped issues are to them?
- Have you identified and inventoried bike-ped facilities and conditions?

A complete list of interview questions can be found as **Appendix 1** of this Plan.

Members of local jurisdictions were updated on the progress of the RNMTTP on a monthly basis during KMPO Board and Kootenai County Area Transportation Team (KCATT) meetings. In addition, updates were provided quarterly to members of KMPO's subcommittee, the Public Transportation Roundtable. Subcommittee members include representatives from local jurisdictions, Citylink, social service agencies, public transit providers, and citizens.

Additional Stakeholders

Besides government agencies, KMPO considered it important to determine the non-motorized wants and needs of other groups and individuals, such as members of bicycling clubs, advocates for local trails, environmental groups, healthcare workers, and more. As a result, a Non-Motorized Advisory Group was assembled to reach these additional stakeholders.

An introductory meeting to form the Advisory Group was held in February 2009. Attendees included staff from local government agencies, bike shop owners, a coordinator for the Safe Routes to School program, citizens, a representative from the local Chamber of Commerce, local school officials, bicycle advisory committee members, and many more.

A second Advisory Group meeting was held in September of 2009.

Public Outreach

Outreach to the public for this plan was started not long after agency interviews began, in the form of a public survey released in February of 2009.

KMPO used the 'Survey Monkey' website to post an online survey seeking feedback on a variety of non-motorized issues. It is important to note that this survey was not intended to be statistically valid; it was designed as a convenient method to gather public input.

The survey was publicized through news releases, website and blog postings, word of mouth, email distribution lists, newsletter articles, posted flyers, and other methods.

Sample survey questions included:

- How do you usually get to work?
- If you walk or bike, how long is your average trip one-way?
- What elements express your future vision for non-motorized transportation in the Kootenai region?
- If more facilities were available that offered safe and convenient non-motorized transportation routes, would you walk or bike more often?
- What factors are most likely to get you to walk or bike more often?

Approximately 170 people took the survey during the two weeks it was available online. Survey results showed that the most popular destinations for walking and biking included retail and shopping, followed by recreation and entertainment. The majority of respondents said they walk an average of two miles or less and bike eight miles or less per trip; a majority of respondents were dissatisfied with opportunities for biking, transit service, transit access, as well as walking and biking connectivity. And, major barriers to walking and biking included poor connectivity, safety, transit access, design, and lack of facilities.

Survey results and questions can be found as **Appendix 2** of this document.

Once survey results were compiled and analyzed, a public workshop was held in May of 2009 to present them to the public and discuss vision and future needs and identify critical routes, connections, and projects that may be missing in the region.

Other public outreach in the development of the RNMTTP included articles published in the Spokesman-Review and Coeur d'Alene Press, as well as KMPO's newsletter and the newsletters of other local groups and agencies. There were also notices posted on the KMPO website and blog and other regional websites and blogs.

REGIONAL VISION

A vital aspect of the RNMTTP is the vision for an integrated non-motorized system. This vision was developed through the community outreach effort. The development of a regional vision required an extensive effort to document existing trail and non-motorized facilities to provide a current picture of the local system and identify gaps in it. An existing conditions inventory was completed for all non-motorized facilities in the county, which is included in the 'Current Conditions' section of this document.

A vision statement developed for this plan states:

To strengthen and encourage non-motorized travel choices through a safe, well-connected, well designed network with consideration for major destinations and community resources.

More specifically, the regional vision identified through this plan includes the following details:

- A well connected system- Development of a safe non-motorized transportation network which encourages travel choices through local, regional, and intermodal connectivity with consideration for major destinations and community resources.
- A safe system- Development of a safe system for those of all ages and abilities, enabling people to walk or bike safely when next to traffic, when sharing the road with motorized vehicles, and ensuring safe routes to schools for children.
- Community Design with non-motorized travel in mind- Design that supports non-motorized transportation options with less reliance on automobiles.

SECTION 1: CURRENT CONDITIONS

As of July 2008, Kootenai County is home to 137,475 residents, according to the U.S. Census Bureau, Population Division. Kootenai County cities include Athol, Coeur d'Alene, Dalton Gardens, Fernan Lake Village, Harrison, Hauser, Hayden, Hayden Lake, Huetter, Post Falls, Rathdrum, Spirit Lake, State Line, and Worley.

The County's population has seen a significant increase over the past several years, as have the cities within the county. With so many of those communities growing, there is an urgent need to build and plan a community that is non-motorized transportation friendly.

In Kootenai County, about 11% of the population lives at or below 100% of the federal poverty level and almost 8% has some degree of physical or mental disability. These numbers should be taken into consideration during planning for the built environment, as disabled and disadvantaged individuals often use walking or public transit as their sole means of transportation. Lisa Gardom of the Epilepsy Foundation of North Idaho says many people diagnosed with epilepsy and seizure disorders are not able to drive, which can hinder them in many ways. Available transportation options other than driving are crucial for the increased quality of life and sustainability of work. This statement is also applicable for people with other kinds of disabilities as well.

The area's weather and terrain should also be considered in the planning process. Kootenai County enjoys all four seasons, from rain in the spring to hot summers, cool autumns, and snow in the winter. Area terrain is diverse, from treed hills to flat farm land.

REGIONAL NON-MOTORIZED NETWORK

During the first meeting of the Non-Motorized Advisory Group in May of 2009, participants cited Kootenai County's existing non-motorized system as a positive element. They noted that there are several existing trails in the area, including the Centennial Trail, US 95 Trail, and Prairie Trail. There are also sidewalks, pathways, and transit nodes that make up a "patchwork" of existing facilities. The good news is that there is opportunity to build upon these assets and "connect the dots" over time to develop a much more connected and complete non-motorized transportation system.

The less-encouraging news is that there are a number of barriers to reaching that goal. Insufficient right of way has been cited repeatedly as an obstacle to constructing new sidewalks and pathways in Kootenai County, as well as a lack of community support when attempting to acquire new right of way from property owners. And the presence of actual and/or perceived danger to walkers and bicyclists has long been a deterrent to many people wishing to use non-motorized transportation.

That barrier is a large one, as there are many kinds of 'danger' that pedestrians

or bike riders can face everyday. One woman at the Future Needs workshop said she would like to ride the Centennial Trail on a regular basis, but has heard of incidents of lewd conduct and other inappropriate behavior on sections of the trail and is hesitant to ride by herself.

Other safety issues facing people using non-motorized transportation include:

- Aggressive dogs
- Debris in roadways, on roadway shoulders, and in bike lanes that could cause accidents
- Careless or aggressive drivers
- Broken, cracked, crumbling or non-existent sidewalks
- Snowy and icy sidewalks and streets
- Busy high speed roadways with narrow shoulders and no bike lanes



Any adult would be discouraged from walking or riding their bike given these safety issues, but think of the even more profound effect it could have on a child or a vulnerable adult, such as the elderly or people with physical disabilities. Many elderly people indicated to KMPO staff say they often feel threatened because cross signals at intersections don't provide them enough time to get across streets. And people in wheelchairs and powerchairs say sidewalks are often extremely narrow and close to speeding traffic, making them feel uncomfortable and threatened.

Some children also feel uncomfortable walking or bicycling to school, and even more of their parents are not happy with the situation. Many children have to walk or bike up to one mile to get to school each day, cross busy or unsignalized roads, and traverse slick roadways in the wintertime.

The national 'Safe Routes to School' program is aimed at improving the routes available to children to get to school, such as providing flashing lights at crosswalks, organizing volunteers to walk to school with children, and either fixing broken and cracked sidewalks or building sidewalks where none existed.

Sidewalks

The Manual on Uniform Traffic Control Devices defines a sidewalk "as a path with a firm, stable surface constructed for use by pedestrians within that portion of a public right-of-way between the curb line or lateral line of a roadway and the adjacent property line." The accepted industry standard for sidewalks is 5 feet wide except in areas of high-level pedestrian activity, where the standard is increased to either 7 or 10 feet wide depending on the expected level of pedestrian activity and adjacent land uses.

For the most part, the presence of sidewalks in Kootenai County appears to be somewhat random. Local agencies that have inventories of their existing bike and pedestrian facilities provided them to KMPO, although several have not conducted inventories and many who have say they are outdated.

A review of these inventories indicate that most Kootenai County jurisdictions have sidewalks scattered throughout the area, such as along main arterials

and through newer neighborhoods. For instance, Coeur d'Alene's Broadmore Park and Stoddard Park neighborhoods have complete sidewalk systems, but unfortunately, they do not connect with other neighborhoods or to arterials.

Throughout the rest of Coeur d'Alene, there are random stretches of sidewalk, but again, no connectivity.

Sidewalk development in Coeur d'Alene is determined by existing development codes. Most sidewalk work is done as part of roadway projects. Stand alone sidewalk projects are rare, although compliance with the Americans with Disabilities Act (ADA) often necessitates sidewalk improvements, paid for by the city as needed.

The City of Coeur d'Alene Bike and Pedestrian Committee is in the process of conducting a sidewalk inventory. Meanwhile, pedestrian routes identified for Coeur d'Alene, Harrison, and Dalton Gardens are shown in **Map 1.1** on the following page.

The exception to Kootenai County's somewhat random sidewalk layout is the City of Rathdrum. Rathdrum has an interconnecting sidewalk system that traverses the entire town and connects several local parks.

Post Falls has a fairly elementary sidewalk system at this time, but has an extensive series of sidewalks planned for the future. The proposed sidewalk system will be discussed in further detail in the 'Future Needs' section of this document.

Map 1.2 shows *current* pedestrian routes for Rathdrum and Post Falls.

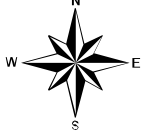
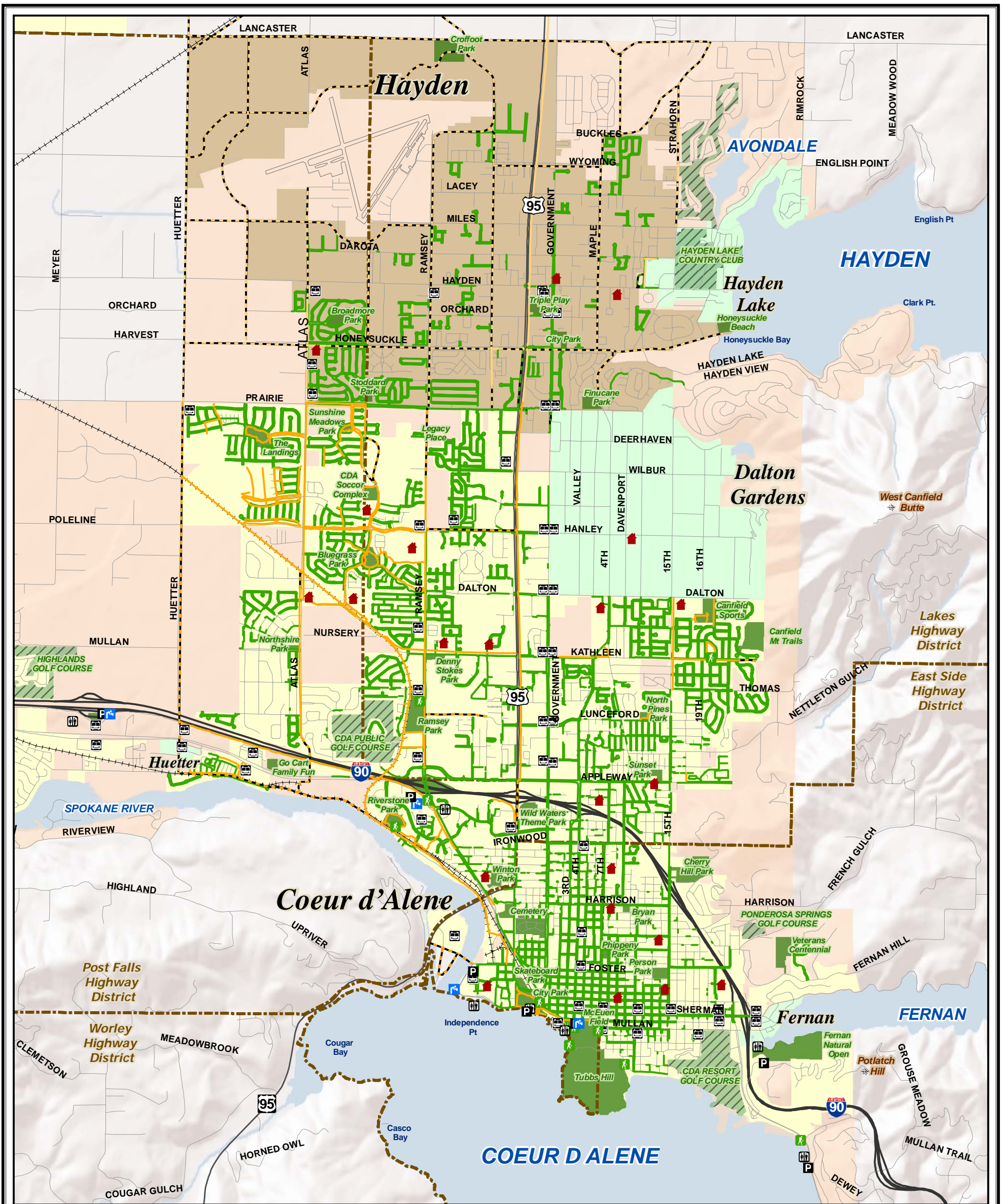
Spirit Lake, Athol, and Bayview have a definite lack of inventoried sidewalks. Spirit Lake has conducted an inventory of bike and pedestrian facilities in the past, though there was not much sidewalk to inventory and surface conditions were not taken into account. Spirit Lake, Athol, and Bayview's existing pedestrian routes are shown in **Map 1.3**.

Trails/Pathways/Bike Lanes

*A **trail** is a shared facility that provides recreational travel for bicycle, pedestrian, equestrian, and other users. While trails are primarily recreational in use, they often provide a secondary transportation network that supports the overall non-motorized system. Paved trails allow access to pedestrians with strollers and wheelchair and other disabled users. Unpaved trails primarily serve pedestrians, but can also be used by equestrians and mountain bicycles when appropriately designed.*

*The American Association of State Highway and Transportation Officials defines **pathways or shared use paths** as non-motorized facilities that are physically separated from motorized vehicular traffic by an open space or barrier and located either within the highway right of way or within an independent right of way. Pathways and shared use paths should serve to complement the roadway transportation system, not as a substitute for roadway access.*

***Bike lanes** are designated bicycle facilities that provide a separated travel lane for bicycles.*



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

REGIONAL NON-MOTORIZED PEDESTRIAN NETWORK 2009

Coeur d'Alene, Hayden, Dalton Gardens, Hayden Lake & Fernan

NON-MOTORIZED CLASSIFICATION

- EXISTING SIDEWALK
- PROPOSED SIDEWALK
- SHARED USE PATH
- PROPOSED SHARED USE PATH

TRANSPORTATION NETWORK

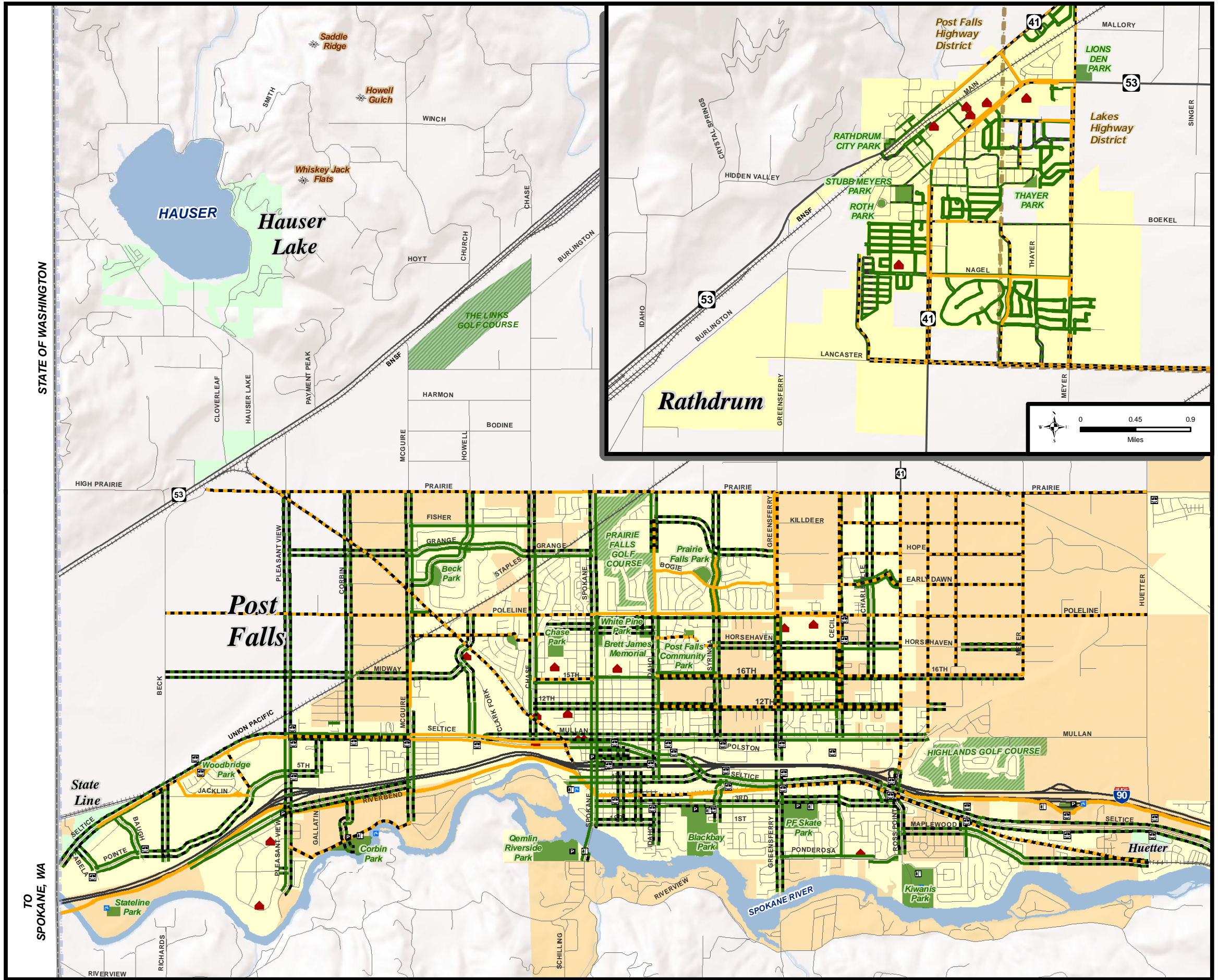
- INTERSTATE
- U.S. HIGHWAY
- STATE HIGHWAY
- LOCAL ROAD
- SEASONAL ROAD
- RAILROAD

AMENITIES

- TRAILHEAD
- DRINKING FOUNTAIN
- RESTROOM
- PARKING
- SCHOOLS
- CITYLINK BUS STOP
- PARKS & RECREATION
- GOLF COURSE
- WATER FEATURES
- MOUNTAIN PEAKS

JURISDICTIONS

- HIGHWAY DISTRICT
- URBAN AREA BOUNDARY
- CDA, POST FALLS, RATHDRUM
- HAYDEN
- OTHER JURISDICTIONS



REGIONAL NON-MOTORIZED PEDESTRIAN NETWORK 2009

Post Falls, Rathdrum,
Hauser Lake, State Line
&
Huetter

NON-MOTORIZED CLASSIFICATION

- SHARED USE PATH
- PROPOSED SHARED USE PATH
- SIDEWALK
- PROPOSED SIDEWALK

TRANSPORTATION NETWORK

- INTERSTATE
- U.S. HIGHWAY
- STATE HIGHWAY
- LOCAL ROAD
- SEASONAL ROAD
- RAILROAD

JURISDICTIONS

- HIGHWAY DISTRICT
- COUNTY BOUNDARY
- URBANIZED AREA
- CDA, POST FALLS, RATHDRUM
- HAYDEN
- OTHER JURISDICTIONS

AMENITIES

- TRAILHEAD
- DRINKING FOUNTAIN
- RESTROOM
- PARKING
- SCHOOL
- CITYLINK BUS STOP
- PARKS & RECREATION
- GOLF COURSES
- WATER FEATURE
- MOUNTAIN PEAK







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

REGIONAL NON-MOTORIZED PEDESTRIAN NETWORK 2009

Spirit Lake, Athol & Bayview Area






NON-MOTORIZED CLASSIFICATION

-  SIDEWALK
-  SHARED USE PATH
-  PROPOSED SHARED USE PATH
-  UNIMPROVED TRAIL






TRANSPORTATION NETWORK

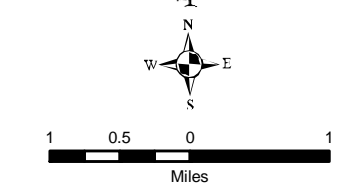
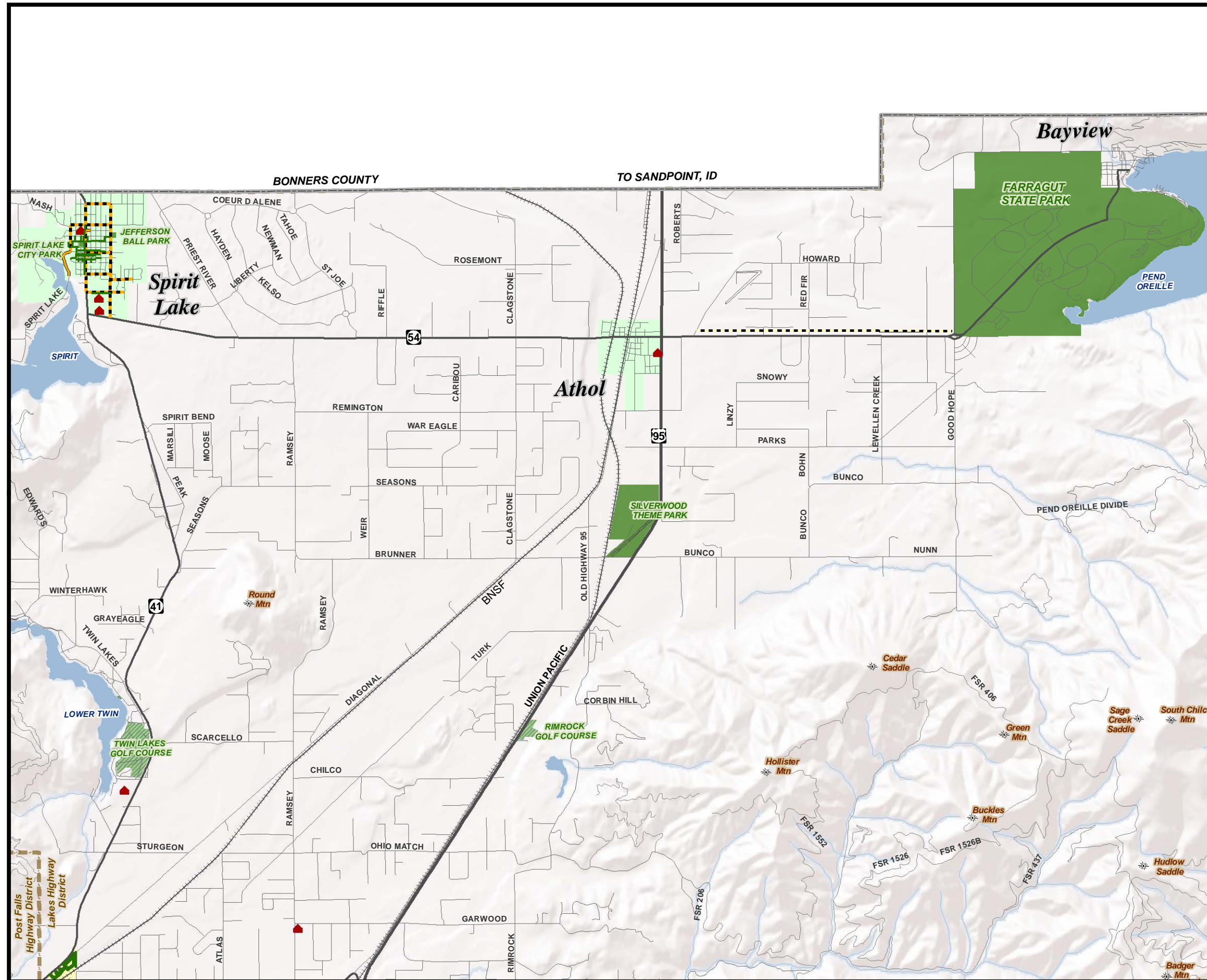
-  U.S. HIGHWAY
-  STATE HIGHWAY
-  LOCAL ROAD
-  SEASONAL ROAD
-  RAILROAD

JURISDICTIONS

-  HIGHWAY DISTRICT
-  COUNTY BOUNDARY
-  CDA, POST FALLS, RATHDRUM
-  HAYDEN
-  OTHER JURISDICTIONS

AMENITIES

-  SCHOOLS
-  MOUNTAIN PEAKS
-  PARKS & RECREATION
-  GOLF COURSES
-  WATER FEATURE



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

Kootenai County has the start to what could be an impressive system of interconnecting trails, paths, and bike lanes.

Coeur d'Alene and Hayden currently have a handful of bicycle lanes and shared use pathways and have plans for eventual citywide bike lane systems. That will be addressed in the 'Future Needs' section of this plan.

City staff say the Prairie Trail and Centennial Trail receive the highest amount of bicycle use in Coeur d'Alene. In Hayden, the areas around Atlas Elementary School and Hayden Meadows Elementary seem to have the most bicycle usage.

Dalton Gardens currently has bicycle lanes along just two main arterials with no plans to expand them.

Map 1.4, on the following page, shows *current* bicycle facilities for Coeur d'Alene, Hayden, and Dalton Gardens.

Post Falls currently has more shared use pathways than bike lanes, but has plans to expand both into an extensive citywide bicycle system over time. City planners say issues such as how to separate bikes from motorists and bike lanes that do not connect to destinations pose challenges to them.

Rathdrum has only one bike lane inventoried and a few shared use pathways. However, several new pathways are planned for the future to connect existing trails and paths. Rathdrum's highest bicycle use is seen on the Highway 41 corridor and on Stevens Street.

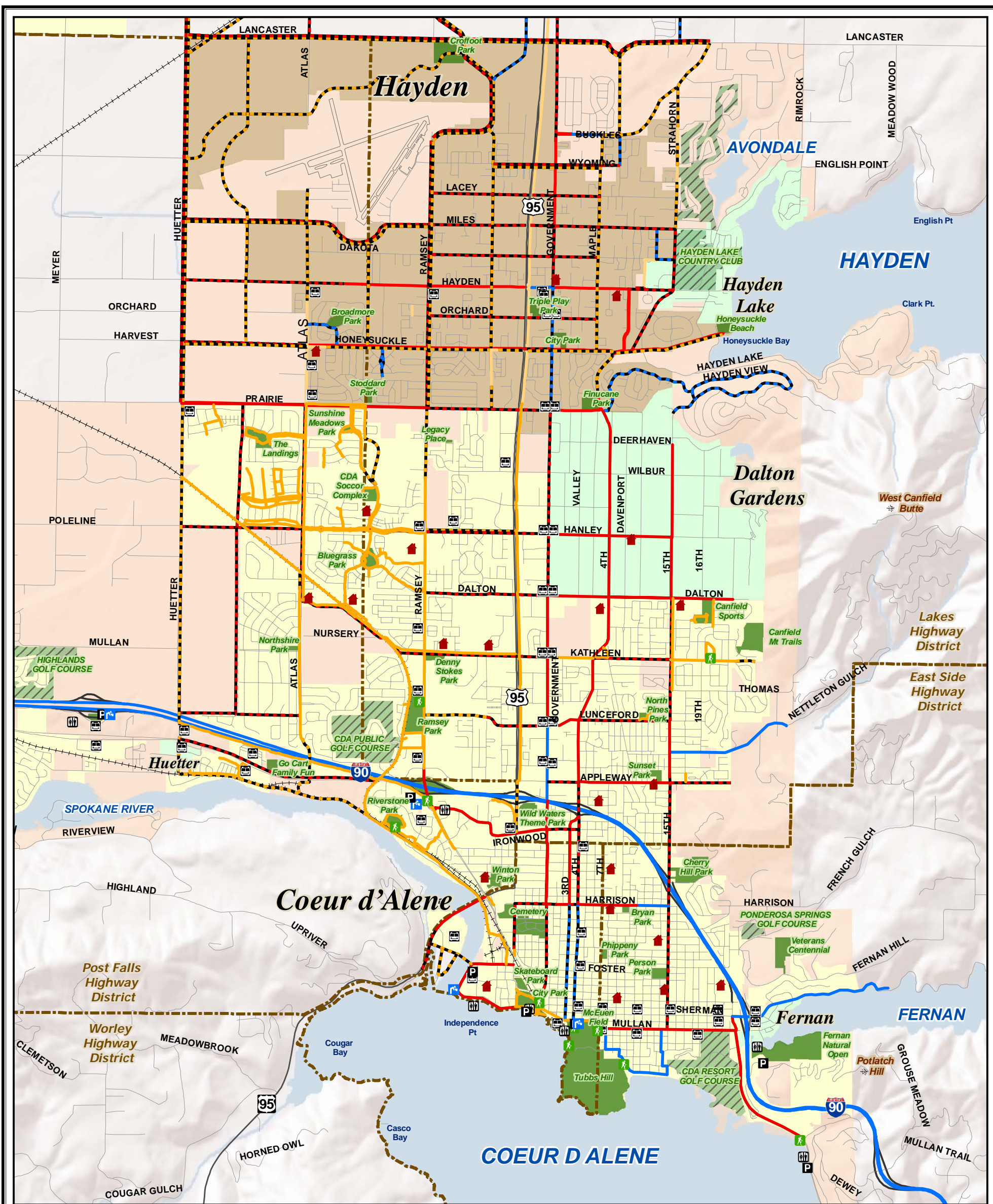
Existing bicycle facilities for Post Falls and Rathdrum can be found in **Map 1.5**.

The rural communities of Spirit Lake, Athol, and Bayview have very few bicycle paths or lanes. For the most part, their bike facilities are limited to shared-use roadways including highways 95 and 41. Spirit Lake has a system of shared-use paths planned for the future. **Map 1.6** shows *existing* bicycle facilities for those communities.

Harrison and Worley are also rural communities that have few bicycling facilities. Both towns have major shared-use roadways (highways 95 and 97). The City of Harrison also has the Trail of the Coeur d'Alene's, a 72-mile rail trail which follows the former Union Pacific Railroad right-of-way from Mullan to Plummer. Over 60,000 visits were made to the Trail of the Coeur d'Alene's during the 2007 and 2008 recreation seasons.

Harrison and Worley bicycle facilities are shown on **Map 1.7**. Bicycle facilities for all of Kootenai County can be seen on **Map 1.8**.

Bicycle accommodations located on rural routes was a big concern countywide. In particular, planners and engineers were worried about bikes sharing the roadway on highways 41, 95, and 97. These highways are all high speed facilities with two-way traffic and narrow shoulders. Highway 97 is particularly worrisome as it has hairpin turns, limited sight distance, steep grades, narrow lanes, and no room on either side of the road in most places to add bike lanes.



REGIONAL NON-MOTORIZED BICYCLE NETWORK 2009

Coeur d'Alene, Hayden, Dalton Gardens, Hayden Lake & Fernan

NON-MOTORIZED CLASSIFICATION

- SHARED USE PATH
- PROPOSED SHARED USE PATH
- BICYCLE LANE
- PROPOSED BICYCLE LANE
- SHARED ROADWAY
- PROPOSED SHARED ROADWAY

TRANSPORTATION NETWORK

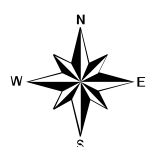
- INTERSTATE
- U.S. HIGHWAY
- STATE HIGHWAY
- LOCAL ROAD
- SEASONAL ROAD
- RAILROAD

AMENITIES

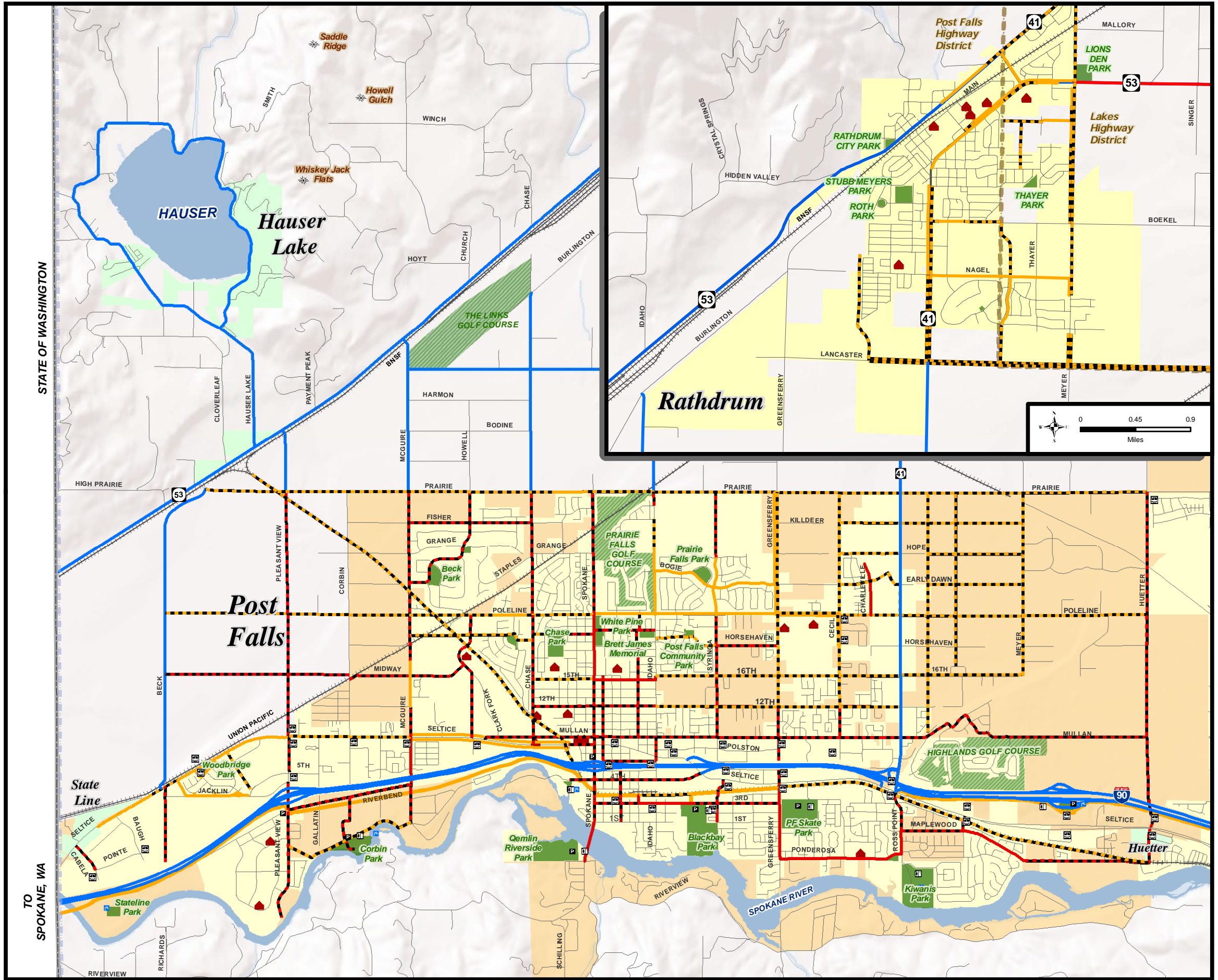
- TRAILHEAD
- DRINKING FOUNTAIN
- RESTROOM
- PARKING
- SCHOOLS
- CITYLINK BUS STOP
- PARKS & RECREATION
- GOLF COURSE
- WATER FEATURES
- MOUNTAIN PEAKS

JURISDICTIONS

- HIGHWAY DISTRICT
- URBAN AREA BOUNDARY
- CDA, POST FALLS, RATHDRUM
- HAYDEN
- OTHER JURISDICTIONS



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*Data for illustrative purposes only.



REGIONAL NON-MOTORIZED BICYCLE NETWORK 2009

Post Falls, Rathdrum,
Hauser Lake, State Line
&
Huetter

NON-MOTORIZED CLASSIFICATION

- SHARED USE PATH
- PROPOSED SHARED USE PATH
- BICYCLE LANE
- PROPOSED BICYCLE LANE
- SHARED ROADWAY

TRANSPORTATION NETWORK

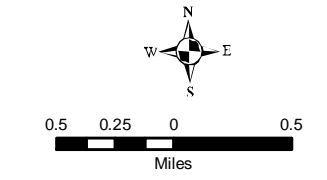
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- STATE HIGHWAY
- LOCAL ROAD
- SEASONAL ROAD
- RAILROAD

JURISDICTIONS

- HIGHWAY DISTRICT
- COUNTY BOUNDARY
- URBANIZED AREA
- CDA, POST FALLS, RATHDRUM
- HAYDEN
- OTHER JURISDICTIONS

AMENITIES

- TRAILHEAD
- DRINKING FOUNTAIN
- RESTROOM
- PARKING
- SCHOOL
- CITYLINK BUS STOP
- PARKS & RECREATION
- GOLF COURSES
- WATER FEATURE
- MOUNTAIN PEAK



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

REGIONAL NON-MOTORIZED BICYCLE NETWORK 2009

Spirit Lake, Athol & Bayview Area

NON-MOTORIZED CLASSIFICATION

- SHARED USE PATH
- PROPOSED SHARED USE PATH
- BICYCLE LANE
- PROPOSED BICYCLE LANE
- SHARED ROADWAY
- UNIMPROVED TRAIL

TRANSPORTATION NETWORK

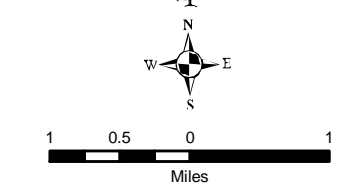
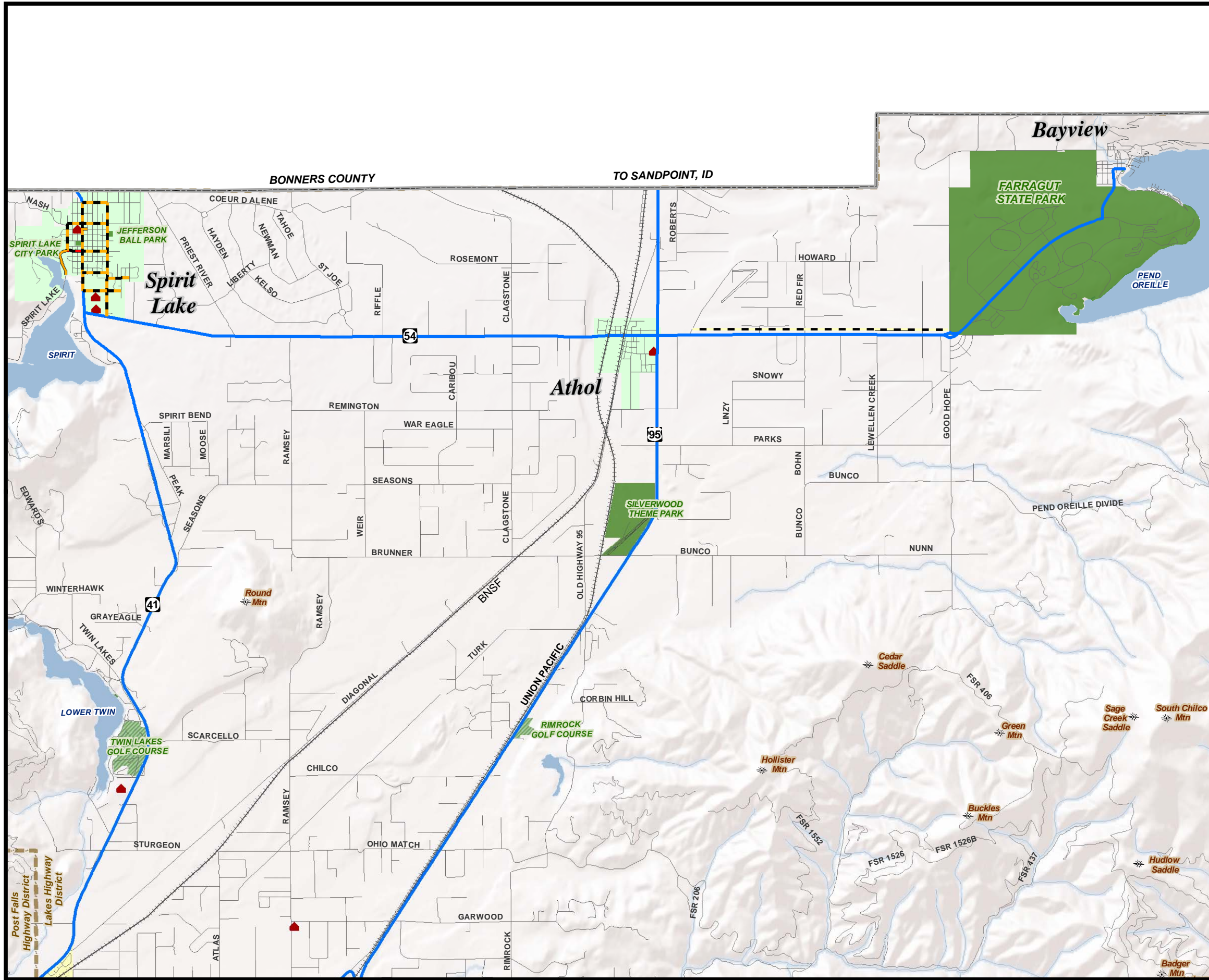
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- STATE HIGHWAY
- LOCAL ROAD
- SEASONAL ROAD
- RAILROAD

JURISDICTIONS

- HIGHWAY DISTRICT
- COUNTY BOUNDARY
- CDA, POST FALLS, RATHDRUM
- HAYDEN
- OTHER JURISDICTIONS

AMENITIES

- SCHOOLS
- MOUNTAIN PEAKS
- PARKS & RECREATION
- GOLF COURSES
- WATER FEATURE





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

REGIONAL NON-MOTORIZED BICYCLE NETWORK 2009

Worley & Harrison Area







NON-MOTORIZED CLASSIFICATION

-  SHARED USE PATH
-  SHARED ROADWAY









TRANSPORTATION NETWORK

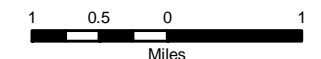
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-  STATE HIGHWAY
-  LOCAL ROAD
-  SEASONAL ROAD
-  RAILROAD

JURISDICTIONS

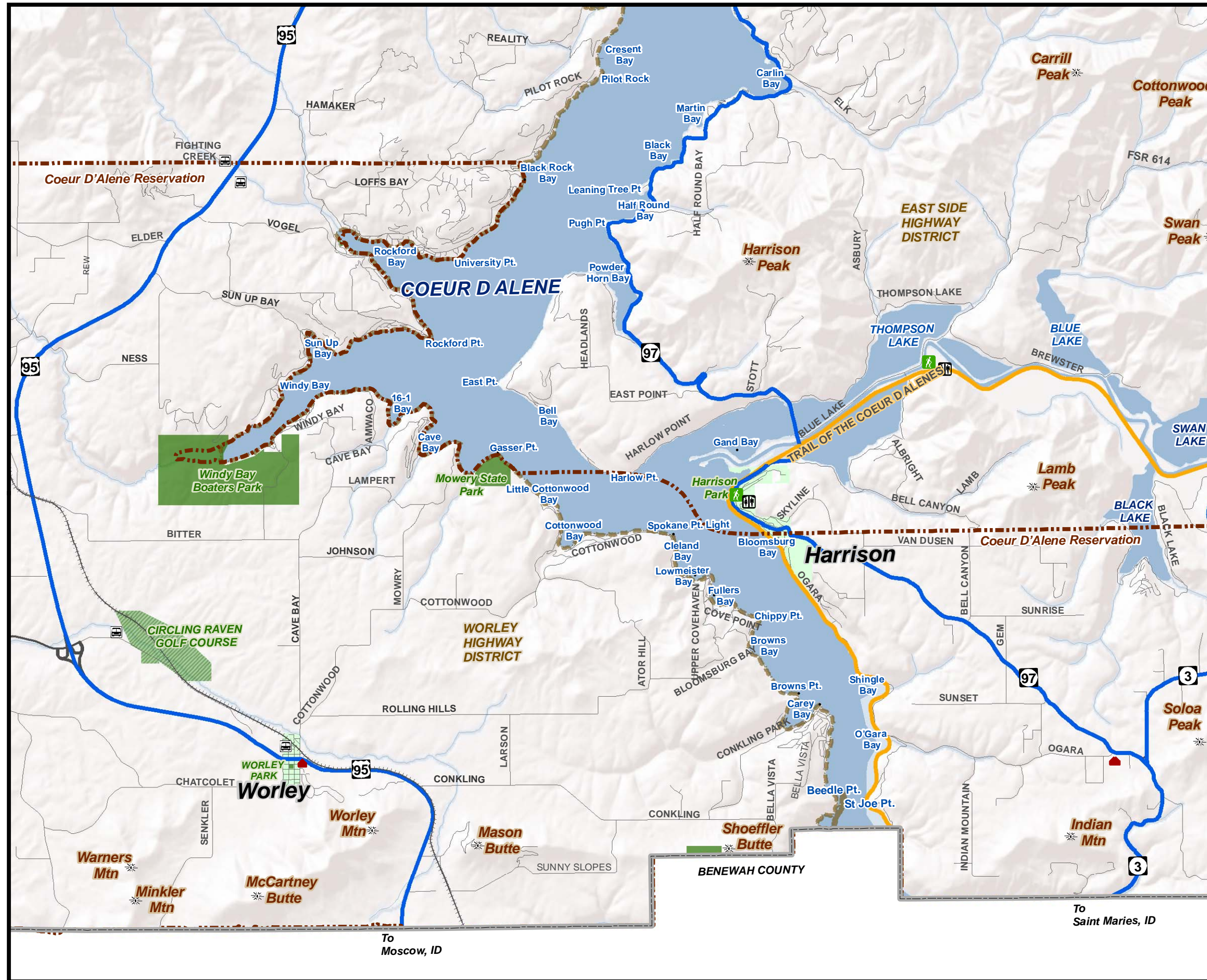
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-  COEUR D'ALENE INDIAN RESERVATION
-  COUNTY BOUNDARY
-  CDA, POST FALLS, RATHDRUM
-  HAYDEN
-  OTHER JURISDICTIONS

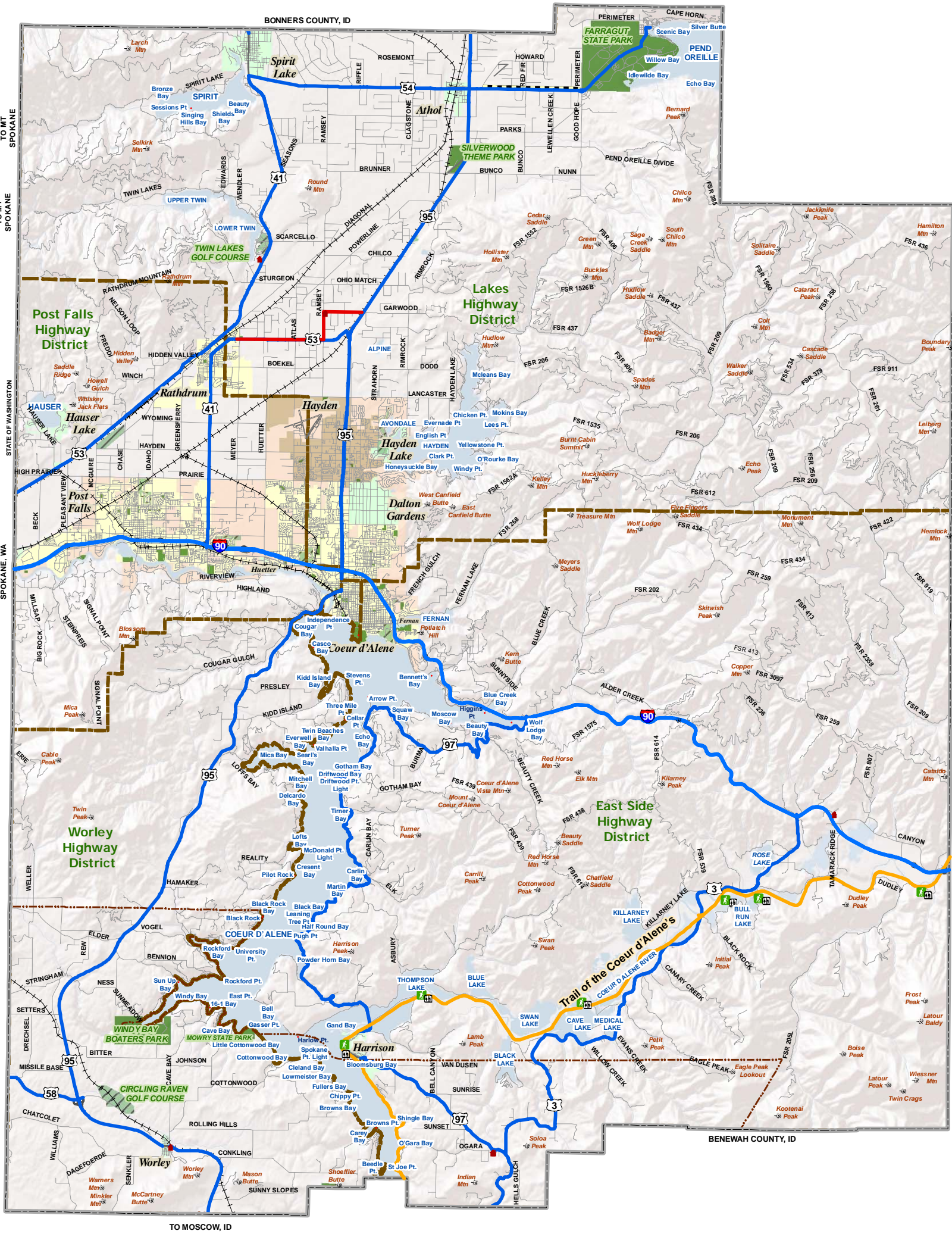
AMENITIES

-  TRAILHEAD
-  RESTROOM
-  SCHOOLS
-  CITYLINK BUS STOP
-  PARKS & RECREATION
-  GOLF COURSES
-  WATER FEATURES
-  MOUNTAIN PEAKS



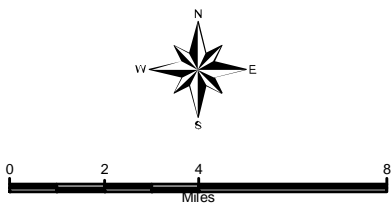
*Data based on best available information.
*Data for illustrative purposes only.





REGIONAL NON-MOTORIZED BICYCLE NETWORK 2009

Kootenai County



- NON-MOTORIZED CLASSIFICATION**
- SHARED USE PATH
 - BICYCLE LANE
 - SHARED ROADWAY

- TRANSPORTATION NETWORK**
- INTERSTATE
 - U.S. HIGHWAY
 - STATE HIGHWAY
 - LOCAL ROAD
 - SEASONAL ROAD
 - RAILROAD

- AMENITIES**
- TRAILHEAD
 - DRINKING FOUNTAINS
 - RESTROOM
 - PARKING
 - SCHOOLS
 - PARKS & RECREATION
 - GOLF COURSES
 - WATER FEATURES
 - MOUNTAIN PEAKS

- JURISDICTIONS**
- HIGHWAY DISTRICT
 - RESERVATION
 - COUNTY BOUNDARY
 - URBAN AREA BOUNDARY
 - CDA, POST FALLS, RATHDRUM
 - HAYDEN
 - OTHER JURISDICTIONS



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

Other issues and concerns mentioned include:

- Public opposition to funding bicycle and pedestrian facilities with vehicle registration fees and gas taxes
- Vehicles sharing the road with bikes
- Lack of funding/conflict of interest (taking cars off the roads means fewer funds generated by gas and registration taxes)

Transit Nodes/Connections

While Kootenai County boasts a very unique transit system, public transportation coordination in Kootenai County is complex due to the lack of a single central agency that manages funding, operations, administration, and planning for transit. Without a regional public transportation authority for Kootenai County, KMPO effectively serves as the area's transit board. Public transportation responsibilities are roughly divided as follows:

- KMPO must approve federal-aid funding priorities for public transportation within the urbanized area. KMPO does not, however, implement public transit projects or services.
- Kootenai County is the agency designated to receive federal public transportation grant funds for the urbanized area of the county. This designation carries a number of responsibilities which may be found on the Federal Transit Administration's website at www.fta.dot.gov. As the grant recipient, the County's role is to channel federal funds to transit providers operating within the urbanized area, and to ensure public input guides the selection of routes and services.
- Federal grants for transit service outside the urbanized area are made to ITD, which channels those rural public transportation dollars to various transit providers.

Those various transit providers that service Kootenai County include:

- Kootenai Area Transportation System (KATS)
- North Idaho Community Express (NICE)
- Kootenai Medical Center Patient Transportation Service (offers public transportation to the hospital and KMC-affiliated physician offices)
- Benewah Area Transit
- Greyhound
- Spokane Transit Authority Van Pools
- Citylink
- Omnibus, Inc.
- Senior Residential Facilities vans

For the most part, many of these services are fairly specialized and don't suit the needs of the average Kootenai County resident. Only Citylink is largely utilized by everyday citizens to get to school, work, retail centers, and recreation facilities. Citylink represents the first time in the United States that a tribal government and a local government have collaborated to create free public transportation.

Citylink covers the Coeur d'Alene Reservation and urban areas of Coeur d'Alene, Post Falls, and Hayden. It offers dozens of stops including several along area trails and recreation destinations such as parks, including:



Post Falls

- Four stops along the Karen Streeter Memorial Trail, which is adjacent to Seltice Way between McQuire and Pleasantview.
- A neighborhood path (part of a housing development) adjacent to Seltice, which runs from McQuire to just past Chase. This trail has one Citylink stop on it.
- The Centennial Trail has several transit stops between Spokane Street and Huetter.

Map 1.5 shows transit stops in Post Falls. Rathdrum and Hauser Lake are also shown on that map but have no transit service.

Hayden/Coeur d'Alene

Hayden and Coeur d'Alene have several shared use paths between them such as the Centennial, Atlas, Prairie, Hanley, Ramsey, Bluegrass, Kathleen, and 95 trails, and the Canfield Bike Route. They also boast a fair amount of parks, such as Cherry Hill Park, McEuen Field, City Park, Tubbs Hill, Riverstone Park, Ramsey Park, Landings Park, and several others.

Transit access to these trails and parks include:

- Bus stops accessing City Park near Highway 95 and Honeysuckle.
- A bus stop a couple blocks away on Government Way near Finucane Park.
- The Centennial Trail has a handful of bus stops along it near Tubbs Hill and City Park, as well as a couple further west, near Huetter Road.
- Ramsey Park, which is bordered by the Prairie Trail on the west and Ramsey Trail on the east, is accessed by one bus stop.
- The Ramsey Trail is accessed by two more bus stops along the trail heading north toward Hanley Avenue.
- While there are only two transit stops on Highway 95 at Wilbur and Ironwood, the 95 Trail can be accessed by transit stops a block to the east on Government Way. These stops are placed every few blocks at major side streets and make up for the distance between the stops on Highway 95.
- The Atlas Trail has three bus stops between Prairie Avenue and Hayden Avenue.

Some notable parks and trails, such as Canfield Mountain Trails, Canfield Sports Complex, Cherry Hill Park, and the Coeur d'Alene Soccer Complex are not accessible by nearby transit routes.

Map 1.4 shows transit stops in Hayden and Coeur d'Alene. Dalton Gardens and Fernan are also shown on that map although the nearest transit service is on Government Way.

Worley

- Citylink has one bus stop on Highway 95 in Worley that is fairly close to Worley Park.
- The Coeur d'Alene Casino just outside of Worley serves as the Citylink Transfer Station.

Map 1.7 shows the location of Worley's transit stop. Harrison is also shown on the map although there is no Citylink service to the town.

Generally where there are trails, there are trailheads. Documents such as this RNMTF note where transit stops provide access to trail heads. In comparing transit route maps to local trail and park maps, it was noted that most local trails do not have established trailheads marked on maps. A couple exceptions to this are the Centennial Trail trailhead a little south of Coeur d'Alene and a couple trailheads along the Route of the Coeur d'Alenes Trail near Harrison.

LOCAL POLICIES

While available right-of-way and funds to build amenities like sidewalks and bike lanes are ideal, they are not the only elements needed to create a successful non-motorized system. A certain mindset is also needed on the part of citizens and local jurisdictions. Part of that mindset requires jurisdictions to adopt policies and plans to encourage increased bicycle and pedestrian transportation. Some policies and plans have already been adopted across Kootenai County, including the ones mentioned below.

Comprehensive Plans

Comprehensive (Comp) plans are official public documents adopted by formal resolution through a City Council. Consisting of community goals and objectives which reflect the community's long range (20 year) vision for the future, comp plans are intended to be a guide for decision makers with regard to land use and future development.

Comprehensive plans should be kept current through regular updates and its implementation should be monitored and tracked.

Most of the jurisdictions within the region have comprehensive plans, with the exception of a few smaller rural jurisdictions. Those that have comp plans have transportation elements included. The transportation element is strongly focused on automobile transportation but the majority of jurisdictions do include existing conditions, goals, and future needs for non-motorized transportation. Common themes identified include concerns for design, safety, and connectivity. Most jurisdictions have identified a planned network for bicyclist and pedestrians.

While non-motorized transportation is included in most plans, the existing conditions are less comprehensive and integration of non-motorized goals and future needs with other transportation modes, land use, and development standards vary. Tools and methods are needed that identify the impact of

non-motorized transportation as it relates to economic vitality, sustainable development, community health and livability, and transportation efficiency, effectiveness, and equity.

Development Standards

Used as an implementation tool for the comprehensive plan, development standards help shape the built environment. They place requirements or restrictions on new development that help ensure consistency and conformance with community goals identified within the comprehensive plan. Most of the jurisdictions' development codes are found within their city code, although stand alone documents such as transportation strategic plans may also provide guidance.

Most bike and pedestrian improvements are made at the time of new development, making development standards critical to implementation. Most standards require bike and/or pedestrian improvements such as adding sidewalks, bike lanes, and/or multi-modal pathways. Development standards may also be imposed by Americans with Disabilities Act (ADA) requirements.

Traffic calming features and adequate facilities are also important considerations at the time of new development. Examples of important facilities often not required at the time of new development include bus benches and bike parking in commercial districts. Other standards related to land use density, intensity, and mixed use vary but can significantly impact the non-motorized transportation options by determining how far destinations are from residential and commercial districts.

Available Documents

KMPO staff researched what local documents, in addition to Comprehensive Plans, already exist that pertain to non-motorized transportation in the area. These documents were then scoured for codes and regulations that effect bicycle and pedestrian transportation.

Table 1.1 on the next page shows a list of those documents, including Comp Plans, classified by jurisdiction, and how they can be obtained.

Table 1.1 - Related Jurisdictional Documents

JURISDICTION	DOCUMENT NAME	HOW TO VIEW DOCUMENT
Coeur d’Alene	Comprehensive Plan	www.cdaid.org/mod/userpage/images/2007complan.pdf
	Bikeways Plan	www.cdaid.org/mod/userpage/images/06CdABikewaysPlan.pdf
Coeur d’Alene Tribe	Comprehensive Plan	Contact Jim Kackman 208-686-2066
Dalton Gardens	Comprehensive Plan	daltongardens.govoffice.com/ Click on ‘Public Documents.’
Hauser Lake	Comprehensive Plan	Call (208) 777-9315
Hayden	Comprehensive Plan	www.hayden.govoffice.com Click on ‘City Projects & Plans’
	Transportation Strategic Plan	www.hayden.govoffice.com Click on ‘City Projects & Plans’
Hayden Lake	Comprehensive Plan	www.cityofhaydenlake.us Click on ‘City Projects & Plans’
Kootenai County	Comprehensive Plan	www.kcgov.us/departments/planning/newcompplan.asp
Post Falls	Comprehensive Plan	www.postfallsidaho.org/pzdept/Comp%20Plan.pdf
	Transportation Plan	Public Works Department (208) 777-9857
Rathdrum	Comprehensive Plan	www.rathdrum.org Click on ‘Planning’ & ‘2009 Comprehensive Plan’
Spirit Lake	Comprehensive Plan	Call (208) 623-2131
	Transportation Plan	Call (208) 623-2131

ADVOCACY

During the formational meeting of the Regional Non-Motorized Transportation Plan Advisory Committee in February of 2009, attendees cited ‘lack of community support’ and ‘lack of public education and awareness about the need for and benefits of non-motorized travel’ as barriers towards creating an ideal non-motorized transportation system in the Kootenai County area.

When asked individually what brought each to the meeting, attendees cited a variety of issues and motivations. Many expressed an interest in improving the overall safety and connectivity of the transportation system and laying the groundwork for the future. Others had specific interests such as planning for safe routes to schools, exploring alternate community development concepts or improving air quality.

In addition, the group expressed an interest in becoming a core advocacy group for bike/pedestrian matters in the region and willingness to present the final plan to local jurisdictions and advocate for its adoption.

Many of the people who make up that committee are also members of other area advocacy groups that have been working toward reaching their own bicycle and pedestrian goals. Those groups have expressed their support for this plan and intentions of using it to further the missions of their own groups.

Table 1.2 shows a list of these organizations, contact information for each, information on group meetings, and each group’s mission or purpose.

Representatives from each of these organizations attended either one or both of the Regional Non-Motorized Plan Advisory Committee meetings or a future needs public workshop and offered input regarding the needs and wishes of their group.

TABLE 1.2 - Bicycle/Pedestrian Advocacy Groups within Kootenai County

GROUP NAME	CONTACT INFORMATION	MEETINGS	GROUP MISSION
North Idaho Centennial Trail Foundation	Charlie Miller (208) 292-1634 www.northidahocentennialtrail.org	3rd Thursday of the month 7:30-9 a.m 2000 Northwest Blvd. in the basement	To preserve and develop the North Idaho Centennial Trail System and promote non-motorized trail connectivity throughout North Idaho.
Idaho Smart Growth	Steve Lockwood (208) 255-7336 www.idahosmartgrowth.org	Scheduled quarterly Boise, ID	To see a list of guiding principles go to www. IdahoSmartGrowth.org
Kootenai Environmental Alliance	Wes Hanson (208) 667-9093 www.kealliance.org		To conserve, protect and restore the environment with particular emphasis on the Idaho Panhandle and the Coeur d’Alene Basin.
Spirit Lake Parks & Recreation Commission	Marc Kroetch 208-623-5130 www.slparks.org	Last Friday of the month 9 a.m. Spirit Lake City Hall	To serve the Spirit Lake community with new recreational opportunities for all ages.
Coeur d’Alene Ped & Bike Committee	Monte McCully (208) 292-5766 www.cdaid.org click on ‘Boards/Cmtes/ Commissions’	2nd Wednesday of the month 5:30-7 p.m. Old Council Chambers, City Hall, 710 Mullan Ave.	To promote walking, bicycling and people-powered transportation in Coeur d’Alene.
Hayden Bicycle & Pedestrian Ways Committee	Gina Pebles (208) 772-4411 www.hayden.govoffice.com click on “City Government’ and ‘Citizen Commissions & Committees’	3rd Tuesday of the month 5 p.m. Hayden City Hall	To provide safe, alternative transportation to our community.

In addition to these groups, KMPO's sister agency, Spokane Regional Transportation Council, hosts a cross-border Active Transportation Technical Committee meeting on a quarterly basis to encourage the sharing of information across jurisdictional and state boundaries. The group has participants from the City of Spokane, Spokane County, Spokane Valley, Cheney, Airway Heights, Spokane Transit Authority, the Spokane Regional Health District, the Idaho Transportation Department, and the City of Post Falls.

The purpose of this sub-committee is to educate others on what each jurisdiction is doing in regards to non-motorized transportation, and coordinate on projects where possible.

SECTION 2: FUTURE NEEDS

Participants of the May 2009 Non-Motorized Plan Advisory Group meeting identified and discussed the key elements of their vision for non-motorized transportation by the year 2030. Several major themes emerged from the discussion, including:

- **A safe system:** Development of a safe system for those of all ages and abilities, enabling people to walk or bike safely when next to traffic, when sharing the road with motorized vehicles, and ensuring safe routes to schools for children.
- **Community design with non-motorized travel in mind:** Design that supports non-motorized transportation options with less reliance on automobiles.
- **A well connected system:** Development of a safe non-motorized transportation network which encourages travel choices through local, regional, and intermodal connectivity with consideration for major destinations and community resources.

SYSTEM CONNECTIVITY

The topic of connectivity came up repeatedly throughout the development of the RNMT. In particular, local government agency staff and citizens want pathway connections linking towns and regions, sidewalk and pathway connectivity within neighborhoods, improved connectivity to other transportation modes, connectivity to recreational opportunities, improved north-south connections, connectivity between trails, and access to transit options.

At the public 'Future Needs' workshop held in May 2009, attendees specified routes they would like to see developed or improved countywide in order to improve overall connectivity of the area. Some examples of suggested improvements include:

- A bike lane or shared use path to connect Huetter Road from the Prairie Trail to Landcaster Avenue and continuing alongside the Union Pacific rail line heading northeast
- Pathways or bike lanes on the west side of US 95
- Continue the bike lane on Honeysuckle; ends before intersecting with US 95
- Add bike lanes to Government Way
- Fill in Centennial Trail gaps to improve access and connectivity to other trails or destinations

KMPO staff compiled a list of all the requests identified through public outreach and submitted them to local jurisdictions for review and approval as a 'Priority Network' list. The descriptions/locations included are approximate at this time. Should these projects be constructed, the individual jurisdictions will be responsible for determining actual routes and/or locations. That matrix is included as **Table 2.1** on the following page.

Table 2.1- Priority Network- As Identified By the Public

RATHDRUM/ POST FALLS

PROJECT	DESCRIPTION
Inter-Regional Connection - Union Pacific Rail-to-Trail Conversion	Dedicated non-motorized facilities from Idaho State border to the Bonner County border
Post Falls-Coeur d'Alene Connection - BNSF Rail-to-Trail Conversion	Dedicated non-motorized facilities from Greensferry Rd. to the Prairie Trail
Post Falls-Coeur d'Alene Connection - Maplewood Ave.	Dedicated bike facilities from Ross Point Rd. to Huetter Rd.
Rathdrum-Post Falls Connection - SR 41	Dedicated non-motorized facilities from Hwy. 53 to Maplewood Ave.
Rathdrum-Post Falls Connection - Meyer Rd.	Dedicated non-motorized facilities from Prairie Ave. to SR 53.
Rathdrum-Hayden Connection - Lancaster Rd.	Dedicated non-motorized facilities from SR 41 to US 95
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.
Trail Connection - Greensferry Rd.	Dedicated bike facilities from Prairie Ave. to the Centennial Trail
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.
Centennial Trail Infill	Dedicated non-motorized facilities along the BNSF railroad from Lincoln St. to west of Bay St.
Trail Head(s)	Place a trail head at the Prairie Trail and Meyer Rd., Highway 41, and another where the Union Pacific rail splits.
12th Ave.	Dedicated bike facilities from Chase Rd. to SR 41
Riverview Dr.	Dedicated non-motorized facilities from Spokane St. to Rainbow Dr.
Seltice Wy. 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.

Table 2.1- Priority Network- As Identified By the Public (Cont.)

School Connectivity - Chase Rd. Sidewalk Infill	Dedicated pedestrian facilities from Chase Rd. to Compton St., on 15th, 15th to Mullan on Compton and Frederick, and Frederick St. to 6th Ave. from Mullan or 15th on Frederick.
15th Ave.	Dedicated pedestrian facilities from Chase Rd. to Spokane St.
Poleline Ave.	Dedicated pedestrian facilities from Cecil Rd. to SR 41
Cecil Rd.	Dedicated pedestrian facilities from Poleline Ave. to 12th Ave.
Cedar St.	Dedicate pedestrian facilities from Seltice Wy. to Woodland Dr.
Beck Rd. Interchange	Address the needs of non-motorized users
Pleasant View Rd. Interchange	Address the needs of non-motorized users

COEUR D'ALENE/ DALTON GARDENS/ HAYDEN

PROJECT	DESCRIPTION
Trail Connection	Dedicated non-motorized facilities to connect the trail of the Coeur d'Alenes near Bull Run Lake and the Centennial Trail south of Fernan
US 95	Dedicated non-motorized facilities from Ironwood Dr. to Northwest Blvd.
Government Way	Dedicated bike facilities from north of Hayden to Wyoming Ave., Miles Ave. to Dalton Ave., and Harrison to Northwest Blvd.
Huetter Rd.	Dedicated non-motorized facilities from Lancaster Ave. to Prairie Trail; Dedicated bike facilities from Seltice Way to Centennial Trail
Strahorn Rd. - 4th Ave.	Dedicated non-motorized facilities from Lancaster Ave. to Finucane Park
Atlas Trail	Dedicated non-motorized facilities from Masters Dr. to the BNSF railroad
Dalton Ave.	Dedicated pedestrian facilities from Ramsey Rd. to east of 17th St.
Hayden Ave.	Dedicated non-motorized facilities from Huetter Rd. to Post Falls; Dedicated pedestrian facilities from Country Club Dr. to US 95
Poleline/Hanley Ave.	Dedicated non-motorized facilities from Government Way to Poleline Ave.
Old Highway 95 Bridge	Dedicated non-motorized bridge from River Ave. to Marina Dr.

Table 2.1- Priority Network- As Identified By the Public (Cont.)

Orchard Ave.	Dedicated non-motorized facilities from West of Ramsey Rd. to Maple St.
Honeysuckle Ave.	Dedicated non-motorized facilities from US 95 to Strahorn Rd.
Appleway Ave.	Dedicated non-motorized facilities from US 95 to Government Way; Dedicated pedestrian facilities from the Prairie Trail to Julia St.
Seltice Way	Dedicated bike facilities from Huetter Rd. to the Prairie Trail
15th St.	Dedicated non-motorized facilities from Sherman Ave. to Lookout Dr.

MISCELLANEOUS

PROJECT	DESCRIPTION
Regional Trail	Development of a trail between Mount Spokane and Spirit Lake
Sidewalk Infill*	Fill in sidewalks along transit routes
Bicycle Lane Projects*	Add on to one-way bike lanes so that a lane is offered on both sides of the street thus reducing bicycle conflicts.

*Not shown on maps

The Priority Network projects have been placed on **Maps 2.1-2.3**, on the following pages. The routes are also approximate on these maps and will be determined by the individual jurisdictions during the design phase prior to construction.

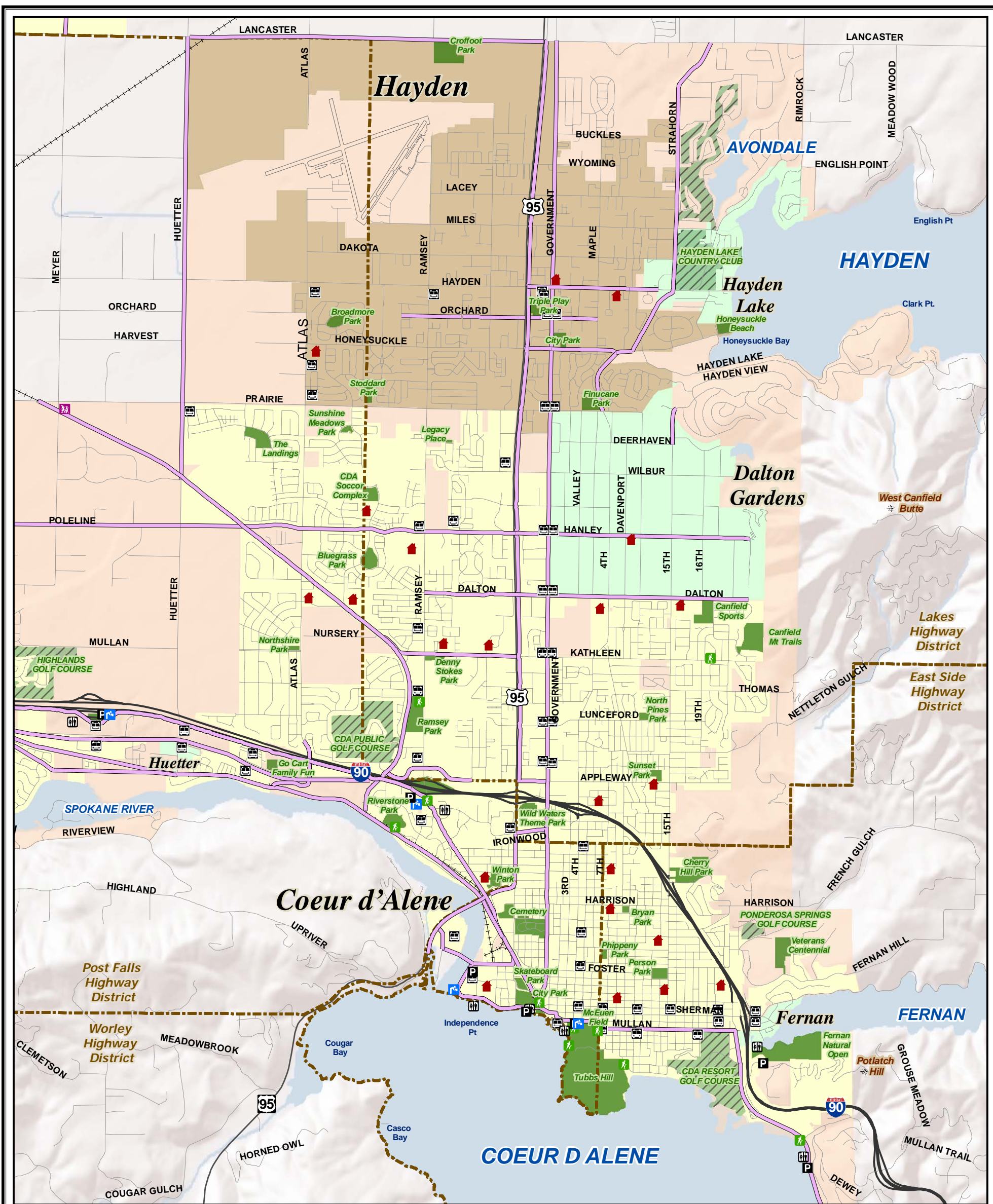
Map 2.1 shows Hayden, Dalton Gardens, and Coeur d’Alene’s projects. **Map 2.2** shows priority projects for Post Falls, Hauser Lake, and Rathdrum. **Map 2.3** shows priority projects for Kootenai County.

While members of the public identified their priority projects (in the table and maps reference above), many of the jurisdictions in Kootenai County have also identified additional, proposed projects they would like to see constructed.

For instance, Hayden has a series of planned shared use paths identified that will form a fairly comprehensive grid going both east-west and north-south, including all the way to Honeysuckle Beach at Hayden Lake and a connection to the Coeur d’Alene Soccer Complex.

Coeur d’Alene has a shared use path planned that connects to Ramsey Park and City staff would like to extend the Centennial Trail between Riverstone Park and Huetter Road. Hayden, Coeur d’Alene, Fernan, and Dalton Gardens *proposed* pedestrian projects can be seen in **Map 1.4**.

These jurisdictions also have plans for new bicycle facilities. Hayden has an impressive system of bike lanes planned for the future, many of them along the same stretches of road as planned shared use paths. Proposed bike lanes



REGIONAL NON-MOTORIZED PRIORITY NETWORK 2009

Coeur d'Alene, Hayden, Dalton Gardens, Hayden Lake & Fernan

NON-MOTORIZED CLASSIFICATION

- PUBLIC OUTREACH IDENTIFIED ROUTES
- PROPOSED TRAILHEAD

TRANSPORTATION NETWORK

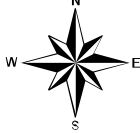
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AMENITIES

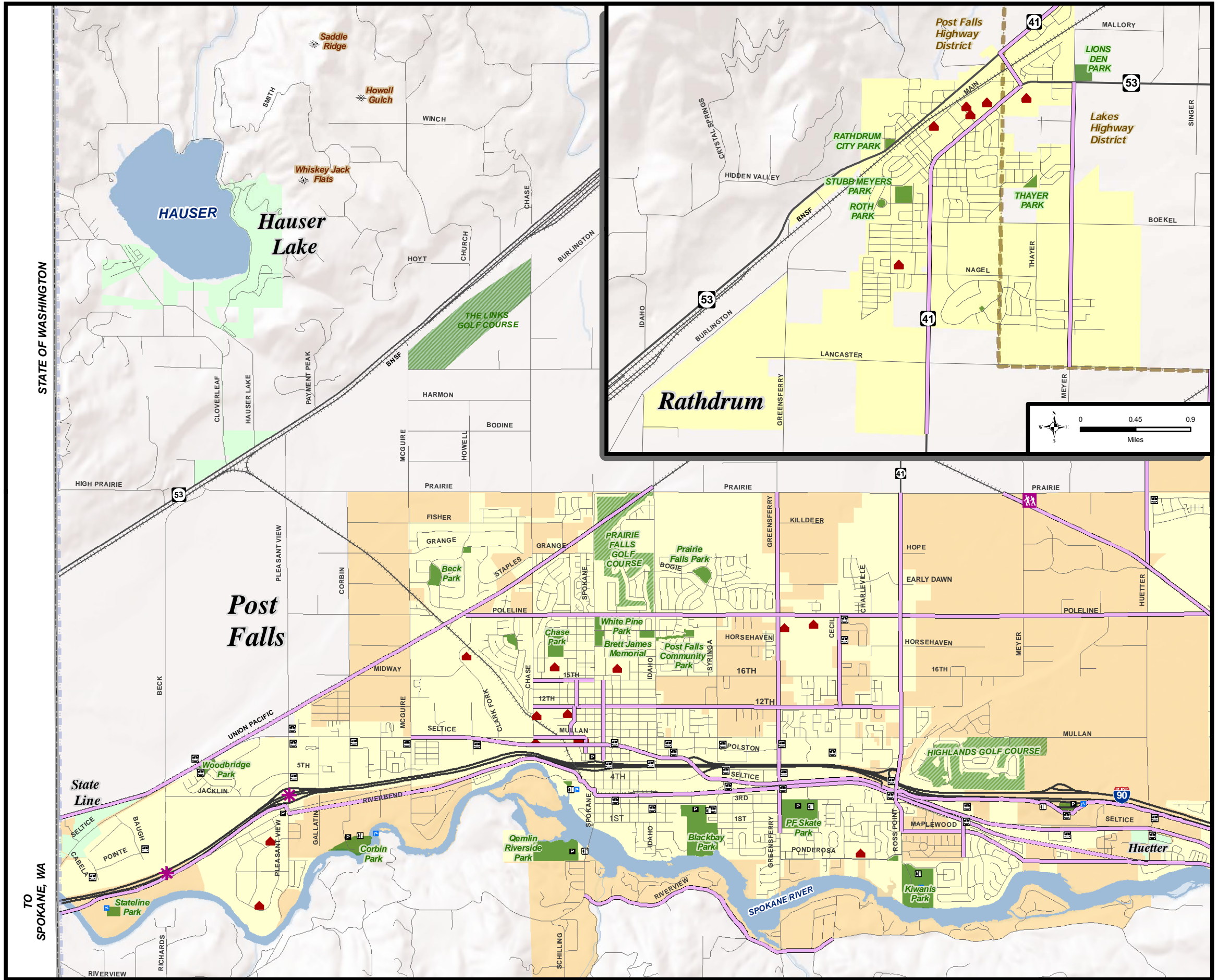
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- SCHOOLS
- CITYLINK BUS STOP
- PARKS & RECREATION
- GOLF COURSE
- WATER FEATURES
- MOUNTAIN PEAKS

JURISDICTIONS

- HIGHWAY DISTRICT
- URBAN AREA BOUNDARY
- CDA, POST FALLS, RATHDRUM
- HAYDEN
- OTHER JURISDICTIONS



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*Data for illustrative purposes only.



REGIONAL NON-MOTORIZED PRIORITY NETWORK 2009

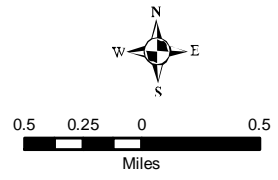
Post Falls, Rathdrum,
Hauser Lake, State Line
&
Huetter

- NON-MOTORIZED CLASSIFICATION**
- PUBLIC OUTREACH IDENTIFIED ROUTES
 - PROPOSED TRAILHEAD
 - PROPOSED INTERCHANGE

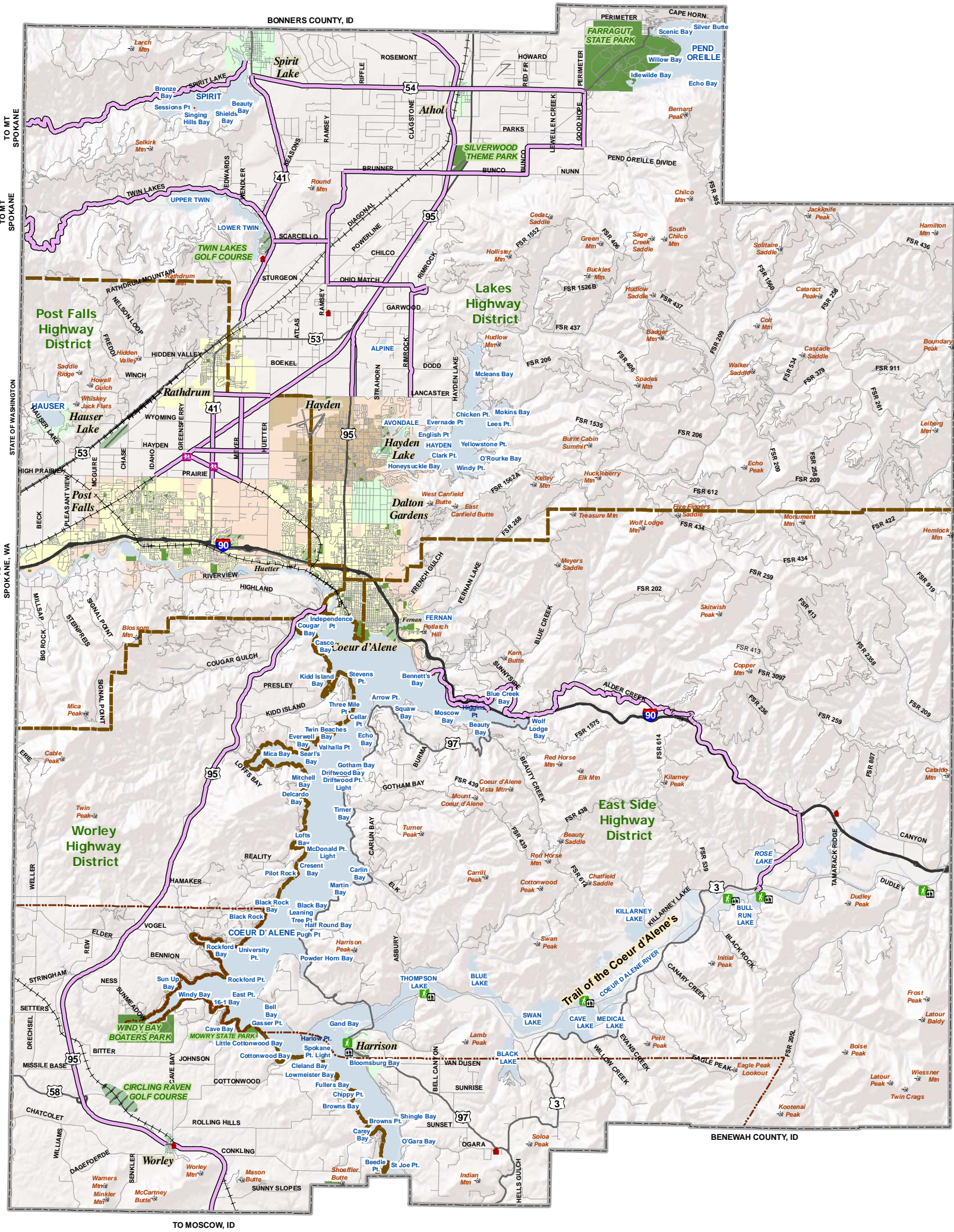
- TRANSPORTATION NETWORK**
- INTERSTATE
 - U.S. HIGHWAY
 - STATE HIGHWAY
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- JURISDICTIONS**
- HIGHWAY DISTRICT
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 - OTHER JURISDICTIONS

- AMENITIES**
- TRAILHEAD
 - DRINKING FOUNTAIN
 - RESTROOM
 - PARKING
 - SCHOOL
 - CITYLINK BUS STOP
 - PARKS & RECREATION
 - GOLF COURSES
 - WATER FEATURE
 - MOUNTAIN PEAK

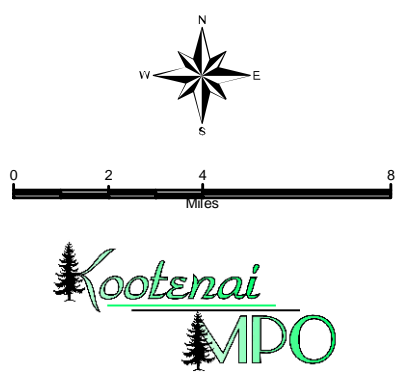


*Data based on best available information.
*Data for illustrative purposes only.



REGIONAL NON-MOTORIZED PRIORITY NETWORK 2009

Kootenai County



NON-MOTORIZED CLASSIFICATION

- PUBLIC OUTREACH IDENTIFIED ROUTES
- PROPOSED TRAILHEAD

TRANSPORTATION NETWORK

- INTERSTATE
- U.S. HIGHWAY
- STATE HIGHWAY
- LOCAL ROAD
- SEASONAL ROAD
- RAILROAD

AMENITIES

- TRAILHEAD
- DRINKING FOUNTAINS
- RESTROOM
- PARKING
- SCHOOLS
- PARKS & RECREATION
- GOLF COURSES
- WATER FEATURES
- MOUNTAIN PEAKS

JURISDICTIONS

- HIGHWAY DISTRICT
- RESERVATION
- COUNTY BOUNDARY
- URBAN AREA BOUNDARY
- CDA, POST FALLS, RATHDRUM
- HAYDEN
- OTHER JURISDICTIONS

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

would connect the rest of the city to Honeysuckle Beach and Croffoot Park, which previously had no dedicated bike or pedestrian access.

Coeur d'Alene has some east-west bike routes planned, such as along Hanley Avenue between Huetter Road and US 95 and along Kathleen Avenue from the Prairie Trail to Government Way, then from 4th Street to 15th Street. North-south bike lanes are proposed along 15th Street between Appleyway and Mullan and Government Way between City Park and Harrison. Proposed bicycle facilities for Hayden, Coeur d'Alene, Dalton Gardens, and Fernan are identified in **Map 1.4**.

Rathdrum and Post Falls also hope to expand their non-motorized systems. Rathdrum has a plan that would put shared use paths along almost every arterial in town, and filling gaps between existing paths. Post Falls has plans to place three very long stretches of shared use paths on Poleline, between Huetter and Beck; Prairie between Huetter and Beck; and along the Burlington Northern Santa Fe railroad right of way that runs northwest from Interstate 90 to Highway 53.

As far as bicycling options, Rathdrum has no current formal plans to add bike lanes, while Post Falls has bike lanes planned for almost every arterial throughout the city, including lanes accessing Corbin Park, Post Falls Community Park, and White Pine Park; none of which has dedicated bicycle access currently. Rathdrum and Post Falls proposed pedestrian facilities can be seen in **Map 1.2** and **Map 1.5** shows proposed bicycle projects for those areas.

Even the small town of Spirit Lake has some big things in their future plans. Spirit Lake has a series of shared use paths planned that cover most of the arterials in town and connect to Spirit Lake City Park and Jefferson Ball Park. There is also an ambitious plan to build a trailhead at Spirit Lake's city beach, provide shuttles to the top of Mt. Spokane and develop trails for bicyclists to ride back down. Spirit Lake's proposed projects can be seen in **Maps 1.3 and 1.6**.

TRANSIT INTERFACE

Providing alternate forms of transportation such as transit can increase the reach of any bicycle or pedestrian trip and take single occupant vehicles off the roads. With Citylink ridership growing monthly, we believe this is already happening.

What is needed now is non-motorized planning to help link up transit nodes and connectivity between all modes of transportation. All Citylink buses have bike racks (front and back), but now convenient ways for drivers and walkers to access transit services are needed as well.

One project that will move Kootenai County closer to that goal is the construction of a transit center that will serve as a park and ride for bus riders and a starting point for pedestrians and bicyclists using area trails. Since

2005, sections of the Riverstone development in Coeur d'Alene have been used as a temporary park & ride and transfer station for Citylink riders. The current location is a dirt lot and offers no accommodations such as bike racks, restrooms, a place to get out of the weather, or lighting to provide a sense of security for users. When Citylink was notified in early 2009 that the property would no longer be available for Citylink use, the movement toward a permanent transit center was started.

Now, a preferred location has been identified (through the public process) for a transit center in the vicinity of Interstate 90 and Ramsey Road, also in the Riverstone development, due to its' central location. The new transit center will be used by not only Citylink, but also Greyhound and Kootenai Area Transit System (KATS) and possibly Greyhound. It will offer facilities such as restrooms, basic food services, a safe place to park vehicles; a safe, warm, dry place to wait for buses, bike lockers or rack, and sidewalks or walkways leading to other businesses and destinations.



The transit center will be the hub of the Kootenai County public transit world, but there is still a lack of amenities when riders get off the bus in other locations. Ideally, a transit rider should be able to exit the bus and walk or ride just a couple blocks to their destination, whether it is work, school, running errands, to utilize government or community services, or for recreation. That means more transit stops and service are needed near trails and pathways, parks, natural areas, schools, malls, neighborhood centers, and industrial areas. Connecting roadway accommodations for bicycles would be another desirable amenity.

In addition, input from the public specified improved transit connectivity between regions, such as an interstate connection between Post Falls on the Idaho side and Liberty Lake on the Washington side of the state line.



Transit users have also expressed a desire for more amenities and maintenance at or near bus stops, such as bike parking, fixing cracked and broken sidewalks near stops, and providing shelters and benches at stops. Currently, there is a project underway to provide bus benches. To date, the 'Benches for Bus Stops' committee (a subcommittee of KMPO's Public Transportation

Roundtable) has installed 17 benches at bus stops throughout Post Falls and Coeur d'Alene. The benches are 'sponsored' by area individuals, agencies, or businesses for \$1000 each. Half that amount is used to build and install the bench, the rest is either used for additional costs like laying concrete or set aside for maintenance. No money is taken as profit from the benches. They are tastefully designed and include a plaque with the sponsors' name.

LOCAL PLANNING AND POLICY DEVELOPMENT

At meetings of the Non-Motorized Plan Advisory Committee and the Future Needs public workshop, participants brought up the need to change or amend local policies in order to further the non-motorized element of local transportation.

Among the suggestions and/or recommendations received:

- When complete, have local jurisdictions adopt and integrate this RNMTTP into local comprehensive plans
- Adopt a Complete Streets policy
- When developing policy, consider retrofitting, land use, and future development patterns which would support non-motorized opportunities (i.e. mixed use; transit oriented development)
- Review roadway design as it relates to slowing traffic speed, creating buffers for pedestrians, and ensuring mutual visibility for transportation users
- Enforce the use of design standards, codes, and policies
- Consider regulatory standards such as including bike rack installations in new developments

OTHER NEEDS



A variety of other needs were mentioned throughout the development of the RNMTTP, including benches, bike parking, improved lighting, and places to freshen up after riding, both in workplaces and throughout the community. Also, a need for one person to coordinate all the individual non-motorized efforts throughout the county was brought up, much like the Bike and Pedestrian Coordinator position recently developed by the neighboring City of Spokane.

Some needs and desires were also brought up that are more conceptual than concrete, including:

- Safe routes to school for children
- A need to identify and designate intermodal corridors
- Improvement and maintenance of existing non-motorized facilities, including snow removal
- The need for leadership and community support
- Public Education and awareness efforts, including school-aged children, to help develop mutual respect between transportation users
- Consideration of real and perceived safety and security issues
- Identification of needs and opportunities as they relate to rural and urban areas
- Identifying non-motorized transportation incentives, such as tax benefits for individuals and employers
- Interstate partnerships in addition to KMPO/SRTC's bi-state 'Active Transportation Technical Committee'
- Develop methods of collecting and reporting pedestrian injury data to help

- understand and educate on the areas of highest need
- Support an increased use of law enforcement, crossing guards, and other enforcement mechanisms around identified activity centers/districts to improve safety
- Partner with local jurisdictions and law enforcement to conduct pedestrian emphasis patrols
- Identify non-motorized transportation injuries and death
- Implement safety programs at areas where there are high pedestrian collision rates
- Increase traffic safety awareness to all citizens

SECTION 3: FUNDING STRATEGIES

While most wouldn't consider it a good thing, the current economic challenges and the potential for rising gas prices could increase the use of non-motorized travel in Kootenai County. As budgets get tighter, many are seeking lower cost forms of transportation.

Budgets for transportation projects are also getting tighter though, especially for bike and pedestrian projects. Funding for non-motorized improvements can be controversial, as there is sometimes the perception that funding a bike or pedestrian project will mean less money for roadway improvements. And once non-motorized facilities are built, it is even more difficult to find funding to provide on-going maintenance.

Nevertheless, several funding options are available through local, state, federal, and other sources. Funding from state or local sources include road construction and maintenance budgets, general funds, system development charges, or joint projects with utilities or other agencies. Federal funding sources include the surface transportation budget, enhancements, and air quality programs. Donations, grants, and development mitigations are examples of other funding sources.

Samples of these funding sources include:

Current Federal Programs

- Congestion Mitigation and Air Quality (CMAQ) Program- 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.
- 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.
- Safe Routes To School (SRS)- Enables and encourages children, including those with disabilities, to walk and bicycle to school and makes bicycling and walking to school a safer and more viable transportation alternative.

Non-Transportation Programs

- Land and Water Conservation Fund (L&WCF)- Available for the acquisition of lands and waters or for the development of public outdoor recreation facilities. Greenways and parks are typical projects funded by the Land and Water Conservation Fund.

Other Resources

- Idaho Gem Grants (IGG) – Maximum grant amount of \$50,000 with a 20% match.
- Gem Community Assistance Program- Provides technical assistance and training to rural community projects.

Private Foundations & Corporations

- Bikes Belong Grant- Provides up to \$10,000 in funding to help build facilities and encourage ridership. Eligible facilities include bike paths, trails, bridges, mountain bike facilities, bike parks, and bmx facilities.
- Kodak American Greenways Program- Small grants of \$500-\$2500 to help stimulate the planning and design of greenways.

A complete list of funding programs compiled for this plan is included in **Appendix 3**.

Even with a variety of funding options, there still is not enough money available to cover a fraction of the proposed local non-motorized projects. Most communities across the country are facing this same dilemma. Here are methods some of them have used to finance their projects:

- Environmental impact mitigation fees- A fee imposed on companies with projects that are determined to have a negative affect on the environment. The money collected goes toward correcting the identified problem.
- Tax-deductible gifts in the form of signs, equipment, and trail segments
- Traffic impact fees- imposed on a developer to improve the transportation system to accommodate the higher travel demand added by a new development.
- Local Improvement Districts (LID)- A group of property owners can share in the cost of transportation infrastructure improvements. An LID can be used to install sidewalks on existing streets. The city will design and construct the project and property owners assume responsibility to pay for it.

The Advisory Group for this plan was asked to brainstorm implementation and funding strategies to help achieve the included goals and objectives. While the group had no specific ideas on how to raise money to pay for projects, they did have suggestions on steps to take now that could help leverage for future funding opportunities:

- Coordinate stakeholders and develop partnerships in order to build a network of support and to leverage human and capital resources. Potential partnerships identified included partnering with the tourism sector, Ironman groups, motorized recreation groups and supporters, developers, land conservation groups, public and private educational institutions, Safe Routes to Schools advocates, Kootenai Medical Center, the Panhandle Health District, and groups that support accessibility for those with physical disabilities.
- Educate the public, business owners, and local lawmakers as to the benefits and savings associated with non-motorized transportation so that they will be more likely to advocate or vote for bike and pedestrian projects in the future.
- Leverage available money to the greatest extent possible by using it for matching grants and joint projects.

APPENDIX 1
Jurisdiction Interview Questions



City of Coeur d' Alene
City of Post Falls
City of Hayden
City of Rathdrum
Coeur d' Alene Tribe
East Side Highway District
Idaho Transportation Department
Kootenai County, Idaho
Lakes Highway District
Post Falls Highway District
Worley Highway District

Cooperatively Developing a Transportation System for all of Kootenai County, Idaho

**KMPO NON-MOTORIZED PLAN
AGENCY QUESTIONNAIRE**

Kootenai Metropolitan Planning Organization is beginning development of a county-wide bicycle-pedestrian plan. As part of this process, we would like to interview your agency to explore current efforts in planning and engineering for non-motorized transportation. If you are unable to conduct the interview in person or over the phone, we still invite you to fill out the form below. Please contact Tiara Schmidt, KMPO Non-Motorized Project Coordinator at 1-800-698-1927 or by email at tschmidt@srtc.org if you have any questions.

1. Does your agency have existing planning documents that address bicycle and pedestrian issues?
 - a. If so, what are they? (General comp plan, transportation system plan, specific bike-ped plan?)

 - b. Can you provide a copy to KMPO?

2. Who is responsible in your agency for non-motorized planning? What percent of time is dedicated to non-motorized planning?

14. Are bicycle and pedestrian improvements currently addressed in your development code?

a. If so, how?

b. If not, would you be willing to consider suggestions for adding them?

15. Do you address bike-ped needs when you repair or retrofit streets?

16. Does your agency currently have a citizen advisory group that should be included in our regional planning process? Is there anyone else you can think of that we should talk with about non-motorized facilities?

17. Are there any other comments you'd like to add about bicycle and pedestrian issues at your agency?

THANK YOU FOR YOUR ASSISTANCE!

APPENDIX 2

Non-Motorized Public Survey Questions & Results

Kootenai Regional Non-Motorized Transportation Public Survey 1

1. How do you usually get to work? For example, if you usually ride a bike to connect to transit on your way to work in summer and fall, you would mark both bicycle and transit for the summer and fall columns. If you are not employed, please skip this question. (mark all that apply)

	Spring	Summer	Fall	Winter	Response Count
Drive alone	81.1% (103)	62.2% (79)	80.3% (102)	96.9% (123)	127
Carpool	68.4% (13)	52.6% (10)	68.4% (13)	94.7% (18)	19
Transit	60.0% (3)	80.0% (4)	80.0% (4)	60.0% (3)	5
Walk	90.0% (18)	70.0% (14)	90.0% (18)	50.0% (10)	20
Bicycle	65.1% (54)	98.8% (82)	62.7% (52)	10.8% (9)	83
	answered question				154
	skipped question				21

2. If you are a student, how do you usually get to school? For example, if you usually ride a bike to connect to transit on your way to school in summer and fall, you would mark both bicycle and transit for the summer and fall columns. If you are not a student, please skip this question. (mark all that apply)

	Spring	Summer	Fall	Winter	Response Count
Drive alone	80.0% (4)	40.0% (2)	80.0% (4)	100.0% (5)	5
Carpool	33.3% (1)	33.3% (1)	33.3% (1)	100.0% (3)	3
Transit	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0
Walk	100.0% (4)	100.0% (4)	100.0% (4)	50.0% (2)	4
Bicycle	75.0% (3)	100.0% (4)	75.0% (3)	0.0% (0)	4
	answered question				8
	skipped question				167

3. If you have children, how do they usually get to school? (mark all that apply)

	Spring	Summer	Fall	Winter	Response Count
Drives alone	76.9% (10)	38.5% (5)	76.9% (10)	100.0% (13)	13
Carpool	86.4% (19)	27.3% (6)	90.9% (20)	100.0% (22)	22
Bus or Transit	85.7% (18)	28.6% (6)	95.2% (20)	95.2% (20)	21
Walk alone	85.7% (6)	71.4% (5)	85.7% (6)	85.7% (6)	7
Walk others	92.3% (12)	61.5% (8)	92.3% (12)	61.5% (8)	13
Bike alone	90.0% (9)	60.0% (6)	70.0% (7)	10.0% (1)	10
Bike with others	77.8% (7)	55.6% (5)	66.7% (6)	0.0% (0)	9
	answered question				59
	skipped question				116

4. From home, work, and school, where do you walk to? (mark all that apply)

	Walking from home	Walking from work	Walking from school	Response Count
Bus stop	81.8% (9)	45.5% (5)	18.2% (2)	11
Church	75.0% (6)	25.0% (2)	12.5% (1)	8
Convenience store	66.7% (38)	56.1% (32)	5.3% (3)	57
Coffee shop/Restaurant	58.1% (50)	65.1% (56)	3.5% (3)	86
Entertainment	82.5% (33)	32.5% (13)	5.0% (2)	40
Friend's house	96.4% (54)	8.9% (5)	8.9% (5)	56
Grocery Store/Farmers market	78.6% (44)	39.3% (22)	3.6% (2)	56
Gym	72.0% (18)	36.0% (9)	8.0% (2)	25
Home	29.6% (8)	74.1% (20)	14.8% (4)	27
Library	66.1% (37)	46.4% (26)	5.4% (3)	56
Park	81.1% (73)	36.7% (33)	3.3% (3)	90
Post office	53.3% (32)	61.7% (37)	3.3% (2)	60
Retail	52.9% (27)	60.8% (31)	2.0% (1)	51

School	88.2% (15)	17.6% (3)	11.8% (2)	17
Work	95.8% (23)	8.3% (2)	8.3% (2)	24
Other points of interest (specify)				30
answered question				143
skipped question				32

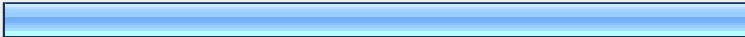
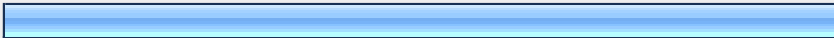
5. From home, work, and school, where do you bike to? (mark all that apply)				
	Biking from home	Biking from work	Biking from school	Response Count
Bus stop	100.0% (5)	40.0% (2)	0.0% (0)	5
Church	100.0% (11)	27.3% (3)	9.1% (1)	11
Convenience store	93.7% (59)	31.7% (20)	4.8% (3)	63
Coffee shop/Restaurant	89.9% (62)	39.1% (27)	2.9% (2)	69
Entertainment	100.0% (49)	22.4% (11)	4.1% (2)	49
Friend's house	100.0% (74)	14.9% (11)	5.4% (4)	74
Grocery Store/Farmers market	97.4% (75)	28.6% (22)	2.6% (2)	77
Gym	90.7% (39)	37.2% (16)	4.7% (2)	43
Home	12.7% (7)	90.9% (50)	9.1% (5)	55
Library	89.6% (60)	25.4% (17)	3.0% (2)	67
Park	98.0% (96)	16.3% (16)	2.0% (2)	98
Post office	87.9% (51)	36.2% (21)	3.4% (2)	58
Retail	95.2% (59)	27.4% (17)	3.2% (2)	62
School	100.0% (14)	21.4% (3)	7.1% (1)	14
Work	100.0% (65)	3.1% (2)	3.1% (2)	65
Other points of interest (specify)				36
answered question				135
skipped question				40

6. How often do you walk to the following destinations?

	Very often	Often	Sometimes	Rarely	Never	Rating Average	Response Count
Bus stop	1.9% (2)	1.9% (2)	3.7% (4)	8.3% (9)	84.3% (91)	1.29	108
Church	1.9% (2)	0.9% (1)	5.6% (6)	3.7% (4)	88.0% (95)	1.25	108
Convenience store	3.1% (4)	11.0% (14)	31.5% (40)	17.3% (22)	37.0% (47)	2.26	127
Coffee shop/Restaurant	8.9% (12)	16.3% (22)	28.1% (38)	15.6% (21)	31.1% (42)	2.56	135
Entertainment	5.0% (6)	14.3% (17)	21.0% (25)	18.5% (22)	41.2% (49)	2.24	119
Friend's house	14.8% (19)	19.5% (25)	26.6% (34)	14.1% (18)	25.0% (32)	2.85	128
Grocery Store/Farmers market	7.9% (10)	14.3% (18)	17.5% (22)	19.0% (24)	41.3% (52)	2.29	126
Gym	8.6% (10)	5.2% (6)	6.0% (7)	9.5% (11)	70.7% (82)	1.72	116
Home	10.4% (10)	11.5% (11)	17.7% (17)	8.3% (8)	52.1% (50)	2.20	96
Library	5.5% (7)	18.1% (23)	21.3% (27)	8.7% (11)	46.5% (59)	2.28	127
Park	20.1% (27)	26.9% (36)	23.9% (32)	10.4% (14)	18.7% (25)	3.19	134
Post office	4.8% (6)	15.9% (20)	19.8% (25)	13.5% (17)	46.0% (58)	2.20	126
Retail	3.1% (4)	14.1% (18)	26.6% (34)	9.4% (12)	46.9% (60)	2.17	128
School	6.1% (6)	3.1% (3)	6.1% (6)	5.1% (5)	79.6% (78)	1.51	98
Work	10.3% (12)	4.3% (5)	12.0% (14)	6.8% (8)	66.7% (78)	1.85	117
	answered question						160
	skipped question						15

7. How often do you bike to the following destinations?

	Very often	Often	Sometimes	Rarely	Never	Rating Average	Response Count
Bus stop	0.9% (1)	1.8% (2)	2.8% (3)	2.8% (3)	91.7% (100)	1.17	109
Church	0.9% (1)	0.9% (1)	5.5% (6)	8.2% (9)	84.5% (93)	1.25	110
Convenience store	4.7% (6)	10.9% (14)	39.8% (51)	12.5% (16)	32.0% (41)	2.44	128
Coffee shop/Restaurant	7.0% (9)	18.6% (24)	31.0% (40)	11.6% (15)	31.8% (41)	2.57	129
Entertainment	6.5% (8)	15.3% (19)	25.8% (32)	16.9% (21)	35.5% (44)	2.40	124
Friend's house	11.4% (15)	16.7% (22)	35.6% (47)	11.4% (15)	25.0% (33)	2.78	132
Grocery Store/Farmers market	7.6% (10)	17.4% (23)	34.8% (46)	9.1% (12)	31.1% (41)	2.61	132
Gym	5.0% (6)	11.8% (14)	16.0% (19)	9.2% (11)	58.0% (69)	1.97	119
Home	18.3% (19)	22.1% (23)	14.4% (15)	2.9% (3)	42.3% (44)	2.71	104
Library	4.6% (6)	16.0% (21)	24.4% (32)	14.5% (19)	40.5% (53)	2.30	131
Park	17.3% (24)	25.2% (35)	28.8% (40)	7.9% (11)	20.9% (29)	3.10	139
Post office	6.2% (8)	8.5% (11)	28.5% (37)	13.1% (17)	43.8% (57)	2.20	130
Retail	3.2% (4)	15.3% (19)	29.8% (37)	16.9% (21)	34.7% (43)	2.35	124
School	3.0% (3)	8.1% (8)	6.1% (6)	9.1% (9)	73.7% (73)	1.58	99
Work	18.5% (23)	17.7% (22)	22.6% (28)	6.5% (8)	34.7% (43)	2.79	124
	answered question						158
	skipped question						17

8. If you walk or bike, how long is your average trip one-way? (Specify in miles and/or minutes)				
			Response Percent	Response Count
Walking:			82.2%	125
Biking:			92.1%	140
			answered question	152
			skipped question	23

9. To what extent do the following prevent you from walking?							
	Very often	Often	Sometimes	Rarely	Not a barrier	Rating Average	Response Count
Lack of destinations or services in your neighborhood	40.4% (59)	18.5% (27)	17.8% (26)	7.5% (11)	15.8% (23)	3.60	146
Lack of facilities (i.e. sidewalks, pathways, covered benches, or dog stations to park your dog)	20.3% (30)	19.6% (29)	23.0% (34)	16.2% (24)	20.9% (31)	3.02	148
Poor transit access	19.8% (26)	9.2% (12)	14.5% (19)	13.0% (17)	43.5% (57)	2.49	131
Poor maintenance of facilities (i.e. snow removal, overgrown landscape, or poor sidewalk and pathway conditions)	20.8% (31)	26.8% (40)	25.5% (38)	16.1% (24)	10.7% (16)	3.31	149
Traffic speed and/or volume	17.2% (25)	15.9% (23)	33.1% (48)	22.8% (33)	11.0% (16)	3.06	145
Discourteous drivers	10.5% (15)	11.9% (17)	26.6% (38)	32.9% (47)	18.2% (26)	2.64	143
Feeling unsafe	12.2% (18)	16.2% (24)	19.6% (29)	33.8% (50)	18.2% (27)	2.70	148
Other barriers (specify)							42
answered question							161
skipped question							14

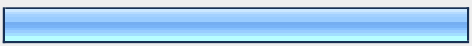
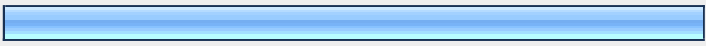
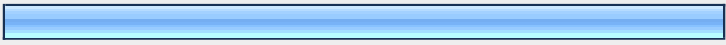
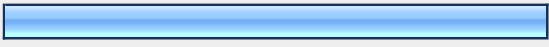
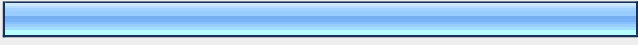
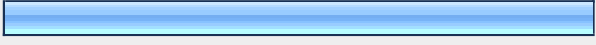
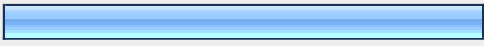

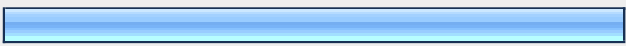
10. To what extent do the following prevent you from biking?

	Very often	Often	Sometimes	Rarely	Not a barrier	Rating Average	Response Count
Lack of destinations or services in your neighborhood	20.7% (30)	12.4% (18)	19.3% (28)	21.4% (31)	26.2% (38)	2.80	145
Lack of facilities (i.e. bike lanes, pathways, or bike parking)	26.8% (41)	17.6% (27)	26.8% (41)	12.4% (19)	16.3% (25)	3.26	153
Poor transit access	12.9% (17)	13.6% (18)	11.4% (15)	14.4% (19)	47.7% (63)	2.30	132
Poor maintenance of facilities (i.e. poor road conditions, snow removal or pathway conditions)	24.7% (37)	15.3% (23)	36.7% (55)	12.0% (18)	11.3% (17)	3.30	150
Traffic speed and/or volume	22.1% (33)	21.5% (32)	27.5% (41)	17.4% (26)	11.4% (17)	3.26	149
Discourteous drivers	17.9% (26)	16.6% (24)	25.5% (37)	21.4% (31)	18.6% (27)	2.94	145
Feeling unsafe	20.7% (30)	16.6% (24)	20.0% (29)	24.8% (36)	17.9% (26)	2.97	145
Other barriers (specify)							56
answered question							159
skipped question							16

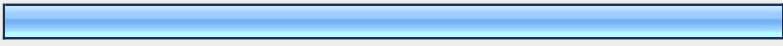

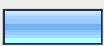
11. How satisfied are you with the following in the Kootenai Region?

	Very satisfied	Satisfied	Neutral	Dissatisfied	Very dissatisfied	Rating Average	Response Count
Highway/road system	6.4% (10)	47.8% (75)	31.2% (49)	12.7% (20)	1.9% (3)	3.44	157
Opportunities for walking	4.9% (8)	32.1% (52)	33.3% (54)	25.3% (41)	4.3% (7)	3.08	162
Opportunities for bicycling	4.3% (7)	30.2% (49)	24.7% (40)	31.5% (51)	9.3% (15)	2.89	162
Transit service	1.4% (2)	15.6% (23)	55.1% (81)	18.4% (27)	9.5% (14)	2.81	147
Connectivity of walking routes	1.3% (2)	16.4% (26)	34.6% (55)	37.1% (59)	10.7% (17)	2.60	159
Connectivity of bike routes	2.4% (4)	18.2% (30)	15.2% (25)	47.9% (79)	16.4% (27)	2.42	165
Connectivity of walking and/or bike routes to transit	0.7% (1)	9.9% (15)	57.6% (87)	23.8% (36)	7.9% (12)	2.72	151
	<i>answered question</i>						168
	<i>skipped question</i>						7

12. What elements express your future vision for non-motorized transportation in the Kootenai region?

		Response Percent	Response Count
Connectivity to other transportation modes		51.2%	88
Connectivity to recreational opportunities		77.3%	133
Connectivity to between all communities		79.7%	137
Safe routes to schools		59.9%	103
Mutual respect between motorized and non-motorized transportation users		69.8%	120
Increased safety		65.1%	112
Improved facilities		52.9%	91
Separated bike lanes or paths		80.8%	139
Increased non-motorized transportation opportunities		68.6%	118
		Other (specify)	33
		answered question	172
		skipped question	3


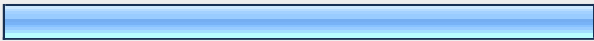
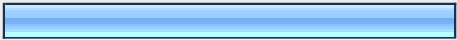

13. If more facilities were available that offered safe and convenient non-motorized transportation routes, would you walk or bike more often?

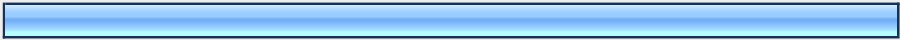
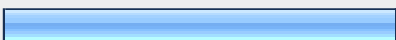
		Response Percent	Response Count
Yes		86.1%	149
No		3.5%	6
Unsure		10.4%	18
		answered question	173
		skipped question	2

14. What factors are most likely to get you to walk or bike more often?		Response Count
		131
	<i>answered question</i>	131
	<i>skipped question</i>	44

15. What are your preferred walking and biking routes?		Response Count
		131
	<i>answered question</i>	131
	<i>skipped question</i>	44

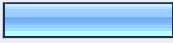
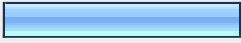




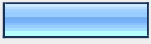

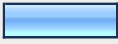






16. On a regional map, what points of interest would be valuable to note? For example, points of interest might include historical, cultural, or recreational points of interest.		Response Count
		73
	<i>answered question</i>	73
	<i>skipped question</i>	102

17. Which of the local funding options would you support for non-motorized transportation projects?			
		Response Percent	Response Count
Annual bicycle registration fees		34.1%	46
Property tax within a Local Improvement District		65.2%	88
Retail sales taxes collected on the sale of bicycles and accessories		49.6%	67
Surcharge on transit passes		17.0%	23
		Other (specify)	57
		<i>answered question</i>	135
		<i>skipped question</i>	40

18. How many bikes are in working condition in your household?			
		Response Percent	Response Count
Adult-sized bikes		98.8%	167
Child-sized bikes		43.2%	73
		<i>answered question</i>	169
		<i>skipped question</i>	6

19. Including yourself, how many people live in your household? Please do not include anyone who usually lives somewhere else or is just visiting, such as college students away at school.		
		Response Count
		166
		<i>answered question</i>
		166
		<i>skipped question</i>
		9

20. I am associated with or support:

		Response Percent	Response Count
Local bicycle advocacy group		18.4%	27
Local bicycle club		25.9%	38
Local pedestrian advocacy group		5.4%	8
Local pedestrian club		1.4%	2
Regional bicycle advocacy group		8.8%	13
Regional pedestrian advocacy group		1.4%	2
National bicycle advocacy group		15.6%	23
National pedestrian advocacy group		1.4%	2
Local bicycle advisory committee		12.2%	18
Local pedestrian advisory committee		6.8%	10
Environmental advocacy		23.1%	34
Health advocacy		12.9%	19
Government agency		19.7%	29
Non-profit agency		18.4%	27
None of the above		27.9%	41
		Other (please specify)	20
		answered question	147
		skipped question	28

21. What is your state and zip code? This information will be kept private and is for statistical purposes only.

		Response Percent	Response Count
State:	<input type="text"/>	100.0%	175
ZIP/Postal Code:	<input type="text"/>	99.4%	174
		<i>answered question</i>	175
		<i>skipped question</i>	0

22. To be contacted with further information about the Non-Motorized Transportation Plan, please email tschmidt@srtc.org or simply add your contact information below. If provided, your contact information will be kept confidential.

		Response Percent	Response Count
Name:	<input type="text"/>	98.8%	80
Email Address:	<input type="text"/>	95.1%	77
		<i>answered question</i>	81
		<i>skipped question</i>	94

APPENDIX 3
Funding Opportunities

FUNDING OPPORTUNITIES

FEDERAL

Transportation

Safe, Accountable, Flexible, Efficiency
Transportation Equity Act (SAFETEA-LU)

Six year funding bill signed into law August 2005 authorizing 244.1 billion in Federal Tax gas-tax revenue and other federal funds to be used for all modes of transportation. Bicycle and Pedestrian programs are can be included in programs eligible for over half of the funds.

Examples of programs include the Congestion and Mitigation Air Quality Improvement Program (CMAQ), National Scenic Byways Program (NSBP), Recreational Trails Program (RTP), Surface Transportation Program (STP), and Transportation Enhancement Program (TEP). Funds may be distributed through State departments.

Source: <http://www.fhwa.dot.gov/safetealu/index.htm>

Non-Transportation

AmeriCorps, Bureau of Land
Management, National Endowment for
the Arts, National Forest Service,
National Park Service, Natural
Resources, and Conservation Service

Provides funding or human resources to support trails, urban forestry, and other facilities beneficial to the non-motorized transportation network.

Programs providing financial resources include AmeriCorps VISTA, Land and Water Conservation Fund (L&WCF), Urban and Community Forestry Program, and Resource Conservation and Development Partners. Programs offering opportunities to utilize human resources include AmeriCorps VISTA and the Rivers, Trails and Conservation Assistance (RTCA) program which provides human resources through collaborative partnerships, leveraging expertise and experience to help communities set priorities and achieve goals.

Source: http://www.americorps.gov/for_organizations/funding/index.asp; <http://www.ncrc.nps.gov/lwcf/>; http://www.fs.fed.us/r1-r4/spf/community_assistance.html#ucf; <http://www.nrcs.usda.gov/programs/>; <http://www.nps.gov/ncrc/programs/rtca/index.htm>

Community Development Block Grant
(CDBG) and Indian Community
Development Block Grant (ICDB)

Funding through the department of Housing and Urban Development (HUD) for community based projects such as commercial district streetscape improvements, sidewalk improvements, safe routes to school, and bike-ped facilities that improve local transportation options or help revitalize neighborhoods.

Source: <http://www.hud.gov/offices/cpd/communitydevelopment/programs/>;
www.hud.gov/offices/pih/ih/grants/icdbg.cfm

FUNDING OPPORTUNITIES

OTHER RESOURCES

Idaho Department of Commerce

Idaho GEM Grant (IGG)	<p>Assistance for rural cities with populations less than 10K and counties working with unincorporated rural communities. Special circumstances such as larger communities whose population is affected by temporary residents or for projects whose direct benefit will reach rural communities may also be considered. Priority is given to projects that demonstrate direct and immediate job creation benefits. The maximum grant amount is 50K with a 20 percent match required.</p> <p>Source: http://commerce.idaho.gov/communities/idaho-gem-grants.aspx</p>
Gem Community Assistance Program	<p>Provides technical assistance and training to rural community projects. Communities with populations of 10K or less are targeted for assistance.</p> <p>Source: http://commerce.idaho.gov/communities/gem-communities.aspx</p>
Rural Community Peer Program	<p>Provides rural communities an opportunity to learn from other community's best practices through on site peer learning. Communities with populations of 10K or less are targeted. Applicants can apply for up to \$350.00 to assist or cover the costs of the peer visit.</p> <p>Source: http://commerce.idaho.gov/communities/rural-community-peer-program.aspx</p>

Private Foundations & Corporations

Bikes Belong Grant	<p>Provides up to \$10k in funding to help build facilities and encourage ridership. Eligible facilities include bike paths, trails, bridges, mountain bike facilities, bike parks, and bmx facilities. Eligible advocacy projects include programs that significantly increase ridership, innovative pilot projects, and programs that have significant political impact.</p> <p>Source: http://bikesbelong.org/node/39</p>
Kodak American Greenways Program	<p>Provides small grants of \$500-\$2500 to help stimulate the planning and design of greenways.</p> <p>Source: http://www.conservationfund.org/kodak_awards</p>
REI Environmental Grants	<p>Provides funding ranging from \$500-\$8,000 in support of making outdoor activities welcoming and accessible to all people. REI employees must first nominate non-profit organizations for REI grants, and upon nomination, nominated organizations are invited to submit proposals.</p> <p>Source: http://www.rei.com/aboutrei/grants02.html</p>

FUNDING OPPORTUNITIES

Prepared September 2009. Other resources used: <http://www.bicyclinginfo.org/funding/sources-government.cfm>;
<http://www.walkinginfo.org/funding/sources-government.cfm>; http://www.pps.org/parks_plazas_squares/info/funding/greenway_sources

APPENDIX 4
Public Comment

Comment	Action Taken
<p>With all the bike lanes in Dalton Gardens, it would be nice to have a wide & safe bike trail connecting those bike lanes with the Centennial Trail. The connection between those 2 would be along 15th St... someday. Also, notice that mountain bikes could then proceed from the intersection of 15th St. & Shadduck Ln. to the east end of Shadduck Ln. & then one short block north to the entry of the new Cd'A Parks "Open Space" called 24 acre "Canfield Trails," where mountain bikes are allowed. I'd like to see connectivity between many of our trails/bike paths/transportation corridors/parks, etc.</p>	<p>Submitted to Dalton Gardens staff for future consideration.</p>
<p>My name is Lisa Gardom and I am the Epilepsy Services Specialist for the North Idaho area of the Epilepsy Foundation of Idaho. As such, I have reviewed the KMPO's Regional Non-Motorized Transportation Plan that is now up for public comment. I would like to share our position on this plan. We believe the idea of a non-motorized transportation plan to be a very positive course of action with regards to those with epilepsy. Many people diagnosed with epilepsy and seizure disorders are not able to drive. This limitation can hinder them in many ways. Available transportation options other than driving are crucial for increased quality of life and sustainability of work. We believe KMPO's plan will, as it has stated, "provide greater bicycle and pedestrian access to the various activity centers throughout the community and improve the overall efficiency, effectiveness, equity, and sustainability of a balanced transportation system," as well as "increase the mobility of people with disabilities."</p>	<p>Incorporated comment into Section 1: Current Conditions of this document.</p>
<p>Page 5: Other issues are mentioned that include the belief that motorists pay for the roads and bikes use them for free. Here is a link to a study showing how roads are subsidized: http://www.subsidyscope.com/transportation/highways/funding/ . Also see this study, especially sheet A-2, which breaks down local road funding for each state. http://www.Irrb.org/pdf/200617.pdf There is a general misunderstanding by motorists about how our roads are paid for and therefore who should be allowed to use them.</p>	<p>Read recommended websites to possibly use for future reference</p>
<p>Question 8: The way the answer is illustrated doesn't give the minutes or miles per trip. It would be nice to have the average time or mileage for this area.</p>	<p>Tiara Schmidt emailed this information to the person who submitted this comment.</p>
<p>The priority map correctly notes a 'public outreach identified' non-motorized route connecting Rathdrum and Spirit Lake. But the report fails to mention the ongoing efforts for a rail-to-trail conversion of the unused Old Milwaukee ROW paralleling SH 41 on exactly that route. The quite, tree-lined grade that already directly connects the two cities should have been identified as 'low hanging fruit,' or at least mentioned in the report. It is a glaring oversight in the draft; that I hope will be corrected in the final report.</p>	<p>Investigated this potential trail and found that it has not been formally accepted or supported by any jurisdiction despite public advocacy to bring it into existence. If and when it is formally recognized by a jurisdiction, KMPO can amend this RNMTTP to recognize it as well.</p>