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City of

Coeur d'Alene

Trails & Bikeways

Multi-Use Paths

Bicycle Boulevards

Bike Routes

Bike Lanes

Master Plan

Hiking Trails

Mountain Bike Trails

Trail Heads



ACKNOWLEDGMENTS

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Trails and Bikeways Master Plan Vision Statement

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

Introduction:

The 2010 *Coeur d’Alene Trails and Bikeways Master Plan* is a comprehensive document that sets out an overall strategy for the management of the Coeur d’Alene trail system over the next ten years. It was created as a specialized document dealing specifically with non-motorized, alternative modes of transportation and is supported by the 2008 Parks Master Plan and 2007 City Comprehensive Plan.

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

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

A. Document Organization

Introduction

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

Chapter 1: Planning Context

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

Chapter 2: Ped/Bike Needs

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

Chapter 3: Trails and Bikeways Recommendations

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

Chapter 4: Standards

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

Chapter 5: Policy & Operations Goals and Recommendations

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

CHAPTER 1: PLANNING CONTEXT

Community Background



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

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

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

A. Planning Area

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

B. The Coeur d'Alene Landscape

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

Waterfront

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



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

Forested Areas

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

Prairie

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

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

Downtown and Surrounding Neighborhoods

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

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

Recent and Future Developments

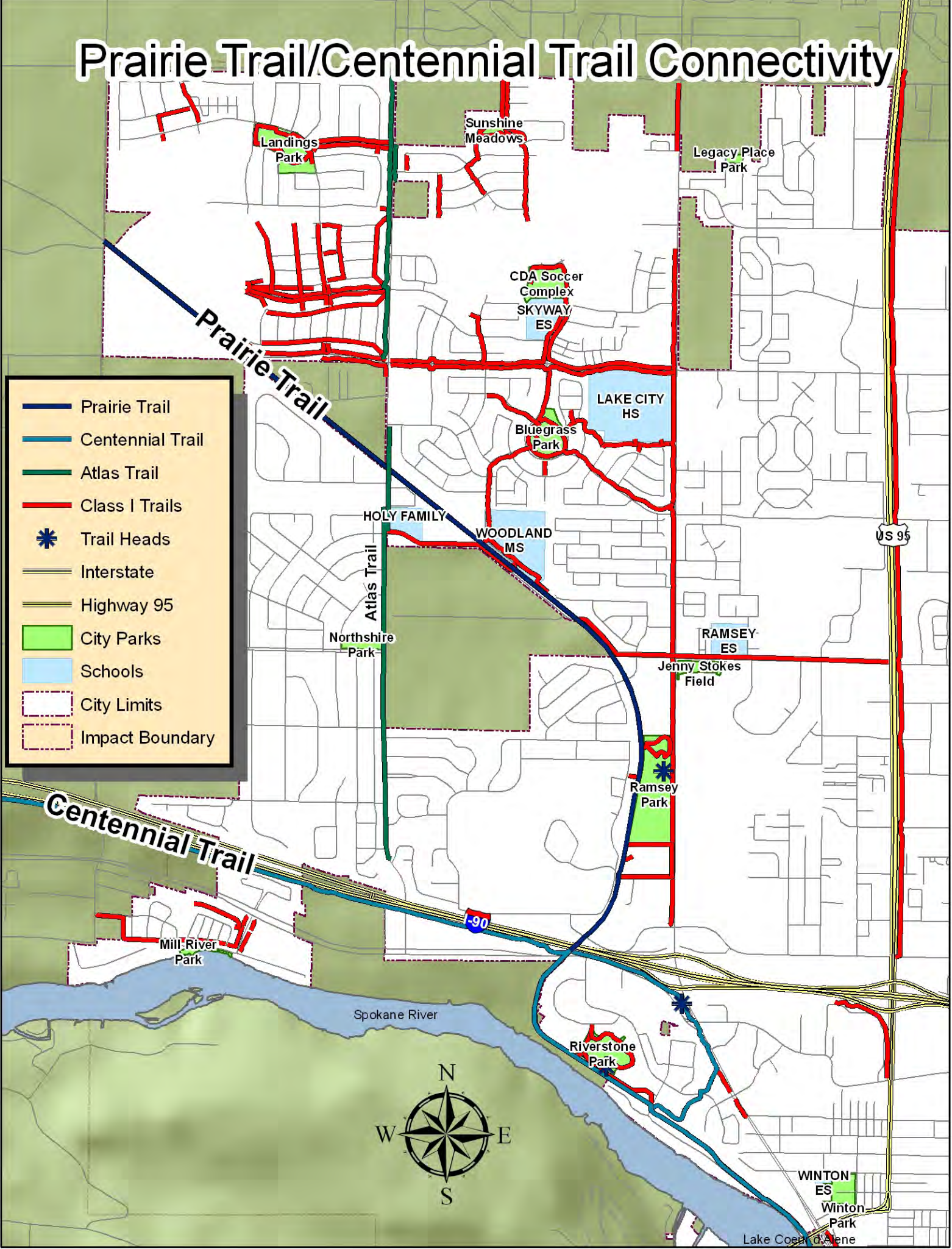
New residential subdivisions have been encouraged by the City to provide Class I trails. The City of Coeur d'Alene passed an ordinance stating: "Proper provisions for park land and pedestrian/bike trail layout, location, size, and accessibility [must be] made." The Coeur d'Alene Place and Hawk's Nest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

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

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

Prairie Trail/Centennial Trail Connectivity

	Prairie Trail
	Centennial Trail
	Atlas Trail
	Class I Trails
	Trail Heads
	Interstate
	Highway 95
	City Parks
	Schools
	City Limits
	Impact Boundary



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

City Streets

Currently there are 218 miles of streets within Coeur d'Alene city limits. Seventeen miles are arterials, 31 miles are collectors and 170 miles are residential. Class II bike lanes will provide the majority of connectivity for bicycle commuters. Bike lanes give cyclists a higher degree of comfort and provide connection for cyclists traveling faster than the 15 mile per hour limit a paved trail allows. Currently 12% of arterials, 12% of collectors and 1% of residential streets within Coeur d'Alene city limits have bike lanes. In order to increase connectivity, the number of collectors and arterials that have bike lanes will have to increase. Residential streets typically don't need bike lanes, but should have signage to indicate a Class III or "Share the Road" bikeway if designated as one.

C. Population and Demographics

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

Population

As of 2009, the population of Coeur d'Alene was estimated at 46,274. Since 1990 the population of Coeur d'Alene has increased by almost 40%. By the year 2025 the city's population is estimated to be 90,731.

Coeur d'Alene and the surrounding communities have been growing towards each other as new developments appear. The downturn in the economy in late 2008 is likely to slow down expansion in the short term, but if history is any indication of the future, growth will resume and population growth rates for the city and the region will continue to increase.

Demographics

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

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

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

D. Existing Trail Resources

This section defines and summarizes the City's inventory of Class I, II and III Trails or Bikeways and facilities.

Coeur d'Alene's Trails

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

Many of the trails and bikeways are located near, or connected to, parks and schools providing easy, non-vehicular access for youth and families. Constant monitoring of the Coeur d'Alene trail system revealed notably high levels of trail use by residents in all seasons and all weather.

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

Coeur d'Alene's Trail Inventory

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

Coeur d'Alene's classifications for trails are:

Class I Trails

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

Class II Bicycle Lanes

Class II lanes are striped lanes, between 4 and 6 feet in width, on a street or roadway designating a lane for bicycle traffic only. These lanes are especially useful for commuting because they offer a more direct route to and from various destinations. Adding bike lanes to a street tends to narrow traffic more tightly into the lane of travel and allow bicycles more room. There is some research to show bike lanes make bicycle travel safer than an unmarked wide curb lane. According to transportation engineers at the University of Texas at Austin, bike lanes tend to help cyclists stay centered in the bike lane and gives vehicular traffic greater perception of the cyclist in relation to their vehicle. More important is the perception of a bike lane as an available facility to encourage cycling. Pedestrians are not prohibited from using these lanes, but due to safety issues, they are rarely used for that purpose except where no sidewalks are available.



A properly designed bike lane can provide the following benefits:

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

Class III "Share the Road"

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



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

- **Wide Outside Lanes**
Where shoulder bikeways or bike lanes are warranted but cannot be provided due to severe physical constraints, a wide outside lane may be provided to accommodate bicycle travel. Wide outside lanes should be 14- to 16-foot wide. A wide lane usually allows an average size motor vehicle to pass a bicyclist without crossing over into the adjacent lane. Wide outside travel lanes on arterial roadways are

generally acceptable for experienced cyclists, but less-experienced bicyclists may not feel comfortable on this type of facility.

- **Paved Shoulders**

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

- **Bicycle Routes**

Bike Routes are Class III shared-use designations that continue from one street to another to either direct traffic to a specific destination or on a scenic loop.

- **Bicycle Boulevards**

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

There are currently no Bicycle Boulevards in Coeur d’Alene. The 2008 Parks Master Plan recommends the implementation of Bicycle Boulevards as they tend to be a safer alternative than placing bike lanes on high speed, high volume roads. This plan recommends locating areas where they might be feasible and implementing them.



Nature Trails

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

Class I Trails

North Idaho Centennial Trail

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

Prairie Trail

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

Atlas Trail

This trail starts at Prairie Avenue on the northern border of Coeur d'Alene and runs south along Atlas Road stopping just 1000 feet shy of the Centennial Trail. The city has received Federal Transportation Enhancement funding that will extend the trail and connect to the North Idaho Centennial Trail in 2010.

Kathleen Trail

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

Ramsey Trail

This trail runs from the northern border of Coeur d'Alene heading south to the Kroc Center where it turns into a Class II bike lane. There is a 1,800 foot section near Prairie Avenue that hasn't been completed creating a gap in the connectivity. It is anticipated that the trail will be finished by developers as new neighborhoods are completed.



Park Trails

Coeur d'Alene has an extensive system of parks with Class I trails built into the parks.

These Parks include:

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

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

US-95 Trail

This trail runs from Appleway Avenue to the northern border of Coeur d'Alene and continues north to the Garwood Road intersection. The US-95 trail is managed by the Idaho Transportation Department. This trail likely needs to be completely reconstructed as it has fallen into disrepair.

Neighborhood Trails

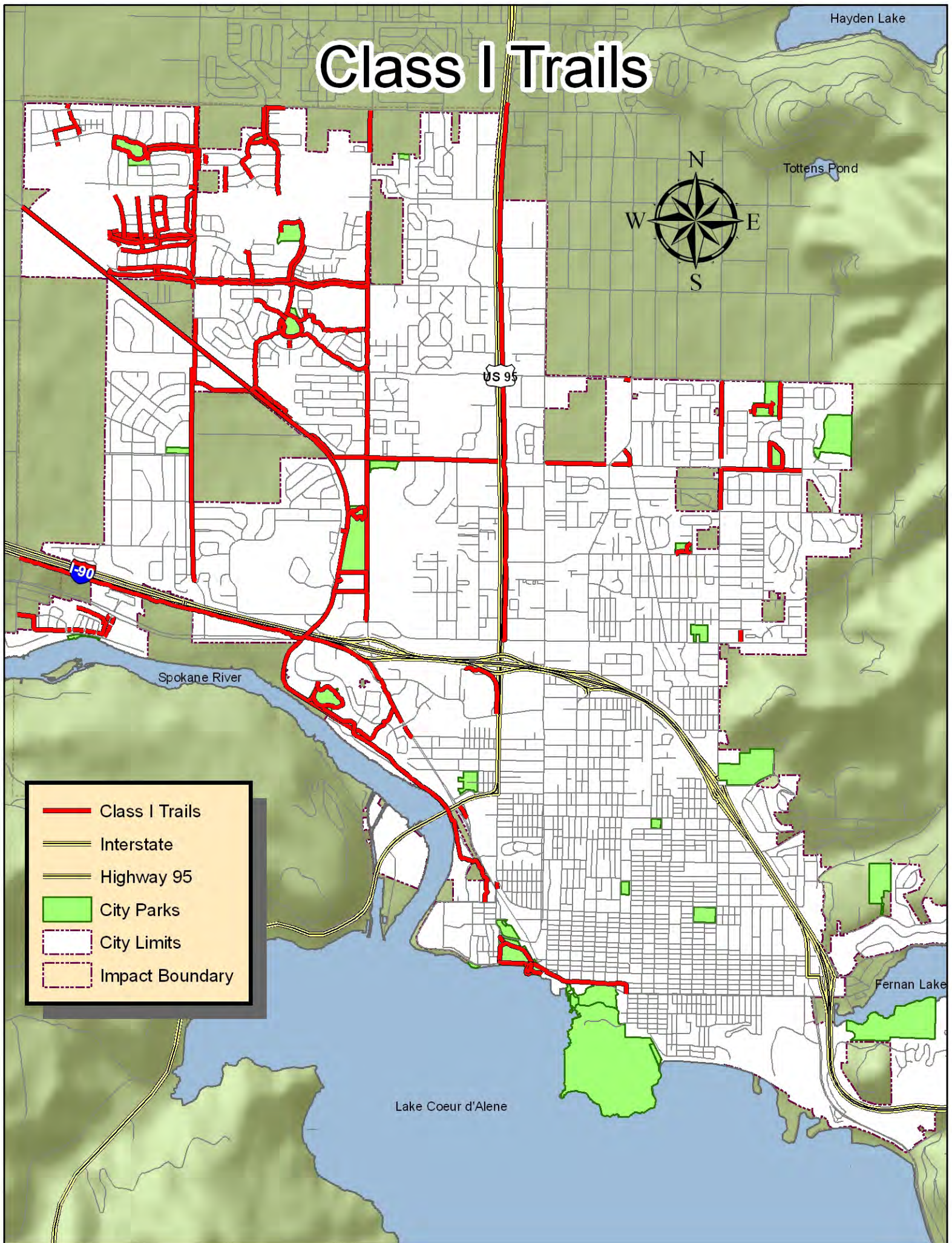
There are a large number of Class I trails in residential areas throughout the City of Coeur d'Alene that do not fall under city maintenance agreements or even, in some cases, ownership. These neighborhoods have extensive trail networks not maintained by the City. Maintenance of these trails is not the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

These Neighborhoods include:

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

***SEE MAP ON PAGE 14: CLASS I TRAILS MAP**

Class I Trails



Class II Bike Lanes

Coeur d'Alene currently has 14 miles of Class II bike lanes. Three miles of bike lanes are part of the Centennial Trail and the rest are at various locations across the city. The bike lanes are located on portions of the following streets:

- Government Way
- Ironwood Drive
- Northwest Boulevard
- 4th Street
- Harrison Avenue
- Neider Avenue
- 15th Street
- Best Avenue
- Lake Coeur d'Alene Drive (Centennial Trail)
- East Mullan Avenue (Centennial Trail)
- Rosenberry Drive (Centennial Trail)

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

Class III "Share the Road"

Coeur d'Alene currently has 4.5 miles of Class III "Share the Road" routes. These routes are located on the following roads

- Government Way
- Nettleton Gulch Road
- Harrison Avenue
- Fernan Lake Road
- 8th Street (Sanders Beach Bike Route)
- Pine Street (Sanders Beach Bike Route)
- 10th Street (Sanders Beach Bike Route)
- Mountain Drive (Sanders Beach Bike Route)
- Lakeshore Drive (Sanders Beach Bike Route)
- Ash Street (Sanders Beach Bike Route)
- 14th Street (Sanders Beach Bike Route)

***SEE MAP ON PAGE 16: CLASS II and CLASS III BIKEWAYS MAP**

Class II & III Bikeways



- Class II Bike Lanes
- Class III Shared Road
- Bike Route
- Interstate
- Highway 95
- City Parks
- City Limits
- Impact Boundary



Coeur d'Alene's Nature Trails

Tubbs Hill



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

Canfield Mountain Natural Area

This 24 acre natural park is located in the north-east corner of town and has a hiking and mountain bike trail system under construction, with views of both the prairie and the lake. The Canfield Mountain Natural Area has a recently constructed first loop of a proposed trail network. The majority of the work has been done on a volunteer basis and in order to widen and improve the trail in the future, additional funds will be needed. The City-owned Canfield Mountain Natural Area abuts the Idaho Panhandle National Forest that hosts 32 miles of mountain bike and off road vehicle trails of its own.

Fernan Hill Open Space

This is a newly donated parcel of land overlooking and abutting the south side of Fernan Lake. A hiking trail in this area would be highly utilized; thus, acquiring waterfront property for public access is identified in the Parks Master Plan as a high priority.

E. Additional Trail Facilities

Trailheads

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

Seltice Way Trailhead

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

Amenities include:

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

Riverstone Park Parking Lot

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

Amenities include:

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

Independence Point/City Park Parking Lot

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

Amenities include:

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

Coeur d'Alene Library/City Hall Parking Lot

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

Amenities include:

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

3rd Street/McEuen Field Parking Lot

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

Amenities include:

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

East Tubbs Hill Park Parking Lot

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

Amenities include:

- Parking, restrooms, drinking fountain, signage, public art, and dog waste bag dispensers.

Ramsey Park Parking Lot

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

Amenities include:

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

Shadduck Lane Park Parking Lot

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

Amenities include:

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

F. Regional Trail Connections

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

The North Idaho Centennial Trail

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

The Prairie Trail

This trail currently ends at the western edge of Coeur d'Alene's area of impact at Huetter Road. Since the trail is located on abandoned railroad right-of-way, there could be future opportunities to extend it to connection points as far north as Rathdrum and west to Post Falls.

US-95 Trail

The US-95 Trail begins at Appleway Avenue, just north of the I-90 intersection of US-95, and continues nine miles to the town of Garwood north of Coeur d'Alene. With the widening of US-95 from Garfield to

Sagle project scheduled by the Idaho Transportation Department, right-of-way will be set aside for future trail development. Extending the trail from where it currently ends and connecting it to the trail that extends south from Sandpoint to Sagle would provide a valuable regional trail connecting Sandpoint to Coeur d'Alene.

The Trail of the Coeur d'Alene's

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

- The eastern connection to the Trail of the Coeur d'Alene's could be made by continuing the Centennial Trail from Higgins Point over the Fourth of July Pass and connecting it to the Trail of the Coeur d'Alene's near Rose Lake.
- The western connection could be made from North Idaho College, across the proposed Blackwell Island Pedestrian Bridge, continuing down US-95 south to connect to the Trail of the Coeur d'Alene's at Plummer.

G. Community Connections

When evaluating proposed trails and bikeways during the planning stages of this plan, considerations were made for proposed trails in Hayden, Rathdrum, and Kootenai County and how Coeur d'Alene could build connectivity with these municipalities.

Hayden

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

Dalton Gardens

The City of Dalton Gardens currently has Class II bike lanes connecting Coeur d'Alene with Dalton Gardens, Hayden and beyond.

Post Falls

The City of Post Falls and Coeur d'Alene are growing towards each other. Before they meet, every effort should be made to match bike lanes and bike paths to increase connectivity.

Rathdrum

The City of Rathdrum is building trails throughout their city that extend into the Prairie with possibilities for connections with the North West corner of Coeur d'Alene.

Kootenai County

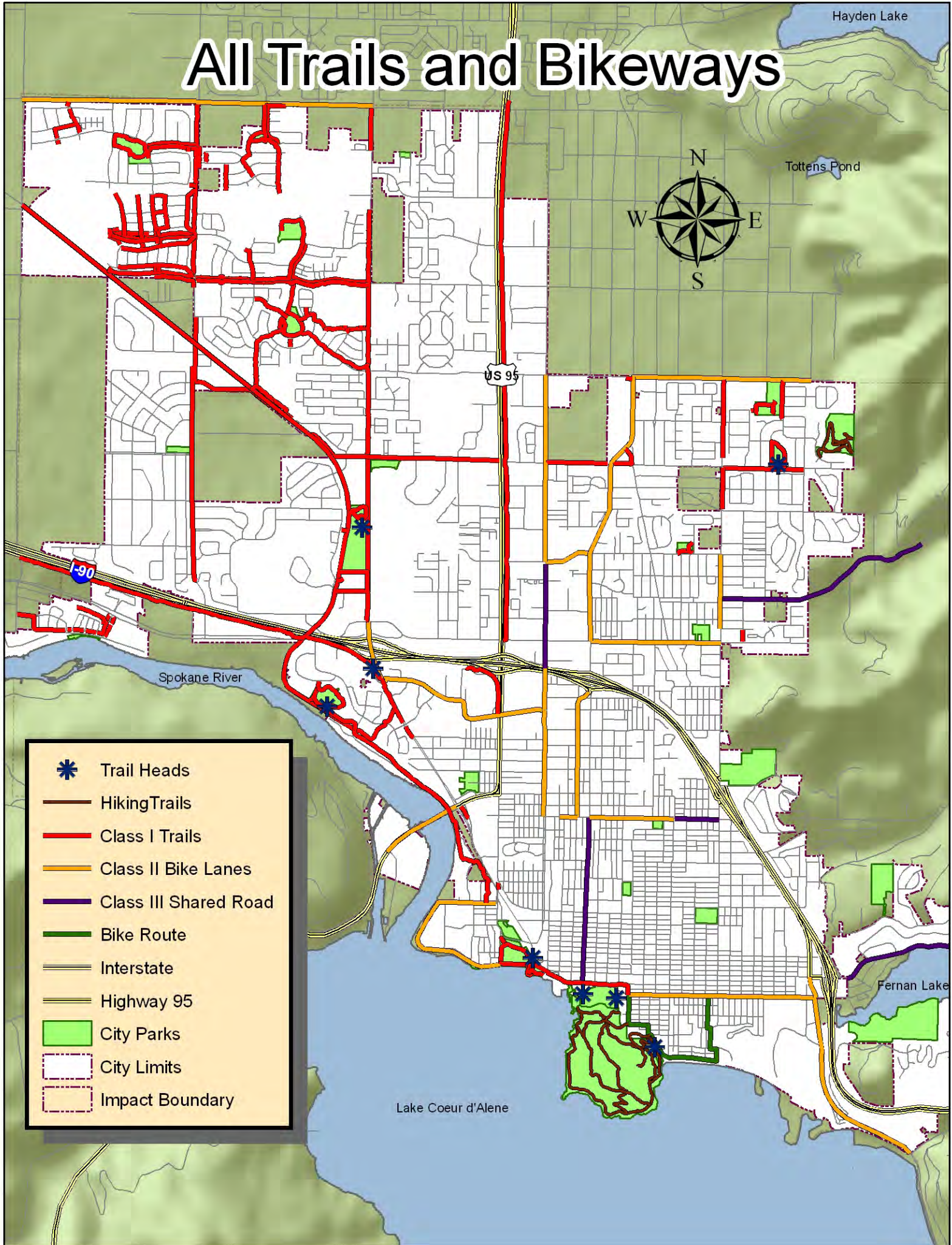
Coeur d'Alene and surrounding communities should utilize the Kootenai Metropolitan Planning Organizations Non-Motorized Transportation Plan to connect the respective communities to each other.

***SEE MAP ON PAGE 22: ALL TRAILS AND BIKEWAYS MAP**

All Trails and Bikeways



- Trail Heads
- Hiking Trails
- Class I Trails
- Class II Bike Lanes
- Class III Shared Road
- Bike Route
- Interstate
- Highway 95
- City Parks
- City Limits
- Impact Boundary



CHAPTER 2: TRAILS, BIKEWAYS & FACILITY NEEDS

A. Survey Results

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

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

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

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

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



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

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

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

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

The results show Coeur d'Alene area residents want more nature trails, bike lanes and bike paths to experience nature, commute to work and exercise. They want to be able to travel to various places using connecting paths and bike lanes and they feel they would use paths and lanes more if they were provided with better connecting, safe, and accessible trails and bikeways.

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

B. Connectivity

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

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

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

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

In order to provide for all users it is necessary to provide connections for Class I trails separately from Class II bike lanes. An effective Class I trail network provides safe, separated connectivity to many destinations; including schools, parks and neighborhoods. A Class II bicycle network needs to have connectivity to all parts of town just as the road network does for cars. People who commute by bicycle are distributed throughout town and have to get to the same places as people who travel by car. Increasing connectivity for

bicycles using Class II lanes throughout the city will provide safe service for many users.

The following map shows great connectivity for parts of town, but also shows whole sections of town with no access to Class I trails.

The east side of town has limited options for Class I trails as it is already developed and would be difficult to find right-of-way for a continuous trail. However, other options are available to provide connections for recreational and commuter traffic in older areas. Bicycle Boulevards and Class III "Share the Road" routes can help direct cyclists to lower volume residential streets.

C. Complete Streets

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

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

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

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

Road and Lane Diets

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

D. Education and Encouragement

Education

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

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

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

The lack of facilities is a large contributor to motor/bicycle conflicts since bicycles are forced onto narrow roads where drivers may become resentful of



sharing the road and harass them. Many potential cyclists will not take the risk to cycle if they feel threatened and will instead choose to drive.

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

Education Goals:

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

Encouragement

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

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

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

Encouragement Goals:

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

CHAPTER 3: TRAILS & BIKEWAYS

RECOMMENDATIONS

This chapter makes recommendations for trail and bikeway improvements including additional Class I, II and III trails, nature trails, bike corridors, pedestrian bridges and tunnels, trail heads, policy changes, connectivity, and planning for use.

A. Class I, II and III Trails Recommendations

Class I Improvement Recommendations

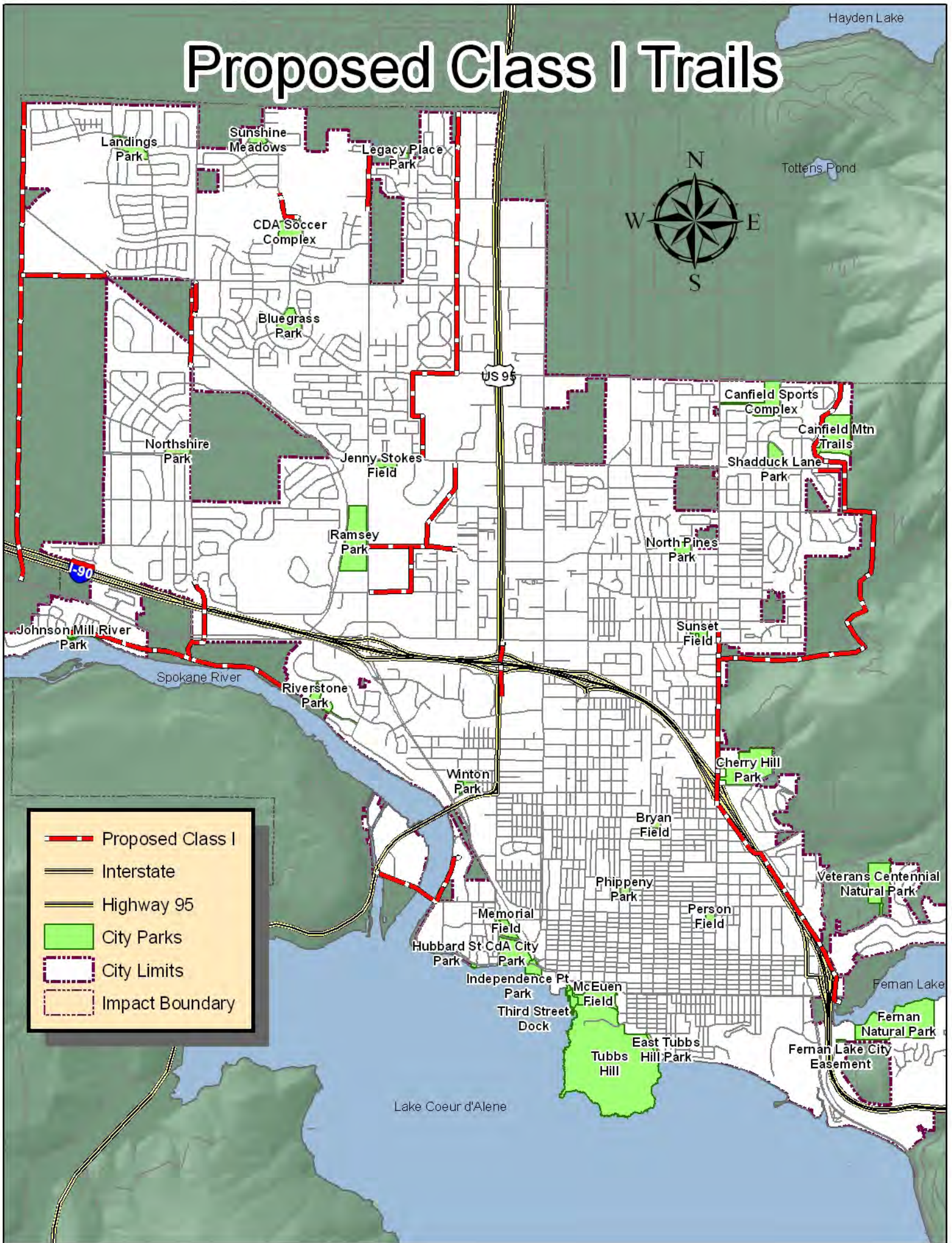
- Work with the Centennial Trail foundation and Kootenai County to extend the Prairie Trail from Huetter Road to Meyer Road.
- Acquire the Burlington Northern Santa Fe (BNSF) right-of-way (ROW) and pave a trail from Riverstone west to the city limits at Mill River Park. Coordinate with the North Idaho Centennial trail Foundation (NICTF) and the City of Post Falls to continue the trail into Post Falls.
- Extend the Atlas Trail from its current terminus across Seltice Way to the proposed BNSF rail line trail.
- Connect the Atlas Trail sections from Kathleen Avenue to Hanley on both sides of Atlas Road.
- Connect Ramsey Trail north to Prairie Avenue.
- When Courcelles Parkway is connected from Charlemagne Drive to Joanna Drive, add a Class I trail from the existing trail at Joanna Drive to the trail that skirts the Coeur d'Alene Soccer Complex.
- Build a Class I trail from Prairie Avenue to the future dog park. Efforts should be made to negotiate a trail easement with private property owners, businesses, Heartland HOA and ITD from Prairie Avenue to Hanley Avenue. The trail will travel North/South in the undeveloped land between Mineral Drive and Heartland Drive. The trail will continue South on the existing undeveloped ROW from Hanley Avenue to Dalton Avenue between US-95 and Pinegrove Drive. At Dalton Avenue, in order to continue the trail, an easement should be negotiated with Interstate Concrete to place the trail on the west side of their property from Dalton Avenue to Kathleen Avenue, in exchange for the ROW that goes through the property. This trail will continue along Howard Street from Kathleen Avenue south to the future Dog

Park to be located behind the Transfer Station east of Ramsey Road and South of Kathleen Avenue.

- Build a Class I trail on the south side of Golf Course Road/Marie Road from Ramsey to the east side of the ITD property when the road is punched through. The trail should then turn north, skirting the east side of the ITD property connecting to the future Dog Park.
- Work with ITD to build a Class I trail on US-95 from the south terminus of the existing 95 trail at Appleway Avenue to the bridge crossing I-90 where the trail should then be phased into a class II bike lane and resume the class I trail on the other side of the bridge connecting to Ironwood Drive.
- Continue the Class I trail on Shaddock Lane to the end of Shaddock Road.
- Build a trail system on Blackwell Island between the R.V. site and the Blackwell Island Marina. This trail may eventually connect to the proposed Spokane River Pedestrian Bridge.
- Re-route the Centennial Trail along the Spokane River from the Harbor Center past the Sewage Treatment Plant to the Dike Road, and keep the existing trail.
- Develop a trail system in and around the NIC education corridor as it is being designed and constructed.
- Work with the Post Falls Highway District to build a Class I trail on Huetter Road from Prairie Avenue to Seltice Way.
- Build a Class I trail on Hanley Ave from the Hawks Nest Sub-Division to Huetter Road when Hanley is extended.
- Build a Class I trail on 15th Street from Cherry Hill Park north to Best Avenue
- Build a Class I trail from Fernan Lake to Dalton Gardens. This trail would start at Fernan Lake and connect to Cherry Hill Park, the proposed trail on 15th Street, wrap around Best Hill, connect to Canfield Mountain Natural Area and end at Dalton Garden city limits.
- Identify and build other I-90 corridor trail possibilities.

***SEE MAP ON PAGE 31: PROPOSED CLASS I TRAILS MAP**

Proposed Class I Trails



	Proposed Class I
	Interstate
	Highway 95
	City Parks
	City Limits
	Impact Boundary

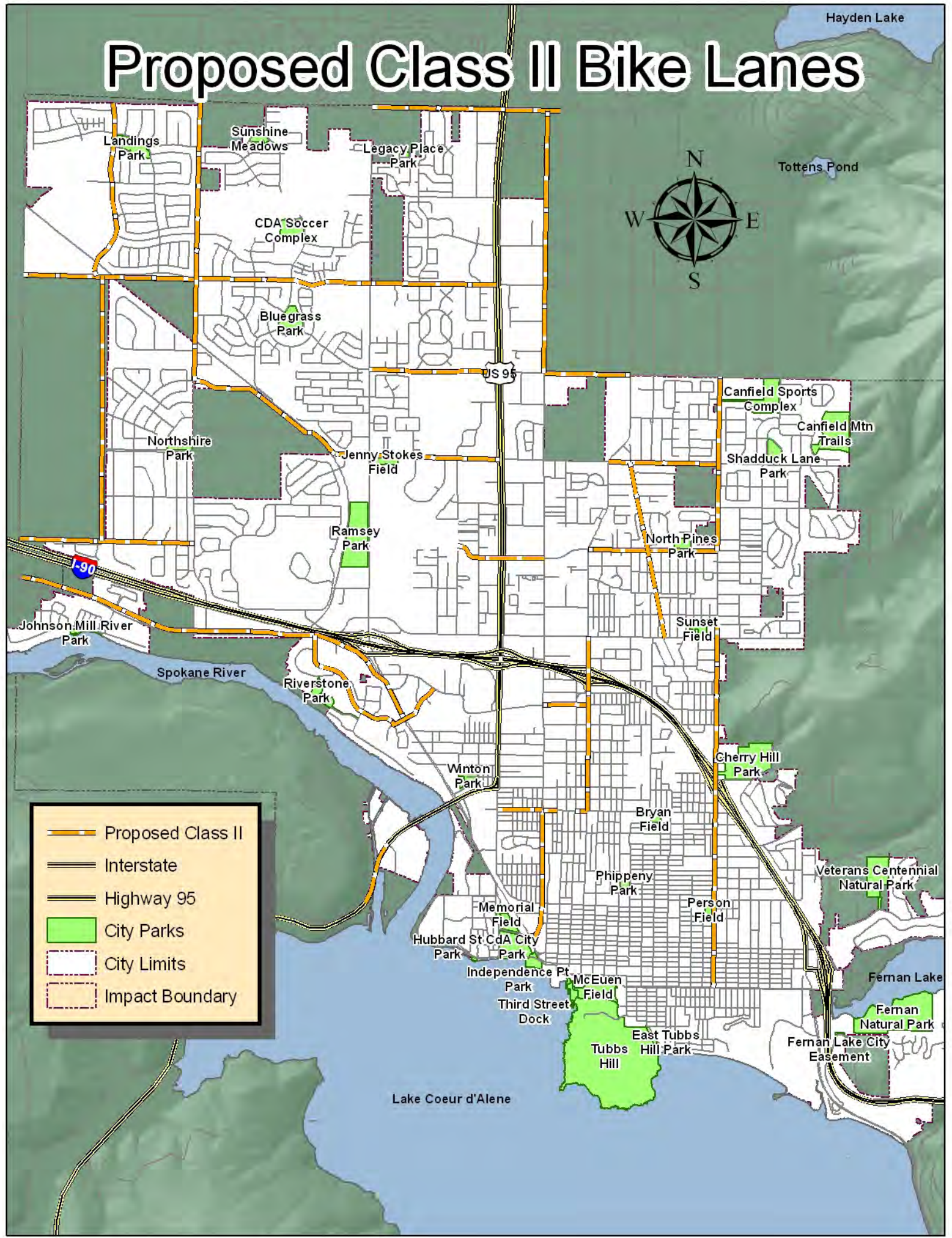
Class II Improvement Recommendations

- Install bike lanes on 15th Street from Mullan Avenue north to Dalton Avenue – *involves removing parking.*
- Install bike lanes on Honeysuckle Drive from Margaret Ave. to Best Ave – *involves shared bikes and parking.*
- Work with Post Falls Highway District to install bike lanes on Huetter Road from Prairie Avenue to Maplewood Drive.
- Install bike lanes on Hanley Ave from US-95 to Huetter Road.
- Install bike lanes on the US-95 Bridge over I-90.
- Install bike lanes on Carrington Ave from Prairie Avenue to Appaloosa Way when the road is built.
- Install bike lanes on Appaloosa Way from Huetter Road to Atlas Road.
- Install bike lanes on all of Riverstone Drive.
- Install bike lanes on Lakewood Drive from Riverstone Drive to Ironwood Drive.
- Install bike lanes on Beebe Boulevard.
- Encourage ITD to install bike lanes on Highway 95 from Marina Drive south to the City limits.
- Install bike lanes on Government Way from Harrison Ave to NW Blvd – *involves shared bike lanes and parking.*
- Install bike lanes in the gaps on Harrison Ave between Lincoln Way and 4th Street.
- Install bike lanes on the east side of 4th Street from Harrison Ave to I-90 – *involves removing parking.*
- Install bike lanes on Neider Ave from Government Way to Howard Street – *involves shared bike lanes and parking.*
- Install bike lanes on Lunceford Ave from 15th Street to 4th Street.

- Install bike lanes on Margaret Ave from 15th to 4th Street – *involves removing parking or shared bike lanes and parking.*
- Install a bike lane on the north side of Dalton Ave from 4th Street to Government Way and on both sides from US-95 to Ramsey Road.
- Install bike lanes on Kathleen Ave from US-95 to Atlas Road.
- Install bike lanes on Atlas Road from Kathleen Ave to Prairie Avenue.
- Install bike lanes on Government Way from Prairie Ave to Dalton Ave.
- Encourage the Lakes Highway District to install bike lanes on Prairie Ave from Ramsey Road to Loch Haven Drive.
- Install bike lanes on Seltice Way from NW Blvd to City limits.
- Install bike lanes on 4th Street from Appleway Ave south across I-90.

***SEE MAP ON PAGE 34: PROPOSED CLASS II BIKE LANES
MAP**

Proposed Class II Bike Lanes



- Proposed Class II
- Interstate
- Highway 95
- City Parks
- City Limits
- Impact Boundary

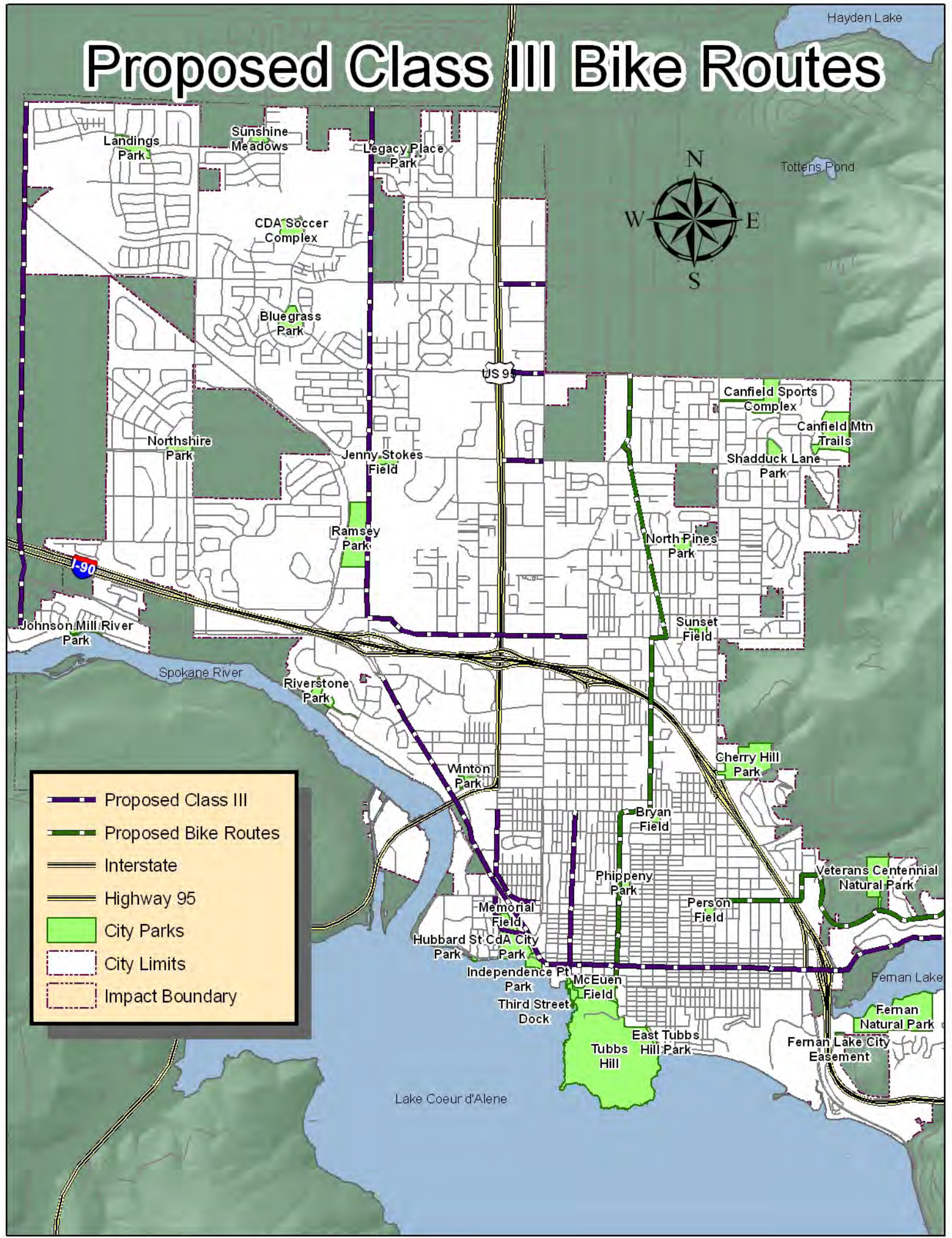
Class III Improvement Recommendations






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

- Install “Share the Road” signs on Nettleton Gulch Road from 15th Street to the City limits.
- Work with the East Side Highway District to install “Share the Road” signs on Fernan Lake Road.
- Install “Share the Road” signs on 3rd Street between Harrison Avenue and Front Street.
- Install “Share the Road” signs along Northwest Boulevard.
- Create bike route and install “Honeysuckle Bike Route” signs on Honeysuckle Avenue from Margaret Ave to Best Ave, then west on Best Ave to 9th Street, then south on 9th to Harrison Avenue, then west on Harrison Ave to 7th Street, then south on 7th to Sherman Avenue.
- Create bike route and install “Fernan Hill Bike Route” signs on Pennsylvania Ave from 15th Street to 23rd Street, then from 23rd to East Fernan Hill Road to City limits.
- Install “Share the Road” signs between Government Way and US-95 on Hanley Ave, Dalton Ave, and Kathleen Ave.
- Install “Share the Road” signs along Atlas Road from Kathleen Ave to Seltice Way.
- Install “Share the Road” signs along Ramsey Road from Prairie Ave to I-90.
- Install “Share the Road” signs along Lincoln/Milwaukee Street from Harrison Ave to Government Way.
- Install “Share the Road” signs along Mullan Rd from NW Boulevard to River Avenue.
- Install “Share the Road” signs along all of Sherman Avenue.
- Install “Share the Road” signs along Appleway Ave from Ramsey Road to 4th Street.

***SEE MAP ON PAGE 36: PROPOSED CLASS III BIKE ROUTES MAP**

Proposed Class III Bike Routes



-  Proposed Class III
-  Proposed Bike Routes
-  Interstate
-  Highway 95
-  City Parks
-  City Limits
-  Impact Boundary

B. Nature Trails



Coeur d'Alene is home to one of the Northwest's greatest Natural Open Spaces. Tubbs Hill is a 120 acre Natural Area surrounded by water on three sides and is located next to downtown Coeur d'Alene. Tubbs Hill has a 2.5 mile hiking trail that gives users access to breathtaking vistas and local flora and fauna.

The city has also accepted into receivership a 24-acre parcel on Canfield Mountain and a 50-acre parcel on Fernan Lake.

The city-owned portion of Canfield Mountain has views of both Coeur d'Alene Lake and the Rathdrum Prairie. It is located within a half mile of the Forest Service owned and managed Canfield Trail System and has a .85 mile loop hiking and mountain biking trail built by volunteer labor. An upper loop is proposed that would extend the trail length to 1.5 miles. This plan recommends completion of the upper loop. There may be future opportunities for acquisition of the land separating the city trail system and the forest service trail system. If the land is acquired, all efforts should be made to design and build a hiking and mountain biking trail that connects both systems.

Fernan Lake Natural Area has over 3,500 feet of waterfront access and views of Coeur d'Alene and Fernan Lakes as well as Canfield Mountain and the Rathdrum Prairie. This plan recommends a hiking trail be designed and built that best utilizes all potential viewsheds and water access.

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

Nature Trail Improvements

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

- Finish the upper loop of the Nature Trail in the Canfield Mountain Trail System
- Construct a Nature Trail in Fernan Hill Natural Open Space
- Construct a Nature Trail in Veterans Centennial Park

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

***SEE MAP ON PAGE 38: ALL PROPOSED TRAILS**

All Proposed Trails and Bikeways



-  Trail Heads Proposed
-  Proposed Hiking Trails
-  Proposed Class I
-  Proposed Class II
-  Proposed Class III
-  Proposed Bike Routes
-  Interstate
-  Highway 95
-  City Parks
-  City Limits
-  Impact Boundary

C. Bicycle Boulevards

Consider the development of “Bicycle Boulevards” as alternatives to major roadway travel. To do this, the Parks Department and the Coeur d’Alene Ped/Bike Committee will need to work with the Street Department and the Engineering Department to identify parallel routes on low-traffic streets, then place signs on those streets designating them for shared use. The *Trails & Bikeways Plan* includes these routes. A public education campaign to make the public aware of the bike corridor option would then be needed. For example, public bike rides on the corridors could be scheduled, or route maps could be designed and printed.

Suggested Bicycle Boulevard in the City include:

- Honeysuckle Avenue from Margaret Ave to Best Ave, then west on Best Ave to 9th Street, then south on 9th to Harrison Avenue, then west on Harrison Ave to 7th Street, then south on 7th to Sherman Avenue.
- ✱ Alternate streets in the vicinity of this route may be considered if conditions are better.

This plan recommends a cut be put in the curb and sidewalk in the island located on the north side of Lakeside Avenue allowing bicycles to pass through the diverter while preventing motor vehicle traffic. The curb cut would have to have a stop sign and other signage to notify cyclists that they must merge with traffic.

D. Pedestrian Bridges, Grade Separations, and Crossing Lights



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

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

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

E. Trail Heads

Suggested additions to trail heads in the City include:

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

F. Planning For Use

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

G. Connectivity

The proposed Class I, II and III bike and pedestrian facilities in this plan are designed to fill in the current gaps in the City's trail system. In the future, unforeseen developments or trail opportunities may become available which would require connectivity to the greater system. If a trail connection need is identified outside this document it should be considered and adopted as an amendment to this plan.

***SEE MAP ON PAGE 41: ALL CURRENT & PROPOSED TRAILS**

Current and Proposed Trails and Bikeways



- ✪ Trail Heads
- ✪ Trail Heads Proposed
- Hiking Trails
- Proposed Hiking Trails
- Class I Trails
- Proposed Class I
- Class II Bike Lanes
- Proposed Class II
- Class III Shared Road
- Proposed Class III
- Bike Route
- Proposed Bike Routes

CHAPTER 4: STANDARDS

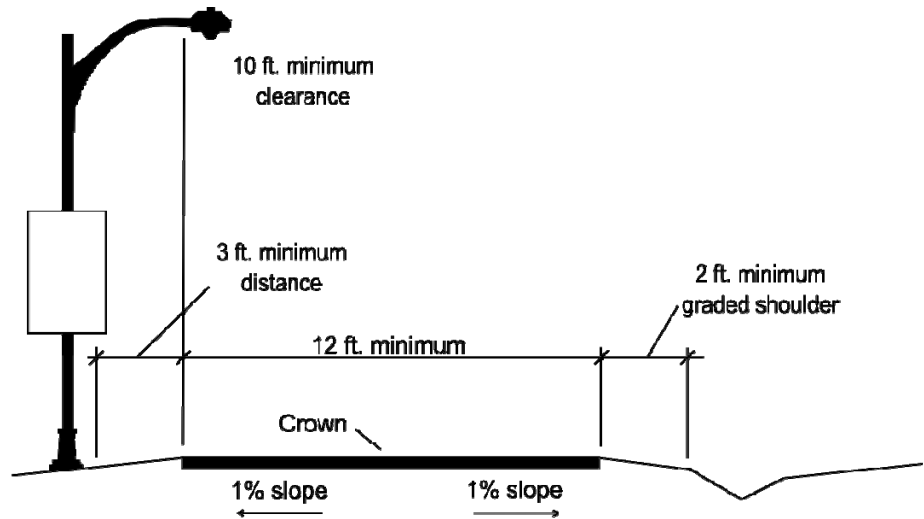
DESIGN CRITERIA

This chapter sets forth the design standards by which all trails shall be designed and constructed. The City's overall goals for transportation improvements should include the enhancement of bicycle facilities and should be made in accordance with the expected use, employing sound engineering judgment.

A. Trail Facility Standards by Classification

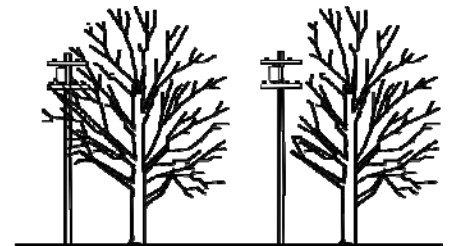
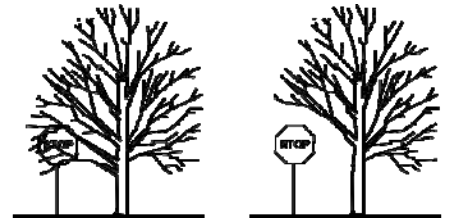
Class I

Class I bikeways are bike paths/trails that are completely separated from existing roadways.



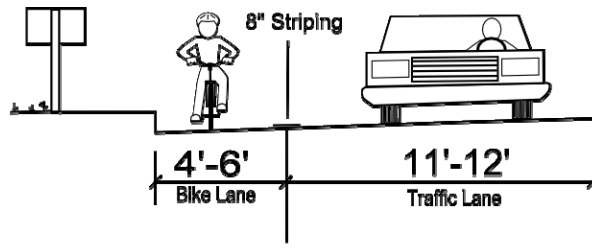
- Lane width standards are 10 feet for this type of facility; however, a 12-foot width is more desirable and ensures adequate room for multiple uses, i.e., pedestrians, persons in wheelchairs.
- Laterally a 3-foot or greater space on both sides of a multi-use path is preferred for safe operation. If there is a railing, retaining wall or other vertical face adjacent to the path, this area should be paved to the face of the vertical barrier. Where there is a fill or cut slope, this area should be unpaved and graded to the same slope as the path to allow recovery by errant bicyclists.

- Standard overhead clearance for utilities is 10 feet. Sign clearance is a minimum of 6 feet off the ground measured from the bottom of the sign and 3 feet from the trails edge measured from the sign edge nearest the trail.
- Where a path is parallel and adjacent to a roadway, there should be a 5 foot or greater width separating the path from the edge of roadway, or a physical barrier of sufficient height should be installed.
- American Association of State Highway and Transportation Officials (AASHTO) recommends a maximum grade of 5% for bicycle use, with steeper grades allowable for distances up to 500 ft., provided there is good horizontal alignment and sight distance. Extra width is also recommended in those instances. Engineering judgment and analysis of the controlling factors should be used to determine what distance is acceptable for steep grades. If use by pedestrians is expected, and no reasonable alternative route exists, ADA requirements must be met. The grade of separated pathways should not exceed 5% to accommodate wheelchair users. Based on AASHTO recommendations and ADA requirements, 5% should be considered the maximum grade allowable for multi-use paths. The standard cross-slope grade is 2% to meet ADA requirements and to provide drainage. However, to make use for wheelchair users less burdensome, crowning Class I trails with a 1% cross slope in each direction is the most desired form of construction.
- Curb cuts for bicycle and wheelchair access to multi-use paths should be built so they match the road grade without a lip. The width of the curb cut is the full width of the path when the approaching path is perpendicular to the curb, and a minimum of 8 ft wide when the approaching path is parallel and adjacent to the curb.
- Trees along public trails must have a minimum vertical clearance of 10 feet above the trail and 3 feet beyond the edge of the trail. New trees should be planted a minimum of 5 feet from the trail edge, but a greater distance should be used where possible. Acceptable styles of pruning include Crown Raising and Side Pruning.

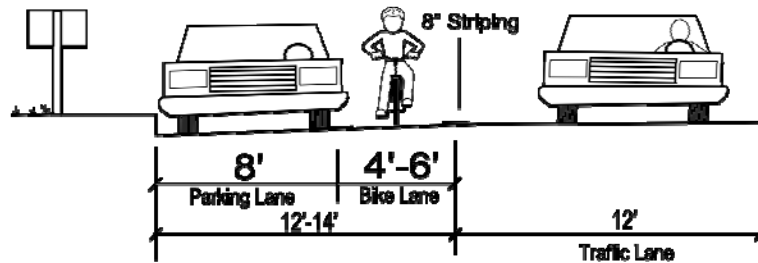


Class II

Class II bikeways are striped bike lanes on new or existing roadways. Class II bike lanes should be one-way and carry bicycle traffic in the same direction as adjacent motor vehicle traffic. Minimum widths for this type of facility are 4 – 6 feet, with a white painted stripe delineating the outside boundary.



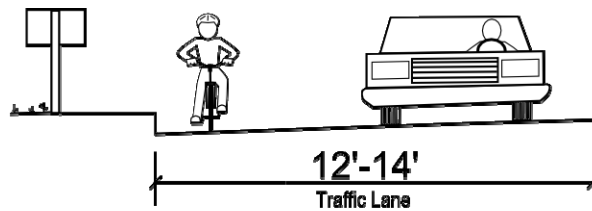
CLASS II



CLASS II WITH PARKING

Class III

Class III bikeways are generally indirect routes that meander through local streets providing the opportunity for leisure rides and connections to higher-Class routes. Class III routes are typically signed, but not striped.



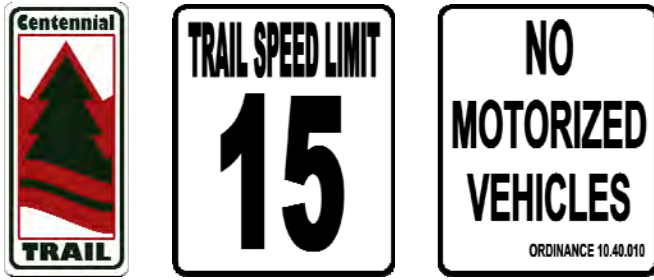
CLASS III

Signage and Striping

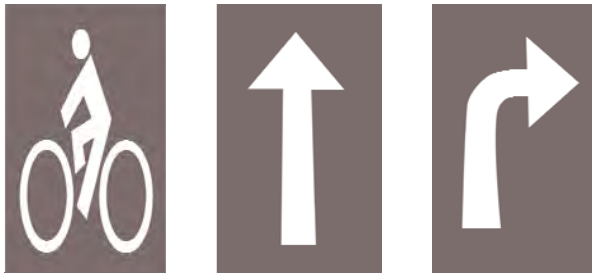
Signage and Striping for Class I Trails

Adequate signage and striping are essential elements on bikeways. Directional signs, route numbers, and street names should be used in a manner similar to roadway signing.

Examples of Class I signs:



Example of painted stencils for Class I trails:



Signage and Striping for Class II Bike Lanes

Signage and striping for class II bike lanes and class III shared roads follow current MUTCD standards and are overseen and managed by the City Engineering and Streets Departments.

Examples of Class II signs:



Signage and Striping for Class III Shared Roads

Class III bikeways generally only require signs to guide bicycle traffic and to inform vehicular traffic of the presence of bicycles on the road.

Examples of Class III signs:

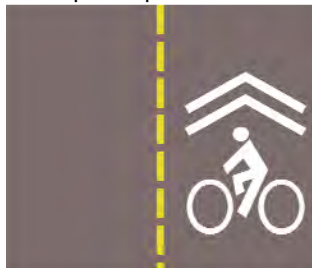


- *Pavement Marking*

Where bike lanes are desired but no room is available, shared lane markings, or “sharrows”, may be used. Sharrows are used to direct bicyclists where to position themselves on the roadway and to make motorists aware of their presence.

When used adjacent to on-street parking, sharrows should be placed 12 feet from the face of the curb in order to reduce the chances of a bicyclist striking the open door of a parked vehicle. Where no on-street parking exists, sharrows should be placed 4 feet from the curb face.

Example of painted stencils or “sharrows”:



Nature Trails

- *Trail Design*

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

- *Length*

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

- *Clearing Width*

Vegetation should be cleared to a width sufficient to avoid injury by protruding vegetation. For light use, the trails should be cleared from 4 to 6 feet across. Heavier use trails are typically wider and the clearing of vegetation also will have to be wider at 7 to 10 feet. However, steeper side slopes are more at risk of erosion and trail clearing width should be reduced to a minimum width of 3 feet.

- *Clearing Height*

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

- *Trail Width*

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

- *Trail Surface*

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

- *Grade*

Ideally the slope should be between 0 and 5% for the majority of a trail. Sustained grades up to 15% maximum are permissible if there are no other options, but should be avoided for long stretches. However, when the slope of trail has to be steep to cover certain terrain, grades of up to 40% can be included if the steep portion of the trail is 50 feet or less. Erosion problems tend to develop on steeper slopes and out-sloping the trail surface up to 4% to shed water outward is important.

- *Crossings*

Structures for crossing water, seeps (soils saturated by natural springs), or seasonal runoff beds are occasionally needed. Bridges should be used for areas that have water year round or high water levels seasonally. Culverts can be used in areas that receive lower levels of seasonal flow. Turnpikes (i.e. raised trails), French drains, and boardwalks may be necessary in areas that have seeps.

- *Facilities*

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

B. Other Considerations

Sidewalk Bike Paths

Sidewalk bike paths should be avoided because of the conflict that arises with pedestrians, sign posts, driveways, and intersections. If a combined use is desired or the only type feasible, then it should be of sufficient width (10 feet minimum) to accommodate shared use.

Undesirable Design Situations

It is undesirable and against City ordinance to permit vehicular parking within bike lanes. This presents a danger to the cyclist in the form of unanticipated door openings and vehicle pull-outs. Also, situations where the cyclist has to weave out of the lane and into traffic may occur. Precedents for shared parking and bike lanes in the nation exist and share lanes may be an option to consider in Coeur d'Alene providing the parking/bike lane is built with adequate space, no other options exist, and the ordinance is changed.

Drainage Grates

Grates that run parallel with bike lanes provide the hazard of trapping a wheel and injuring a cyclist. Also, grates that are not properly raised during street overlays or roadway construction projects can present drops in the roadway that can be particularly hazardous. Drainage grates should be set flush with the pavement surface.

CHAPTER 5: POLICY & OPERATIONS

GOALS AND RECOMMENDATIONS

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

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

A. Goals

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

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

Goal 1

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

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

Goal 2

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

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

Goal 3

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

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

Goal 4

Provide physical amenities that support and enhance active living opportunities.

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

Goal 5

Reduce the number of motorized to non-motorized accidents.

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

Goal 6

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

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

Goal 7

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

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

Goal 8

Continue to implement Complete Streets policy.

- Integrate and institutionalize bicycle transportation in all transportation planning, design, and construction phases.
- Continue efforts to increase acceptance of bicycling as an alternative form of transportation and achieve a balanced multi-modal transportation system.

B. Policy Directions

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

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

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



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

C. Administration and Operations

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

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

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

amenities. These efforts have resulted in additional bicycle amenities, such as bike racks, at no cost to the community.

D. Community Acceptance

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

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

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

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

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

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



E. Funding

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

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

CONCLUSION

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

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

APPENDICES:

TRAIL DISRUPTION ORDINANCE

Debris

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

Surface Disturbance or Closure

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

Applicability

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

Restoration of Trail Surface

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

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

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

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

D. Penalties:

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

COMMITTEES

Joint Powers

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

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

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

North Idaho Centennial Trail Foundation

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

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

Coeur d'Alene Parks Foundation

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

Coeur d'Alene Parks and Recreation Commission

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

Coeur d'Alene Planning and Zoning Committee

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

Coeur d'Alene Pedestrian and Bicycle Committee

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

Coeur d'Alene Natural Open Space Committee

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

Tubbs Hill Foundation

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

PROHIBITED USE

Ordinance # 10.40.050: CENTENNIAL TRAIL

Motorized Vehicles Prohibited

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

Exceptions

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

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

Horses

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

RULES OF THE ROAD

For Motorized Vehicles

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

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

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

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

For Bicycles

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

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