



COEUR D'ALENE, ID

TOTAL POPULATION

52,414

POPULATION DENSITY

3260

TOTAL AREA (sq. miles)

16.08

OF LOCAL BICYCLE FRIENDLY BUSINESSES 0

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES 0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Gold	Coeur d'Alene
High Speed Roads with Bike Facilities	35%	100%
Total on- and off-road Bicycle Network Mileage to Total Road Network Mileage	76%	89%
Bicycle Education in Schools	GOOD	GOOD
Share of Transportation Budget Spent on Bicycling	14%	14%
Bike Month and Bike to Work Events	VERY GOOD	EXCELLENT
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS AT LEAST MONTHLY	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	GOOD	VERY GOOD
Bike Plan is Current and is Being Implemented	YES	YES (NO BUDGET)
Bike Program Staff to Population	1 PER 33K	1 PER 19K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	6.03 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	5.32 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	6.74 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	5.39 /10

KEY OUTCOMES

	Average Gold	Coeur d'Alene
RIDERSHIP <i>Percentage of Commuters who bike</i>	5.1%	0.93%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	287	920
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	2.2	8.93



KEY STEPS TO GOLD



» Continue to expand and improve Coeur d'Alene's low-stress on-road bike network and ensure that your community maximizes safety and comfort for bicyclists of all ages and abilities by following a bicycle facility selection criteria and design guidelines that increase separation and protection of bicyclists based on levels of motor vehicle speed and volume. Identify gaps and add new facilities that complete and expand the bicycle network, and work to upgrade existing bike lanes into protected bike lanes by adding physical barriers that improve safety and accessibility for all ages and abilities.

» Take advantage of Coeur d'Alene's high number of low-speed streets by developing a network of bike boulevards/

neighborhood greenways to encourage and optimize bicycle travel on low-stress corridors. Diverters, wayfinding, chicanes, and other treatments can be effective at reducing vehicle speeds and promoting the bicycle-oriented nature of a bike boulevard.

» Continue to increase the amount of high quality bicycle parking throughout the community, particularly at transit stops. Continue making investments to improve bicycle access to transit hubs and to support more multi-modal travel.

» Expand and improve existing K-12 bike safety education to include an on-bike component to help children and teens of all ages become safer and more confident riders.

KEY STEPS CONTINUED ON PAGE 2...



COEUR D'ALENE, ID

Spring 2021

KEY STEPS TO **GOLD** CONTINUED

- » Work with the local school district and other agencies to appoint or hire a new Safe Routes to School Coordinator to continue improving education for students and to focus on expanding and improving the bikeway network around schools.
- » Increase the number of local League Cycling Instructors (LCIs) in your community, either by hosting an LCI seminar or sponsoring a City staffer or local bike advocate to attend an existing seminar elsewhere. Having several active instructors in the area will enable you to expand cycling education for youth and adults, recruit more knowledgeable cycling ambassadors, deliver Bicycle Friendly Driver education to motorists, and have experts available to assist in encouragement programs. Visit bikeleague.org/ridesmart for more information.
- » Encourage more local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business program.
- » Establish a dedicated annual budget for implementation of your Bicycle Master Plan, in addition to funding for ongoing bicycle programming and infrastructure development/maintenance.
- » Adopt a comprehensive road safety plan or a Vision Zero policy to identify specific strategies to reduce traffic crashes and deaths for all road users, including bicyclists and pedestrians. Road diets, lane diets, and traffic calming treatments are important engineering components for addressing safety.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » League of American Bicyclists: <https://www.bikeleague.org>
- » Guide to the BFC Report Card: https://bikeleague.org/sites/default/files/Guide_to_the_Bicycle_Friendly_Community_Report_Card.pdf
- » Resources for Building a Bicycle Friendly Community: https://bikeleague.org/BFC_Resources
- » Building Blocks of a Bicycle Friendly Community: <https://bikeleague.org/content/building-blocks-bicycle-friendly-communities>
- » The Five E's: <https://bikeleague.org/5-es>
- » Smart Cycling Program: <https://bikeleague.org/ridesmart>
- » Advocacy Reports and Resources: <http://bikeleague.org/reports>