



Appendix C

Introduction

The purpose of Appendix C is two-fold. Part 1 provides a comparison of plans, policies, goals and objectives to help identify specific inputs in the Lewis Clark Valley Metropolitan Planning Organization (LCVMPO) Bicycle Master Plan, while Part 2 summarizes the relevant plans and polices that impact bicycle facility and education planning and implementation in the Lewis Clark Valley.

Part 1. Best Practices Comparison

Introduction

This section compares the Bicycle Master Plan goals adopted by seven cities. Jurisdictions considered are:

- Greenville, South Carolina
- Madison, Wisconsin
- Missoula, Montana
- Nampa, Idaho
- Olympia, Washington
- Rockville, Maryland
- Seattle, Washington

A note about terminology: Most cities use the term goals to indicate guiding principles or concepts. Most commonly, goals are followed by supporting policies, which are then followed by specific actions. However, there is variation in how these terms are applied. In this memo, staff has identified high level goals from the plan in question, which are sometimes called objectives, actions, vision statements, or policies.

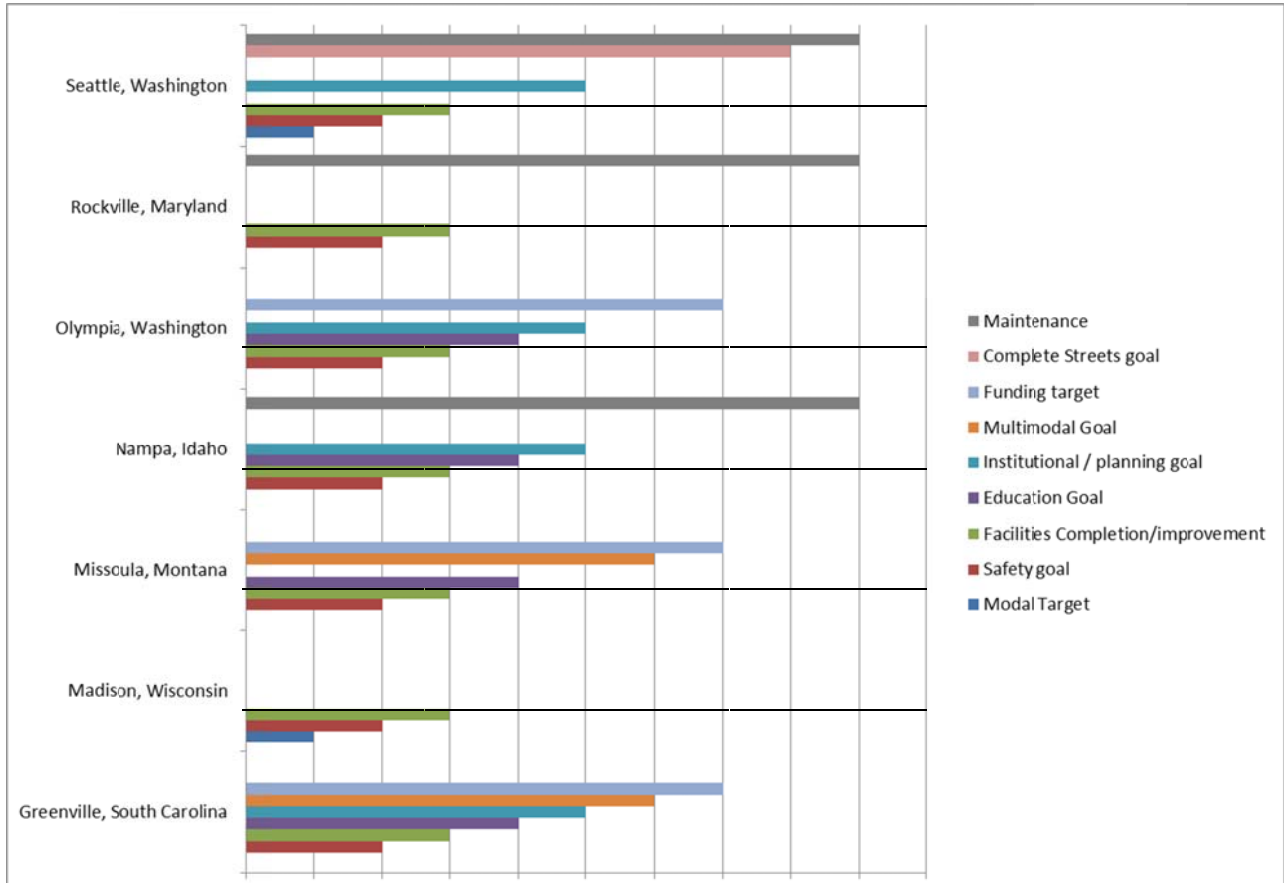
Overview of Common Goals

Best practices in developing goals (see Appendix A for definitions) for bicycle master plans include the following:

- Modal target
- Safety
- Facilities completion / improvement
- Education
- Institutional
- Multimodal
- Funding target
- Complete Streets
- Maintenance

Note that some jurisdictions may have included goal language in policies, objectives, or action items, but not in their top-level goals; thus, it should not necessarily be assumed that the jurisdiction is not aiming for these goals in the plan just because a goal does not appear in Figure 1.

Figure 1. Common bicycle master plan goals in comparison cities



Key takeaways from the goal comparison are:

- No jurisdiction addresses all of the goals
- Safety and facilities completion were addressed in all plan goals
- Complete streets (1 plan) and Modal target (2 plans) were the least addressed topic

A more robust collection of goals and objectives from the bicycle master plans from the identified cities is listed in Part 3, while a goals and objectives summary from the jurisdictional plans reviewed can be found in Part 4.

Part 2. Review of Existing Planning Efforts

Introduction

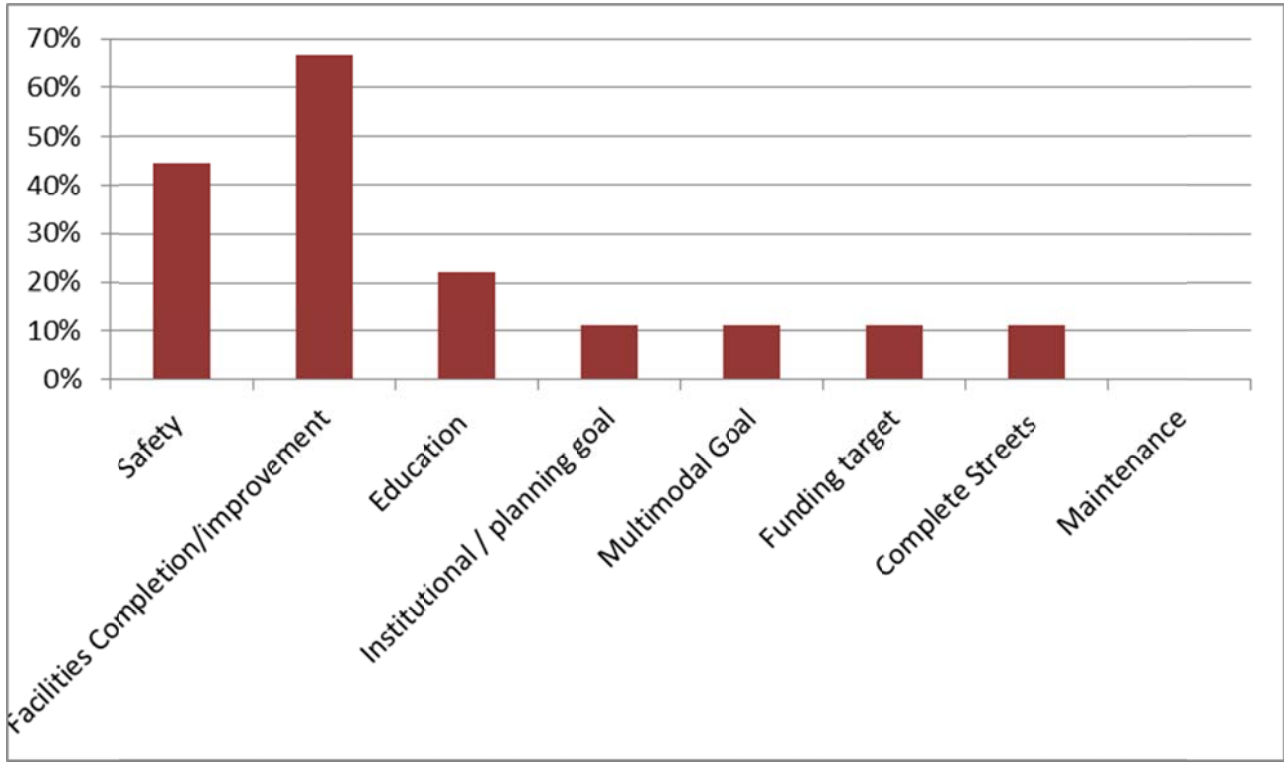
This section provides a summary of plans and policies relevant to bicycling within the Lewis-Clark Valley MPO's jurisdiction. Most of the plans were prepared by or for the Lewis Clark Valley MPO. Additionally, the statewide bicycle and pedestrian plans for Idaho and Washington are included in this review.

Table 1. The background document review included an assessment of bicycling-related planning documents.

| Plan | Agency | Year |
|--|-----------------|------|
| Idaho Statewide Bicycle and Pedestrian Plan (Draft) | ITD | 2014 |
| Northport Transportation Study (Draft) | LCVMPO | 2014 |
| Valley Destination 2040 – The Long Range Transportation Plan | LCVMPO | 2013 |
| Bryden Avenue Corridor Study | LCVMPO | 2012 |
| Asotin County Regional Bicycle/Pedestrian Plan | LCVMPO | 2011 |
| Lewiston-Clarkston Downtown Circulation Plan | LCVMPO | 2011 |
| Lewiston-Clarkston Wayfinding Plan (Draft) | LCVMPO | 2010 |
| Lewiston Central Orchards: Transportation and Circulation Study | LCVMPO/Lewiston | 2010 |
| Washington State Bicycle Facilities and Pedestrian Walkways Plan | WSDOT | 2008 |
| Nez Perce County Transportation Master Plan | ID | 2004 |

The LCVMPO Bicycle Master Plan is being developed in a planning environment that has not historically supported or identified the need for strong regional and local efforts to improve bicycling transportation. Using the goals identified in the best practices review in Part 1, Figure 2 identifies the percentage of plans addressing those goals.

Figure 2. Goals met by local plans



As Figure 2 indicates, the greatest strength of the plans reviewed was the identification of bicycle facility improvements or completions, many including maps of the recommended improvements. Overall, nearly 70% of the plans reviewed did identify explicit improvements for biking. In addition, nearly half the plans identified safety as a key concern for biking and mobility.

However, the state, regional, and local background documents and plans are characterized by minimal reference to bicycle and pedestrian connectivity and safety, with a primary focus on vehicle (including freight) mobility. Because of the weak precedent of supportive planning efforts (with a few providing stronger guidance) for the development of the LCVMPO Bicycle Master Plan, this planning process will provide an opportunity for the LCVMPO and its planning partners and stakeholders to consider these issues and identify clear, regionally-supported actions or recommendations to resolve these issues.

A summary of the plans identified in Table 1 can be found in Part 6.

Part 3: Glossary of Terms

Modal target. Modal refers to specific modes of transportation choice – transit, biking, walking, train, personal vehicle. Some jurisdictions are now setting modal targets to achieve larger goals. The targets are usually identified as a percentage of the population using a specific mode of transportation. For example, Portland, OR set a bike mode target for all trips of 25% by 2030.

Multimodal. Multimodal refers to a transportation system that encourages and supports transportation options, where trips can be easily taken by more than one mode, or where a trip might include the use of two or more modes.

Complete Streets. Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work.

Part 4: Goals & Objectives Summary

A collection of goals and objectives from the bicycle master plans from the identified cities is listed in the following tables. The tables are organized under the following sections:

- Network Facilities and Design
- Maintenance
- Enforcement
- Education, Encouragement and Perception
- Safety
- Funding
- Coordination and Planning

Selected goals and objectives highlight the issues other cities around the region and nation are focusing on with their bicycle programs. These tables relate a sense of how cities are conceptualizing these issues, and which issues are not currently being emphasized.

Please note that different cities and plans use terms such as “goal” and “objective” in different ways. For example, many goals stated in some cities’ plans are highly quantitative and fit this paper’s description of an “objective”. This discrepancy should not distract from the intent to demonstrate which subjects are being prioritized and how they are being framed. Additionally, some goals fit in more than one category and have been listed more than once.

| <i>Best Practices Bicycle Plan Goals and Objectives – Network, Facilities and Design</i> | |
|--|---|
| Greenville, South Carolina | <ul style="list-style-type: none"> • New developments (both private and public) are designed to integrate with and include bike facilities • Create and expand a complete and integrated network of bicycle facilities that is safe for all ages and abilities • Create safe and convenient linkages between popular destination and bikeways • Provide appropriate bicycle facilities in and near Greenville’s designated Special Emphasis Neighborhoods . |
| Madison, Wisconsin | <ul style="list-style-type: none"> • Create a convenient and enjoyable bicycle transportation network that connects people with the places they need and want to go. |
| Missoula, Montana | <ul style="list-style-type: none"> • Further develop and maintain a well connected on-street and off-street non-motorized network that is safe, convenient, well maintained and universally accessible • Ensure that the design of new and reconstructed facilities meets or exceeds national design standards for accessibility wherever site conditions make it possible |
| Nampa, Idaho | <ul style="list-style-type: none"> • Improve Bicycle and Pedestrian Facilities |
| Olympia, Washington | <ul style="list-style-type: none"> • Provide safe and inviting bicycle facilities • Continue to build the bicycle network |
| Rockville, Maryland | <ul style="list-style-type: none"> • Enhance the mobility of cyclists by improving the bicycle facility network. • Provide bicycle facilities during development and redevelopment to improve the continuity of the bikeway network |

Best Practices Bicycle Plan Goals and Objectives – Network, Facilities and Design

| | |
|---------------------|--|
| Seattle, Washington | <ul style="list-style-type: none"> • Create a bicycle network that connects to places that people want to go, and provides for a time-efficient travel option • Complete and maintain a safe, high-quality bicycle network of on-street and trail facilities throughout the city • Employ best practices and context sensitivity to design facilities for optimum levels of bicycling comfort. • Build leading-edge bicycle facilities, including on-street separated facilities, multi-use trails, and neighborhood greenways |
|---------------------|--|

Best Practices Bicycle Plan Goals and Objectives – Maintenance

| | |
|---------------------|--|
| Nampa, Idaho | <ul style="list-style-type: none"> • Increase regional planning, implementation and maintenance coordination to create a seamless pathway network that is consistent in character and usability |
| Rockville, Maryland | <ul style="list-style-type: none"> • Gather bicycle counts and public input to determine where new facilities and improved maintenance are needed |
| Seattle, Washington | <ul style="list-style-type: none"> • Complete and maintain a safe, high-quality bicycle network of on-street and trail facilities throughout the city |

Best Practices Bicycle Plan Goals and Objectives – Enforcement

| | |
|----------------------------|---|
| Greenville, South Carolina | <ul style="list-style-type: none"> • Prioritize and increase bicycle funding to support facility upgrades, enforcement and education programs. |
| Missoula, Montana | <ul style="list-style-type: none"> • Raise awareness of and encourage respect for the rights and responsibilities of all motorized and non-motorized transportation users through the use of education, outreach, and the enforcement of traffic laws. |
| Olympia, Washington | <ul style="list-style-type: none"> • Improve safety through education and enforcement |
| Rockville, Maryland | <ul style="list-style-type: none"> • Increase enforcement of motorist and bicyclist behavior to reduce bicycle and motor vehicle crashes. |

Best Practices Bicycle Plan Goals and Objectives – Education, Encouragement and Perception

| | |
|----------------------------|--|
| Greenville, South Carolina | <ul style="list-style-type: none"> • Implement a Bike Safety Education Curriculum for school children and youth • Increase bicycle safety education with law enforcement officer training • Expand Bike Month Programs • Continue to promote and grow non-competitive cycling events • Encourage Safe Routes to Schools |
| Madison, Wisconsin | <ul style="list-style-type: none"> • Increase bicycle usage and the mode share for bicycling for all trips |
| Missoula, Montana | <ul style="list-style-type: none"> • Raise awareness of and encourage respect for the rights and responsibilities of all motorized and non-motorized transportation users through the use of education, outreach, and the enforcement of traffic laws |
| Nampa, Idaho | <ul style="list-style-type: none"> • Promote Bicycle and Pedestrian Education |

Best Practices Bicycle Plan Goals and Objectives – Education, Encouragement and Perception

| | |
|---------------------|--|
| Olympia, Washington | <ul style="list-style-type: none"> • Encourage bicycling for transportation • Improve safety through education and enforcement |
| Rockville, Maryland | <ul style="list-style-type: none"> • Encourage bicycling as a means of transportation and recreation. |
| Seattle, Washington | <ul style="list-style-type: none"> • Increase the amount and mode share of bicycling in Seattle for all trip purposes • Identify and implement actions to support and promote bicycle riding |

Best Practices Bicycle Plan Goals and Objectives – Safety

| | |
|----------------------------|---|
| Greenville, South Carolina | <ul style="list-style-type: none"> • Increase safety through promoting greater awareness of bike-car issues and conflicts. • Establish safety training and accident reduction for entire community. |
| Madison, Wisconsin | <ul style="list-style-type: none"> • Improve safety for bicyclists, reduce the number of bicycle crashes and eliminate all bicycle fatalities. |
| Missoula, Montana | <ul style="list-style-type: none"> • Decrease the number of bicycle and pedestrian related accidents by identifying and correcting existing unsafe conditions using the 4E approach to focus on Education, Enforcement, Engineering and Emergency Medical Services |
| Nampa, Idaho | <ul style="list-style-type: none"> • Develop a set of facility design standards that accommodate a range of abilities, while increasing bicycle and pedestrian safety |
| Olympia, Washington | <ul style="list-style-type: none"> • Provide safe and inviting bicycle facilities • Improve safety through education and enforcement |
| Rockville, Maryland | <ul style="list-style-type: none"> • Improve the safety of bicycling in Rockville for users of all groups • Identify potentially strong bicycle routes where ridership may be depressed because of safety concerns |
| Seattle, Washington | <ul style="list-style-type: none"> • Improve safety for bicycle riders |

Best Practices Bicycle Plan Goals and Objectives – Funding

| | |
|----------------------------|--|
| Greenville, South Carolina | <ul style="list-style-type: none"> • Fully fund the implementation of the Bicycle Master Plan and Bike Program • Prioritize and increase bicycle funding to support facility upgrades, enforcement and education programs. |
| Missoula, Montana | <ul style="list-style-type: none"> • Identify and secure more sustainable sources of funding to complete construction of needed sidewalks, curbs, and gutters |
| Olympia, Washington | <ul style="list-style-type: none"> • Identify and secure additional funding for bicycle improvement |

Best Practices Bicycle Plan Goals and Objectives – Coordination and Planning

| | |
|----------------------------|--|
| Greenville, South Carolina | <ul style="list-style-type: none"> Develop an action plan for crash reduction to better understand the collection and reporting of Greenville’s crash data. |
| Nampa, Idaho | <ul style="list-style-type: none"> Increase regional planning, implementation and maintenance coordination to create a seamless pathway network that is consistent in character and usability |
| Olympia, Washington | <ul style="list-style-type: none"> Use data, goals, and benchmarks to monitor progress in implementing this plan |
| Seattle, Washington | <ul style="list-style-type: none"> Integrate planning for bicycle facilities with all travel modes and complete streets principles. Update and apply a prioritization framework for bicycle investments throughout the city. |

Part 5: Vision/Goals/Objectives

Greenville, SC

Vision Statement: “The vision of this Bicycle Master Plan is to expand the existing bikeway network, complete network gaps, and provide greater connectivity while educating and encouraging bicycling. The Plan takes a comprehensive approach to the Six E’s of a Bicycle Friendly Community – Engineering, Education, Encouragement, Enforcement, Evaluation, and Equity.”

Engineering: *An inviting network of bicycling facilities for cyclists of all ages and abilities and destinations that support bicycling.*

- Goal 1: New developments (both private and public) are designed to integrate with and include bike facilities.
- Goal 2: Create and expand a complete and integrated network of bicycle facilities that is safe for all ages and abilities.
- Goal 3: Create safe and convenient linkages between popular destination and bikeways.
- Goal 4: Expand bicyclists’ access and mobility through the integration of bicycling into the transit system.
- Goal 5: Fully fund the implementation of the Bicycle Master Plan and Bike Program
- Goal 6: Improve technical engineering standards to improve conditions for bicyclists.

Education: *Community understanding and respect for the roles and responsibilities of cyclists*

- Goal 1: Establish safety training and accident reduction for entire community.
- Goal 2: Implement a Bike Safety Education Curriculum for school children and youth.
- Goal 3: Increase bicycle safety education with law enforcement officer training

Encouragement: *Increased bicycle ridership and support for a strong bicycle advocacy community and bicycle culture*

- Goal 1: Greenville is characterized by a network of strong advocates for a balanced transportation system.
- Goal 2: Residents have good knowledge of network and bike-friendly roads.
- Goal 3: Make bicycle travel an integral part of daily life, particularly for trips under 3 miles.
- Goal 4: Increase ridership and bike mode share.
- Goal 5: Expand Bike Month Programs. (League of American Bicyclists Feedback)
- Goal 6: Continue to promote and grow non-competitive cycling events. (LAB Feedback)
- Goal 7: Encourage the use of bicycles through the provision of convenient and secure bicycle parking and support facilities.
- Goal 8: Develop a Downtown Bike Share/Bike Rental Program.
- Goal 9: Encourage Safe Routes to Schools.

Enforcement: *A safer environment for cyclists and other transport modes*

- Goal 1: Increase safety through promoting greater awareness of bike-car issues and conflicts.
- Goal 2: Engender mutual respect between different transport user groups.

Evaluation & Planning: Institutional support and collaboration for bicycling

- Goal 1: Pursue Silver Level designation from the LAB in the Fall of 2013.
- Goal 2: Pursue cost-effective multi-modal integration/improvements.
- Goal 3: Prioritize and increase bicycle funding to support facility upgrades, enforcement and education programs.
- Goal 4: Develop an action plan for crash reduction to better understand the collection and reporting of Greenville’s crash data.

Equity: A community that serves a diverse population of bicyclists and provides for the needs of those who ride out of necessity, as well as those who choose to cycle

- Goal 1: Increase safety education targeted to low-income bicyclists
- Goal 2: Provide appropriate bicycle facilities in and near Greenville’s Special Emphasis Neighborhoods.
- Goal 3: Tailor resources and programs to specific users.

Source: City of Greenville Bicycle Master Plan (2011)

Madison, WI

Vision Statement: “People living in the Madison Area and Dane County will be connected by a safe, convenient and enjoyable bicycle network that is accessible and comfortable for individuals of all ages, races, backgrounds, and abilities. This well maintained network will link neighborhoods and communities to jobs, services, schools, shops, and parks, as well as transit for access to longer distance destinations. Bicycling will be fostered by as an integral part of the daily life through education and encouragement programs and supportive land development patterns, contributing to the health and quality of life for all residents. Newly developed areas will be planned and built as ‘complete neighborhoods’ with these quality deliberately included in them.”

Goals:

- Safety: Improve safety for bicyclists, reduce the number of bicycle crashes and eliminate all bicycle fatalities.
- Usage: Increase bicycle usage and the mode share for bicycling for all trips.
- Connectivity: Create a convenient and enjoyable bicycle transportation network that connects people with the places they need and want to go.
- Equity: Provide equitable access to the benefits of bicycling.
- Livability: Enhance the quality of life for all Dane County residents through bicycle transportation investments and a welcoming environment that builds vibrant, healthy and prospering communities.

Nampa, Idaho

Goals:

- **Goal: Become a Truly Bicycle and Pedestrian Friendly Community:** Foster a pro-bicycle and pro-pedestrian awareness in individuals, private sector organizations, and all levels of government, to achieve a culture shift where foot-powered transportation is embraced. The City should apply for national recognition through the League of American Bicyclists Bicycle Friendly Community program with an initial award level goal of BRONZE.
- **Goal : Engage Local Businesses and the Community**
Encourage local businesses and the community to be involved in the creation and adoption of the bicycle master plan. Foster a pro-bicycle and pro-pedestrian awareness in individuals, private sector organizations, and all levels of government that results in a long-term commitment to the construction and maintenance of pathway and pedestrian facilities.
- **Goal: Improve Bicycle and Pedestrian Facilities**
Develop a set of facility design standards that accommodate a range of abilities, while increasing bicycle and pedestrian safety.
- **Goal: Promote Bicycle and Pedestrian Education**
Establish educational programs that teach safe bicycling and walking skills to all ages, and promote safer driving behaviors among motorists, in order to reduce injuries and deaths.
- **Goal: Promote Economic Development**
Connect to existing and planned routes in neighboring jurisdictions to form a regional pathway network. Link local businesses, places to stay, and places of interest in a well-connected and desirable system that attracts bicyclists and bicycle related businesses.
- **Goal: Regional Coordination**
Increase regional planning, implementation and maintenance coordination to create a seamless pathway network that is consistent in character and usability.

Source: City of Nampa Bicycle and Pedestrian Master Plan (2011)

Olympia, WA

Goals:

- **Goal 1: Encourage bicycling for transportation**
The primary focus of this plan is to develop bicycling as a safe and inviting mode of transportation. The City will work collaboratively with other organizations to encourage an increase in bicycle trips, and foster an ethic towards the value of bicycling.
- **Goal 2: Provide safe and inviting bicycle facilities**
Bicycling should be a convenient choice for short trips in Olympia. A safe and inviting network of bicycle facilities can influence an increase in trips made by bike.
- **Goal 3: Improve safety through education and enforcement**
Even with a good network of bicycle facilities, people won't bicycle if they don't feel safe, primarily as it relates to riding on streets. Education and enforcement can result in safe bicyclist and motor vehicle driver behavior, and influence an increase in trips by bike.

Recommendations:

- Implement ongoing education, encouragement, and enforcement activities to improve the safety of and encourage bicycling.
- Continue to build the bicycle network.
- Identify and secure additional funding for bicycle improvement
- Use data, goals, and benchmarks to monitor progress in implementing this plan

Source: Olympia Bicycle Master Plan (2011)

Rockville, MD

Vision Statement: “Bicycling in Rockville is for all types of trips, for all types of people, and for all parts of the City.”

Objectives:

- **Mobility:** Enhance the mobility of cyclists by improving the bicycle facility network.
- **Facilities:** Provide bicycle facilities during development and redevelopment to improve the continuity of the bikeway network.
- **Environment:** Protect the environment.
- **Safety:** Improve the safety of bicycling in Rockville for users of all groups.
- **Encouragement:** Encourage bicycling as a means of transportation and recreation.

Policies:

- Install bike paths, lanes, signs, crossings, signals and other facilities recommended in this Plan.
- Gather bicycle counts and public input to determine where new facilities and improved maintenance are needed.
- Evaluate adding bicycle facilities during all roadway construction, reconstruction, and resurfacing.
- Require developers to provide bicycle facilities in new developments and redevelopment of sites, as appropriate.
- Ensure that Rockville’s Roadway Design Standards are bicycle-compatible.
- Encourage existing development to add safe and secure bicycle parking through the creation of an incentive program.
- Encourage bicycle use as a means to reduce carbon emissions.
- Evaluate the environmental impacts of proposed bikeway facilities.
- Increase enforcement of motorist and bicyclist behavior to reduce bicycle and motor vehicle crashes.
- Ensure that children have a safe and accessible way to get to school using active transportation.
- Collect, monitor, and review bicycle-related crashes and analyze reasons and potential solutions to prevent future crashes.
- Identify potentially strong bicycle routes where ridership may be depressed because of safety concerns.
- Organize and/or encourage regular community-based bicycle rides and other bicycling events.
- Expand the Capital Bikeshare program through public and private partnerships.

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- Educate the public on the logistics of bicycle commuting.
 - Undertake measures to achieve the Silver level for Bicycle Friendly Communities (BFC) from the League of American Bicyclists (LAB), including:
 - Increasing the proportion of bicycle network mileage to total road mileage,
 - Implementing a Safe Routes to School program including a bicycle safety component,
 - Review and revise local ordinances related to bicyclist safety,
 - Provide bicycle education courses for adults, and
 - Make bicycle parking more readily available and more prevalent.

Source: City of Rockville, Maryland: Bikeway Master Plan (Draft 2014)

Missoula, MT

Vision Statement: “Missoula envisions a community where citizens can safely and conveniently reach any destination using active/non-motorized modes of transportation. Missoula intends to further develop an interconnected, continuous and universally accessible system of sidewalks, bike facilities and trails throughout the Missoula area, and we look to the City and County to provide leadership in the promotion, education, enforcement and development of this active transportation system. The City of

Missoula has been recognized as a Silver-level Bicycle Friendly Community by the League of American Cyclists and will continue to work towards a Gold Level designation.”

Guiding principles:

- **Livability**— A livable community has a high environmental and social quality of life. Its infrastructure emphasizes human scale and sustainability with streetscapes that are attractive, safe and suitable for all active transportation modes. Traffic safety, traffic noise and local air pollution, preservation of environmental and cultural resources, opportunities to interact with other citizens and opportunities for recreation are all livability factors often affected by transportation policies and practices.
- **Connectivity**— A well-connected road, sidewalk or path network is essentially continuous with many short, interconnected links, numerous intersections, and minimal dead-ends (cul-de-sacs). As connectivity increases, travel distances decrease and route options increase, allowing more direct travel between destinations and creating a more accessible and resilient system.
- **Safety**— A safe active transportation system is one in which users of all ages and abilities and across all modes can travel with as minimal a risk of personal or bodily harm as possible, especially where multiple modes occupy a shared space.
- **Equity**— Transportation policies are equitable when they consider the needs and rights of all users.
- **Accessibility**— A transportation system with a high degree of accessibility allows users of all ages, abilities, and levels of mobility to reach multiple destinations and activities quickly, safely, and easily.

Goals:

- Increase non-motorized trips and the percentage of residents and visitors who choose non-motorized modes of transportation for work and school commutes, social and recreational trips.
- Further develop and maintain a well connected on-street and off-street non-motorized network that is safe, convenient, well maintained and universally accessible.
- Complete the sidewalk system throughout the City of Missoula

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- Identify and secure more sustainable sources of funding to complete construction of needed sidewalks, curbs, and gutters within the City of Missoula and other MPO-area communities.
 - Raise awareness of and encourage respect for the rights and responsibilities of all motorized and non-motorized transportation users through the use of education, outreach, and the enforcement of traffic laws.
 - Further develop and maintain a trails/greenway network connecting Missoula to surrounding public open spaces and waterways.
 - Protect the Missoula area's natural resources and environment during the design and construction of new facilities.
 - Ensure that the design of new and reconstructed facilities meets or exceeds national design standards for accessibility wherever site conditions make it possible.
 - Identify and preserve non-motorized transportation corridors for future development.
 - Decrease the number of bicycle and pedestrian related accidents by identifying and correcting existing unsafe conditions using the 4E approach to focus on Education, Enforcement, Engineering and Emergency Medical Services

Source: 2011 Missoula Active Transportation Plan

Seattle, WA

Vision Statement: “Riding a bicycle is a comfortable and integral part of daily life in Seattle for people of all ages and abilities. This is the future envisioned by the Bicycle Master Plan, and it signifies an evolution in the way Seattle accommodates people who will be riding a bicycle for any trip purpose.”

Goals:

- **Ridership:** Increase the amount and mode share of bicycling in Seattle for all trip purposes.
- **Safety:** Improve safety for bicycle riders.
- **Connectivity:** Create a bicycle network that connects to places that people want to go, and provides for a time-efficient travel option.
- **Equity:** Provide equal bicycling access for all through public engagement, program delivery, and capital investment.
- **Livability:** Build vibrant and healthy communities by creating a welcoming environment for bicycle riding.

Objectives:

- Complete and maintain a safe, high-quality bicycle network of on-street and trail facilities throughout the city.
- Integrate planning for bicycle facilities with all travel modes and complete streets principles.
- Employ best practices and context sensitivity to design facilities for optimum levels of bicycling comfort.
- Build leading-edge bicycle facilities, including on-street separated facilities, multi-use trails, and neighborhood greenways
- Update and apply a prioritization framework for bicycle investments throughout the city.
- Identify and implement actions to support and promote bicycle riding.

Source: Seattle Bicycle Master Plan (2014)

Part 6: Plan Review Summary

Idaho State Bicycle and Pedestrian Plan (Draft)

This plan guides bicycle and pedestrian infrastructure development and programs for the state of Idaho. The plan has five broad objectives:

- Invest in active transportation infrastructure
- Improve Idaho’s quality of life.
- Invest in tourism
- Reduce health care costs.
- Improve bicycling and walking safety

To achieve these objectives, the plan covers a best practices guide with five sections: engineering, encouragement, education, enforcement, and evaluation. These best practices are intended to guide local and regional agencies, and the plan provides specific metrics for tracking progress towards the objectives. Additionally, the plan recommends using the Highway Capacity Manual’s Bicycle Level of Service metric for determining the appropriate bicycle facility for a given street.

Specific funding sources for bicycle projects are not identified in the plan.

Northport Transportation Study (Draft)

This study describes existing rail and road conditions and offers potential improvements for the Northport area. Northport includes the Port of Lewiston and the surrounding area on both sides of the Clearwater River.

The existing and proposed bicycle network in Northport is displayed on page 26. Currently, the bicycle facilities in the area are primarily off-street trails on both sides of the river. Improving bike-pedestrian connectivity is one of the criteria for project evaluation, but it is given the lowest weighting factor.

The recommendations for roadway improvements are intended to:

- Maintain principal internal circulation pattern via 6th Avenue North and 3rd Avenue North
- Plan for infrastructure capacity to accommodate anticipated increased truck traffic during harvest period in the next 3 to 5 years
- Consider safety issues
- Accommodate bike-pedestrian connectivity and access
- Accommodate design standards for longer and heavier trucks, as per new state legislation
- Consolidate access points from SH-128 into Port
- Where feasible, eliminate or realign angled access points to and from SH-128.

After applying the evaluation criteria, the study lists recommended projects. The final recommendations include constructing a multi-modal path within the existing right of way on 20th Avenue North.

Issues

- Safe bicycle crossings over tracks.

Valley Destination 2040 – The Long Range Transportation Plan

Valley Destination 2040 is the federally mandated long range transportation plan for the Lewis-Clark Valley MPO. It includes a detailed look at existing conditions within the MPO. The section on bicycles indicates that the existing bike infrastructure is limited to a few scattered trails and the area lacks a connected network. The downtowns of both Lewiston and Clarkston have a continuous sidewalk network, while most areas outside of the urban core lack sidewalks.

Recommendations

The plan specifies seven goals it seeks to achieve. Three of the goals have objectives that seek to increase bicycling rates. They are:

- Improve the Efficiency Performance and Connectivity of a Balanced Transportation System.
- Maximize the Cost Effectiveness of Transportation.
- Protect the Environment and Conserve Resources.

The first of these three goals includes a commitment to implementing Complete Streets.

The Bicycle and Pedestrian Vision Plan section calls for a much expanded bicycle and pedestrian network. The proposed network is displayed on page 5-22. Additionally, the plan calls for the City of Lewiston to create a Bicycle and Pedestrian Plan.

Issues

- The cost to implement the Bicycle and Pedestrian Vison Plan far exceeds the available funding.

Bryden Avenue Corridor Study

The purpose of this study was to develop alternatives to expand the roadway along the Bryden Avenue Corridor and select a preferred alternative. The Bryden Avenue Corridor is one of two routes linking Lewiston and Clarkston over the Snake River and it is facing increased traffic demands.

Recommendations

The four initial roadway alternatives each called for either a designated bike lane or a sharrows lane. A group of stakeholders consisting of a range of interested parties refined the initial alternatives to create two feasible alternatives. The two feasible alternatives both contained two travel lanes in each direction and a continuous center/left turn lane. The second alternative was 10' wider and contained wider outer lanes designated as sharrows lanes and intended to accommodate bicycle commuter traffic, as well as wider sidewalks.

The first of the two feasible alternatives was put forth as the preferred alternative. While the added features in Alternative #2 were valued, the report concluded that they did not offset the impacts of the

wider section. This is based upon consideration of construction cost, functionality of the Sharrow Lane, stakeholder input and public comments.

Issues

- Commuting bicyclists should be accommodated along the corridor per discussions with staff and stakeholders (pg. 13)
- Public was not presented a detailed option with a designated bike lane, they were however presented cross-sections of all four options developed

Asotin County Regional Bicycle/Pedestrian Plan

This plan was undertaken to identify and assess opportunities for improving the bicycle and pedestrian transportation network within Asotin County. It includes a complete inventory of existing facilities. The goals of the plan are to:

- Focus on the river levee trail and promotes its use
- Focus on connectivity of the trail to key facilities in the area.
- Plan for regional connection and future expansion

Figure 4-B (pg. 11) displays opportunities for improving the bicycle and pedestrian network. Using the information from the opportunities map, a Bicycle/Pedestrian Master Plan was created to guide the future of the bicycle and pedestrian network. The map of the Master Plan is displayed on pg. 12. Additionally, eleven capital improvement projects were identified and prioritized to implement the Bicycle/Pedestrian Master Plan.

Issues

- Coordination with the Lewiston bicycle network

Lewiston-Clarkston Downtown Circulation Plan

This plan recommends transportation improvements for downtown Lewiston and Clarkston. It includes an analysis of the existing transportation network and land use patterns. Traffic volumes and land use changes were projected for 2030 to guide the recommendations for infrastructure improvements. The review of existing conditions was used to identify shortcomings in the transportation network. Three of these identified issues affect bicyclists:

- Lack of bicycle facilities and landscaping on Bridge Street.
- Lack of connectivity from neighborhoods to river trails in both cities.
- Poor pedestrian and bicycle connectivity between the cities.

Recommendations:

For both Lewiston and Clarkston, the creation of an on-street bike lane network is the highest bicycle/pedestrian priority. Maps of the prioritized bicycle/pedestrian projects for Clarkston and Lewiston can be found on pages 33 and 37, respectively.

Other recommendations include trail extensions and improved trail connections. Additionally, wide sidewalks, and the psychological and physical separation of pedestrians from traffic are promoted in the plan.

Lewiston-Clarkston Wayfinding Plan

This plan looks at existing wayfinding in Lewiston and Clarkston, and puts forth recommendations for improving wayfinding. The primary focus of the plan is on signage along US Highway 12. Almost all of the current and proposed wayfinding signage is intended only for automobiles. There are a few recommendations for smaller signs on multi-use trails, but none of them are listed as priority projects.

Lewiston Central Orchards: Transportation and Circulation Study

This study examines transportation in the Central Orchards neighborhood of Lewiston, Idaho. It includes a detailed look at existing transportation conditions, as well as traffic forecasts for 2030. The Central Orchards neighborhood is located in the southeast corner of Lewiston.

Recommendations

The study recognizes to the need to develop bicycle facilities throughout the area. The neighborhood has a number of generators of bicycle and pedestrian activity but lacks a satisfactory network. A map of the recommended bicycle and pedestrian improvements is shown on page 44. All of these projects would come in the form of bike lane and sidewalk additions to the roadway. The goal of these improvements is to ensure that bicyclists and pedestrians will not have to travel more than a third of a mile to access safe facilities. The study recommends prioritizing four of the sidewalk and bike lane projects, as detailed on page 43.

Washington State Bicycle Facilities and Pedestrian Walkways Plan

The overall goal of the plan is to decrease collisions while increasing rates of bicycling and walking throughout Washington State. As mandated by state law, it includes strategies for improving connections, increasing coordination, and reducing traffic congestion. It also contains objectives and performance measures for Washington State's five transportation policy areas:

- Preservation
- Safety
- Mobility
- Environment
- Stewardship

One of the major goals of the plan is regional and local commitment to the plan. To achieve this, the plan calls for the following actions from local and regional agencies:

- Determine appropriate staffing levels to ensure increased coordination in project development
- Increase outreach and communication with the public.
- Train project managers and designers in bicycle and pedestrian planning, design and funding sources.

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- Ensure regional and local plans have measurable goals that will move towards accomplishing the state and federal goals.
 - Ensure regional and local plans include project lists of priority bicycle and pedestrian improvements and programs, both stand -alone bicycle and pedestrian projects and bicycle and pedestrian projects associated with planned improvements for motor vehicles.
 - Improve travel demand models to include bicycling and walking and greenhouse gas estimation as part of the transportation projects and transportation plans.

The plan identifies a number of sources to fund bicycle projects including:

- Federal Transportation Enhancement Program
- State and Federal Safe Routes to School Funding
- State Pedestrian and Bicycle Safety Funding
- Small City Sidewalk Program
- Washington Scenic Byways Program
- School Zone Safety Program
- Washington Wildlife and Recreation Program

Nez Perce County Transportation Master Plan

The overall goal of this plan is to “take an in-depth appraisal of the County’s current transportation system and plan for the future to maximize the value of every dollar spent. Under the guidance of County residents, this document provides a 20-year master plan of future transportation projects and a shorter 6-year capital improvement plan (CIP) for easier and immediate planning and budgeting.”

Highlights include:

- Identification of transportation system roadway deficiencies, including bicycle and pedestrian needs.
- Specific identification of future pathways, including:
 - Lindsay Creek Road
 - Tammany Creek Road
 - Mill Road

The plan also has four policies related directly to Pathways/Bikeways, which state:

1. Nez Perce County shall support the development of a pathways/bikeways plan with designated bike routes that support cycling for transportation and recreation.
2. Nez Perce County shall consider a pathways/bikeways route map available for distribution.
3. Pathways/bikeways shall be considered with all new development.
4. Nez Perce County shall request that all new improvements to state highways within the County include 5- to 6-foot shoulders for biking.