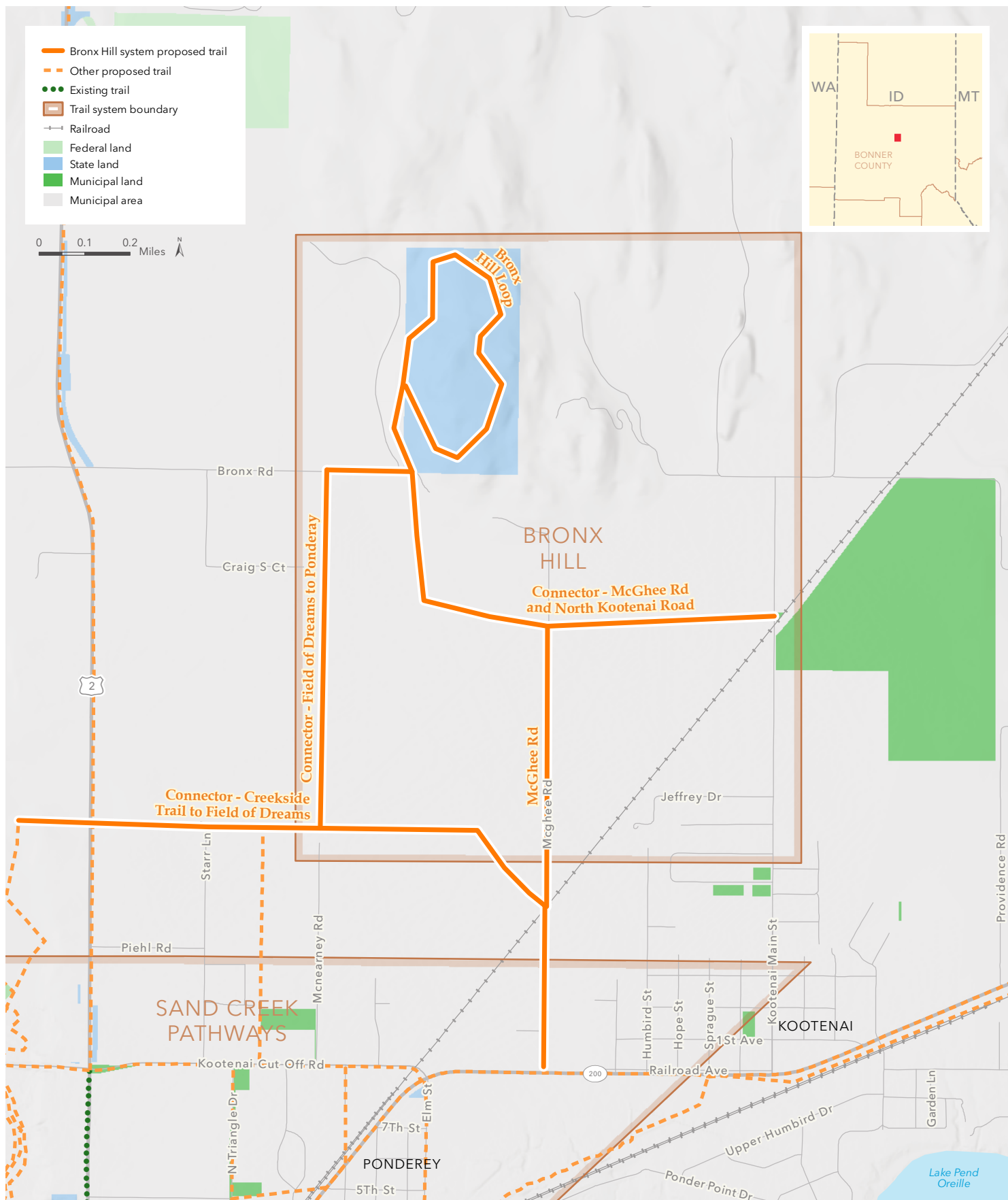


# **Appendix 1:**

## **Trail System Area Maps and Tables**



# Bronx Hill

## BONNER COUNTY TRAIL PROJECT - PROPOSED TRAIL SYSTEMS

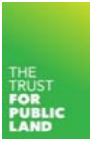
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# Bronx Hill Trail System

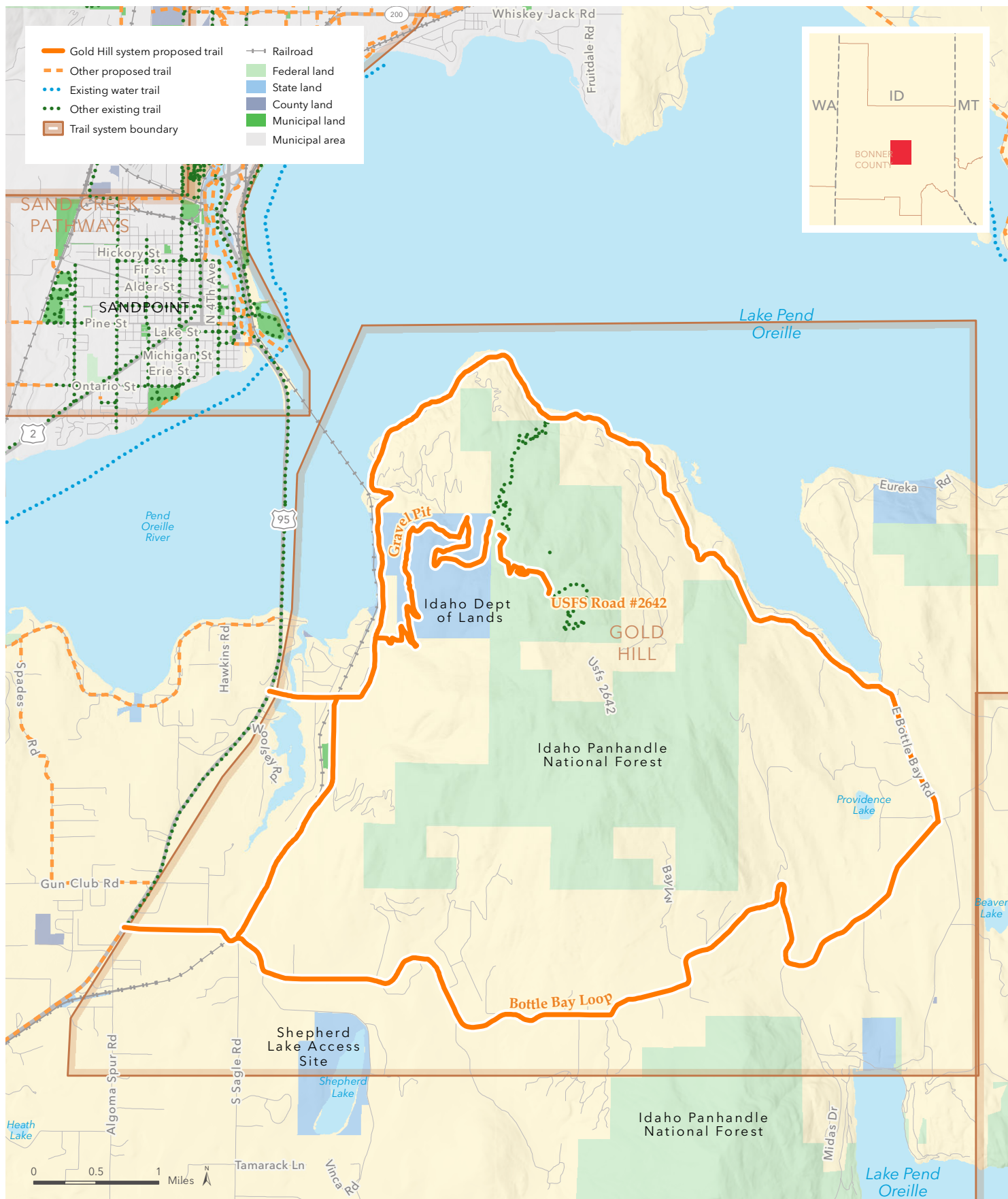
## BONNER COUNTY TRAIL PROJECT - PROPOSED TRAILS

March 22, 2016



Trail Name	Segment Id	Length (Miles)	Statistics and Field Verification											Uses									
			Priority Destinations in Proximity	# of Private Parcels Crossed	Schools in Proximity	# of Stream Crossings	% on Public Lands	% in Sensitive Area	Special Opportunities	Impediments	Viability Score	User Experience Score	Overall Score	Recommended	Walk/Hike	Mountain Bike	Road Bike	Horse	ATV	Snowmobile	Nordic	Other	Road shared with cars
Bronx Hill Loop	PON-M	1.31	0	3	0	0	0%	0%	Yes	Yes	5	5	5	Yes	Y	Y		Y	Y	Y			No
Connector - Creekside Trail to Field of Dreams	PON-F	1.23	0	9	0	0	0%	45%	Yes	Yes	4	3	3	Yes	Y	Y							
Connector - Field of Dreams to Ponderay	PON-L	0.79	0	4	0	0	0%	17%	Yes	Yes	4	2	4	Yes	Y	Y		Y	Y				Yes
Connector - McGhee Rd and North Kootenai Road	PON-N	1.25	0	12	0	0	0%	43%	No	Yes	2	2	4	Yes	Y	Y		Y					No
McGhee Rd	PON-S	0.97	0	10	0	0	0%	25%	Yes	No	5	2	4	Yes	Y	Y							Yes

		Accessibility Score					Feasibility Score					Current Usage Score			Public Preference					Overall Trail Rankings				
Trail Name	Segment Id	Kids	Seniors	Total Population	Low Income	Overall Accessibility Score	Sensitive Areas	Private Lands	Slope	Stream Crossings	Overall Feasibility Score	Bike Usage	Pedestrian Usage	Bike and Pedestrian Usage	Overall Current Usage Score	Priority Destination Score	School Proximity Score	Park Proximity Score	Library Proximity Score	Overall Public Preference Score	Overall Metric Score	# of Top 5 Trail Votes	Overall Trail Ranking Score	Phase 1 Trail (Yes/No)
Bronx Hill Loop	PON-M	2	2	2	2	2	4	3	1	4	3	0	0	0	0	0	0	0	0	0	1	0	1	No
Connector - Creekside Trail to Field of Dreams	PON-F	4	3	4	4	4	1	2	4	4	3	4	0	2	2	0	0	0	0	0	2	0	2	No
Connector - Field of Dreams to Ponderay	PON-L	3	3	3	3	3	3	3	4	4	4	0	0	0	0	0	0	0	0	0	2	0	2	No
Connector - McGhee Rd and North Kootenai Road	PON-N	4	3	4	4	4	1	1	4	4	2	0	0	0	0	0	0	0	0	0	2	0	2	No
McGhee Rd	PON-S	3	2	3	3	3	2	1	4	4	3	2	0	1	1	0	0	0	0	0	2	0	2	No



# Gold Hill

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# Gold Hill Trail System

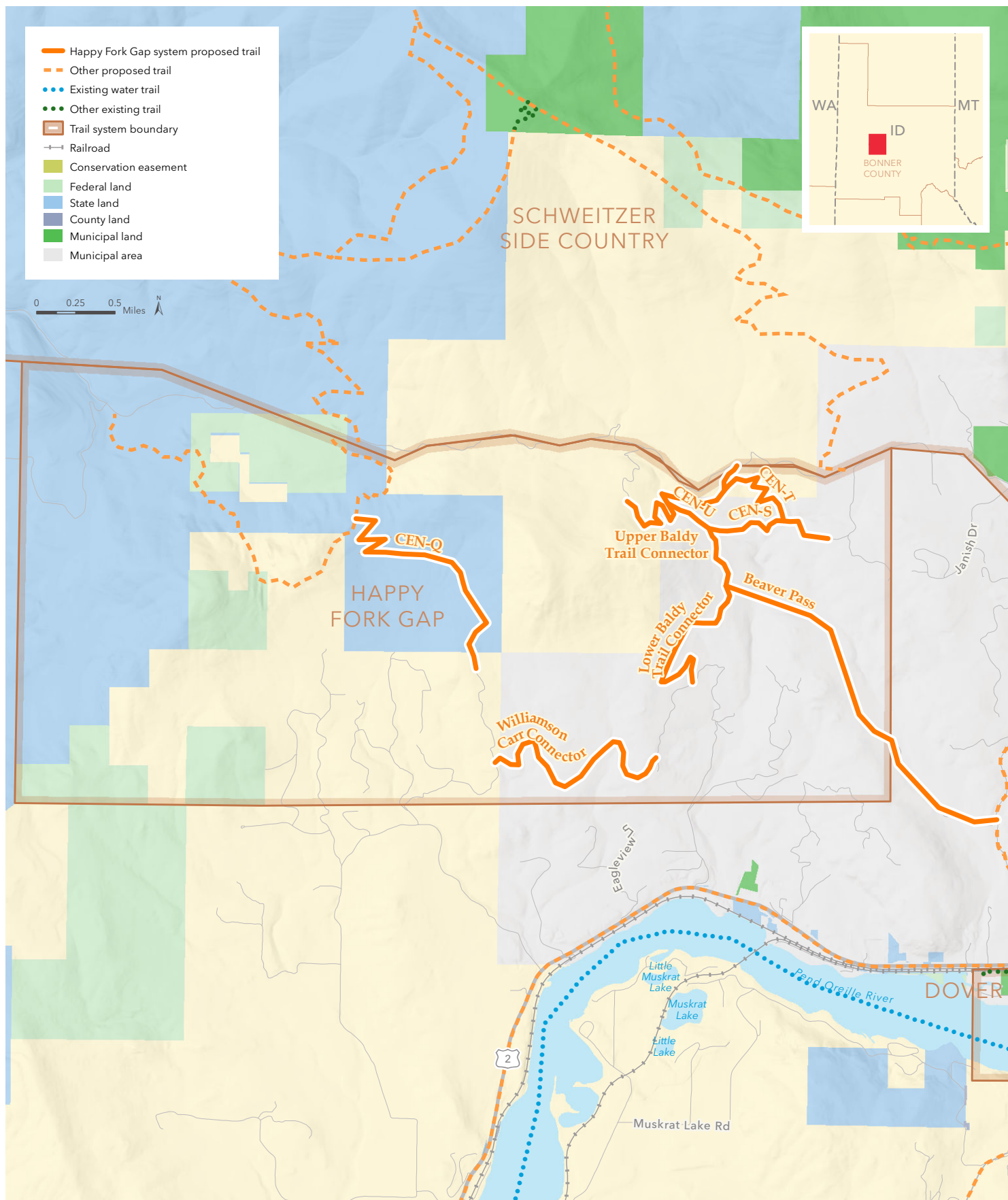
## BONNER COUNTY TRAIL PROJECT - PROPOSED TRAILS

March 22, 2016



	Statistics and Field Verification															Uses								
Trail Name	Segment Id	Length (Miles)	Priority	Destinations in Proximity	# of Private Parcels Crossed	Schools in Proximity	# of Stream Crossings	% on Public Lands	% in Sensitive Area	Special Opportunities	Impediments	Viability Score	User Experience Score	Overall Score	Recommended	Walk/Hike	Mountain Bike	Road Bike	Horse	ATV	Snowmobile	Nordic	Other	Road shared with cars
Bottle Bay Loop	SAG-B	21.06	2	223	1	12	3%	9%	Yes	Yes	4	4	5	Yes	Y	Y	Y							Yes
Gravel Pit	SAG-F	3.50	0	1	0	1	95%	4%	Yes	Yes	5	5	5	Yes	Y	Y		Y						
USFS Road #2642	SAG-E	0.99	1	0	0	0	0	100%	0%	Yes	No	4	5	4	Yes		Y							Yes

Trail Name	Segment Id	Accessibility Score					Feasability Score					Current Usage Score				Public Preference				Overall Trail Rankings				
		Kids	Seniors	Total Population	Low Income	Overall Accessibility Score	Sensitive Areas	Private Lands	Slope	Stream Crossings	Overall Feasibility Score	Bike Usage	Pedestrian Usage	Bike and Pedestrian Usage	Overall Current Usage Score	Priority Destination Score	School Proximity Score	Park Proximity Score	Library Proximity Score	Overall Public Preference Score	Overall Metric Score	# of Top 5 Trail Votes	Overall Trail Ranking Score	Phase I Trail (Yes/No)
Bottle Bay Loop	SAG-B	4	4	4	4	4	0	0	1	0	0	4	4	4	4	3	2	0	0	1	2	1	3	Yes
Gravel Pit	SAG-F	3	3	3	3	3	2	4	0	4	2	4	0	1	2	0	0	0	0	0	2	1	3	Yes
USFS Road #2642	SAG-E	1	1	1	1	1	4	4	0	4	3	4	0	1	2	2	0	0	0	0	2	0	2	No



# Happy Fork Gap

## BONNER COUNTY TRAIL PROJECT - PROPOSED TRAIL SYSTEMS

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# Happy Fork Gap Trail System

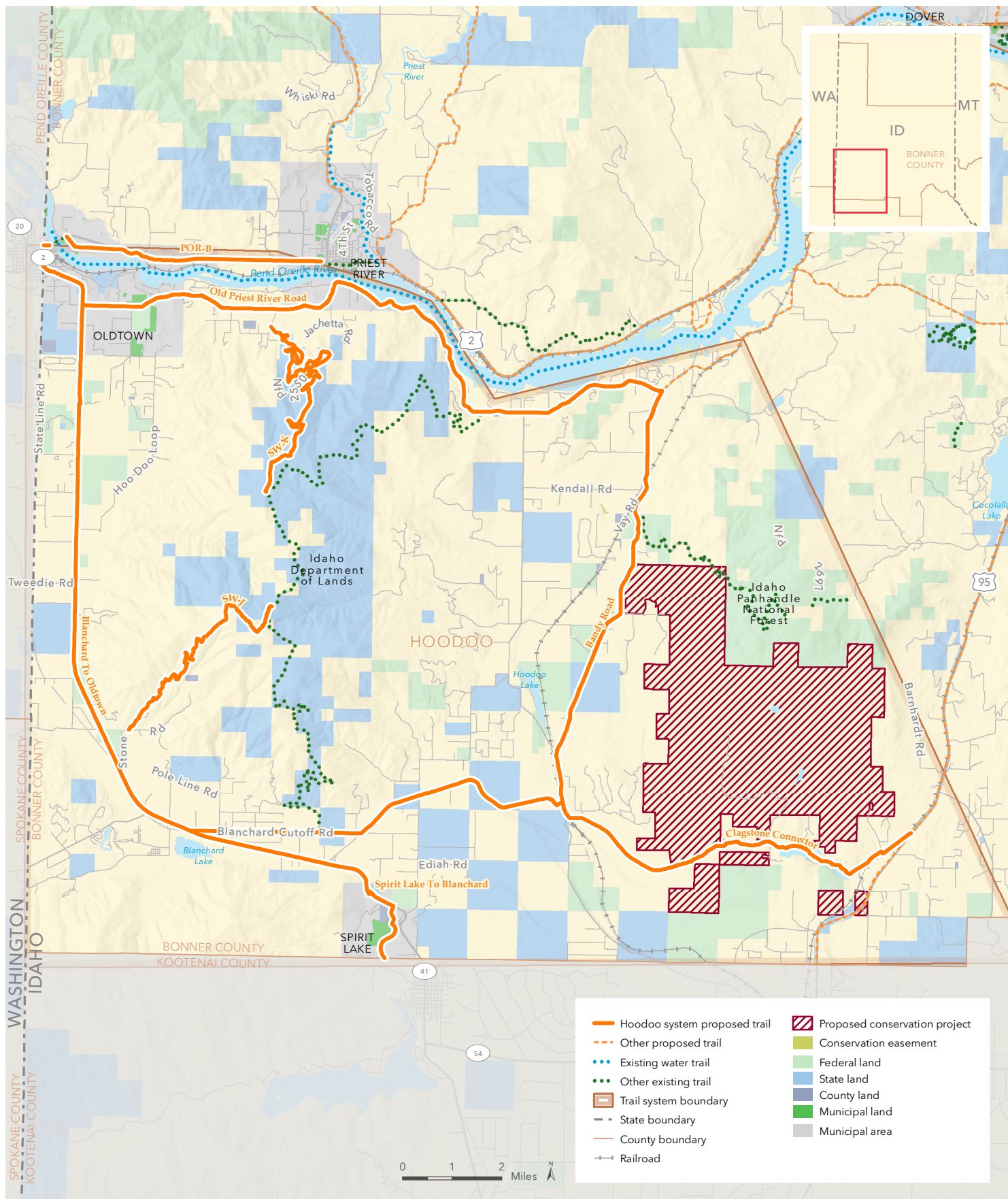
## BONNER COUNTY TRAIL PROJECT - PROPOSED TRAILS

May 24, 2016



Statistics and Field Verification															Uses									
Trail Name	Segment Id	Length (Miles)	Priority	Destinations in Proximity	# of Private Parcels Crossed	Schools in Proximity	# of Stream Crossings	% on Public Lands	% in Sensitive Area	Special Opportunities	Impediments	Viability Score	User Experience Score	Overall Score	Recommended	Walk/Hike	Mountain Bike	Road Bike	Horse	ATV	Snowmobile	Nordic	Other	Road shared with cars
Beaver Pass	CEN-P	2.49	0	18	0	4	4	0%	27%	Yes	Yes	4	5	4	Yes	Y	Y		Y					Yes
Lower Baldy Trail Connector	CEN-W	1.29	0	4	0	1	1	0%	0%			0	4	3	Yes	Y	Y		Y					
Upper Baldy Trail Connector	CEN-V	1.25	0	3	0	1	1	0%	0%			0	4	5	Yes	Y	Y		Y					
Williamson Carr Connector	CEN-R	1.69	0	6	0	2	2	0%	0%			0	4	5	Yes	Y	Y		Y					
	CEN-Q	1.96	0	2	0	2	2	94%	0%	Yes	Yes	0	4	5	Yes	Y	Y		Y					No
	CEN-S	1.31	0	4	0	4	4	0%	0%		Yes	0	4	3	Yes	Y	Y		Y					
	CEN-T	0.98	0	3	0	1	1	0%	0%			0	4	4	Yes	Y	Y		Y					
	CEN-U	0.38	0	2	0	0	0	0%	0%		Yes	0	4	2	Yes	Y	Y		Y					

Accessibility Score					Feasibility Score					Current Usage Score					Public Preference					Overall Trail Rankings				
Trail Name	Segment Id	Kids	Seniors	Total Population	Low Income	Overall Accessibility Score	Sensitive Areas	Private Lands	Slope	Stream Crossings	Overall Feasibility Score	Bike Usage	Pedestrian Usage	Bike and Pedestrian Usage	Overall Current Usage Score	Priority Destination Score	School Proximity Score	Park Proximity Score	Library Proximity Score	Overall Public Preference Score	Overall Metric Score	# of Top 5 Trail Votes	Overall Trail Ranking Score	Phase I Trail (Yes/No)
Beaver Pass	CEN-P	2	2	2	2	2	1	1	1	2	1	4	2	2	3	0	0	0	0	0	2	0	2	No
Lower Baldy Trail Connector	CEN-W	1	1	1	1	1	4	3	0	4	3	0	0	0	0	0	0	0	0	0	1	0	1	No
Upper Baldy Trail Connector	CEN-V	1	1	1	1	1	4	3	0	4	3	0	0	0	0	0	0	0	0	0	1	0	1	No
Williamson Carr Connector	CEN-R	2	2	2	2	2	4	2	1	3	2	0	0	0	0	0	0	0	0	0	1	0	1	No
	CEN-Q	2	2	2	2	2	4	4	0	3	3	0	0	0	0	0	0	0	0	0	1	0	1	No
	CEN-S	1	1	1	1	1	4	3	1	2	2	0	0	0	0	0	0	0	0	0	1	0	1	No
	CEN-T	1	1	1	1	1	4	3	1	4	3	0	0	0	0	0	0	0	0	0	1	0	1	No
	CEN-U	0	0	0	0	0	4	4	0	4	3	0	0	0	0	0	0	0	0	0	1	0	1	No



# Hoodoo

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# Hoodoo Trail System

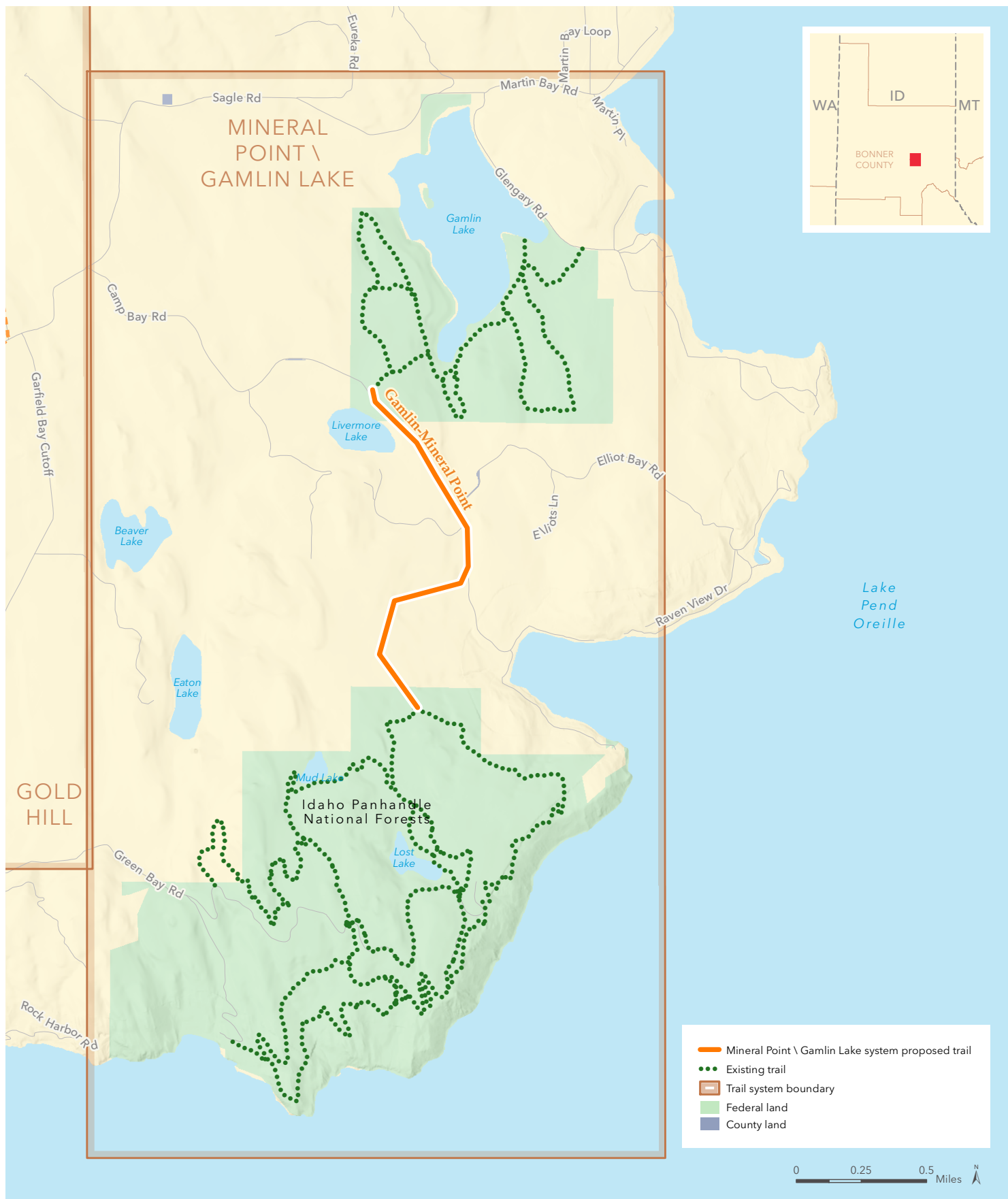
## BONNER COUNTY TRAIL PROJECT - PROPOSED TRAILS

March 22, 2016



		Statistics and Field Verification													Uses									
Trail Name	Segment Id	Length (Miles)	Priority	Destinations in Proximity	# of Private Parcels Crossed	Schools in Proximity	# of Stream Crossings	% on Public Lands	% in Sensitive Area	Special Opportunities	Impediments	Viability Score	User Experience Score	Overall Score	Recommended	Walk/Hike	Mountain Bike	Road Bike	Horse	ATV	Snowmobile	Nordic	Other	Road shared with cars
Bandy Road	SW-E	8.92	0	66	0	3	12%	6%	No	Yes	2	3	3	Yes		Y	Y							Yes
Blanchard To Oldtown	SW-B	14.64	0	9	1	0	6%	0%	Yes	No	4	4	4	Yes	Y	Y		Y	Y	Y			Y	
Clagstone Connector	SW-F	16.50	0	82	0	8	15%	15%	No	Yes	2	3	3	Yes			Y							Yes
Old Priest River Road	SW-A	15.30	0	80	0	11	5%	20%	No	Yes	1	1	1	No			Y							Yes
Spirit Lake To Blanchard	SW-C	2.87	0	7	0	1	20%	2%	Yes	No	5	5	5	Yes	Y	Y		Y	Y	Y			Y	No
	POR-B	5.41	0	31	2	2	0%	6%			0	0	4	Yes	Y	Y	Y							Yes
	SW-J	5.94	0	27	0	3	0%	0%	Yes	No	4	0	4	Yes	Y	Y		Y	Y					No
	SW-K	9.14	0	11	0	1	24%	0%	Yes		4	0	4	Yes	Y	Y		Y	Y					No

Trail Name	Segment Id	Accessibility Score					Feasability Score					Current Usage Score					Public Preference					Overall Trail Rankings		
		Kids	Seniors	Total Population	Low Income	Overall Accessibility Score	Sensitive Areas	Private Lands	Slope	Stream Crossings	Overall Feasability Score	Bike Usage	Pedestrian Usage	Bike and Pedestrian Usage	Overall Current Usage Score	Priority Destination Score	School Proximity Score	Park Proximity Score	Library Proximity Score	Overall Public Preference Score	Overall Metric Score	# of Top 5 Trail Votes	Overall Trail Ranking Score	Phase I Trail (Yes/No)
Bandy Road	SW-E	3	3	3	3	3	1	0	4	2	2	4	0	1	2	0	0	0	0	0	2	0	2	No
Blanchard To Oldtown	SW-B	4	4	4	4	4	3	2	3	4	3	4	3	3	3	0	2	0	4	2	3	1	4	Yes
Clagstone Connector	SW-F	3	4	3	3	3	0	0	3	1	1	4	3	2	3	0	0	0	0	0	2	1	3	Yes
Old Priest River Road	SW-A	4	4	4	4	4	0	0	2	0	0	4	3	4	4	0	0	0	0	0	2	0	2	No
Spirit Lake To Blanchard	SW-C	2	2	2	2	2	3	2	2	4	3	4	0	2	2	0	0	0	0	0	2	1	3	Yes
	POR-B	2	2	2	3	2	1	1	3	3	2	4	2	2	3	0	3	0	0	1	2	0	2	No
	SW-J	2	2	2	2	2	4	1	1	2	2	0	0	0	0	0	0	0	0	0	1	1	2	No
	SW-K	2	3	3	3	3	4	1	0	4	2	0	0	0	0	0	0	0	0	0	1	1	2	No



# Mineral Point \ Gamlin Lake

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# Mineral Point \ Gamlin Lake Trail System

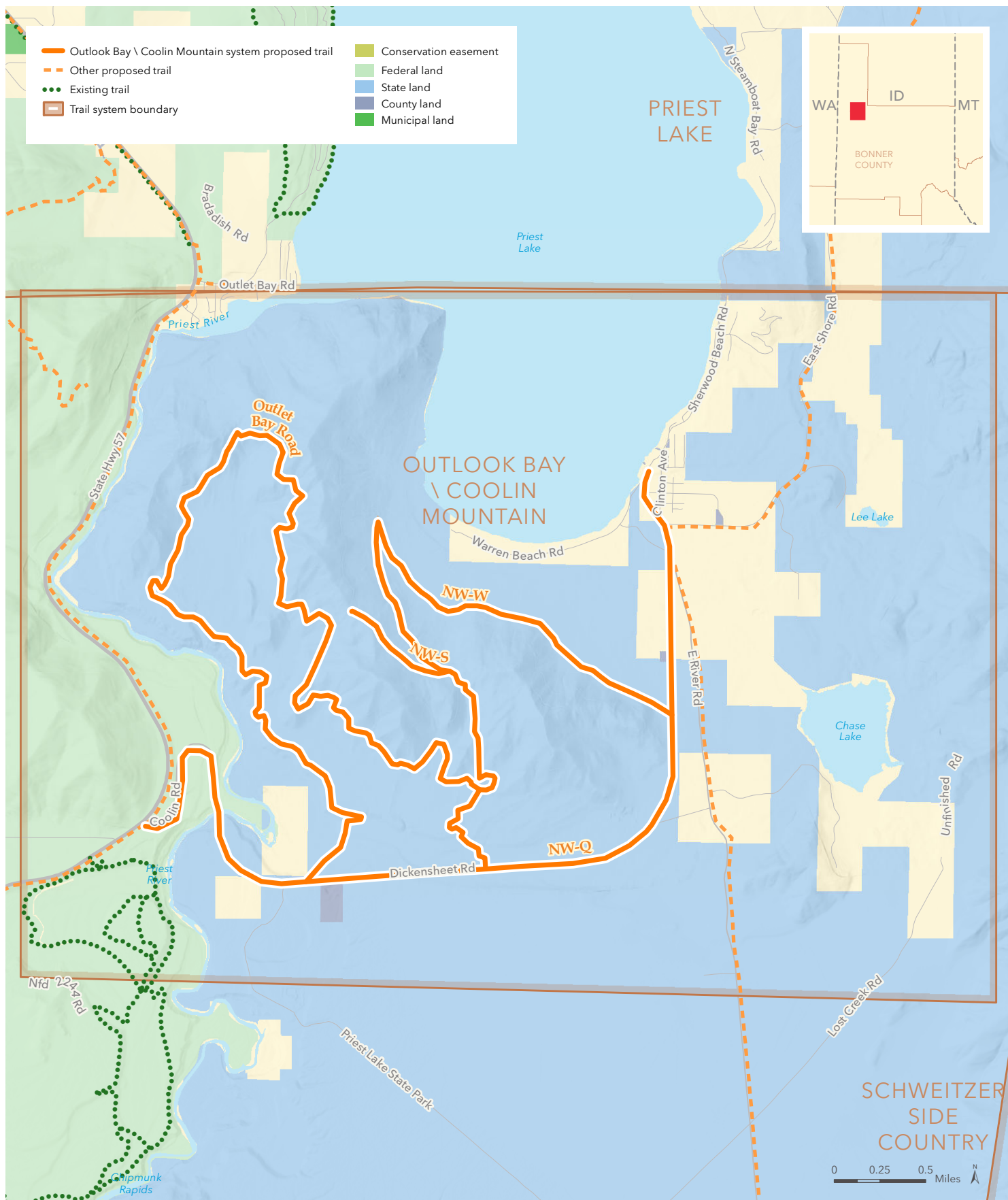
## BONNER COUNTY TRAIL PROJECT - PROPOSED TRAILS

March 22, 2016



		Statistics and Field Verification													Uses									
Trail Name	Segment Id	Length (Miles)	Priority Destinations in Proximity	# of Private Parcels Crossed	Schools in Proximity	# of Stream Crossings	% on Public Lands	% in Sensitive Area	Special Opportunities	Impediments	Viability Score	User Experience Score	Overall Score	Recommended	Walk/Hike	Mountain Bike	Road Bike	Horse	ATV	Snowmobile	Nordic	Other	Road shared with cars	
Gamlin-Mineral Point Trails	SAG-D	1.60	0	14	0	1	9%	8%	Yes	Yes	4	3	3	Yes	Y	Y							Yes	

		Accessibility Score					Feasibility Score					Current Usage Score					Public Preference					Overall Trail Rankings		
Trail Name	Segment Id	Kids	Seniors	Total Population	Low Income	Overall Accessibility Score	Sensitive Areas	Private Lands	Slope	Stream Crossings	Overall Feasibility Score	Bike Usage	Pedestrian Usage	Bike and Pedestrian Usage	Overall Current Usage Score	Priority Destination Score	School Proximity Score	Park Proximity Score	Library Proximity Score	Overall Public Preference Score	Overall Metric Score	# of Top 5 Trail Votes	Overall Trail Ranking Score	Phase I Trail (Yes/No)
Gamlin-Mineral Point Trails	SAG-D	1	1	1	1	1	3	1	2	4	2	4	0	1	2	0	0	0	0	0	1	2	3	Yes



# Outlook Bay \ Coolin Mountain

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# Outlook Bay \ Coolin Mountain Trail System

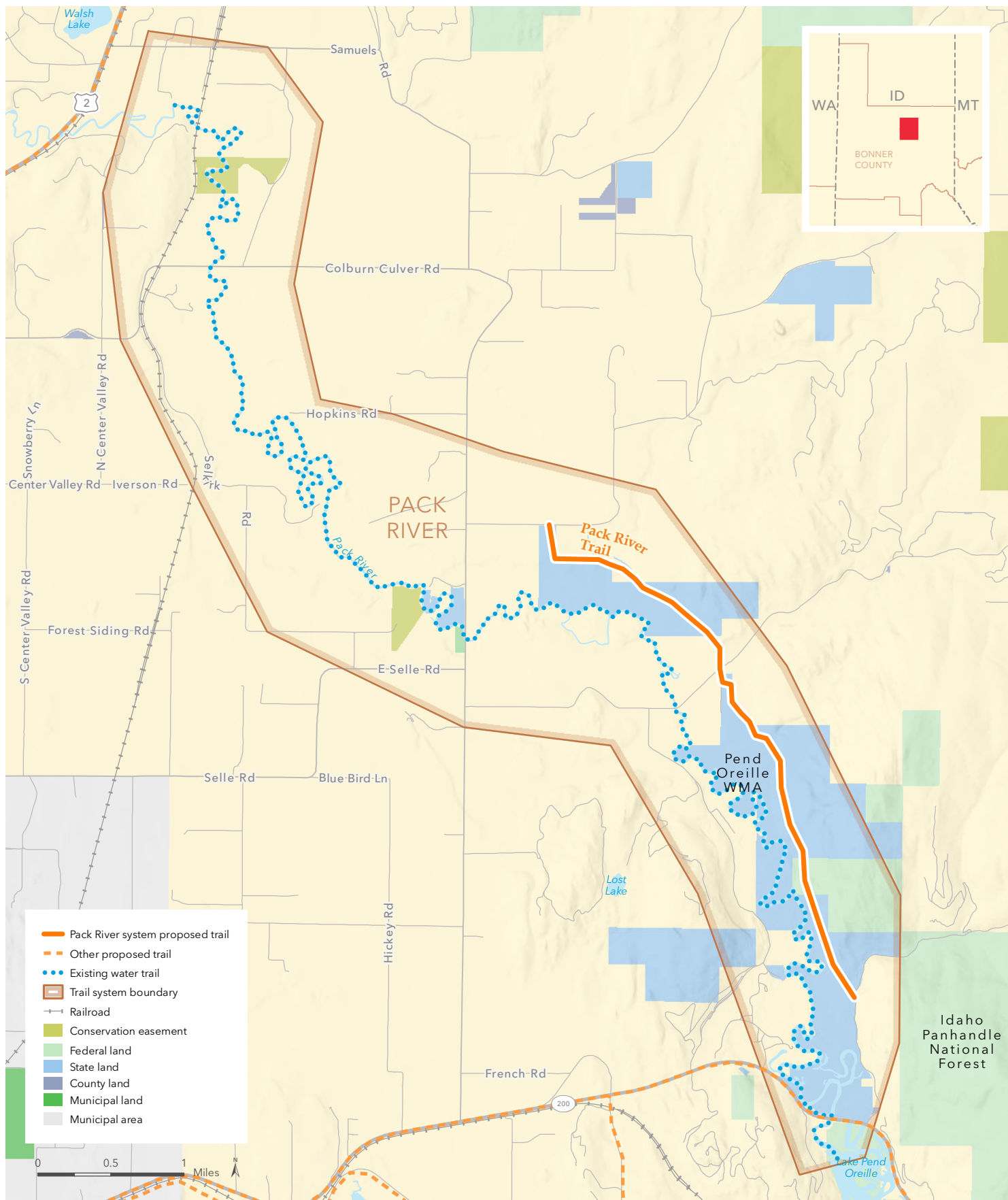
## BONNER COUNTY TRAIL PROJECT - PROPOSED TRAILS

March 22, 2016



		Statistics and Field Verification													Uses								
Trail Name	Segment Id	Length (Miles)	Priority Destinations in Proximity	# of Private Parcels Crossed	Schools in Proximity	# of Stream Crossings	% on Public Lands	% in Sensitive Area	Special Opportunities	Impediments	Viability Score	User Experience Score	Overall Score	Recommended	Walk/Hike	Mountain Bike	Road Bike	Horse	ATV	Snowmobile	Nordic	Other	Road shared with cars
Outlet Bay Road	NW-T	8.25	0	1	0	3	99%	0%	Yes	Yes	3	4	3	Yes							Y		
	NW-Q	5.72	1	40	0	1	74%	1%	Yes	Yes	3	3	3	Yes	Y	Y	Y	Y	Y	Y	Y		No
	NW-S	0.67	0	0	0	0	100%	0%	Yes	Yes	0	5	4	Yes							Y		
	NW-W	3.93	0	1	0	0	99%	0%	Yes	Yes	3	4	3	Yes							Y		

		Accessibility Score					Feasability Score					Current Usage Score				Public Preference				Overall Trail Rankings					
Trail Name	Segment Id	Kids	Seniors	Total Population	Low Income	Overall Accessibility Score	Sensitive Areas	Private Lands	Slope	Stream Crossings	Overall Feasability Score	Bike Usage	Pedestrian Usage	Bike and Pedestrian Usage	Overall Current Usage Score	Priority Destination Score	School Proximity Score	Park Proximity Score	Library Proximity Score	Overall Public Preference Score	Overall Metric Score	# of Top 5 Trail Votes	Overall Trail Ranking Score	Phase 1 Trail (Yes/No)	
	Outlet Bay Road	NW-T	0	0	0	0	4	4	0	2	2	4	0	1	2	0	0	0	0	0	1	0	1	No	
		NW-Q	1	1	1	1	3	0	3	4	2	4	1	2	2	2	0	0	0	0	1	1	2	No	
		NW-S	0	0	0	0	0	4	4	0	4	3	2	0	1	1	0	0	0	0	0	1	0	1	No
		NW-W	0	0	0	0	0	4	4	0	4	3	4	0	1	2	0	0	0	0	0	1	0	1	No



# Pack River

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# Pack River Trail System

## BONNER COUNTY TRAIL PROJECT - PROPOSED TRAILS

March 22, 2016



Trail Name	Segment Id	Length (Miles)	Statistics and Field Verification											Uses									
			Priority Destinations in Proximity	# of Private Parcels Crossed	Schools in Proximity	# of Stream Crossings	% on Public Lands	% in Sensitive Area	Special Opportunities	Impediments	Viability Score	User Experience Score	Overall Score	Recommended	Walk/Hike	Mountain Bike	Road Bike	Horse	ATV	Snowmobile	Nordic	Other	Road shared with cars
Pack River Trail	CEN-J	4.26	0	11	0	4	78%	5%	Yes	Yes	4	5	5	Yes	Y			Y			Y		Yes

Trail Name	Segment Id	Accessibility Score					Feasibility Score					Current Usage Score					Public Preference					Overall Trail Rankings		
		Kids	Seniors	Total Population	Low Income	Overall Accessibility Score	Sensitive Areas	Private Lands	Slope	Stream Crossings	Overall Feasibility Score	Bike Usage	Pedestrian Usage	Bike and Pedestrian Usage	Overall Current Usage Score	Priority Destination Score	School Proximity Score	Park Proximity Score	Library Proximity Score	Overall Public Preference Score	Overall Metric Score	# of Top 5 Trail Votes	Overall Trail Ranking Score	Phase I Trail (Yes/No)
Pack River Trail	CEN-J	2	2	2	2	2	2	1	1	2	2	1	0	1	1	0	0	0	0	0	1	2	3	Yes



# Priest Lake Trail System

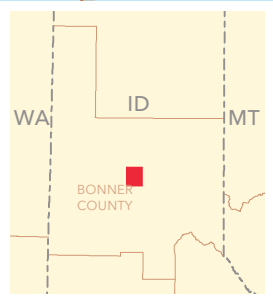
## BONNER COUNTY TRAIL PROJECT - PROPOSED TRAILS

March 22, 2016



		Statistics and Field Verification															Uses							
Trail Name	Segment Id	Length (Miles)	Priority	Destinations in Proximity	# of Private Parcels Crossed	Schools in Proximity	# of Stream Crossings	% on Public Lands	% in Sensitive Area	Special Opportunities	Impediments	Viability Score	User Experience Score	Overall Score	Recommended	Walk/Hike	Mountain Bike	Road Bike	Horse	ATV	Snowmobile	Nordic	Other	Road shared with cars
Connector - Kalispell Bay (along Lakeshore Rd)	NW-N	2.56	0	181	0	1	7%	8%	Yes	Yes	3	3	3	Yes	Y	Y	Y			Y	Y			Yes
Dickensheet Road	NW-O	0.35	1	4	0	0	42%	0%	Yes	Yes	3	3	3	Yes	Y	Y	Y			Y	Y			Yes
East Shore Road	NW-G	22.97	0	54	0	25	66%	2%	Yes	Yes	3	3	3	Yes	Y	Y	Y			Y	Y			Yes
HWY 57	NW-L	2.16	0	3	0	1	21%	33%	Yes	Yes	3	3	3	Yes	Y	Y	Y	Y	Y	Y	Y	Y		Yes
Indian Creek A	NW-I	4.88	0	2	0	3	67%	0%	Yes	Yes	2	3	3	Yes								Y		Yes
Indian Creek B	NW-J	2.29	0	1	0	0	106%	0%	Yes	Yes	3	4	3	Yes								Y		Yes
Indian Creek C	NW-K	1.76	0	0	0	1	100%	0%	Yes	Yes	3	4	3	Yes								Y		Yes
Kalispell Connector Trail	NW-M	4.53	0	3	0	5	76%	4%	No	No	4	3	3	Yes	Y	Y				Y				Yes
Lamb Creek-Dickensheet Connector	NW-P	11.72	0	36	0	4	29%	21%	Yes	Yes	4	4	4	Yes	Y	Y	Y	Y	Y	Y	Y	Y		Yes
Lookout Mountain Trail	NW-D	2.89	0	0	0	1	100%	0%	Yes	Yes	5	5	5	Yes	Y	Y								Yes
Lookout Mountain Trail	NW-E	3.14	0	0	0	1	100%	0%	Yes	Yes	5	5	5	Yes	Y	Y								No
Lookout Mountain Trail - alternate trailhead	NW-F	3.29	0	1	0	1	100%	0%	Yes	Yes	5	5	5	Yes	Y	Y								No
Outlet Bay Rd	NW-V	0.52	0	4	0	0	6%	0%	Yes	Yes	3	3	3	Yes	Y	Y	Y			Y	Y			Yes
Reeder Bay Road	NW-H	2.29	1	36	0	1	12%	25%	Yes	Yes	5	4	4	Yes		Y								Yes
	NW-A	4.05	0	0	0	3	100%	0%			0	0	0											
	NW-B	2.48	0	0	0	4	100%	2%			0	0	1	No										
	NW-C	2.11	0	0	0	0	100%	0%			0	0	1	No										
	NW-R	2.90	0	6	0	0	20%	0%			0	0	0											
	NW-U	3.77	0	0	0	5	100%	0%			0	0	0											

			Accessibility Score				Feasibility Score				Current Usage Score				Public Preference				Overall Trail Rankings					
Trail Name	Segment Id	Kids	Seniors	Total Population	Low Income	Overall Accessibility Score	Sensitive Areas	Private Lands	Slope	Stream Crossings	Overall Feasibility Score	Bike Usage	Pedestrian Usage	Bike and Pedestrian Usage	Overall Current Usage Score	Priority Destination Score	School Proximity Score	Park Proximity Score	Library Proximity Score	Overall Public Preference Score	Overall Metric Score	# of Top 5 Trail Votes	Overall Trail Ranking Score	Phase I Trail (Yes/No)
Connector - Kalispell Bay (along Lakeshore Rd)	NW-N	1	1	0	0	0	2	0	2	4	2	4	3	3	3	0	0	0	0	0	1	0	1	No
Dickensheet Road	NW-O	0	0	0	0	0	4	3	2	4	3	4	2	2	3	2	0	0	0	0	2	0	2	No
East Shore Road	NW-G	2	2	2	1	2	1	0	1	0	0	4	2	3	3	0	0	0	0	0	1	0	1	No
HWY 57	NW-L	1	1	1	0	1	1	3	1	4	2	4	0	2	2	0	0	0	0	0	1	1	2	No
Indian Creek A	NW-I	1	1	1	1	1	4	4	1	2	3	4	4	3	4	0	0	0	0	0	2	0	2	No
Indian Creek B	NW-J	1	1	1	0	1	4	4	1	4	3	1	0	1	1	0	0	0	0	0	1	0	1	No
Indian Creek C	NW-K	0	1	0	0	0	4	4	1	4	3	1	0	1	1	0	0	0	0	0	1	0	1	No
Kalispell Connector Trail	NW-M	1	1	1	1	1	2	3	1	1	2	0	0	0	0	0	0	0	0	0	1	0	1	No
Lamb Creek-Dickensheet Connector	NW-P	2	2	2	2	2	0	1	3	2	2	4	1	3	3	0	0	0	4	1	2	1	3	Yes
Lookout Mountain Trail	NW-D	0	0	0	0	0	4	4	0	4	3	0	0	0	0	0	0	0	0	0	1	0	1	No
Lookout Mountain Trail	NW-E	0	0	0	0	0	4	4	1	4	3	0	0	0	0	0	0	0	0	0	1	1	2	No
Lookout Mountain Trail - alternate trailhead	NW-F	0	0	0	0	0	4	4	0	4	3	3	0	1	1	0	0	0	0	0	1	1	2	No
Outlet Bay Rd	NW-V	0	0	0	0	0	4	3	2	4	3	4	2	3	3	0	0	0	0	0	2	0	2	No
Reeder Bay Road	NW-H	0	0	0	0	0	1	1	2	4	2	4	0	1	2	2	0	0	0	0	1	1	2	No
	NW-A	0	0	0	0	0	4	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	No
	NW-B	0	0	0	0	0	3	4	0	2	2	1	0	1	1	0	0	0	0	0	1	0	1	No
	NW-C	0	0	0	0	0	4	4	0	4	3	0	0	0	0	0	0	0	0	0	1	0	1	No
	NW-R	1	1	1	1	1	4	2	1	4	3	4	0	1	2	0	0	0	0	0	2	0	2	No
	NW-U	1	1	1	1	1	4	4	0	1	2	0	0	0	0	0	0	0	0	0	1	0	1	No



Idaho Conservation League

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# Sandpoint and Sand Creek Pathways Trail System

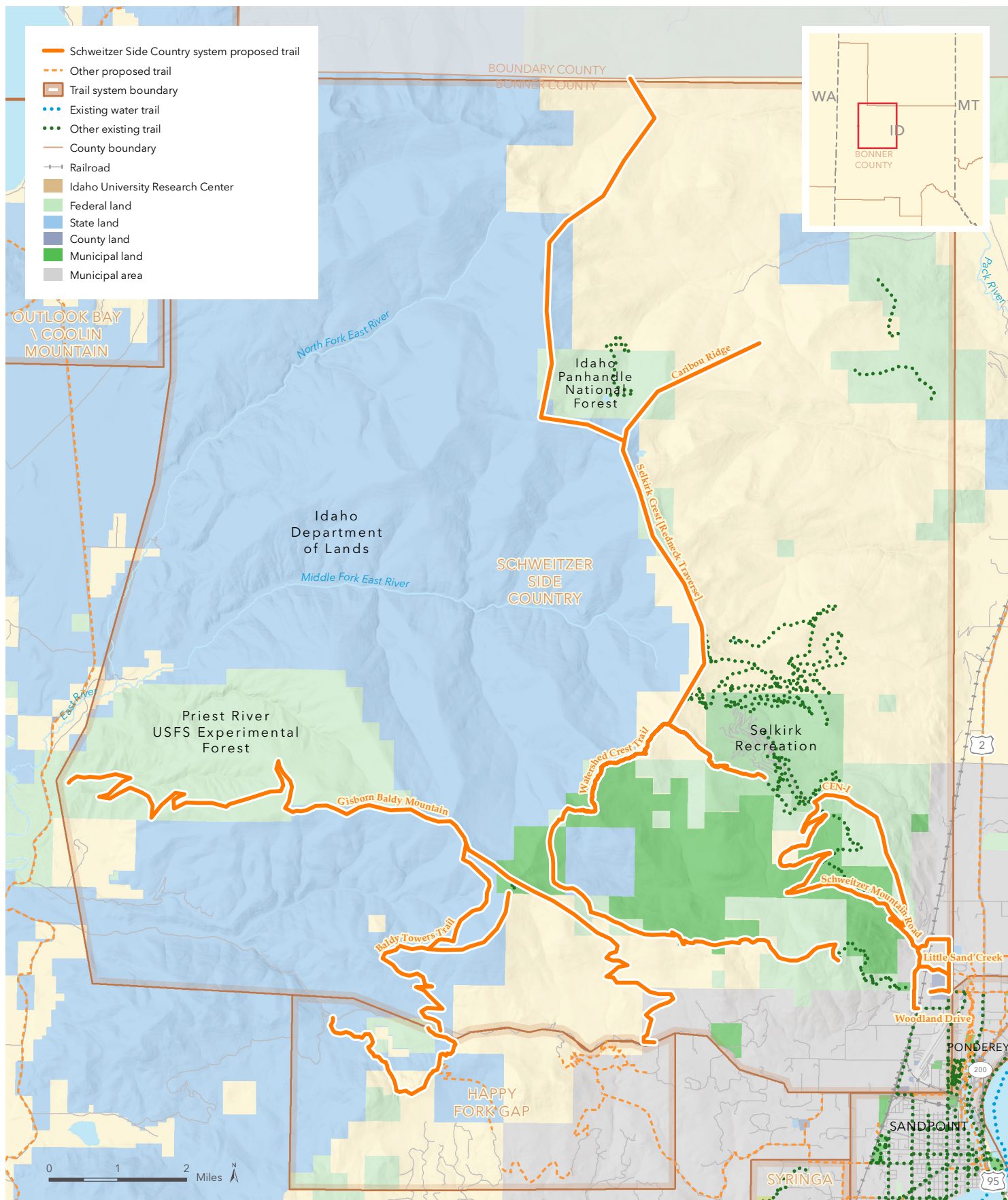
## BONNER COUNTY TRAIL PROJECT - PROPOSED TRAILS

March 22, 2016



	Statistics and Field Verification														Uses									
Trail Name	Segment Id	Length (Miles)	Priority	Destinations in Proximity	# of Private Parcels Crossed	Schools in Proximity	# of Stream Crossings	% on Public Lands	% in Sensitive Area	Special Opportunities	Impediments	Viability Score	User Experience Score	Overall Score	Recommended	Walk/Hike	Mountain Bike	Road Bike	Horse	ATV	Snowmobile	Nordic	Other	Road shared with cars
Baldy Connector	SAN-C	0.51	0	1	0	0	0	0%	0%	Yes	Yes	3	3	3	Yes			Y						Yes
Byway Bike Bridge	SAN-F	0.13	1	0	0	0	0	100%	60%	Yes	No	4	4	4	Yes	Y	Y	Y					Y	No
Connector - Hwy 200 and Railroad Ave	PON-I	0.21	0	8	1	0	0	30%	0%	Yes	Yes	2	4	2	No	Y	Y	Y						Yes
Connector - Pine Street to Travers Park	SAN-A	0.90	1	5	2	2	0	0%	18%	Yes	Yes	5	4	4	Yes	Y	Y	Y						No
Connector - POBT	PON-Q	0.17	0	1	0	0	0	23%	4%	Yes	Yes	2	4	3	Yes	Y	Y							
Connector - POBT - Ponderay-Kootenai	PON-R	0.74	0	8	1	0	0	0%	25%	No	Yes	4	3	4	Yes	Y	Y	Y						Yes
Connector - Ponder Whiskey Spur	PON-J	0.68	0	6	0	0	0	47%	91%	Yes	Yes	3	5	4	Yes	Y	Y						Y	
Connector - Sagle/Long Bridge and city boardwalk system	SAN-G	0.13	1	1	0	0	0	0%	0%	Yes	Yes	3	3	3	Yes	Y	Y	Y						No
Connector - Sagle/Long Bridge bike path	SAN-H	0.07	1	3	0	0	0	5%	100%	Yes	Yes	4	4	4	Yes	Y	Y	Y			Y		Y	Yes
Connector - Triangle-Moody	PON-U	0.49	0	8	1	0	0	2%	0%	Yes	No	3	4	4	Yes	Y	Y	Y		Y			Y	
Creekside West	PON-O	1.50	1	23	0	2	2	34%	100%	Yes	Yes	3	5	4	Yes	Y	Y	Y						No
Creekside West	SAN-L	0.67	0	2	1	0	0	7%	60%	Yes	Yes	3	2	5	Yes			Y						Yes
Extension - Sand Creek Creekside Trail	PON-A	1.24	1	18	0	1	1	16%	99%	Yes	Yes	3	5	4	Yes	Y	Y	Y					Y	No
Forrest M. Bird Trail	SAN-R	0.11	0	1	3	0	0	0%	0%	No	No	5	4	3	Yes	Y	Y							Yes
Hwy 200	PON-B	1.83	1	12	1	0	0	6%	0%	Yes	Yes	4	2	3	Yes	Y	Y	Y					Y	No
Kootenai Cutoff Multi-use Path	PON-W	1.88	1	7	1	1	1	4%	10%	No	No	5	2	4	Yes	Y	Y						Y	Yes
Lakeside Trail	SAN-S	0.26	0	0	1	0	0	100%	99%	Yes	Yes	2	1	2	Yes	Y	Y							No
Ontario Road	SAN-P	0.55	0	4	0	0	0	0%	26%	No	No	4	4	4	Yes	Y	Y	Y						Yes
POBT - Ponderay Crossing	PON-P	0.22	0	3	0	0	0	0%	69%	Yes	Yes	3	4	4	Yes	Y	Y							Yes
Railroad Ave and Elm St	PON-C	0.84	0	6	0	0	0	0%	0%	Yes	Yes	4	3	3	Yes	Y	Y							Yes
Sand Creek	WAT-A	3.37	3	41	0	1	1	25%	99%	Yes	Yes	5	3	4	Yes									No
Sand Creek Bridge	SAN-U	0.03	1	0	0	0	0	100%	100%	Yes	Yes	2	5	4	Yes	Y	Y	Y	Y					No
Sandpoint Landing	SAN-I	0.09	2	9	0	0	0	44%	68%	Yes	Yes	4	4	4	Yes	Y	Y	Y					Y	Yes
Taylor's Trail	SAN-J	0.23	0	4	0	1	0	26%	73%	Yes	Yes	5	4	4	Yes	Y	Y	Y						No
Triangle Drive Bike Lanes	PON-T	0.88	1	4	1	0	0	83%	12%	No	No	5	2	2	Yes		Y	Y		Y			Y	Yes
US 10 Connector Street	SAN-D	0.12	1	1	0	0	0	0%	0%	No	Yes	2	1	1	No	Y							Y	No
US 10 Connector Street	SAN-E	0.14	0	1	0	0	0	0%	0%	No	No	1	1	1	No	Y								No
	SAN-B	0.06	1	2	0	0	0	0%	25%	Yes	No	3	3	3	Yes	Y	Y	Y						Yes
	SAN-K	0.24	0	2	0	0	0	81%	100%	Yes	Yes	3	2	5	Yes			Y						Yes

Trail Name	Segment Id	Accessibility Score					Feasibility Score					Current Usage Score					Public Preference					Overall Trail Rankings		
		Kids	Seniors	Total Population	Low Income	Overall Accessibility Score	Sensitive Areas	Private Lands	Slope	Stream Crossings	Overall Feasibility Score	Bike Usage	Pedestrian Usage	Bike and Pedestrian Usage	Overall Current Usage Score	Priority Destination Score	School Proximity Score	Park Proximity Score	Library Proximity Score	Overall Public Preference Score	Overall Metric Score	# of Top 5 Trail Votes	Overall Trail Ranking Score	Phase 1 Trail (Yes/No)
Baldy Connector	SAN-C	3	3	3	3	3	4	4	4	4	4	4	3	3	3	0	0	0	0	0	2	0	2	No
Byway Bike Bridge	SAN-F	0	0	0	0	0	3	4	2	4	3	4	3	3	3	2	0	3	0	1	2	0	2	No
Connector - Hwy 200 and Railroad Ave	PON-I	2	2	2	3	2	4	2	4	4	4	0	0	0	0	0	2	0	0	0	2	0	2	No
Connector - Pine Street to Travers Park	SAN-A	3	4	3	3	3	2	2	3	3	2	4	4	4	4	2	3	2	0	2	3	2	5	Yes
Connector - POBT	PON-Q	2	1	2	2	2	3	4	3	4	4	4	0	1	2	0	0	0	0	0	2	0	2	No
Connector - POBT - Ponderay-Kootenai	PON-R	4	3	4	4	4	2	2	4	4	3	0	0	0	0	0	2	0	0	0	2	2	4	Yes
Connector - Ponder Whiskey Spur	PON-J	1	1	1	1	1	1	2	1	4	2	0	0	0	0	0	0	0	0	0	1	0	1	No
Connector - Sagle/Long Bridge and city boardwalk system	SAN-G	2	2	2	2	2	4	4	4	4	4	2	3	3	3	2	0	2	0	1	2	1	3	Yes
Connector - Sagle/Long Bridge bike path	SAN-H	0	0	0	0	0	3	3	3	4	3	4	4	4	4	2	0	2	0	1	2	0	2	No
Connector - Triangle-Moody	PON-U	3	3	3	3	3	4	2	4	4	4	4	1	2	2	0	2	0	0	0	2	0	2	No
Creekside West	PON-O	4	4	4	4	4	0	1	2	3	2	4	0	2	2	2	0	0	0	0	2	2	4	Yes
Creekside West	SAN-L	4	4	4	4	4	1	4	2	4	3	4	0	2	2	0	2	0	0	0	2	0	2	No
Extension - Sand Creek Creekside Trail	PON-A	4	4	4	4	4	0	1	3	4	2	4	0	2	2	2	0	0	0	0	2	5	7	Yes
Forrest M. Bird Trail	SAN-R	1	2	1	2	2	4	4	4	4	4	4	0	2	2	0	4	0	0	1	2	0	2	No
Hwy 200	PON-B	4	4	4	4	4	4	1	4	4	3	4	3	4	4	2	2	0	0	1	3	2	5	Yes
Kootenai Cutoff Multi-use Path	PON-W	4	4	4	4	4	2	2	4	4	3	4	3	4	4	2	4	2	0	1	3	0	3	Yes
Lakeside Trail	SAN-S	4	4	4	4	4	2	4	3	4	3	0	0	1	0	0	2	1	0	1	2	0	2	No
Ontario Road	SAN-P	3	3	3	3	3	2	3	2	4	3	4	4	3	4	0	0	0	0	0	2	0	2	No
POBT - Ponderay Crossing	PON-P	1	1	1	1	1	2	3	1	4	2	4	3	2	3	0	0	0	0	0	2	3	5	Yes
Railroad Ave and Elm St	PON-C	4	4	4	4	4	4	2	4	4	4	4	0	3	2	0	0	0	0	0	2	1	3	Yes
Sand Creek	WAT-A	4	4	4	4	4	0	0	3	4	2	4	4	4	4	4	0	4	0	2	3	1	4	Yes
Sand Creek Bridge	SAN-U	0	0	0	0	0	3	4	3	4	4	0	0	0	0	2	0	2	0	1	1	0	1	No
Sandpoint Landing	SAN-I	0	0	0	0	0	3	2	2	4	3	4	1	2	2	3	0	3	0	2	2	0	2	No
Taylor's Trail	SAN-J	2	1	1	1	1	2	3	3	4	3	0	0	0	0	0	0	3	0	1	1	1	2	No
Triangle Drive Bike Lanes	PON-T	3	3	3	3	3	3	3	4	4	4	4	1	3	3	2	2	0	0	1	3	0	3	Yes
US 10 Connector Street	SAN-D	3	2	3	3	3	4	4	4	4	4	4	3	4	4	2	0	4	0	2	3	0	3	Yes
US 10 Connector Street	SAN-E	3	3	3	4	3	4	4	4	4	4	3	3	3	3	0	0	1	0	0	2	0	2	No
	SAN-B	0	0	0	0	0	3	4	3	4	4	4	1	2	2	2	0	2	0	1	2	0	2	No
	SAN-K	0	0	0	0	0	2	4	2	4	3	4	2	3	3	0	0	0	0	0	2	1	3	Yes



# Schweitzer Side Country

## BONNER COUNTY TRAIL PROJECT - PROPOSED TRAIL SYSTEMS

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# Schweitzer Side Country Trail System

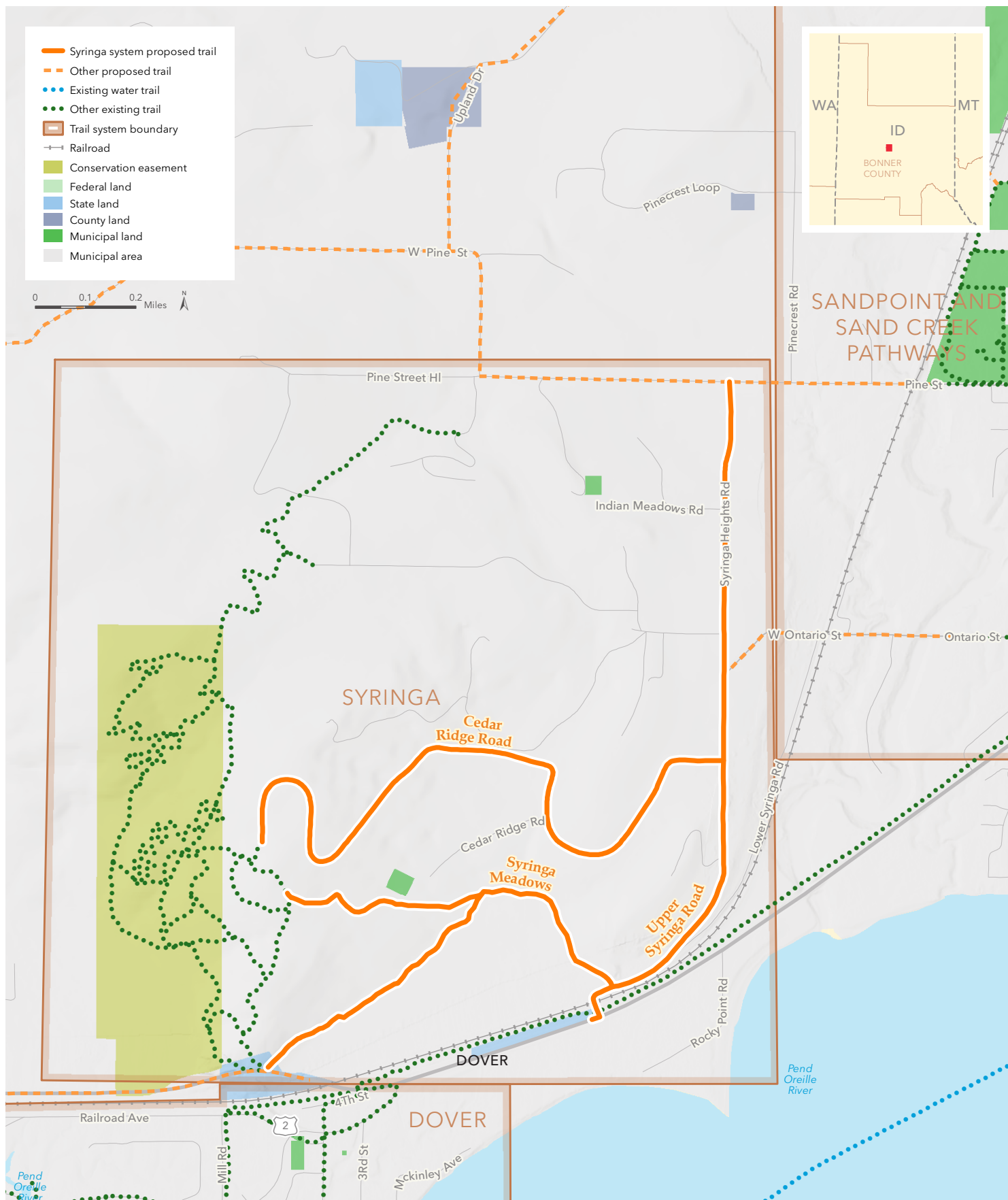
## BONNER COUNTY TRAIL PROJECT - PROPOSED TRAILS

March 22, 2016



		Statistics and Field Verification												Uses											
Trail Name	Segment Id	Length (Miles)	Priority	Destinations in Proximity	# of Private Parcels Crossed	Schools in Proximity	# of Stream Crossings	% on Public Lands	% in Sensitive Area	Special Opportunities	Impediments	Viability Score	User Experience Score	Overall Score	Recommended	Walk/Hike	Mountain Bike	Road Bike	Horse	ATV	Snowmobile	Nordic	Other	Road shared with cars	
Access - Through Fairgrounds	PON-D	0.52	0	2	0	0	0	48%	7%	No	Yes	3	2	2	Yes	Y		Y							Yes
Baldy Towers Trail	CEN-X	2.52	0	4	0	1	1	45%	0%	Yes		2	5	2	Yes	Y	Y		Y						No
Baldy Towers Trail	CEN-Y	10.77	0	4	0	7	7	87%	7%	Yes	No	5	4	4	Yes		Y		Y	Y	Y				Yes
Gisborn Baldy Mountain	CEN-D	15.17	0	7	0	2	2	72%	1%	Yes	Yes	3	3	3	Yes	Y	Y			Y	Y	Y			Yes
Little Sand Creek	PON-H	0.47	0	5	0	1	1	0%	65%	Yes	Yes	4	5	5	Yes	Y	Y	Y				Y			No
Schweitzer Mountain Road	CEN-H	6.48	0	3	0	2	2	0%	0%	Yes	No	5	4	4	Yes		Y	Y							Yes
Schweitzer Mountain Road; N. Boyter Road	PON-V	1.05	0	3	0	1	1	0%	16%	Yes	Yes	4	3	4	Yes	Y	Y	Y							Yes
Selkirk Crest [Redneck Traverse]	CEN-E	11.42	0	12	0	2	2	44%	0%	Yes	Yes	3	5	4	Yes	Y	Y		Y						
Watershed Crest Trail	CEN-G	11.07	0	14	0	1	1	55%	0%	Yes	Yes	5	5	5	Yes	Y	Y					Y			No
Woodland Drive	PON-X	0.97	0	6	0	1	1	2%	6%	Yes	Yes	3	4	2	No	Y	Y	Y							Yes
	CEN-I	2.66	0	9	0	0	0	0%	0%	Yes	No	2	5	2	Yes	Y	Y								No

Trail Name	Segment Id	Accessibility Score					Feasibility Score					Current Usage Score					Public Preference					Overall Trail Rankings		
		Kids	Seniors	Total Population	Low Income	Overall Accessibility Score	Sensitive Areas	Private Lands	Slope	Stream Crossings	Overall Feasibility Score	Bike Usage	Pedestrian Usage	Bike and Pedestrian Usage	Overall Current Usage Score	Priority Destination Score	School Proximity Score	Park Proximity Score	Library Proximity Score	Overall Public Preference Score	Overall Metric Score	# of Top 5 Trail Votes	Overall Trail Ranking Score	Phase I Trail (Yes/No)
Access - Through Fairgrounds	PON-D	3	3	3	3	3	3	4	4	4	4	4	2	4	3	0	0	0	0	0	2	0	2	No
Baldy Towers Trail	CEN-X	0	0	0	0	0	4	3	0	4	3	0	0	0	0	0	0	0	0	0	1	0	1	No
Baldy Towers Trail	CEN-Y	1	1	1	1	1	0	3	0	1	1	1	0	1	1	0	0	0	0	0	1	0	1	No
Gisborn Baldy Mountain	CEN-D	2	3	3	3	3	3	2	0	3	2	0	0	0	0	0	0	0	0	0	1	0	1	No
Little Sand Creek	PON-H	2	2	2	2	2	1	2	3	4	2	0	0	0	0	0	0	0	0	0	1	6	7	Yes
Schweitzer Mountain Road	CEN-H	2	3	2	3	2	4	3	0	3	2	4	4	4	4	0	0	0	0	0	2	0	2	No
Schweitzer Mountain Road; N. Boyter Road	PON-V	3	3	3	3	3	2	3	3	4	3	4	2	4	3	0	0	0	0	0	2	1	3	Yes
Selkirk Crest [Redneck Traverse]	CEN-E	1	1	1	2	1	4	1	0	3	2	4	1	3	3	0	0	0	0	0	2	1	3	Yes
Watershed Crest Trail	CEN-G	3	3	3	3	3	4	1	0	4	2	2	0	1	1	0	0	0	0	0	2	8	10	Yes
Woodland Drive	PON-X	1	1	1	1	1	3	2	2	4	3	4	3	3	3	0	0	0	0	0	2	0	2	No
	CEN-I	2	2	2	2	2	4	2	0	4	2	4	0	1	2	0	0	0	0	0	2	0	2	No



# Syringa

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# Syringa Trail System

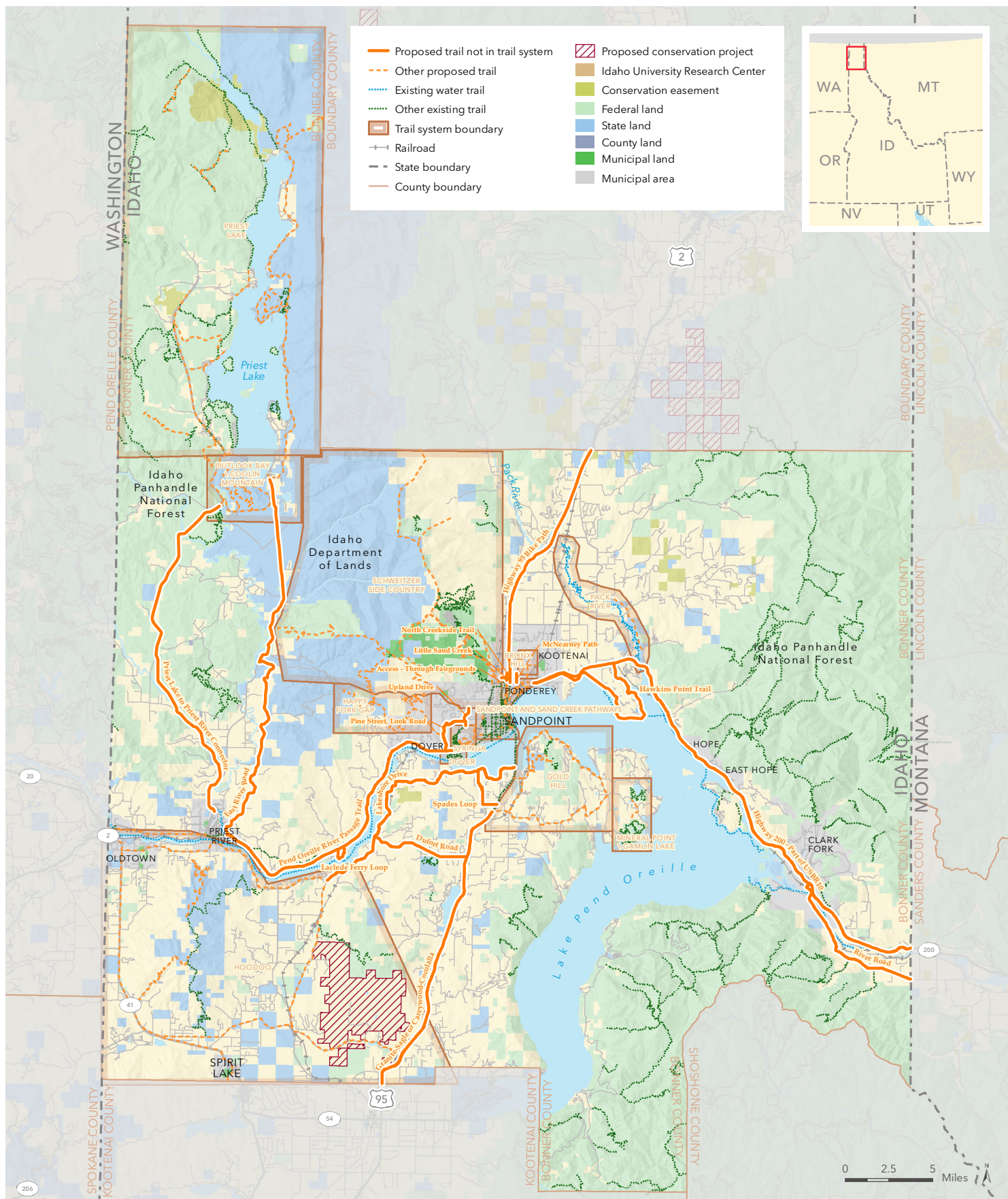
## BONNER COUNTY TRAIL PROJECT - PROPOSED TRAILS

March 22, 2016



	Statistics and Field Verification														Uses									
Trail Name	Segment Id	Length (Miles)	Priority	Destinations in Proximity	# of Private Parcels Crossed	Schools in Proximity	# of Stream Crossings	% on Public Lands	% in Sensitive Area	Special Opportunities	Impediments	Viability Score	User Experience Score	Overall Score	Recommended	Walk/Hike	Mountain Bike	Road Bike	Horse	ATV	Snowmobile	Nordic	Other	Road shared with cars
Cedar Ridge Road	SAN-Q	1.50	0	2	0	0	1	0%	17%	Yes	Yes	4	3	4	Yes	Y	Y		Y					
Syringa Meadows	SAN-V	0.58	0	2	0	0	1	0%	0%	Yes	Yes	4	5	5	Yes	Y	Y		Y					No
Upper Syringa Road	SAN-O	1.50	0	6	0	0	1	0%	7%	Yes	Yes	5	4	4	Yes	Y	Y	Y	?					Yes

Trail Name	Segment Id	Accessibility Score					Feasibility Score					Current Usage Score					Public Preference					Overall Trail Rankings		
		Kids	Seniors	Total Population	Low Income	Overall Accessibility Score	Sensitive Areas	Private Lands	Slope	Stream Crossings	Overall Feasibility Score	Bike Usage	Pedestrian Usage	Bike and Pedestrian Usage	Overall Current Usage Score	Priority Destination Score	School Proximity Score	Park Proximity Score	Library Proximity Score	Overall Public Preference Score	Overall Metric Score	# of Top 5 Trail Votes	Overall Trail Ranking Score	Phase I Trail (Yes/No)
Cedar Ridge Road	SAN-Q	4	4	4	4	4	2	4	2	4	3	4	1	2	2	0	0	0	0	0	2	0	2	No
Syringa Meadows	SAN-V	4	4	4	4	4	4	4	1	4	3	0	0	0	0	0	0	0	0	0	2	0	2	No
Upper Syringa Road	SAN-O	4	4	4	4	4	3	2	2	4	3	4	4	4	4	0	0	0	0	0	3	0	3	Yes



# Proposed Trails (not in trail system)

## BONNER COUNTY TRAIL PROJECT - PROPOSED TRAIL SYSTEMS

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# Proposed Trails (not in a trail system)

## BONNER COUNTY TRAIL PROJECT

March 22, 2016



	Statistics and Field Verification															Uses									
Trail Name	Segment Id	Length (Miles)	Priority	Destinations in Proximity	# of Private Parcels Crossed	Schools in Proximity	# of Stream Crossings	% on Public Lands	% in Sensitive Area	Special Opportunities	Impediments	Viability Score	User Experience Score	Overall Score	Recommended	Walk/Hike	Mountain Bike	Road Bike	Horse	ATV	Snowmobile	Nordic	Other	Road shared with cars	
Dufort Road	SW-H	9.81	1	41	0	4	4	0%	9%	Yes	Yes	5	4	4	Yes	Y	Y	Y	Y	Y	Y			Yes	
East River Road	CEN-B	11.15	0	36	0	4	4	67%	3%	Yes	Yes	3	3	3	Yes	Y	Y			Y	Y			Yes	
East River Road	CEN-C	12.65	0	54	0	8	4	20%	3%	No	Yes	3	3	3	Yes	Y	Y			Y	Y			Yes	
Granite-Sagle or Careywood-Cocolalla	SW-D	17.58	0	13	0	5	4	0%	25%	Yes	No	4	5	5	Yes			Y	Y					Yes	
Hawkins Point Trail	CEN-L	12.59	1	130	1	5	4	13%	22%	Yes	Yes	2	3	2	Yes	Y	Y			Y				Yes	
Highway 200 - Part of USBR10	CEN-K	30.89	1	151	1	21	4	0%	35%	Yes	Yes	5	4	4	Yes			Y						Yes	
Highway 95 Bike Path	CEN-F	14.62	1	59	1	2	2	10%	18%	No	Yes	4	3	3	Yes	Y	Y		Y	Y	Y		Y	No	
Laclede Ferry Loop	CEN-N	1.48	0	14	0	0	0	0%	33%	Yes	Yes	3	5	3	Yes	Y	Y								
Lakeshore Drive	SAG-A	12.18	0	73	0	3	3	0%	15%	No	Yes	3	3	2	Yes	Y	Y	Y						Yes	
Little Sand Creek	PON-G	0.37	0	13	0	2	0	0%	100%	Yes	Yes	3	4	4	Yes	Y								No	
McNearney Path	PON-K	0.52	0	21	0	0	0	0%	54%	Yes	Yes	3	4	3	Yes	Y	Y								
North Creekside Trail	PON-E	0.47	0	9	0	2	0	0%	84%	Yes	Yes	4	5	5	Yes	Y	Y								
Pend Oreille River Passage Trail	POR-A	18.56	0	61	0	13	3	3%	14%	Yes	Yes	4	4	5	Yes	Y	Y						Y	Yes	
Pine Street, Look Road	CEN-O	3.14	0	4	1	2	0	0%	13%	No	No	3	3	3	Yes			Y						Yes	
Priest Lake to Priest River Connector	CEN-A	21.10	0	77	0	21	4	46%	22%	Yes	Yes	3	3	3	Yes			Y						Yes	
River Road	CEN-M	9.15	0	50	0	4	2	2%	12%	Yes	No	5	4	4	Yes	Y	Y	Y	Y	Y	Y			Yes	
Spades Loop	SAG-C	2.91	0	6	0	0	0	0%	0%	Yes	No	4	5	4	Yes		Y	Y						Yes	
Upland Drive	SAN-T	0.86	0	9	1	1	1	13%	22%	Yes	No	4	4	4	Yes		Y	Y						Yes	

Trail Name	Segment Id	Accessibility Score					Feasibility Score					Current Usage Score					Public Preference					Overall Trail Rankings		
		Kids	Seniors	Total Population	Low Income	Overall Accessibility Score	Sensitive Areas	Private Lands	Slope	Stream Crossings	Overall Feasibility Score	Bike Usage	Pedestrian Usage	Bike and Pedestrian Usage	Overall Current Usage Score	Priority Destination Score	School Proximity Score	Park Proximity Score	Library Proximity Score	Overall Public Preference Score	Overall Metric Score	# of Top 5 Trail Votes	Overall Trail Ranking Score	Phase I Trail (Yes/No)
Dufort Road	SW-H	3	3	3	3	3	0	0	3	2	1	4	2	4	3	2	0	0	0	0	2	0	2	No
East River Road	CEN-B	2	2	2	2	2	1	1	3	2	2	4	1	1	2	0	0	0	0	0	2	0	2	No
East River Road	CEN-C	2	3	2	2	2	1	0	2	1	1	4	1	3	3	0	0	0	0	0	2	0	2	No
Granite-Sagle or Careywood-Cocolalla	SW-D	4	4	4	3	4	0	1	3	1	1	4	2	4	3	0	0	0	0	0	2	0	2	No
Hawkins Point Trail	CEN-L	3	3	3	3	3	0	1	1	1	0	4	2	3	3	2	2	0	0	1	2	0	2	No
Highway 200 - Part of USBR10	CEN-K	4	4	4	4	4	0	0	1	0	0	4	4	4	4	2	2	0	0	1	2	3	5	Yes
Highway 95 Bike Path	CEN-F	4	4	4	4	4	0	0	3	3	2	4	0	4	3	2	2	0	0	1	2	0	2	No
Laclede Ferry Loop	CEN-N	1	1	1	1	1	1	1	4	4	2	4	2	2	3	0	0	0	0	0	2	0	2	No
Lakeshore Drive	SAG-A	4	4	4	4	4	0	0	2	2	1	4	4	4	4	0	0	0	0	0	2	0	2	No
Little Sand Creek	PON-G	3	2	2	2	2	1	1	3	3	2	0	0	0	0	0	0	0	0	0	1	2	3	Yes
McNearney Path	PON-K	3	2	3	3	3	1	1	4	4	2	4	1	2	2	0	0	0	0	0	2	0	2	No
North Creekside Trail	PON-E	3	2	2	2	2	1	2	4	3	2	0	0	0	0	0	0	0	0	0	1	1	2	No
Pend Oreille River Passage Trail	POR-A	3	4	4	3	4	0	0	1	0	0	4	4	4	4	0	0	0	0	0	2	5	7	Yes
Pine Street, Look Road	CEN-O	3	4	3	3	3	1	3	2	3	2	4	4	4	4	0	2	0	0	0	2	1	3	Yes
Priest Lake to Priest River Connector	CEN-A	2	3	3	2	2	0	0	2	0	0	4	0	2	2	0	0	0	0	0	1	0	1	No
River Road	CEN-M	1	1	1	2	1	0	0	3	2	1	4	1	3	3	0	0	0	0	0	1	0	1	No
Spades Loop	SAG-C	4	4	4	4	4	4	2	3	4	3	4	1	3	3	0	0	0	0	0	2	0	2	No
Upland Drive	SAN-T	2	2	2	2	2	2	2	2	4	2	4	3	4	4	0	2	0	0	0	2	0	2	No

## Appendix 2: Trail Proposal Considerations

This list was developed by the Trail Mix Committee based on a similar checklist prepared in Grand County, Utah. The Bonner County checklist of trail proposal considerations was last updated March 21, 2016.

1. \*Mark or flag the proposed trail, if possible (don't trespass). Provide a GPS track.
2. \*Convince at least 3 other trail users of the desirability of the trail prior to proposal to the Trail Mix Committee and/or land managers/property owners.
3. \*Identify property owners and whether there is a realistic means of gaining access.
4. The "Purpose and Need" for the trail will be included in a proposal to the Land Managers/property owners/stakeholders.
5. Are there any special attributes of the trail? Special benefits?
6. Will anyone be adversely affected by the trail?
7. Is the Trail Location environmentally sound? Consider soils, wildlife, plants and riparian areas. State known concerns, hazards and mitigation to remedy the problems.
8. Are any special permits required for trail construction?
9. Are there Culturally Significant Sites on the proposed trail route? (Historic sites, archeological sites, and artifacts.) Can the trail be located to avoid these sites?
10. Is the Trail Sustainable? Consider the grade, soils, and vegetation with regard to maintenance. Can the trail be built to become sustainable? Propose solutions.
11. Is the Trail Maintainable? What are the expectations for ongoing maintenance and how would the trail be maintained?
12. Trail Head location and Trail End site should be considered along with parking.
13. What Type of trail is proposed? What type of user? Is there a need to restrict any users?
14. What Skill Level is required by the trail user? Is the trail built only for a few users?
15. Consider Connectivity with other trails, roads, and pathways as an asset for proposing the trail.
16. Is the proposed trail close to a designated or closed road or a road/highway ROW? If so, can the trail be routed on the nearby road or ROW?
17. Is the proposed trail in the 2016 Bonner County Conceptual Trail Plan or included in other plans, such as BLM or USFS travel plans?
18. Budget – Estimate cost of easements, or property; labor; permit or environmental study fees; signing and maintenance. Include maintenance for both dirt and paved trails.
19. Economic Benefit to the Community or to the Land Managers? List benefits.
20. \*Review and walk the proposed trail several times! Do you have all the connectors, multiple trail heads, additions and corrections before submitting the trail?

# **Appendix 3:**

## **Summaries of Trail Mix Meetings Facilitated by The Trust for Public Land**

## Trail Mix Committee Meeting Summary

Trail Mix Committee Meeting 1 Summary

October 9, 2014 1pm-3pm

Bonner County Administrative Building

### Participants

Randy Blau, Harmony Design & Engineering	Mike Keough, City of Kootenai
Bob Carlson	Ross Longhini, Pend Oreille Pedalers
Larry Davidson, North Idaho Bikeways	Vicky Longhini - Pend Oreille Pedalers
Nancy Dooley, ICL	Leslie Marshall- Bonner County
Susan Drumheller, ICL	Sean Meyers, Schweitzer Mountain Resort
Deb Fragoso, City of Sandpoint	Annie Shaha, City of Dover
Dan Gilfillan, U.S. Forest Service	Jared Yost, City of Sandpoint
Jan Griffiths, Friends of Pend Oreille Bay Trail	Jennifer Zung- Harmony Design & Engineering
Jeremy Grimm, City of Sandpoint	Liz Johnson-Gebhardt - Priest River Passage Trail leader, Priest CFC
Mary Ann Hamilton, U.S. Forest Service	Kelley Hart, TPL
Bill Hart, Bonner County	Katherine Jones, TPL
Cary Kelley, Bonner County	

### Meeting Summary

#### Welcome and Trail Mix Housekeeping

Susan Drumheller welcomed everyone to the meeting and led a round robin of introductions. She explained that the purpose of the meeting was to learn more about the Bonner County Conceptual Trail Plan, to hear a presentation from Harmony Design & Engineering on the Pend Oreille Bay Trail, and get an update on the Pend Oreille Passage River Trail.

#### Conceptual Trail Planning

Kelley Hart, Director of Planning at The Trust for Public Land, described both the Greater Sandpoint Region Greenprint and the Bonner County Conceptual Trail Plan:

- She explained that the Trail Mix committee will act as the advisory committee for the Conceptual Trail Plan. The project will involve a combination of community input and GIS modeling to determine appropriate segments and places for trails. The trail plan will be guided by the Trail Mix committee throughout the process. Ultimately, the goal is to build on the Bonner County Comprehensive Plan Trail Plan element, and amend it by March of 2016.
- Kelley explained that the goal of the first Trail Mix committee meeting is introduce the scope and timeline for the project, to gain information about trail efforts and ideas as to where to get GIS and other data. She explained that ICL and TPL would begin hosting SpeakOuts at the Farmers Market and Oktoberfest events on October 11 in order to "go to where the people are" and find out more about what we should be doing in Bonner County with regards to trails.

- Kelley asked for nominations and suggestions for the Technical Advisory Team- a subgroup of the Trail Mix Committee who will meet by webinar 3-6 times over the course of the project. She also explained the field verification process (where volunteers verify trail segments by foot or windshield) and received input regarding the timing of that process (likely Summer 2015). After field verification, the project team will host open houses throughout Bonner County to vet trail segments with the public.
- Katherine Jones, Program Manager at TPL, went over the process of developing the current conditions report and described the process for reviewing related plans and efforts at the state, regional and local level. The Trail Mix Committee then provided additions to the list of plans already developed by the project team. Plan additions included Forest Service Plans, area transportation plans, comprehensive plans, and street plans.
- The Trail Mix committee then made suggestions for the Technical Advisory Team and for additional SpeakOuts. Suggestions for the TAT included representatives from the Forest Service, cities and county, Schweitzer mountain report, and local groups like the Pend Oreille Pedalers. SpeakOut ideas included the Ski Swap, events at the Idaho Pour Authority, the Banff Film Festival, and events for related efforts like the Pend Oreille River Passage Trail workshop and open house in November.

## Survey

Kelley passed out the draft community survey related to the Greenprint and Trail Plan and asked everyone in attendance to spend 10 minutes and take the survey. After everyone completed the survey Katherine and Kelley received suggestions and edits. They noted that they'd process all of the changes to the survey before the SpeakOuts on Saturday and that the updated survey would also be available online through SurveyMonkey.

The Trail Mix committee set a goal of 1000 surveys completed by the public. The committee discussed ways to get the word out about the community survey. Members of the committee offered to put surveys out at locations throughout the county including at the ranger district office, the Pend Oreille winery, bike shops and hunting stores. They also discussed ways to share the survey online including through social media and online newsletters.

## Closing and Next Steps

- ICL to add the survey link to the press release for the Pend Oreille Bay Trail event in October.
- TPL to develop a paragraph about the Conceptual Trail Plan to serve as an introduction for the survey.
- Next Trail Mix Meeting- the afternoon of November 13 (2pm). Location TBD.

**Trail Mix Committee Meeting**  
**1-2:30 p.m. Thursday, January 22, 2015**  
Bonner County Administration Building Conference Room  
1500 Highway 2, Sandpoint, ID

**Participants:**

Carey Kelly, Bonner County	Clare Marley, Bonner County
Don Davis, Idaho Transportation Dept.	Bill Harp, Bonner County
Liz Johnson-Gebhardt, Priest CFC	Rowdy MacDonald, Dover
Sandy Thomas, Pend Oreille Pedalers	Larry Davidson, North Idaho Bikeways, et al
Jan Griffiths, Friends POBT, Mickinnick Trail	Amy Morris, Trust for Public Land
Shelby Rognstad, Sandpoint	Deb Fragoso, Sandpoint
Eric Grace, Kaniksu Land Trust	Jared Yost, Sandpoint
Erik Brubaker, Ponderay	Fred Gifford, Trust for Public Land
Ed Wingert, Idaho Dept of Lands, Priest Lake	Mary Ann Hamilton, USFS
Tom Elliot, USFS	John Gaddes, IDL
Nancy Dooley, Idaho Conservation League	Kelly Hart, Trust for Public Land
Bob Heuer, Trust for Public Land	Daniel Webb, Bonner County
Dave Krise, Spirit Lake Chamber	Doug Freeland, S.L. Chamber of Commerce
Aaron Magee, S.L. Chamber of Commerce	Mark Kroetch, S.L. Chamber of Commerce
Ross Longhini, Sandpoint Nordic Club	Randy Stoltz
Jake Bachtel, BLM	Susan Drumheller & Scout Seley, ICL

**1. Introductions and Housekeeping**

**Commissioner Kelly of the Bonner County Commission** (chair of the Trail Plan) welcomed the group and noted that a wide variety of towns and interests are represented in the Trail Mix Committee. Introductions were made.

**Susan Drumheller of Idaho Conservation League (ICL)** stated that groups were nominated to the Trail Mix Committee during the previous meeting and asked if Idaho Department of Lands, Idaho Department of Transportation and the Priest Community Forest Connection would also like to be members. The Trail Mix Committee uses consensus-based decision making, and membership matters for voting. Priest Community Forest Connection and IDL were nominated and approved as a member group. Idaho Transportation Department wants to wait to decide about membership. Susan passed around a draft roster of member organizations and asked for names and contact information for representatives and alternates for all member organizations. She also proposed that regular Trail Mix meetings be scheduled for 1 pm on the 4<sup>th</sup> Thursday of each month, and the proposed meeting time was approved.

**2. Overview of Bonner County Trail Plan Update Process**

**Kelley Hart from The Trust for Public Land (TPL)** reminded the group of where we are in the planning process and provided a timeline handout. Kelley noted that the trail questions in the recent survey were built on the 2009 survey conducted by the County. After this meeting, TPL (Fred Gifford) will begin GIS mapping of existing and proposed trails. TPL will meet again with this group to vet maps with segment

options and set priorities. This committee will help with ground-truthing. The plan should showcase coordination and great opportunities. It will be flexible and still allow being opportunistic.

### **3. Summary of Community Outreach**

**Nancy Dooley from Idaho Conservation League** provided an overview of recent community outreach. There were 11 Speak-Out events in October and November, which reached at least 450 people. In addition, 560 people participated in the survey (328 online and 232 paper). Speak-Out events took place at: Sandpoint Farmers Market, Oktoberfest, Sandpoint ski swaps, Hope Community Center, Priest River, Nordic Club and Friends of the Pend d'Oreille Bay Trail events, the Telluride Film Fest and a public open house on transportation issues in Sandpoint. Committee members listed the following ways they had publicized the survey and Speak-Outs: Facebook, press release, land trust newsletter, County employee list, Ride 7B Facebook page, city of Sandpoint Facebook page, and Pend Oreille Pedalers and Nordic club newsletters, Monday hikers list, Idaho Master Naturalist list, Idaho Master Gardener Association newsletter, ICL email newsletters, and Forest Service front desk.

### **4. Report on survey findings and discussion about how surveys may help focus the project**

Kelley walked through survey results. Full survey results are in Key Findings Memo. Kelley noted that the results of the 2009 and 2014 surveys were very similar, though more people in 2009 wanted an increase in ATV trails. The Priest Lake Sub-Area results from the 2009 survey are available online. There was a good diversity in length of residency in Bonner County, but a vast majority of survey respondents were from Sandpoint. The 2014 trail survey required respondents to choose 10 of 40 destinations as the most important to connect. Shelby Rognstad noted that several of the top five destinations would be connected by the Watershed Crest Trail. Randy Stoltz suggested that future open houses could be held at grocery stores. Kelley mentioned that the Trail Plan should perhaps be focused all or largely on non-motorized trails given community input

### **5. Discuss upcoming mapping task and introduce Technical Advisory Team members**

**Bob Heuer from TPL** listed the names of previous volunteers for the Technical Advisory Team (TAT): Bill Harp, Jared Yost, Clare Marley, Scott Rulander, Sean Mirus, Suzanne Pattison. Additional interest to participate was indicated by Tom Elliot, Liz Gebhardt-Johnson and Randy Stoltz. There will be 3-4 TAT meetings lasting 1.5 hours each. The process will be interactive and the group will help generate metrics for prioritizing trails. Waterway trails can be included. TPL can use GPS data from Garmin and similar route tracking software. For trails on private lands we need to know that the landowner approves of trail use. The State Lands representative, Ed Wingert, recommended keeping a separate map for known, but un-authorized, trails. The Forest Service representative, Mary Ann Hamilton, mentioned that there are a lot of social trails from private lands onto Forest Service lands. Kelley noted that the committee may want to review a list of existing and potential trails on private land in order to follow up with some landowners who may be open to negotiating a trail easement. Draft trail routes will be developed by (1) looking for new routes to connect the most popular destinations to existing trails; and (2) incorporate existing efforts – any proposals that are already circulating for new trails (discussed in the workshop today – see below).

### **6. Brief mapping workshop**

Participants (in small groups) added proposed trails to maps provided by TPL by drawing in trails by hand and labeling them with letters. There were four stations, and participants were invited to join any station. TPL/ICL staff recorded notes/narrative descriptions for proposed trails. TPL/ICL staff also listed whether proposed trails are found on any other maps (e.g., County “wish list” trails map, North Idaho Bikeways, etc.). Maps and notes to be used by Fred Gifford (TPL) for draft Trail Plan maps.

## **7. Next Steps/Action Items**

- TPL will finish assembling the TAT and set up first TAT meeting. Additional volunteers, please contact Fred Gifford ([fred.gifford@tpl.org](mailto:fred.gifford@tpl.org)).
- TPL to take map input from today’s small groups and convert to GIS; may have follow up questions for committee members.
- Trail Mix Committee members with maps and GIS for existing and potential trails to provide those to TPL (Fred Gifford, [fred.gifford@tpl.org](mailto:fred.gifford@tpl.org)) as soon as possible.
- Next Trail Mix planned for February 26. Next meeting for TPL staff to update on progress with the county-wide trail plan update will probably be April 23.

**Trail Mix Committee Meeting Summary**  
**Thursday, May 28, 2015, 1-3 pm**  
Bonner County Administration Building Conference Room  
1500 Highway 2, Sandpoint, ID

**Participants**

Cary Kelly, Bonner County	Mary Ann Hamilton, US Forest Service
Christa Finney, LPOSD	Matt Diel, LPOSD
Clare Marley, Bonner County Planning Dept	Melanie Kirkland, IDPR – RTP Committee
Clif Warren, NIB	Richard Shellhart, Panhandle Riders
Deb Fragoso	Robbie Gleason, Panhandle Riders
Dottie Yerkes, Backcountry Horsemen	Ross Longhini, Nordic
Doug Freeland, Spirit Lake	Sandy Thomas, Pend Oreille Pedalers
Ed Wingert, Idaho Dept of Lands, Priest Lake	Sean Mirus, Schweitzer
Eric Brubaker, Ponderay Planning Dept	Tom Elliot, USFS
Jan Griffiths, Friends of the Pend d'Oreille Bay Trail	Nancy Dooley, Idaho Conservation League (ICL)
John Gaddess, Idaho Dept of Lands	Susan Drumheller, ICL
Kurt Pavlat, BLM	Kelley Hart, The Trust for Public Land (TPL)
Larry Davidson, Friends of Pend d'Oreille Bay Trail	Fred Gifford, TPL
Liz Johnson-Gebhardt, Priest CFC	Amy Morris, TPL

**1. Welcome and Introductions**

Bonner County Commissioner Cary Kelley welcomed participants to the meeting.

**2. Housekeeping**

Susan from ICL discussed upcoming Trail Mix Committee meeting in June. Trail Mix Committee voted to approve moving the July Trail Mix meeting to July 16 (at 1:00).

**3. Where We Are in Trail Plan Process**

Amy from TPL reviewed the Trail Plan timeline below and briefly recapped the trail-related results from the fall 2014 survey: 85% of respondents support an expanded and improved trail/pathway systems; and those surveyed are most eager for cycling on paved trails, snowshoe/cross country ski trails, and commuting trails.

***Bonner County Conceptual Trail Plan Timeline***

- Outreach (interviews, speak-outs, survey) – Fall 2014
- Trail Plan Meeting #1 – Identification of existing and proposed trails – January 2015
- Creation of draft trail maps (with TAT) – February to May 2015
- **Trail Plan Meeting #2 - Preparing for field verification – May 2015**
- Groundtruthing – June and July 2015
- Trail Plan Meeting #3 – Reporting back from field verification (July 2015)
- Trail Plan Open House at Bonner County Fair (August 11-15, 2015) – volunteers needed
- Trail Plan Meeting #4 – Refinement of Trail Plan and implementation discussion – September/October 2015
- Final Report and Messaging – Late 2015/Early 2016

#### **4. Introduction to Draft Conceptual Trail Maps**

Fred from TPL reviewed the draft conceptual trail maps. The maps are based on input from Trail Mix Committee and Technical Advisory Team (TAT) and trail data from Bonner County, cities, state, and USFS. Proposed trails have been broken into segments for field verification. There are seven detailed field verification maps (available as hard copies and as geoPDF files), each highlighting different portions of the county. The maps are posted here: <http://tplgis.org/BonnerTrails/>,

#### **5. Groundtruthing Training**

Kelley from TPL provided an overview of field verification/groundtruthing. Groundtruthing should be focused on identifying positive or negative “hot spots” along each corridor. Groundtruthing will be used to: test trail corridor viability; estimate user experience; determine possible alternative routes; generate initial consensus; and increase understanding of the physical realities of urban and rural trail building for specific locations.

Trail Mix meeting participants asked questions and provided feedback including suggesting that we: review the Forest Service’s trail guidelines; avoid impacts to sensitive natural resources; provide GPS data for social trails encountered during field verification; and note potential locations for trail heads and amenities. The group also discussed the need to be careful about crossing private property and the need for everyone to be clear with landowners that field verification is part of a very preliminary assessment of many options. (*Note: New instructions for field verification [attached] provide more details about private property.*)

Everyone who completes a field verification form will be entered in a raffle for a TPL water bottle and blanket. If forms are submitted by July 18, volunteers will receive three raffle tickets for each form. The final deadline for the forms is July 10.

#### **6. Select Segments for Groundtruthing**

After groundtruthing training, participants reviewed trail maps and signed up for trail segments. Because there were many unassigned segments after the initial round of sign ups, the group reconvened and reviewed projected trail maps to solicit additional volunteers. The current list of those who have volunteered for field verification is attached.

#### **7. Next Steps and Closing**

Amy closed the meeting, thanking everyone for coming and reminding everyone that we would be reporting back on field verification at the Trail Mix meeting on July 15. Field verification forms are due to Amy ([amy.morris@tpl.org](mailto:amy.morris@tpl.org)) by July 10 at the latest and ideally by June 18.

## Trail Mix Meeting Summary

### Trail Mix Committee Meeting

Thursday, July 16, 2015, 1-3 pm

Bonner County Administration Building Conference Room

1500 Highway 2, Sandpoint, ID

### Participants

Bill Harp, Bonner County	Liz Johnson-Gebhardt, Priest CFC
Clare Marley, Bonner County Planning Dept	Ross Longhini, Sandpoint Nordic Club
Clif Warren, North Idaho Bikeways	Sandy Thomas, Pend Oreille Pedalers
Deb Fragoso, Sandpoint	Shelby Rognstad, Sandpoint
Don Davis	Nancy Dooley, Idaho Conservation League (ICL)
Doug Freeland, Spirit Lake	Jenny Van Ooyen, ICL
Ed Wingert, Idaho Dept of Lands, Priest Lake	Susan Drumheller, ICL
Erik Brubaker, Ponderay Planning Dept	Fred Gifford, TPL
John Gaddess, Idaho Dept of Lands	Amy Morris, TPL
Larry Davidson, North Idaho Bikeways	

### 1. Welcome and Housekeeping

Susan Drumheller from Idaho Conservation League (ICL) welcomed participants, introduced conveners, and led group in round robin introductions. Susan proposed not having the Trail Mix Committee meet in August because of summer schedules and the open house. The group agreed to have the next meeting in September. Susan requested help staffing the open house booth August 11 to 15. She also requested that committee members send some of their best trail photos to Chrissy from The Trust for Public Land ([Chrissy.Pepino@tpl.org](mailto:Chrissy.Pepino@tpl.org)) for use in decorating the open house booth.

Doug Freeland from Spirit Lake briefed the committee on his work on a Spirit Lake trail that he is working on. It is an 8-mile trail with many different owners. They are working on getting maps completed. The Spirit Lake area also has designated single track bike trails for technical riding (Empire Trails on paper company property). A non-motorized day pass costs \$2.50, but you get a coupon book.

### 2. Field Verification Review

Amy Morris from The Trust for Public Land thanked the group for all of their hard work with groundtruthing. She provided a brief overview of field verification results (see attached report). Amy asked those who had rated segments as 5s to report back to the group on the highlights of their trails.

Larry Davidson discussed the Watershed Crest Trail. The trail follows a ridgeline adjacent to Schweitzer. There are fantastic views on 75% of trail. One third to one half of the trail has been fully groundtruthed. Phase 1 of the trail is supposed to be finished in September, and the rest is supposed to be complete in four years. There are 10 property owners, but everyone pretty is supportive. The last phase will be the Mickinnick, which is tentatively approved for use of adjacent BLM property.

Erik Brubaker described the Pack River Path, which would start at Trout Creek Wildlife Management Area (WMA). It would connect to the Pack River Store, and in the future could connect to Gold Creek Road. Erik said the trail is great for families walking, great for sportsman, great for horseback, and great for connecting to the river.

Shelby Rognstad reported back on segments CEN-Q, CEN-R, and CEN-V. CEN-R traverses the hillside and has some nice river views (from 500 feet above the river). It is residential on both ends and is a great connector for non-motorized use. It does not need much improvement. CEN-Q has some steep sections and sections with past washouts. It would be too steep for cross country skiing. CEN-V connects to Baldy. It's a jeep trail that crosses private property. It has some very good views and provides great access from Carr Creek to Baldy neighborhoods.

Ed Wingert reviewed segments NW-D, NW-E, and NW-F. These segments are part of the historic Lookout Mountain Trail, which was used to provide supplies to fire chasers. Some parts of the trail have disappeared, but local volunteers have cleared it (including Ed). The trail is very scenic and includes a historic tower from the 1920s. It is also part of the Pacific Northwest Trail. The trail connects to Lion Head State Park.

Erik Brubaker discussed segment PON-E. He described this segment as a great opportunity to connect to the future Field of Dreams. Erik noted that this segment is beautiful and is an important piece of the transportation network. It would also be a good spot for a trail head. Erik also reviewed PON-H, which would be an extension of the Creekside Trail and would pass through a beautiful underpass of the railroad tracks.

Ross Longhini reported back on PON-M. Ross noted that PON-M is a jeep trail/logging trail around the perimeter of a piece of state land and that it could be like a mini Syringa Trail. It is very close to Sandpoint and right on the edge of Ponderay, but it feels like you are far away. There are views of Ponderay and Schweitzer. There are more internal trails in addition to the loop around the edge.

Clare Marley described SAN-N, which would be a boardwalk through the ruins (part of the Pend d'Oreille Bay Trail). The group decided that segment should not actually be rated a 5 because it had been rejected during planning for the Pend d'Oreille Bay Trail. The group briefly discussed segments that were rated as 1s. Liz Johnson-Gebhardt noted that Old Priest River Road is curvy and dangerous. ICL will talk to Mary Ann Hamilton about NW-B and NW-C. The group consensus was that even trails rated as 1s should remain in the trail plan (as lower priorities).

### **3. Priority Segments Not Rated 5**

The group mentioned the following trails/segments as high priorities that were not rated as 5s during field verification:

- NW-P Priest Lake multiple use trail along Hwy 57. This trail could use power line right of way, but would require creek crossings. NW-L and NW-Q would be secondary priorities in this trail area.
- Great Northern Road: Baldy to Woodland. This segment needs to be added to trail maps.
- Pend d'Oreille Bay Trail to Ponderay (a priority in the survey by Harmony Design)
- Gravel pit to west side of Gold Hill (unofficial)
- SAN-L and SAN-K
- PON-B Creekside to Hwy 200

### **4. Prizes for Raffle Winners**

Amy presented prizes to raffle winners. Ed Wingert (who turned in the most forms overall and the most early forms) won the TPL blanket. Erik Brubaker won a water bottle, and Clare Marley won a hat. (Erik and Clare both returned very large numbers of forms as well.)

## 5. Introduction to Strava Data

Fred Gifford from TPL described the Strava data that have been licensed for use in the trail plan (see attached map with Strava data layer). Strava is an activity and route tracker used by bicycle racers and more casual riders. The data are somewhat biased toward people who are the most active and the most competitive. The darker red shows the most used routes. The Strava data show some areas with high use that are not currently mapped as existing or proposed trails. These segments will be added to trail maps, although there may be some misalignment of the data in the Syringa area.

## 6. Next Steps

Amy reviewed the project timeline and described next steps. She noted that Headwaters Economics will be conducting polling related to Bonner County trails in the fall; the polling data will help us with prioritization. Amy asked people to sign up to groundtruth remaining segments and to volunteer at the Bonner County Fair Trail Plan Open House. She also asked that participants stay and help out with grouping and naming trail segments in order to make the trail map easier for the general public to understand at the open house. The next Trail Mix meeting will be in September. TPL will likely not be back until the October meeting.

Here is the current project schedule:

- Outreach (interviews, speak-outs, survey) – Fall 2014
- Trail Plan Meeting #1 – October 2014
- Trail Plan Meeting #2 – Identification of existing and proposed trails – January 2015
- Creation of draft trail maps (with TAT) – February to May 2015
- Trail Plan Meeting #3 - Preparing for field verification – May 2015
- Groundtruthing – June and July 2015
- **Trail Plan Meeting #4 – Reporting back from field verification (July 2015)**
- Trail Plan Open House at Bonner County Fair (August 11-15, 2015) – volunteers needed
- Trail Plan Meeting #5 – Refinement of Trail Plan and implementation discussion – October 2015
- Trail Plan Meeting #6 – Final meeting for priority-setting and wrap up (December 2015?)
- Final Report and Messaging – Late 2015/Early 2016

## 7. Trail Segment Routing and Trail Naming

Committee members were asked to review trail maps posted on the walls of the meeting room. Participants worked with TPL/ICL to circle areas with trail systems that should be grouped together and to label maps with names that can replace segment IDs. Some of this information was gathered on spreadsheets listing all of the segments and other feedback was captured only on the wall maps. All of the suggestions provided by the committee will be incorporated into the revised trail maps that will be presented at the August open house.

## 8. Closing and Next Steps

Amy thanked the group for coming. Please contact Amy ([Amy.Morris@tpl.org](mailto:Amy.Morris@tpl.org)) with any questions about the Field Verification Report. Sign up to staff the booth (online signup sheet here: <http://vols.pt/avNwaY>). Send your best (high resolution) trail photos to Chrissy Pepino ([Chrissy.Pepino@tpl.org](mailto:Chrissy.Pepino@tpl.org)). Open house volunteer instructions are attached.

## Next Steps

- Trail Mix Committee members to finish remaining field verification; please see sign-up sheet and email Susan Drumheller to sign up for any unassigned segments. Field verification needs to be finished in August.
- Fred and the TAT will work on trail map revisions (August – November).
- There will be a trail plan open house August 11 – 15 at the Bonner County Fair. Chrissy Pepino will be there from TPL, and ICL will help coordinate and set up. Trail Mix Committee members are needed to staff the open house booth. Sign up here: <http://vols.pt/avNwaY>, We also need high-resolution trail photos to display in the booth. Email photos to Chrissy ([Chrissy.Pepino@tpl.org](mailto:Chrissy.Pepino@tpl.org)).
- There will be several more TAT meetings in August and during the Fall.
- Trail Plan Meeting #5: More reporting back and priority-setting (probably October)
- Trail Plan Meeting #6: Final meeting for priority-setting and wrap up (December?)

## Attachments

- Field Verification Report
- Open House Instructions
- Strava Screen Capture
- Field Verification Sign Up Sheet (for remaining segments)
- Field Verification Instructions + Field Verification Form

## Trail Mix Committee Meeting Summary

Bonner County Administration Building Conference Room

1500 Highway 2, Sandpoint, ID

Thursday, October 29, 2015; 1-3 pm

### Meeting Goals

- (1) Discuss planning for implementation; and
- (2) Reach preliminary consensus on top 20 percent of trails/Trail Plan scenario.

### Participants

Cary Kelley, Bonner County Commissioner	Liz Johnson-Gebhardt, Priest CFC
Aaron Qualls, City of Sandpoint	Marc Kroetch, Spirit Lake Chamber
Bill Harp, Bonner County	Rebecca Holland, Bike/Ped Advisory Committee
Clare Marley, Bonner County Planning Dept	Richard Shellhart, Panhandle Riders
Deb Fragoso, Sandpoint	Shelby Rognstad, Sandpoint
Don Davis	Steve Klatt, Bonner Waterways, Parks, and Rec
Doug Freeland, Spirit Lake	Tom Dabrowski, Idaho Trails Association
Ed Wingert, Idaho Dept of Lands – Priest Lake	Vicki Longhini, Sandpoint Nordic Club
Greta Gissel, Northern ID Centennial Trail Fndtn	Nancy Dooley, Idaho Conservation League (ICL)
John Gaddess, Idaho Dept of Lands – Sandpoint	Susan Drumheller, ICL
Jake Bachtal, BLM	Kelley Hart, TPL
Jan Griffiths, Pend d'Oreille Bay Trail	Fred Gifford, TPL
Larry Davidson, Friends of Pend d'Oreille Bay Trail	Amy Morris, TPL
Lisa Adair, City of Dover	

### Meeting Summary

#### Welcome and Trail Mix Housekeeping

Commissioner Kelly welcomed participants and made a few announcements: (1) Steve Klatt (the new head of the Bonner County Dept of Waterways, Parks, and Recreation) will now be the county's contact for all recreational matters. (2) Trail advocates should consider applying for state funding for trail work; the Idaho Department of Parks and Recreation has a recreational trails grant program. The submission deadline is the last week in January, and funds will be available in July for grantees. There may be county matching funds available. Steve explained that the source of state funding is mountain bike license plates and that non-profits are eligible to apply. (3) The Fall Hiker Fest and Trail Celebration will be held on 11/7 from 9 am to 4 pm at the County Building. The celebration will profile successful long-distance trails. Everyone is invited to attend. Susan Drumheller announced that the next Trail Mix meeting will be 3<sup>rd</sup> Thursday in November (November 18). She requested agenda items.

#### Planning for Implementation (Constraints)

Amy Morris from The Trust for Public Land made introductory remarks regarding the county-wide trail planning effort. She did the following by way of introduction:

- Reviewed meeting agenda and meeting objectives.
- Provided an overview of the field verification results: 110 segments have been reviewed; the most common score was a 4 (out of 5); and only 10 segments were not recommended for inclusion in the trail plan; 3 segments have been eliminated and 3 have been added since the last planning meeting (see attached slide).
- Shared the results from the Bonner County Fair Open House, which was held over 5 days in August. Based on open house participant input the most popular trail system areas are: Schweitzer Side Country, Sandpoint, South of Gold Hill, and Pack River. (See attached slide.)
- Provided a brief overview of common trail planning constraints. Amy briefly discussed constraints related to building new trails. For example, she provided some specific examples of costs that go into building and maintaining trails. (See attached slides for more details on constraints, including cost range estimates).

Committee members mentioned other common complexities of building trails (which have been added to attached slides): Environmental and permitting requirements; seeking consensus from community members on what the trail should be; geophysical constraints (e.g. terrain, steepness, waterway/wetland crossings); and sensitive habitat considerations.

## Trail Priorities

Amy noted that based on discussion with County staff and Commissioner Kelley, we are now seeking to select the **top 20%** – from the entire list of new trail segment ideas – to put forward as top priority for implementation in the county-wide Conceptual Trail Plan. This will be **Phase 1** for the Trail Plan. Additional segments will be included in subsequent phases. Amy explained that 489 miles of potential new trails have been identified [and more than 110 trail segments!]. By prioritizing, we are not eliminating any potential new trails from the Conceptual Trail Plan, but rather selecting those that are the highest priority for short-term implementation.

Next, Fred Gifford from The Trust for Public Land listed the top 5 most popular trail segments based on the recent voting by Trail Mix participants (online via Google Form). The trails with the most votes (received as of 8:30 am on October 28) are: Watershed Crest Trail, Little Sand Creek, Pend Oreille River Passage Trail, Pack River, Lakeshore Drive/USBR 10, Sandcreek Creekside Extension, Creekside West, and Pend d'Oreille Bay Trail Ponderay Crossing. (See attached slide for full list of trails included in top 5 lists.)

Then Fred explained that TPL has started developing a scenario for the top 20% of all trail segments. The full trail metrics analysis results are attached. He explained that in this scenario, segments have been selected based on the following criteria:

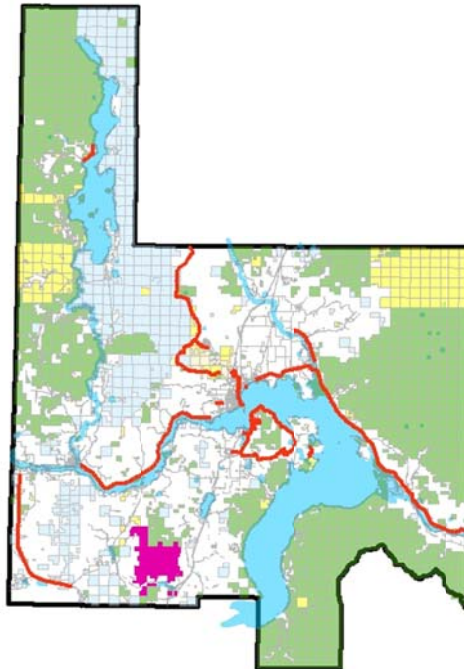
- **Current use** – Strava data for pedestrian and biking use
- **Viability** – Field verification scores (determined by Trail Mix Committee members during groundtruthing)
- **Feasibility** – Field verification scores; number of streams that the segment crosses (fewer is better), number of private properties crossed (fewer is better), length of sensitive habitat (fewer is better); average slope (flatter is better).
- **Accessibility** – Trail segments that are closest to where people live (considered demographic categories: children, seniors, low income, and all residents).
- **Public preference** – County Fair votes; survey from last fall of +1100 people (re: destination popularity and trail system area popularity); proximity to parks and schools; also Trail Mix top 5 votes.

Fred listed 24 trails that emerged from this analysis. Together they comprise 128 miles of proposed new or improved trails. These 24 segments had the highest scores when considering all of the criteria listed above. Fred also showed the scenario on a map (though it was difficult for everyone to see because the screen was very small). The table below shows the top segments; they are also shown on the scenario map below.

#### Trails Ranked by Metrics

1. Sand Creek (WAT-A)	13. Schweitzer Mountain Rod (PON-V)
2. Sand Creek Creekside Trail Extension (PON-A)	14. Creekside Trail to Field of Dreams (PON-F)
3. Creekside West (PON-O)	15. Reeder Bay Road (NW-H)
4. Upland Drive (SAN-T)	16. Woodland Drive (PON-X)
5. Lakeshore Drive/USBR 10 (SAG-A)	17. Selkirk Crest [Redneck Traverse] (CEN-E)
6. Watershed Crest Trail (CEN-G)	18. Highway 200 (CEN-K)
7. Bottle Bay Loop (SAG-B)	19. Cedar Ridge Road (SAN-Q)
8. Kootenai Cutoff Multi-use Path (PON-W)	20. Gravel Pit (SAG-F)
9. Highway 95 Bike Path (CEN-F)	21. Pend Oreille River Passage Trail (POR-A)
10. Kalispell Bay (along Lakeshore Rd) – Connector (NW-N)	22. Ontario Road (SAN-P)
11. Upper Syringa Road (SAN-O)	23. Schweitzer Mountain Road (CEN-H)
12. Spirit Lake to Blanchard (SW-B)	24. Pine Street to Travers Park – Connector (SAN-A)

#### Scenario Map: Current Map of Potential Phase 1 Trails



Next Amy and Fred asked meeting participants to consider if this list of 24 segments represents their top priorities for new trails (brand new or candidates for designation/improvement)? There were several comments, which are summarized below. Establishing more trails connecting communities was a general priority for the group.

- Ed: Priest Lake could use more: e.g. Lookout Mountain and/or trail along Hwy 57
- Shelby: would like to see connector from Ponderay to Kootenai. Susan responded that there are a few ways to connect that are already draft segments; we need to look closer at including one or more of these.
- Deb: With this scenario, are we doing a good job of connecting the trails we already have? Are we doing a good job of connecting communities? Consider better signage; and a large street trail connecting town(s).
- Larry: Asked a question about Trail Mix voting (that preceded this meeting). TPL staff explained that it's for proposed trails (not existing). Are road trails over-represented?
- Multiple participants: the top priority list/map should reflect a balance of on-road and off-road new trails.
- Deb and others: Want to see stats on trail types. Kelley explained that for conceptual trail planning and a study area of this size, we cannot include that level of detail for all of the new trail segments proposed. There are too many variables and too many miles to do that level of detail for all proposed segments. Clare pointed out that we won't lose any segments from the map; we are simply prioritizing the top 20%. Amy explained that we attempted to get a better sense of likely trail type through the field verification, but it revealed that for many of these segments there are multiple options for trail types.
- Susan/Amy: In implementation plan, we can potentially provide stats for categories (e.g. trails along roads, back country trails, etc.).

**Timeline and Miles Per Year Goal.** Next the group discussed the potential timeline for completing the Phase 1 trails. Amy asked them to consider how quickly we can build/designate all of the Phase 1 trails (128 miles). Over the course of the discussion, the group decided that a good goal would be to complete the Phase 1 trails in 10 years. This would mean 10+ miles of trail building/designation per year. Comments related to this decision included:

- Tom pointed out that this is hard work! In his experience, the average is 8 miles per year.
- Jan mentioned that it took two years for them to complete the 3.5 mile-long Mickinnick Trail. The building portion took 3-4 months. She also mentioned that this particular trail was complex to build due to steep terrain and other factors.
- Larry said that he is anticipating completing 15 miles over 4 years (w/ a machine) for the Watershed Crest Trail.
- Steve pointed out that the schedule depends on the trail type and other factors.
- Shelby reminded the group that we have to consider weather/season constraints when thinking about the schedule for trail building. But he also noted that more than one group can be working at the same time on multiple trails.
- Susan noted that some trails already exist and just need to be improved and signed (and approved and permitted).
- Amy noted that for the implementation discussion we need to consider who will be advocates for each of these top priority segments.

## Action Planning

After discussing selection of Phase 1 trails, participants discussed the most critical implementation steps for inclusion in the action plan portion of the county-wide conceptual trail plan. They brainstormed independently, then discussed their best ideas in pairs, and finally reported back to the group. The ideas that emerged were as follows (items mentioned by more than one group are in **bold**):

### Specific Action Steps

- Continue this prioritization process, and pick 3 top projects for year 1 (geographic diversity; multiple users)
  - The most passionate trail advocates will be the ones to implement. The groups that are ready will come forward. County representative remarked that the county will help raise funds, including submitting grants. However, the County will not be doing the actual trail planning/building.
  - We can have multiple segments getting developed at the same time.
- Seek adoption by county and by the cities (e.g. Aaron mentioned that Sandpoint is doing a comprehensive plan update soon, and this plan can be incorporated).
- Keep the Trail Mix Group going. Note on existing group from Commissioner Kelly: This group has a loose structure with members, and we work by consensus; it's not currently an official function of the county. *Let's discuss the best structure for the implementation stage.*
- **Develop a team to focus on each trail project and identify resources.**
- **Consider other options for committee work**
  - A coordination committee. (E.g. There could be benefits of coordinating, such as sharing trail building equipment.)
  - A communication committee that will work on consistent messaging
- Identify funding sources (ideas: could include selling development rights and using those revenues for trail improvements; recreational taxing districts; or developer agreements).
- **Seek continuous public involvement through multiple avenues. Make sure public knows the plan.**
  - Ideas: web-based marketing; signs on the trails; slogan for the county-wide trail; Facebook page (Clare said she can look at bringing the existing one out of hibernation).
- For specific trail segments:
  - Get permission from all of the landowners [at the beginning].
  - Must develop budgets and timelines for each specific trail segment.

In addition to the specific suggestions listed above, the group made the following general suggestions: (1) Have a written vision/plan prior to implementation; and (2) Pick low-hanging fruit to ensure early accomplishments.

## Closing and Next Steps

Amy asked the group to submit their top 5 trail lists if they have not done so already ([tinyurl.com/topfivetrails](http://tinyurl.com/topfivetrails)). TPL will lead sub-committee work over the next couple of months. (Subcommittees will probably each meet twice by phone between now and our next meeting). Action plan subcommittee volunteers: Susan, Tom, Shelby, Marc, and Liz. Communications subcommittee volunteers: Mark, Susan, Aaron, Rebecca, and Clare.

TPL will create a new map that incorporates today's discussion and will circulate it before the next meeting. The Trail Mix Committee will host one more meeting with TPL, either in January or February. Then TPL will work with the Trail Mix Committee on a final report and messaging, to be completed in

early 2016. Amy thanked everyone for coming. Commissioner Kelly confirmed the next meeting will be the 3<sup>rd</sup> Thursday in November. The meeting adjourned around 2:50 pm.

### **Project Schedule**

- Outreach (interviews, speak-outs, survey) – Fall 2014
- Trail Plan Meeting #1 – October 2014
- Trail Plan Meeting #2 – Identification of existing and proposed trails – January 2015
- Creation of draft trail maps (with TAT) – February to May 2015
- Trail Plan Meeting #3 - Preparing for field verification – May 2015
- Groundtruthing – June and July 2015
- Trail Plan Meeting #4 – Reporting back from field verification (July 2015)
- Trail Plan Open House at Bonner County Fair (August 11-15, 2015) – volunteers needed
- **Trail Plan Meeting #5 – Refinement of Trail Plan and implementation discussion – October 2015**
- Trail Plan Meeting #6 – Final meeting for priority-setting and wrap up (January/February 2016)
- Final Report and Messaging – Late 2015/Early 2016

### **Next Steps**

- Submit your list of top 5 trails by December 1: [tinyurl.com/topfivetrails](http://tinyurl.com/topfivetrails)
- Action Plan and Communications Subcommittees will each meet twice in the next couple of months
- TPL will revise the Phase 1 Trail Map based on today's feedback and will circulate before the next meeting
- Final Trail Mix meeting with The Trust for Public Land – Final meeting for priority-setting, action planning, and wrap up – January or February 2016

### **Attachments**

- PowerPoint presentation from Trail Mix meeting (includes details on trail-building constraints; priorities from Bonner County Fair Open House; and Trail Mix top 5 list submissions – as of 10/28)
- Trails Ranked by Metrics

## Meeting Summary

### Trail Mix Committee Meeting

Bonner County Administration Building

1500 Highway 2, Sandpoint, ID

Thursday, January 28; 1-3 pm

## Participants

Cary Kelley, Bonner County Commissioner	Mike Murray, Pend Oreille Pedalers
Aaron Qualls, City of Sandpoint	Marc Kroetch, Spirit Lake Chamber
Bill Harp, Bonner County	Randy Stolz, Freelance Writer
Clif Warren, North Idaho Bikeways (NIB)	Richard Shellhart, Panhandle Riders
Deb Ruehle, City of Sandpoint	Ross Longhini, Sandpoint Nordic Club
Don Davis	Steve Klatt, Bonner Waterways, Parks, and Rec
Erik Brubaker, City of Ponderay Planning Dept	Tom Dabrowski, Idaho Trails Association
John Gaddess, Idaho Dept of Lands – Sandpoint	Nancy Dooley, Idaho Conservation League (ICL)
Jan Griffiths, Pend d'Oreille Bay Trail (POBT)	Susan Drumheller, ICL
Larry Davidson, Friends of POBT and NIB	Fred Gifford, The Trust for Public Land (TPL)
Lisa Adair, City of Dover	Amy Morris, TPL
Liz Johnson-Gebhardt, Priest CFC	

## Meeting Goals

- (1) Reach consensus on vision statement and objectives for Trail Plan
- (2) Discuss final Phase 1 trails and reach consensus
- (3) Refine Action Plan and identify volunteers for key roles
- (4) Determine which trails have champions
- (5) Celebrate finishing the plan!

## Meeting Summary

### 1. Welcome and Trail Mix Housekeeping

Susan welcomed participants, led group introductions, and discussed upcoming Trail Mix meetings.

### 2. Small Group Review and Refinement of Vision Statement, Objectives, and Action Plan

Amy and Susan led a small group discussion of the Objectives from the 2014 Bonner County Trails Plan and the newly proposed Vision Statement. Fred and Nancy led a group discussion of the draft Action Plan for the new 2016 Trail Plan. Meeting participants were asked to select the small group in which they wanted to participate.

Suggestions from the small groups have been incorporated into the drafts of the Vision Statement, Objectives, and Action Plan that are included as attachments to this meeting summary. The revised Vision Statement is:

*We envision a Bonner County where an expanded and diverse trail network connects all residents and visitors to our county's urban centers and rural areas, recreational opportunities, and beautiful natural*

*landscapes – from waterways to wilderness – and where these trails are cherished and cared for by users and local communities.*

### 3. Committee Volunteers

Amy requested volunteers for (1) a Communications and Outreach Committee; (2) a Finance Committee; and (3) to lead efforts to get the plan adopted by local governments.

- **Communications and Outreach.** The Communications and Outreach Committee will lead the implementation of the Section C of the Action Plan, which includes developing “a strong communications and outreach action plan to build public support.” **Susan Drumheller, Aaron Qualls, and Jan Griffiths** volunteered for this committee.
- **Finance Committee.** The Finance Committee is charged with overseeing research on funding options and coordination of funding requests. **Steve Klatt, Liz Johnson-Gebhardt, and Eric Grace** volunteered for this committee.
- **Plan Adoption.** The plan adoption group will spearhead efforts to have the Trail Plan adopted by Bonner County and the cities of Sandpoint, Ponderay, Kootenai, Dover, Priest River, and Oldtown. **Erik Brubaker, Aaron Qualls, Deb Ruehle, Lisa Adair, and Steve Klatt** volunteered for this group.

### 4. Discussion of Final Phase I Trails (and Final Vote)

Fred briefly reviewed trail metrics and the 26 trails designated as priorities for Phase I. These 26 trails will be addressed in the most detail in the final report for the 2016 Trail Plan, but other trails may later be added to Phase I if there are champions and funding to move projects forward. The current Phase I trails are:

Bonner County Trail Plan Phase I Trails (January 2016)				
Trail Name	ID	Trail System	Miles	Weighted Score
Watershed Crest Trail	CEN-G	Schweitzer Side Country	11.1	10
Extension - Sand Creek Creekside Trail	PON-A	Sand Creek Pathways	1.2	7
Pend Oreille River Passage Trail	POR-A	Dover	18.6	7
Little Sand Creek	PON-H	Schweitzer Side Country	0.5	7
Connector - Pine Street to Travers Park	SAN-A		0.9	5
Highway 2 to Highway 200 - Part of USBR10	CEN-K	Pack River/USBR 10	30.9	5
Hwy 200 (Sand Creek Pathways)	PON-B	Sand Creek Pathways	1.8	5
POBT - Ponderay Crossing	PON-P		0.2	5
Connector - POBT - Ponderay-Kootenai	PON-R		0.7	4
Spirit Lake To Blanchard	SW-B	Hoodoo Mountain	14.6	4
Creekside West	PON-O	Sand Creek Pathways	1.5	4
Sand Creek	WAT-A	Sand Creek Pathways	3.4	4
Bottle Bay Loop	SAG-B	Gold Hill	21.1	3
Clagstone Connector	SW-F	Hoodoo Mountain	16.5	3
Pine Street, Loop Road	CEN-O	Dover	3.1	3
Schweitzer Mountain Road; N. Boyer Road	PON-V	Schweitzer Side Country	1.0	3
Pack River Trail	CEN-J	Pack River	4.3	3
Gamlin-Mineral Point Trails.	SAG-D	Mineral Point \ Gamlin Lake	1.6	3
Gravel Pit	SAG-F	Gold Hill	3.5	3

<b>Bonner County Trail Plan Phase I Trails (January 2016)</b>				
Trail Name	ID	Trail System	Miles	Weighted Score
Blanchard to Oldtown	SW-C	Hoodoo Mountain	2.9	3
Railroad Ave and Elm St	PON-C		0.8	3
Connector - Sagle/Long Bridge and city boardwalk system	SAN-G	Sand Creek Pathways	0.1	3
Selkirk Crest [Redneck Traverse]	CEN-E	Schweitzer Side Country	11.4	3
Little Sand Creek	PON-G		0.4	3
Unnamed	SAN-K	Sand Creek Pathways	0.2	3
Unnamed	NW-P	West Priest Lake	11.7	3

Deb Ruehle noted that some trails serve the same purpose (cover approximately the same route) and the Trail Mix Committee should choose between options before anyone moves forward with implementation. Steve Klatt wanted to make sure that trail metrics had taken into account the level of difficulty involved in implementing particular trails. Fred responded that both independent metrics (for example, presence of wetlands and number parcels crossed) and field verification responses evaluated the feasibility of constructing new trails. Fred also noted that the current maps of proposed trails should be treated as trail corridors rather than specific trail alignments. Clif mentioned that if there is a champion for a trail, it will be built – no matter exactly where it falls on the priority list. The group agreed that it made sense to be opportunistic with trail implementation and that there was no need to be rigid about trail ranking.

After discussion, participants used key pads to vote on the group of Phase I trails. The entire Trail Mix Committee (100%) voted to move forward with a preliminary focus on the Phase I trails.

## 5. Designation of Trail Champions

Amy asked participants to determine which Phase I trails already have champions and which trails other local groups would be willing to adopt as projects – particularly any “low-hanging fruit.” Of 26 Phase I trails, 17 now have designated champions as shown below. Flip chart notes from the discussion of trail champions are attached.

<b>Bonner County Phase I Trails and Trail Champions (January 2016)</b>			
Trail Name	ID	Champions	Trail Mix Lead
Connector - Pine Street to Travers Park	SAN-A	Bonner County - Part of Complete Street Plan	Cary Kelly
Bottle Bay Loop	SAG-B	Bonner County - Part of Complete Street Plan	Cary Kelly
Clagstone Connector	SW-F	Bonner County - Part of Complete Street Plan	Cary Kelly
Pine Street, Loop Road	CEN-O	Bonner County - Part of Complete Street Plan	Cary Kelly
Schweitzer Mountain Road; N. Boyer Road	PON-V	Bonner County - Part of Complete Street Plan	Cary Kelly
Hwy 2 to Hwy 200 – Part of USBR10	CEN-K	Bonner County Area Transportation Team (BCATT) – in progress	Aaron
Hwy 200 (Sand Creek Pathways)	PON-B	BCATT – in progress	Aaron
Extension - Sand Creek Creekside Trail	PON-A	City of Ponderay	Erik B
POBT - Ponderay Crossing	PON-P	Friends of Pend d'Oreille Bay Trail	Susan, Larry
Connector - POBT - Ponderay-Kootenai	PON-R	Friends of Pend d'Oreille Bay Trail	Susan, Larry

Bonner County Phase I Trails and Trail Champions (January 2016)			
Trail Name	ID	Champions	Trail Mix Lead
Pack River Trail	CEN-J	Kaniksu Land Trust, Bonner County, Idaho Trails Association	Steve Klatt, Eric G, Tom
Gamlin-Mineral Point Trails.	SAG-D	Pend Oreille Pedalers	Larry, Susan
Gravel Pit	SAG-F	Pend Oreille Pedalers	Larry
Watershed Crest Trail	CEN-G	Pend Oreille Pedalers, City of Sandpoint – in progress	Larry, Aaron
Pend Oreille River Passage Trail	POR-A	Priest Community Forest Connection – in progress	Liz
Spirit Lake To Blanchard	SW-B	Spirit Lake Chamber – in progress	Marc
Blanchard to Oldtown	SW-C	Spirit Lake Chamber	Marc
Little Sand Creek	PON-H		
Creekside West	PON-O		
Sand Creek	WAT-A		
Railroad Ave and Elm St	PON-C		
Connector - Sagle/Long Bridge and city boardwalk system	SAN-G		
Selkirk Crest [Redneck Traverse]	CEN-E		
Little Sand Creek	PON-G		
Unnamed	SAN-K		
Unnamed	NW-P		

## 6. Closing

Susan and Amy thanked everyone for coming. Amy reviewed next steps. Participants shared a “Happy Trails” cake to celebrate the Trail Mix meeting led by The Trust for Public Land and the coming completion of the Trail Plan.

## 7. Next Steps

- Amy/The Trust for Public Land to finish the draft of the Trail Plan report in early March. Draft will be circulated to Trail Mix Committee for review.
- Trail Mix Committee volunteers to start working to implement the action plan – including development of a communications and outreach plan by subcommittee volunteers.

## 8. Attachments

- Attachment 1: Revised Vision Statement and Objectives
- Attachment 2: Revised Action Plan
- Attachment 3: Flip Chart Notes from Discussion of Trail Champions
- Attachment 4: Bonner Trail Plan Summary (for outreach)
- Attachment 5: Headwaters Economics Survey Executive Summary

## **Appendix 4:**

# **Bonner County Trails Plan Public Input Summaries**

## Introduction

The Idaho Conservation League (ICL) and The Trust for Public Land (TPL) administered a survey in print and electronic form during the fall of 2014. The survey targeted residents of Bonner County. It collected opinions and ideas on topics related to trails and open space. Between October and December, staff from ICL and TPL attended eleven community events and administered the survey to passersby at those events. Additionally staff used social networking and traditional media outreach to encourage on-line participation. In all, 560 surveys were submitted. Although the results cannot be guaranteed to reflect the views of everyone in the community, it is an excellent response and a great basis for the Greenprint and trail planning process.

### Who responded?

- Adults of all ages took the survey, though the largest group represented was 36 – 60 year olds. 12% were 18-35 years old; 51% were 36-60 years old; 37% were 61 and older. Only one child took the survey. Respondents were 49% men and 51% women.
- Overall, 474 people reported having their primary residence in Bonner County. This means that at least 85% of respondents reside in Bonner County (since more than 30 people skipped this question), and most of them live in Sandpoint (321). Please see Table Ap-1 in Appendix A for more details about highest reported residencies by zip code. See Table Ap-2 in the Appendix for exact community names listed by respondents as their primary residence.
- There were also 34 people (6%) from out of state who took the survey, so some visitor input is reflected in the results. Please see Table Ap-3 in the Appendix for a break-down of respondents' residency by state.
- The largest number of respondents arrived in Bonner County the last 10 years. However, there are also a great many people surveyed (more than 250) who have lived in Bonner County for more than 10 years. Table Ap-4 in the Appendix shows how long all respondents have lived in Bonner County (Note: not everyone who self-reported living in Bonner County answered this follow-up question).

## Key Survey Findings for Trails

- **The vast majority of respondents (85%) strongly support the development of an expanded and better connected trail/pathway system in Bonner County.** Only 2% do not support this position. **Nearly all respondents are current trail users**, though their frequency of trail use varies significantly. 65% are using trails at least once a week (a full 12% of all respondents are daily users!); 27% are on trails at least once a month; 7% are using trails about once a year, and 1% have never been on trails.
- **People are most eager for more opportunities for cycling/biking on paved trails; snowshoeing/cross country skiing trails; and commuting (to/from school) trails.** In general, respondents were not sure if there is also a need for more horseback riding trails or ATV/Off-road trails.

### Access and Availability of Trail Types

On the topic of access and availability of trails (by trail type), the highest level of dissatisfaction was with **paved cycling/biking trails** (269 said not adequate). This was followed by **snowshoeing/cross-country skiing trails** (246 said not adequate); and **commuting to work/school trails** (217 said not adequate). Although there were large numbers of respondents who felt that opportunities for walking or running

on paved trails and hiking on paved trails were inadequate, there were larger numbers of respondents who felt that these trail types were adequate. Table 1 shows the full results of this question.

**Table 1. Adequacy of Access and Availability of Trail Types in Bonner County**

Do you consider access to and availability of these trails in Bonner County to be adequate?				
Answer Options	Yes	No	Not sure	Response Count
ATV/Off-road-vehicle	197	90	221	508
Backcountry skiing/snowboarding (access trails)	158	188	176	522
Canoeing/Kayaking (water trails)	255	156	114	525
Commuting (to work or school)	185	217	113	512
Dog walking	252	171	95	517
Walking or running on paved trails	274	199	55	527
Hiking on un-paved trails	254	223	44	520
Cycling/Biking on paved trails	202	269	58	525
Mountain biking on unpaved trails	204	176	131	511
Horseback riding	139	78	296	511
Snowmobiling	213	63	233	507
Snowshoeing/ Cross-country skiing	166	246	107	519
Wildlife viewing	271	145	98	513
Other (please specify)				20
<i>answered question</i>				<b>549</b>
<i>skipped question</i>				<b>11</b>

## Reasons to Expand Trail System

Respondents are interested in expanding the trail system for a host of reasons (see Table 2). In fact, a **majority of respondents were interested in all of the reasons given for expanding the trail system except for developing motorized trail uses**. Two people expressed concern for protecting private property rights. Four people wrote in that existing trails need better maintenance.

**Table 2. Reasons for Expanding Trails and Pathways in Bonner County**

Check all of the reasons you think a trails/pathway program should be expanded for Bonner County.		
Answer Options	Response Percent	Response Count
To provide reasonably safe place to walk and cycle within communities.	90.1%	489
To improve the quality of life and health of Bonner County residents and visitors.	87.5%	475
To improve walking and cycling as transportation options.	84.9%	461
To provide access to natural areas.	81.8%	444
To connect communities.	76.1%	413
To provide more trails accessible to users of all abilities, including users with mobility restrictions.	62.4%	339
To support tourism.	57.1%	310
To provide access to historical/cultural destinations.	52.1%	283
To provide designated routes for motorized trail uses.	33.9%	184
Don't believe more trails should be developed. [If selecting this option, may skip to #7.]	3.1%	17
Other (please specify)	5.9%	32
<i>answered question</i>		<b>543</b>
<i>skipped question</i>		<b>17</b>

## Most Important Destinations to Connect to Trail System

Next we asked respondents to pick the most important destinations to connect as part of the Bonner County trail system. There were 40 listed and each respondent could pick up to 10. Some clear trends emerged. The highest number of respondents selected the Pend d'Oreille Bay Trail (293) as an

important destination; next was Lake Pend Oreille (209); followed by Schweitzer Mountain Resort (185); Baldy Mountain (183); Mickinnick Trail (179); Sandpoint City Beach (172), and Gold Hill (170). Table 3 lists all of the **most popular destinations** (those that garnered support from at least 20% of respondents).

<b>Table 3. Most Important Destinations to Connect to the Trail System</b>		
<b>Answer Options</b>	<b>Percent</b>	<b>Count</b>
Pend d'Oreille Bay Trail	58.3%	293
Lake Pend Oreille	41.6%	209
Schweitzer Mountain Resort	36.8%	185
Baldy Mountain	36.4%	183
Mickinnick Trail	35.6%	179
Sandpoint City Beach	34.2%	172
Gold Hill	33.8%	170
Syringa Trails	33.0%	166
Priest Lake	28.6%	144
The Long Bridge	28.2%	142
Dog Beach	26.4%	133
Pend Oreille River Passage Trail	25.4%	128
Upper Pack River USFS Trails	24.3%	122
Bottle Bay	23.3%	117
Dover Beach	22.3%	112
Popsicle Bridge	22.1%	111
Round Lake	21.3%	107
Trestle Creek	21.1%	106
Upper Priest Lake Trails	21.1%	106
Priest River (waterway)	20.7%	104
Sagle Road	20.5%	103
Garfield Bay	20.3%	102
Green Bay	19.7%	99
U of Idaho property on Boyer Avenue	19.5%	98

## Priority Locations for Future Trail Development

**Respondents would also like to see a focus on future trail development North of Sandpoint** (see Table 4 below). Though 100 people skipped this question, it is still noteworthy because so many people prioritized this geographic area for future trail planning and development.

**Table 4. Priority Locations for Future Trail Development**

**Where should the County prioritize the creation of additional trails?  
(Select one):**

Answer Options	Response Percent	Response Count
North of Sandpoint (including Ponderay and Kootenai)	33.0%	152
Sandpoint	25.2%	116
Sagle, south of Sandpoint	12.8%	59
Hope/Clark Fork	9.3%	43
East Side of Lake Pend Oreille	6.5%	30
Priest Lake	6.3%	29
Priest River/Oldtown	3.9%	18
Dover	2.0%	9
South of Priest River / Oldtown	0.9%	4
<b><i>answered question</i></b>		<b>460</b>
<b><i>skipped question</i></b>		<b>100</b>

## Additional Comments and Suggestions

Finally, we asked for additional comments or suggestions. There were a wide variety of responses to this question. Many responses, for example “connect (bike, walk, hike, snowshoe, ski, etc.) every community and recreation area,” “creating protection for trails, open space, wildlife and clean water will help limit commercial growth and bring environmentally friendly tourism,” and “working lands are important” are captured in more detail through other questions. Some of the answers that may have not been specifically captured elsewhere in the survey are summarized below.

- **General Recreation:** We need more dog parks; “instead of additional trails, let’s fix some of these that are in bad shape;” would like solar-lit biking and walking trails.
- **Cycling Concerns:** Bicycle lanes are often confusing [to drivers]; there’s too much attention to bike trails; “appalled with the lack of respect the recreational [cycling] community has for motorists.”
- **Access to Recreation:** “I’m getting older, so for me, finding benches along the paths would be greatly appreciated;” need more wheelchair accessible trails; if we over-regulate and lock people out of these resources, they will be much less likely to care; we need dedicated, publicly-owned put-ins and take-outs on the Pack River.
- **General Environmental Concerns:** Need to keep the number of coal and oil trains down; “lake level, lake level, lake level.”
- **Concern about Preservation and Environmental Groups:** “Stop the land grab by conservation groups;” “stop letting the environmentalists influence and take over the voice of the public.”
- **Communication:** The City of Sandpoint should have a webpage dedicated to trails and the outdoors.

## Previous County Trail Survey (2009)

Bonner County conducted an earlier trail-related survey in 2009. Like the current survey, the 2009 survey addressed interest in and goals for a potential expanded trail system. Two hundred people responded to the county-wide survey (on-line and handwritten responses) from early summer to late fall of 2009. Some of the results of the 2009 survey are summarized below in Tables 5 and 6.

Table 5. Types of Trail Users	
Activity	Participation Reported
Walking/hiking	100%
Cycling	95.4%
Mountain Biking	85.9%
Trail Amenities (Wildlife Viewing, Benches, Etc.)	83.2%
Cross-Country Skiing	80.5%
Snowshoeing	79%
All-Terrain Vehicles	45%
Equestrian	35.8%
Other Trail Activities	31.6%
Snowmobiling	29%
Motorcycling	23.3%

Table 6. Adequacy of Current Trail Systems	
Trail Activity Type	Considered Trail Type Adequate
Equestrian	52%
Snowmobiling	48.4%
Motorcycling	41.2%
Trail Amenities (Wildlife Viewing, Benches, Etc.)	40.8%
Mountain Biking	37.8%
Other Trail Activities	36.4%
All-Terrain Vehicles	33.3%
Snowshoeing	30.8%
Walking/hiking	28.2%
Cross-Country Skiing	20.9%
Cycling	18.1%

**Support of an expanded and better connected trail/pathway system:** 82.9% strongly agree; 10.6% agree; 3.5% disagree/strongly disagree; 3% had no opinion.

**Reasons for using existing trails/pathways:** 94.1% for enjoyment of natural environment; 92.4% for recreation and fitness; 60.6% for general travel.

**Most frequently used trails:** Sandpoint 77.2%; North of Sandpoint 49.6%; Sagle/South of Sandpoint 44.1%; Dover 42.5%; and Priest Lake 36.2%.

**Frequency of trail use:** 1-2 days per month 29.7%; 1-2 days per week 27%; 3-4 days per week 20.9%; daily 16.9%.

**Top destinations:** Connections between Sandpoint, Kootenai, Ponderay, and Dover had the most votes, followed by improved routes to Schweitzer and destinations north of Sandpoint.

The county-wide survey also addressed potential funding sources for trails; landowner willingness to allow trails to cross private lands in exchange for additional development rights; and potential trail conflicts based on who uses trails and how trails are used.

## Appendix for Key Findings

<b>Table Ap-1. Most Common Respondent Residency</b>		
<b>City</b>	<b>Zip Code</b>	<b>Responses</b>
Sandpoint	83864	321
Sagle	83860	68
Hope	83836	21
Dover	83825	12
Priest Lake	83856	12
Clark Fork	83811	9
Nordman	83848	7
Ponderay	83852	5

<b>Table Ap-2. List of Respondents' City/Community</b>	
<b>Name of City/Community</b>	<b>No. of Responses</b>
Baldy Road	1
Bast Bonner County	1
Blanchard	1
Bonnors (work in Sandpoint)	1
Bonnors Ferry	2
Careywood	3
CDA	1
Chattaroy	1
Clark Fork	8
Cocolalla	2
Coeur d'Alene	1
Colbert	1
Colburn	1
Columbia Falls, MT	1
Coolin	3
County	1
Denver	2
<b>Dover</b>	<b>18</b>
Dover and Sandpoint	1
Eagle	1
Elmira	3
Emmett	1
Eugene	1
Garfield Bay	2
Granite	1
Grantsville (MD)	1
Harrison	1
Hayden	1
Hernon (MT)	1
<b>Hope</b>	<b>18</b>
Ione, WA	1
Kootenai	5

**Bonner County Community Survey**  
**KEY FINDINGS FOR TRAILS: APPENDIX**

Kootenai/ Ponder Point	1
Laclede	2
Libby (MT)	1
Missoula (but own a house in Sandpoint and moving there in a year)	1
Monroe	1
Naples	3
Near Trestle Creek	1
Newman Lake	1
Nine Mile Falls	1
Nordman	4
Northport (WA)	1
Oldtown	2
Orofino	1
Otis Orchards (WA)	1
Pend Oreille River Sagle	1
Ponderay	5
Potlatch	1
Priest Lake	10
Priest River	7
Pullman (WA)	1
Richland	2
Rural Clark Fork	1
Sagle	64
Sandpoint/Whiskey Jack	1
Samuels	4
Sandpoint	286
Schweitzer	6
Scottsdale (AZ)	1
Selle Valley	1
Seward (AK)	1
Spirit Lake	1
Spokane (WA)	6
Syringa Area of Bonner County	1
Temecula (CA)	2
Tri Cities	1
Westmond	2

**Table Ap-3. Respondent Residency by State**

State	Responses
Idaho	491
Washington	20
Montana	4
Alaska	2
Arizona	2
California	2
Colorado	2
Maryland	1
Oregon	1

**Table Ap-4. Respondents Residency in Bonner County**

Time Lived in Bonner County	Responses
0-10 years	194
11-20 years	113
21 - 30 years	58
31-40 years	58
41-50 years	10
51-60 years	12
61-70 years	2
71+ years	1

## Results: Trail Plan Open House at Bonner County Fair

The Open House was from August 11<sup>th</sup> to August 15<sup>th</sup> at the Bonner County Fair. The booth was open to the public Tuesday- Thursday 10am to 8pm, Friday and Saturday from 10am to 9pm. Employees from Idaho Conservation League, The Trust for Public Land, and volunteers from the Trail Mix Committee staffed the booth throughout the 5 days.

### Open House Goals

1. Reach as many people as possible from throughout the county (especially the rural parts of the county) and generate enthusiasm (and buy-in) for the draft plan;
2. Get feedback on proposed trails;
3. Get input on overall trail plan naming/branding; and
4. Raise awareness of existing trails through information from Harmony on Pend d'Oreille Bay Trail.

### Interactive Materials Used to Gather Feedback

- Large poster showing trail benefits.
- Large map of existing and proposed trails mounted on foam to allow participants to use push pins to mark priority trails and priority destinations.
- Easel for additional input.
- Fish bowl for submitting ideas for names of trails, trail system, or portion of trail system.
- A photo contest using the #BonnerCountyTrails.

**Table 1. Map Results**

Region	Total Flag Count
Schweitzer Side Country	11
Sandpoint (grey area on the map including Travers Park, City Beach, Dog Beach, and Popsicle Bridge / excludes Syringa and Dover as designated in yellow region)	9
Region South of Gold Hill and Gamlin Lake *no proposed trail segments here*	7
Pack River (and east to national forest, including Grouse Creek)	6
West Priest Lake	5
Syringa	5
Bronx Hill (Northeast of Popsicle Bridge and Southwest of Pack River)	5
Gold Hill (includes Gold Mountain and Bottle Bay)	5
Pend d'Oreille River (north of Hoodoo Mountain, perpendicular to river)	4
Dover (both to the north and south of Pend Oreille River)	4
Gamlin Lake and Mineral Point (includes Green Bay)	4
Idaho Panhandle National Forest (eastern county to border)	4
Idaho Department of Lands (Central area between Idaho Panhandle National Forest and Selkirk Recreation/Schweitzer Side County)	3
Hoodoo Mountain and area as far East as proposed conservation land (in red)	3
Trestle Creek, Hope, and East Hope	3
Clark Fork River and Southeast corner of the county	3
Round Lake and Surrounding area to the east of proposed conservation land (in red) and surrounding area south of Gold Hill	2
West Priest Lake out of boundaries (area east of West Priest Lake to County Border)	1

**Table 1. Map Results**

Region	Total Flag Count
Outlook Bay / Cooklin Mountain	0
Idaho Panhandle National Forest (West region)	0

## Additional Input

We received additional feedback from the public and recorded it on an easel labeled “Share Your Ideas.” Themes that emerged included the need for: separated off-road biking paths and walking paths, additional signage for access points, better/more accessible maps and information on existing trails and trail systems, and increased connectivity of existing trails.

### Separated biking paths and walking paths

- Separated walking/biking path on Pine Street – at least Travers Park to the Syringa trails. This trail can be put on the North side of Pine – there are no utilities here and some neighbors will give easements for the trail
- Separated bike path on Hwy 95 from the Subway on Hwy 95 to Bronx Road (or all the way to Colburn Culver)
- Separated bike path (off road) on Hwy 200
- Separated bike path S on 95 at least to Dufort Road but ideally to Coeur d’Alene
- Bike/walking trail up Baldy Valley, paralleling Baldy Mt Road up to Upland Drive giving access to in-town visitors and tying in to existing trails

### More information on existing trails

- Better public info on available bike paths and trails
- Need a trail from Bayview to Sagle over the Three Sisters
- Create online resources to publicize family-friendly trails
- Additional signage on Sagle Road to Gold Hill

### Connectivity and safety

- Need safe trail from Bronx Road (past Schweitzer) to Boyer Bike Path and new playgrounds at the fairgrounds
- Need a connecting trail from the red barn at base of Schweitzer to the existing trail at switchback 2 (lower basin trail)
- Lakeshore Drive for trail/sidewalk and bike path to connect after bridge (Sandpoint side)
- Improve Sunnyside Road (the not paved portion on the shady side of Sunnyside, past Hawkins Point) to complete loop connecting back to Sunnyside Road via Hwy 200
- Build more trails on Pine street/Beaver ponds
- Involve Priest Lake Search and Rescue team for input where trails should be built for safety, rescue, and accessibility
- Need a trail connecting Cocolalla to Westmond on Eastside of Hwy 95
- Need safe connection from Kootenai to the Sandpoint bike paths
- Consider creating paths around school bus routes and hubs, charter school/SPOT Bus stops
- Trail from Schweitzer to Priest Lake
- Create a trail down the other side of Sandcreek
- Get Forest Service to add a trail system on Grouse Mtn/Sagle connecting to Garfield Bay
- Extend the Sagle trail to south county as far as possible
- Trail from Pack River Trail up Trout Creek
- Two Mouth Lakes to Priest Lake – hiker/horse
- Additional kayak access/paddle trails –Pack River at Lakeshore and Clark Fork River

## 2008-2009 Public Input

The County used a variety of forms of informal public input in developing the initial draft of the trails plan.

### 2008 “Just for fun” Bonner County Fair Survey

In August of 2008, Bonner County counted beans to measure interest in trails and pathways. Just for fun and to spark an interest in the trails planning efforts, Bonner County planning staff set up six quart jars and a basket of beans at the Bonner County Fair in Sandpoint so that fairgoers could “vote” for their favorite type of trail. The vote noted in the sidebar to the right indicates a greater interest in biking and equestrian pathways.

### 2009 County-wide Survey

In 2008-2009, the Trails Advisory Group developed a county-wide survey to assess community perspectives. The Priest Lake neighborhood group used a slightly different version of the survey to gauge specific interests in the Priest Lake area.

The county distributed the surveys using a web-based surveying tool, (Survey Monkey), hand-written forms at public places and events, such as the 2009 county fair and the National Trails Day, and other means. The surveys were non-scientific and simply offered some additional sampling of public interests and concerns. The surveys had relatively limited distribution and fairly low response rates overall. Results are noted below:

About 200 people responded to the county-wide survey, using either the on-line survey tool or handwritten questionnaires. The survey ran from early summer to late fall of 2009. The survey can only be used as a general gauge of interest and participation due to the small number of responses.

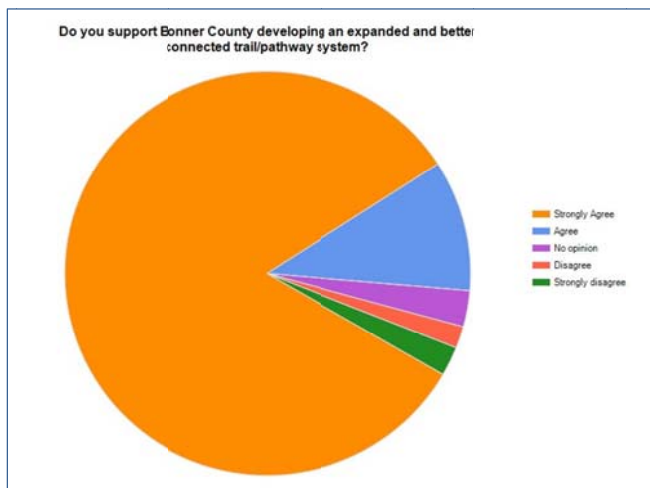
#### Key Findings

- **Support of an expanded and better connected trail/pathway system:** 82.9% strongly agree; 10.6% agree; 3.5% disagree/strongly disagree; 3% had no opinion.
- **Reasons for using existing trails/pathways:** 94.1% for enjoyment of natural environment; 92.4% for recreation and fitness; 60.6% for general travel.
- **Most frequently used trails:** Sandpoint 77.2%; North of Sandpoint 49.6%; Sagle/South of Sandpoint 44.1%; Dover 42.5%; and Priest Lake 36.2%.
- **Frequency of trail use:** 1-2 days per month 29.7%; 1-2 days per week 27%; 3-4 days per week 20.9%; daily 16.9%.
- **Top destinations:** Connections between Sandpoint, Kootenai, Ponderay, and Dover had the most votes, followed by improved routes to Schweitzer and destinations north of Sandpoint.

The survey questions and responses follow:

#### 1. Support of an expanded and better connected trail/pathway system

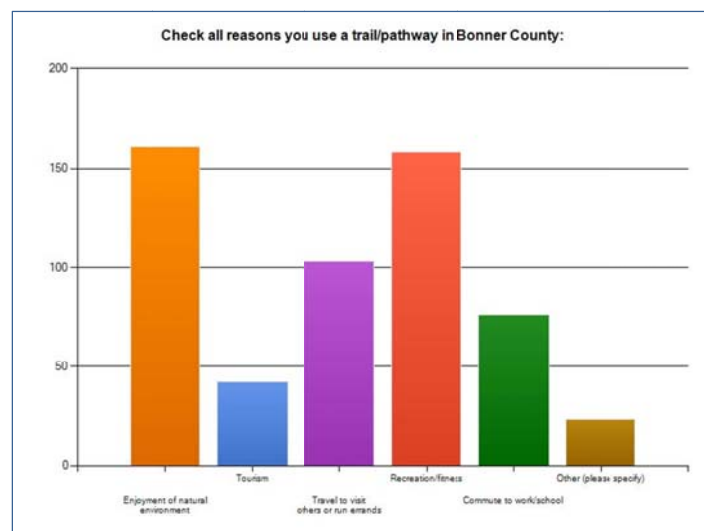
Of the total responding, an overwhelming 82.9% said they “strongly agree” with the development of a better trails system. Another 10.6% marked “agree,” while about 3% had no opinion and 3.5% either disagreed or strongly disagreed.



reasons were recreation and fitness (92.4%) and traveling for errands or visiting others (60.6%). Tourism, commuting to work or school or “other” reasons rounded on the responses. The questionnaire allowed multiple answers.

## 2. Reasons trails/pathways used in Bonner County

An overwhelming number of respondents used Bonner County’s pathways for the enjoyment of the natural environment (94.1%). Other top



## 3. Types of trail users and adequacy of current trail systems.

Hiking and walking was a universal trail activity for 100% of those who responded to the survey. Nearly three-quarters of respondents found the current walking and hiking trails to be inadequate (71.8%). Equestrian trails were the only trails listed by respondents as being adequate in Bonner County, but only by a small margin of 52%.

The responses to this question are listed in the following table:

### Trail type frequency/adequacy question

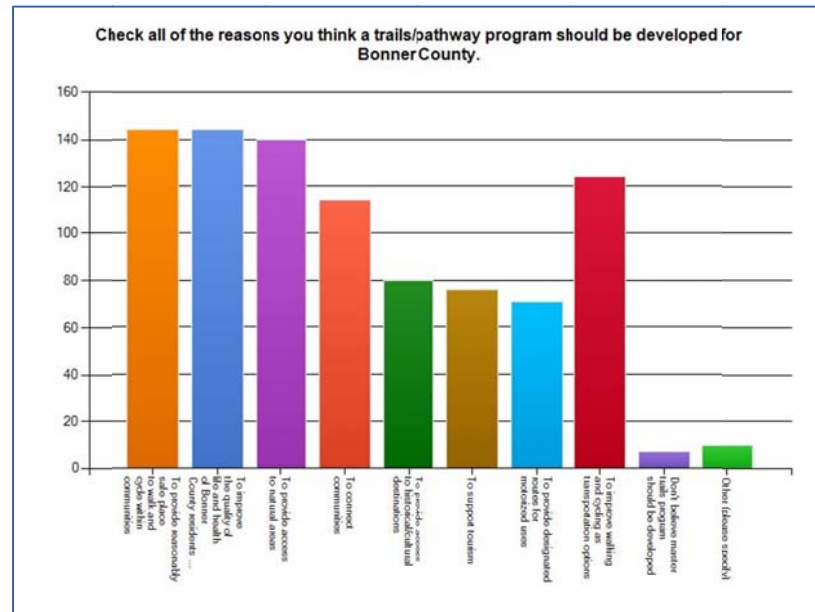
Activity	% Participation reported	% Who considered trail type adequate
Walking/hiking	100%	28.2%
Equestrian	35.8%	52%
All-terrain vehicles	45%	33.3%
Cross-country skiing	80.5%	20.9%
Snowshoeing	79%	30.8%
Cycling	95.4%	18.1%
Snowmobiling	29%	48.4%
Trail amenities (wildlife viewing, benches, etc.)	83.2%	40.8%
Motorcycling	23.3%	41.2%
Mountain biking	85.9%	37.8%
Other trail activities	31.6%	36.4%

#### 4. Location of most frequented trails

The fourth survey question sought input on the area's favored trails and pathways. Respondents listed the Sandpoint area as being the most frequented trail systems at 77.2%. North of Sandpoint ranked as second most popular at 49.6%. Sagle/south of Sandpoint and Dover followed closely behind at 44.1% and 42.5%, respectively. The Priest Lake area was a favorite pathway system for 36.2% of the respondents.

#### 5. Reasons for developing a trails/pathway program in Bonner County

The questionnaire explored people's opinions on why a trails program should be developed in Bonner County. Eight suggestions were listed, along with "other" and "I don't believe a master trails program should be developed." The two main reasons given for developing a trails system were: "To provide reasonably safe places to walk and cycle within communities," and "To improve the quality of life and health of Bonner County residents and visitors." A total of 86.7% of those taking the surveying picked these two reasons. Multiple answers were allowed. Other top reasons for developing a trails program included: providing access to natural areas (84.2%); improving walking and cycling as transportation options (74.5%); connecting communities (68.5%); providing access to historical/cultural destinations (47.9%); and supporting tourism (46.1%). A total of 3.6% of those taking the survey believed a trails master plan should not be developed.



#### 6. Frequency of trail use

The survey asked how frequently respondents used trails in Bonner County. A total of 29.7% reported they used trails 1 to 2 days per month. Another 27% said they used trails 1 to 2 days per week, while 20.9% said they used trails 3 to 4 days per week. Daily users came in at 16.9%.

#### 7. Age of respondents

A total of 60.7% of the survey takers fell between the ages of 36 to 60 years of age. The 18 to 35 year-olds were the second highest group (19.7%) and the 61 years and older came in at 15.4%.

#### 8. Top 3 destinations in Bonner County

Connections between Sandpoint, Kootenai, Ponderay and Dover had the most votes, followed by improved routes to Schweitzer and destinations north of Sandpoint. Respondents commented on the desire to connect with shopping opportunities and employment centers north of Sandpoint. Others encouraged routes to the Bonner County Fairgrounds, existing U.S. Forest Service trails and to "any place flat." Missing or underdeveloped links that respondents also listed included safe routes to Hope/Clark Fork, Sandpoint to Cocolalla, Dover to Priest River and Sandpoint to Priest Lake.

### ***9. Top 3 destinations outside Bonner County***

The survey revealed the majority would like to see connections from Bonner County to Coeur d'Alene, with stops at Bayview and Farragut State Park. Connections to Bonners Ferry and McArthur Lake were listed second most frequently, followed by trails to Montana. Some hoped development of trails to Bonners Ferry would eventually lead to a good cycling trail to Canada.

### ***10. Willingness to allow access across your private land for trails***

The questionnaire asked whether respondents would be willing to allow trail access across their private land in exchange for increased development rights. Because Bonner County has created new incentives for trail dedication in its subdivision ordinance, the survey wanted to sample interest in trail dedication. In exchange for dedication of trails to the public or the construction of trails connecting to public pathways, developers can earn additional bonus density. For the majority of respondents, this question was not applicable (43.6%). Of the remaining, 22.7% provided an "maybe" answer, while 20% said yes and another 13.6% said they would be unwilling to allow trails access.

### ***11. Funding a trails system***

The survey offered a variety of possible ways to fund a trails program: county taxpayers; federal funds; state funds; private grants or money; volunteer contributions or user fees. The survey allowed multiple choices. Private grants or donations and state funds were the two most frequent choices, at 78.7%, followed by volunteer contributions at 77.8%; federal funds at 70.4% and county taxpayers at 66.7%. User fees came in at 39.8%.

### ***12. Potential trails conflicts***

The survey explored potential trail conflicts and how these conflicts might be resolved. More than half of those taking the survey skipped this question. The responses can be separated into two categories: Trail **user** conflicts ("who" uses the trail); and trail **use** conflicts ("how" the trail is used).

"Different trail users have different desires, and these needs and desires conflict," one person wrote. "We must provide sufficient choices and participation in the public process for all users." Another noted: "If you think everyone's needs can be met, you're having a pipe dream. Trail systems, like everything in life, will always have conflict if there is more than one person involved. If you start to make rules to accommodate one type of trail user, you automatically start to alienate another type of user. And if you make no rules at all...well, we know what happens then."

Trail **user** conflicts: By far, the most frequent trail user conflict cited in the survey was the potential conflict between motorized and non-motorized vehicles. Mixing equine uses with motorized was also frequently listed as a potential and dangerous conflict. Trail **use** conflict varied from concerns about environmental degradation to maintenance and property rights issues.

Most felt trail use conflict could best be resolved with completely separate trails, wider trails or separate alignments or locations for motorized and non-motorized. One suggested cycling paths could be integrated with roadways by providing wider shoulders and bike lane markings. The integrated approach would be less expensive than devoting separate trails. Education was listed as key to avoiding conflicts because each trail user will become aware of others' needs and expectations. A sampling of the potential trail conflict responses follows:

Potential Trail Conflicts	
Who uses the trails	How the trails are used
<i>"Seems the motorized vs. non-motorized would be the largest and most obvious conflict. Probably the most 'dangerous' would be equine and motorized. Education and signage would be excellent."</i>	<i>"ATVs are the big one. They can wreak havoc on trails and disturb the peace of other users. This can be avoided by having special trails for ATVs or good signage to indicate the 'rules of the road' so there are no issues and everyone knows that they are to share the trail."</i>
<i>"I think the biggest conflict is not between users, but between users and non-users. Non-users don't want the money spent on trails."</i>	<i>"Private land vs. recreational users who are probably trespassing but mean well."</i>
<i>"It seems like many hikers get annoyed by bikers and don't understand how to share the trails safely."</i>	<i>"Horses do a lot of damage to trails. Try to get more equestrians to help maintain them and promote education and understanding of each user's needs, responsibilities, who yields to whom, etc."</i>
<i>"Simply mark the trails well in terms of users –i.e., non-motorized, horse, bikes, etc. Conflicts, in my opinion, only happen when users are improperly using the trail."</i>	<i>"Dogs running loose and chasing wildlife."</i>
<i>"I think that no matter how you go, you should be able to enjoy our area. Some people are not physically capable of hiking. Why should they be limited to what parts of our county they can see?"</i>	<i>"Selfishness on the part of specific user types cause conflicts. Awareness efforts and courtesy classes, flyers are needed."</i>

At the conclusion, the survey offered respondents a chance to share other comments regarding the development of the Bonner County Trails Plan. The mixture of comments included concerns about financing trails and trail maintenance, enthusiasm about the prospect of connecting our communities, acquisition of trail rights-of-way and words of encouragement to the trail planners. Here are a few samples of what they said:

General Trail Survey Comments	
<i>"More, more, more - life is too short to not enjoy trails!"</i>	<i>"I support any outdoor recreation opportunities that you may be considering. Sandpoint seems to be full of outdoor enthusiasts and it seems to me that the town will only become an even more desirable, wonderful place to live with more trails for all types of users."</i>
<i>"I see a trail system as requiring tax dollars that could be better spent elsewhere. It's not just the money to plan and construct trails but costs of upkeep (maintenance, litter, clean-up, vandalism, repair.) ...Conflict will always exist and with conflict on public trails comes additional costs to the Sheriff's Office."</i>	<i>"Emphasis should be on connecting the county's towns with cycling/walking corridors."</i>
<i>"I think that creating a trail and bike path network in Bonner County is a great idea. I want to see bike commuter paths that link Sandpoint and outlying communities. I also dream of a web of non-motorized recreation trails that stretch from Sandpoint to Schweitzer and over Baldy to Priest Lake. I would like</i>	<i>"I am thankful that you all are pursuing this information and working towards more trails in this area. We are so set up for more trails and we have so many people who use them and benefit from them. I see it as a win-win situation. Also to have good commuter bike lanes on our roads is a good idea. If we have good trails we will</i>

<i>to link Sandpoint to Hope by trails along the water and through undeveloped areas."</i>	<i>continue to draw tourists."</i>
<i>"This is great. I can't wait to see what could happen in the future!"</i>	<i>"Keep up the good work and brainstorming. This seems like a very daunting task...but if people can at least get to this point of dialogue, there's hope of some sort of alternative travel resolution for the big picture, long-term legacy."</i>

## 2009 Priest Lake Neighborhood Survey

Priest Lake's sub-area trail planning group also developed a survey to gather opinions about their neighborhood trail system and the surrounding connectivity. The group posted the survey on the internet using Survey Monkey and distributed copies of the survey to Priest Lake area businesses and public places. The group also established links to the on-line survey on the Bonner County web site and the Priest Lake community web page, "As the Lake Churns." There were 162 respondents. Of that total, 160 answered all or some of the survey questions. Below are listed the individual questions along with a summary of the general responses to each. Additional specific comments are noted as well.

### ***1. The reasons respondent uses trails in the Priest Lake/Binarch Sub-Area***

A total of 160 people answered this question. More than 90% of the respondents indicated that the primary reasons they use trails in the Priest Lake area are for "Enjoyment of the Natural Environment" and for "Recreation/Fitness," with "Enjoyment" indicated by more than 96%. The other major reason trails are used is "Travel to visit others or run errands" (27%).

### ***2. The types of uses that should be considered in the development of a comprehensive trail system for Priest Lake/Binarch Sub-Area***

A total of 156 respondents answered this question. The top 4 uses that respondents indicated should be part of a comprehensive trail system are Walking/Hiking (120), Cycling (92), Lake Activities &/or Access Points (92), and Cross-Country Skiing/Snowshoeing (86). A greater number of respondents indicated that there are an "adequate" number of maintained trails for Walking/Hiking and Lake Activities &/or Access Points. On the other hand, a greater number of people indicated that the maintained trails for Cycling and Cross-Country Skiing/Snowshoeing are "inadequate." Of the respondents who checked ATV's (69) and Snowmobiles (66), a greater number indicated that the maintained trail systems are "adequate." A smaller group indicated that Equestrian (35) and Trail Amenities (45) uses should be considered. Equestrian needs are "adequate" for the greater number, but on the other hand, Trail Amenities is considered "lacking."

### ***3. The reasons a Priest-Lake Sub Area trail system should be developed***

A total of 156 people answered this question. The top three reasons why a trail system should be developed are to Provide Access to Natural Areas (131); Provide Places to Walk and Cycle within Communities (119); and Improve Quality of Life and Health of Visitors & Residents (119). The third and fourth reasons indicated by people are to Improve Walking and Cycling as Transportation Options (102) and Provide Designated Routes for Motorized Uses (97).

#### 4. Frequency of trail use in Priest Lake/Binarch Sub-Area

A total of 156 respondents answered this question. About 37% of the respondents use the trails 1 to 2 days/month; about 36% use the trails 1 to 2 days/week; and approximately 11% use the trails daily.

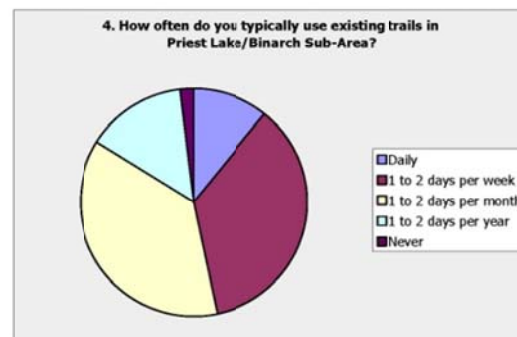
#### 5. Age group

A total of 160 people answered this question. Out of this number about 58% indicated their age group is 36-60; another 17.5% indicated they are 61 and older; followed by 12.5% indicating their age range is 19-35. In short, more than 75% of those who responded are older than 60. Approximately 12% of the respondents indicated they had a variety of ages in the household.

Answer Options	Response Percent	Response Count
Daily	10.9%	17
1 to 2 days per week	35.9%	56
1 to 2 days per month	37.2%	58
1 to 2 days per year	14.1%	22
Never	1.9%	3
Comment:		36
answered question		156
skipped question		6

#### 6. Relationship to the Priest Lake/Binarch Sub-Area

A total of 156 people responded. Of these respondents, approximately 36% indicated they are full-time residents or live in the Priest Lake area more than nine months of the year. Another 35.3% indicated they have a seasonal – summer/fall relationship to the Priest Lake area. More than 22% responded that they are visitors.



#### 7. Top three desired destinations (communities or other locations) within the Priest Lake/Binarch Sub-Area

A total of 84 people responded to this question. Respondents provided a variety of answers, but general trends indicate connecting key points along the eastside (Coolin, Cavanaugh Bay, Indian Creek, Lionhead), connecting key points along the Westside (Lamb Creek area, Nordman, resorts, museum, library, Upper Lake); and then connecting the east and west sides. People also are interested in connections between Priest Lake and Priest River, and Priest Lake and Schweitzer/Sandpoint area – although these destinations also show up under Question #8.

#### 8. Top three desired destinations (communities or other locations) outside the Priest Lake/Binarch Sub-Area that should be connected by trails coming from, or passing through, the Sub-Area

A total of 64 people responded to this question. A variety of answers were received but general trends indicate connecting key points to the northwest (Metaline Falls, WA); northeast (Bonners Ferry);

southeast (Schweitzer/Sandpoint area; and south (Priest River). Answers to this question also reiterated connecting Coolin to Lamb Creek area, and Lamb Creek to Nordman.

#### 9. Willingness to allow access across private land in exchange for increased development rights

A total of 146 people responded to this question. The greatest number of respondents indicated that this question is “Not Applicable” (42.5%); followed by “No” (26%); another 17.1% indicated “Maybe”; and the smallest number (14.4%) indicated “Yes”.

#### 10. Other comments regarding development of the Priest Lake/Binarch Sub-Area:

A total of 55 people provided additional comments. A summary of these comments follows:

General Priest Lake Trail Survey Comments	
<p><i>“The Priest Lake/Binarch Sub-Area has some of the most spectacular scenery and terrain anywhere. With the right plan, it could be a destination point for mountain bikers.”</i></p> <p><i>“I would like to see the focus on maintaining the trails we have, before spending money on new ones. There are countless trails in the Priest Lake basin that just aren’t being cleared each spring. We are losing our trail system due to lack of maintenance.”</i></p>	<p><i>“I am so glad this planning effort is going forth. Great for our offspring; great for us if we make some soon-reality.”</i></p> <p><i>“I am concerned that as we provide more development that the wildlife and forested area may be adversely affected by the inroads that people and their machines provide. There needs to be a balance in the number and use of the trails. Perhaps limited when these trails are open and making their use as a seasonal basis is one way of protecting the environment and people’s access to them.”</i></p>
<p><i>“Improving interconnectivity between communities (e.g. Priest to Sandpoint) with ‘play areas’ designated along the main trail will go a long way towards protecting larger, more environmentally sensitive areas adjoining the main trails. This would be especially applicable to motorized usage.”</i></p>	<p><i>“Encourage access through private land. Require developers to recognize existing trails before allowing development to happen. Develop a trail plan to allow non-motorized and motorized trail use so there is no conflict. Everyone has different needs and rights, and we need to respect the differences.”</i></p>
<p><i>“The trail on the west side of Priest Lake, including Upper Priest Lake, is world class in every way. World class is an over-used cliché, but here it fits. All care should be taken to protect and enhance the trail and the habitat it runs through.”</i></p>	<p><i>“I think any trail system should facilitate many modes of transportation and be inclusive; however, horse trails may need separate trails from other forms of traffic.”</i></p>

## **Appendix 5:**

# **RRC and Headwaters Economics Bonner County Trails Final Survey Results**

# Bonner County Trails Final Survey Results

February 2016



Prepared for:

*Bonner County, ID  
Sandpoint Chamber of Commerce  
City of Sandpoint, ID  
City of Ponderay, ID*

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The LOR Foundation, whose goal is to enhance livability in the Intermountain West, provided funding for this survey. The Foundation hopes that this information on pathways and trails contributes to a productive discussion about how best to meet the needs of Bonner County residents today and in the future.

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## EXECUTIVE SUMMARY

Headwaters Economics and RRC Associates conducted this survey in partnership with the cities of Sandpoint and Ponderay, Bonner County, and the Greater Sandpoint Chamber of Commerce. The purpose of this study is to collect public feedback on the Bonner County trail system. The research is intended to help stakeholders prioritize improvements for the trails network based on resident usage, satisfaction, reasons for living in the area, and suggestions for improvement.

This report contains reliable information regarding the opinions of a representative sample of county residents, including those who use and do not use trails, a variety of user types, long-time residents and newcomers, locations around the county, and incomes and ages.

Data from this survey show that trails are an essential part of daily life in Bonner County:

- Three out of four residents used trails in the last year.
- Residents use trails nearly every day in the summer and every other day in the winter.
- Trail use is high in towns and rural areas, regardless of duration of residence in the county, income, or age. Residents age 45-54 are most likely to use the trails, with 88 percent reporting use in the past year.
- More than three-quarters of residents support the development of an expanded and better connected trail system in the county.
- Nearly nine in ten residents believe that protecting the rural character of areas outside cities is extremely important for Bonner County.
- More than half of residents identified proximity to trails and safe places to walk as important factors influencing their decision on where to live.

Survey respondents identified several opportunities to increase trail use and satisfaction:

- There is strong interest in more trails in and around residential areas, with one in five residents saying they would use trails more if they lived closer to them.
- There is strong interest in easier and wheelchair accessible trails to encourage new trail users and increase use among existing trail users, the disabled, and seniors.
- There is strong interest in more broadly shared information about trails. One in five residents do not use trails because they are unsure where they are.

Bonner County's trail system is a core amenity that defines or provides access to the area's quality of life. This includes access to lakes and rivers, public lands, downtowns, and schools.

While current residents as a whole value area trails, survey results show that younger residents, newer residents, and business owners value them the most. This finding may be significant for Bonner County communities as they consider how to attract a younger population and entrepreneurs who will contribute to the long-term vitality of the region.

## INTRODUCTION

The purpose of this study is to collect public feedback on Bonner County's trail system. The research and subsequent analysis are intended to help local stakeholders prioritize future improvements for the trails network based on resident usage, satisfaction, reasons for living in the area, and suggestions for improvement. This report contains reliable information that communicates the opinions of a representative sample of county residents, including those who use and do not use trails, a variety of user types, long-time residents and newcomers, and a range of incomes and ages. This information can be used to help plan the future of trails in Bonner County.

## METHODOLOGY

The survey was conducted using three primary methods: 1) a mail-back survey, 2) an online, invitation-only web survey to further encourage response from those residents already within the defined invitation sample, and 3) an open-link online survey for members of the public who were not part of the invitation sample. The analysis herein primarily focuses on responses from the invitation sample. However, open link responses are additionally analyzed and discussed in a separate section of the report, highlighting differences and similarities from the invitation sample.

The primary list source used for the mailing was a third-party list purchased from Gravis Marketing, a marketing agency that specializes in political polling. Gravis provides consumer lists for U.S. addresses as well as automated robocalls. Use of the Gravis list includes renters in addition to homeowners, and residents who are not registered to vote in addition to registered voters. Follow-up robocalls were utilized for this study to further encourage survey response.

A total of 3,600 surveys were mailed to a random sample of Bonner County residents in August 2015. The final sample size for the statistically valid survey was 388, resulting in a margin of error of approximately +/- 5.0 percentage points for questions at 50% response.<sup>1</sup> The open link survey received an additional 97 responses.

The underlying data were weighted by age to ensure appropriate representation of Bonner County residents across different demographic cohorts in the sample. Using the U.S. Census 2013 American Community Survey five-year estimates, the age distribution within the invitation respondent sample was matched to the 2013 demographic profile of Bonner County. A comparison between the Census profile and the weighted data is depicted in Figure 1.

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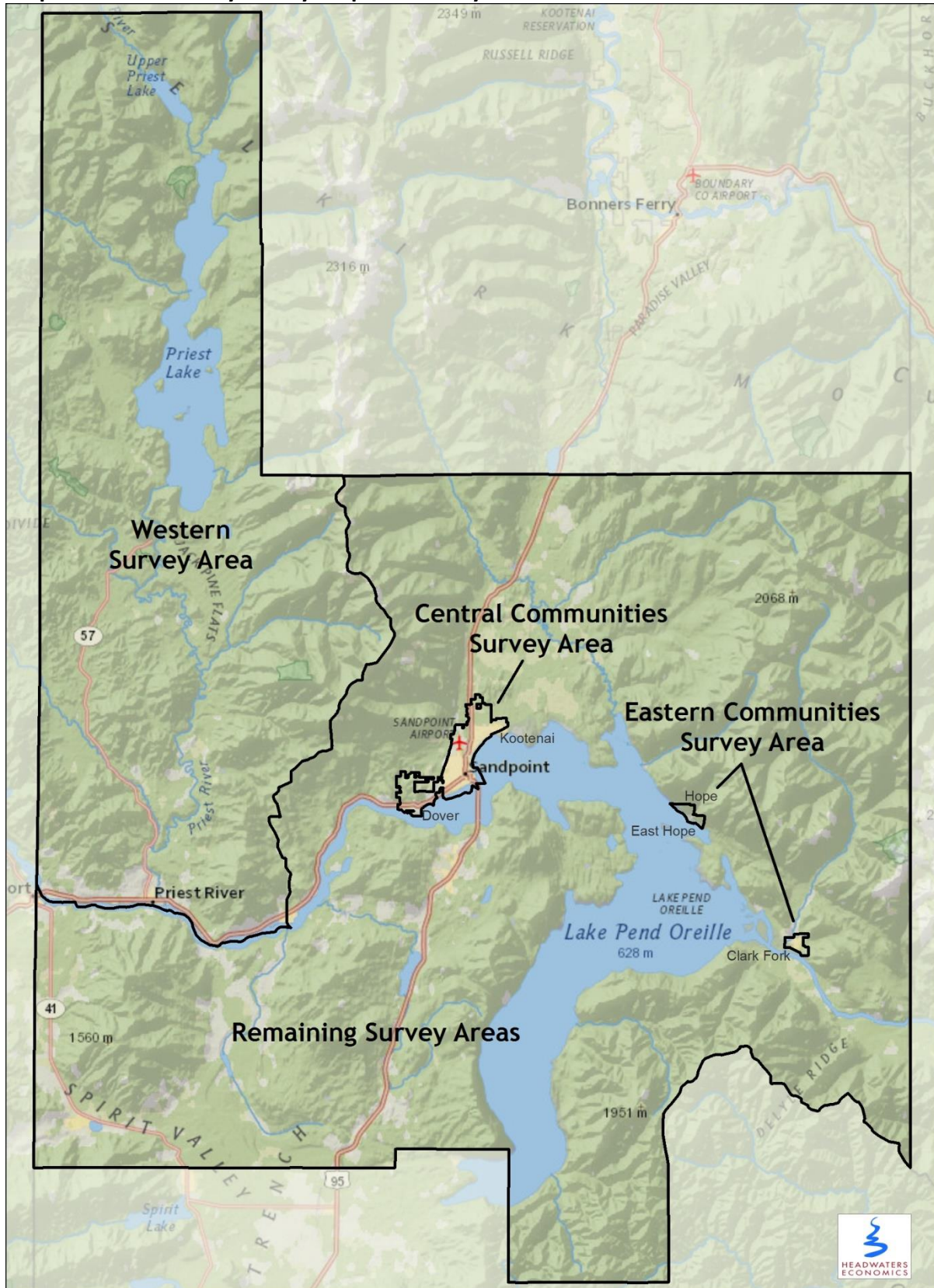
<sup>1</sup> For the total invitation sample size of 388, margin of error is +/- 5.0 percent calculated for questions at 50% response (if the response for a particular question is "50%"—the standard way to generalize margin of error is to state the larger margin, which occurs for responses at 50%). Note that the margin of error is different for every single question response on the survey depending on the resultant sample sizes, proportion of responses, and number of answer categories for each question. Comparison of differences in the data between various segments, therefore, should take into consideration these factors. As a general comment, it is sometimes more appropriate to focus attention on the general trends and patterns in the data rather than on the individual percentages.

Due to variable response rates by some segments of the population, the underlying results, while weighted to best match the overall demographics of residents, may not be completely representative of some sub-groups of the population.

Segmentation analysis was conducted on some of the questions in order to illustrate key differences among demographic cohorts. Segments explored include respondent age, location of residence in Bonner County, and length of time lived in Bonner County. Location of residence is divided into four sub-areas – Eastern Communities (including Hope, East Hope, and Clark Fork), Central Communities (including Sandpoint, Dover, Ponderay, and Kootenai), Western Survey Area (including the Priest Lake area, Priest River, and Oldtown), and other areas of Bonner County. Each of these subgroups is depicted geographically on the map of Bonner County in Map 1 on the following page. Results should be interpreted with caution as some segment sample sizes are relatively small.

The survey also asked several open-ended questions to elicit more in-depth comments from respondents on their opinions and experiences. A full listing of comments are available. However, for various open-ended questions throughout the report, a brief summary of open-ended responses from the invitation survey is provided with word clouds and random samplings of comments. The final open-ended question in the survey is analyzed in more depth, with an examination of recurring themes supported by relevant groupings of comments.

Map 1: Bonner County survey scope and analysis areas.



## DEMOGRAPHIC PROFILE

This section details the demographic and residential characteristics of the invitation sample respondents. The American Community Survey 5-year estimates for Bonner County as reported by the U.S. Census Bureau are illustrated beside the weighted demographic profile of respondents to provide context. All analysis in the remainder of the report focuses on results from the invitation sample, with the exception of the section describing open link results.

- Gender. The invitation sample had a higher proportion of females (60 percent) than males (40 percent).
- Age. Over a quarter (29 percent) of invitation sample respondents are under age 45, with roughly half (46 percent) between the ages of 45 and 64. Twenty-five percent are age 65 or older. The average age was 53.9 years old, consistent with the somewhat older age profile of the area.
- Annual Household Income. Annual earnings of less than \$50,000 a year were reported by approximately a third (34 percent) of respondent households. An additional 52 percent indicated that they earn between \$50,000 and \$99,999 each year, and 14 percent reported annual household incomes of \$100,000 or more.
- Length of Residence in Bonner County per Year. Almost all invitation respondents (95 percent) said they live in Bonner County all year long. Two percent indicated that they reside in the county between seven and eleven months each year, and an additional two percent live there for three to six months.
- Number of Years Lived in Bonner County. Half of the invitation sample respondents have been in Bonner County for more than 20 years. An additional 39 percent have been in the area between five and 20 years, and 12 percent have lived in Bonner County less than five years.
- Primary Residency. Consistent with the high proportion of year-round residents, 99 percent of invitation respondents consider Bonner County their primary residence.
- Location of Residence. Roughly a third of respondents (32 percent) indicated that they live in the City of Sandpoint. Other common areas include the cities of Priest River or Oldtown (9 percent); the cities of Hope, East Hope, or Clark Fork (7 percent); the Priest Lake area (4 percent); the City of Ponderay (2 percent); the City of Dover (2 percent); and the City of Kootenai (1 percent). Forty-two percent live in some other area of Bonner County, likely unincorporated areas.
- Total Number of Household Members. The largest share of invitation respondents reported that there are two people living in their home (55 percent), while 12 percent indicated that

they live alone. Thirty-four percent said there are three or more people in their home. On average, 2.6 individuals live in invitation respondent households.

- Number of Household Members Age 18 or Under. Two-thirds of the invitation sample (67 percent) do not have household members under the age of 18. Those who do have children more frequently report having one or two children (26 percent) as opposed to three or more (7 percent).
- Household Need for ADA-Accessible Facilities. Seven percent of invitation sample respondents indicated that their household has a need for ADA-accessible facilities.
- Business Ownership. Approximately a quarter (24 percent) of invitation respondents identified themselves as business owners in Bonner County.

Figure 1: Respondent Demographic Profile

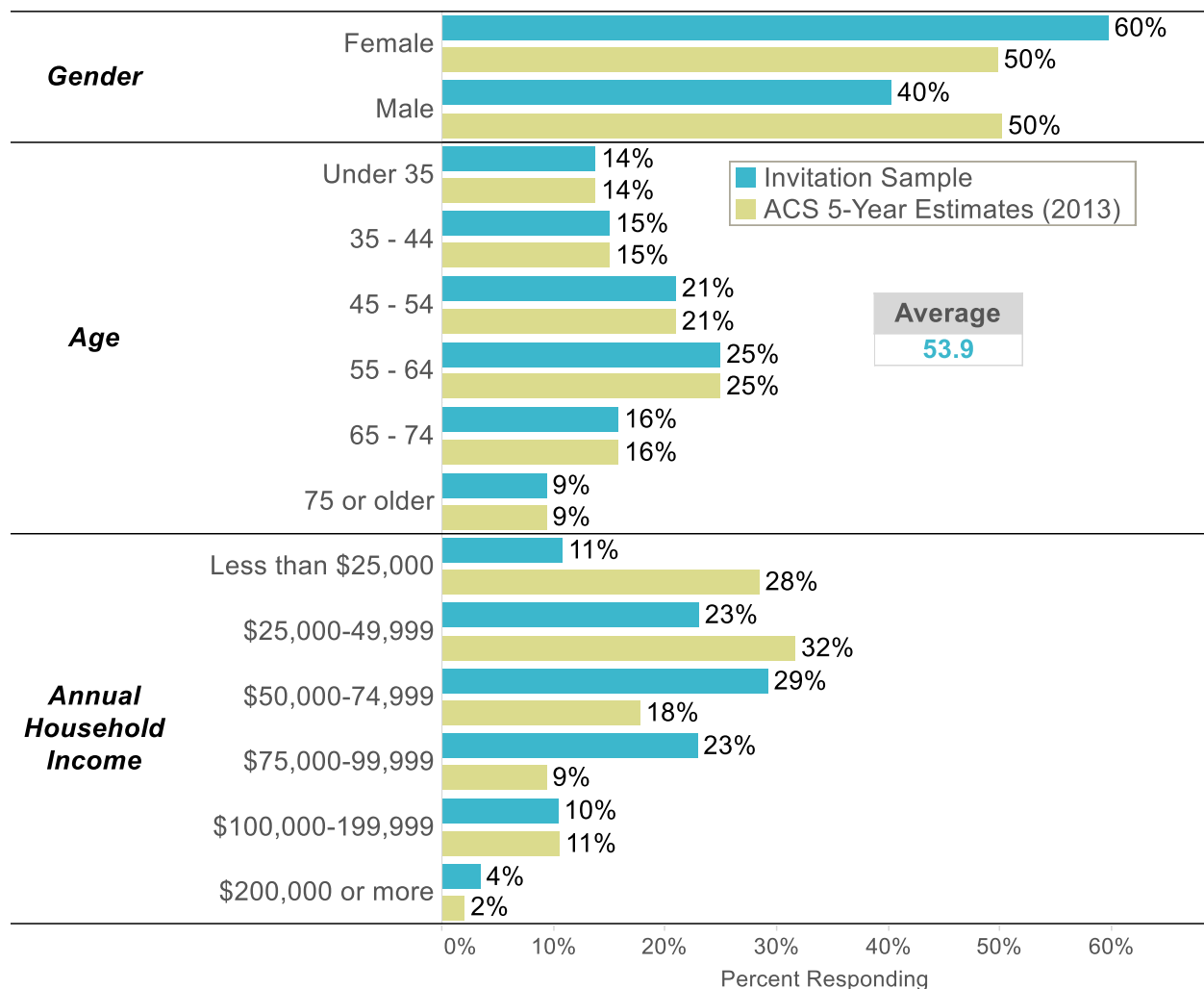
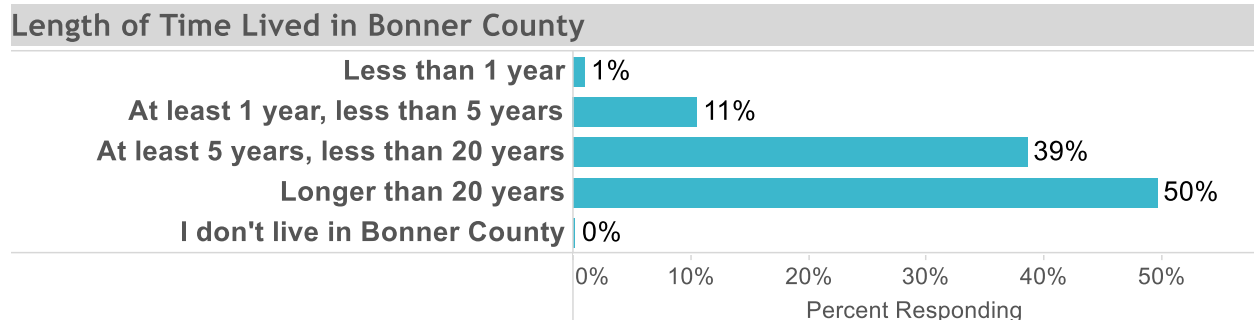
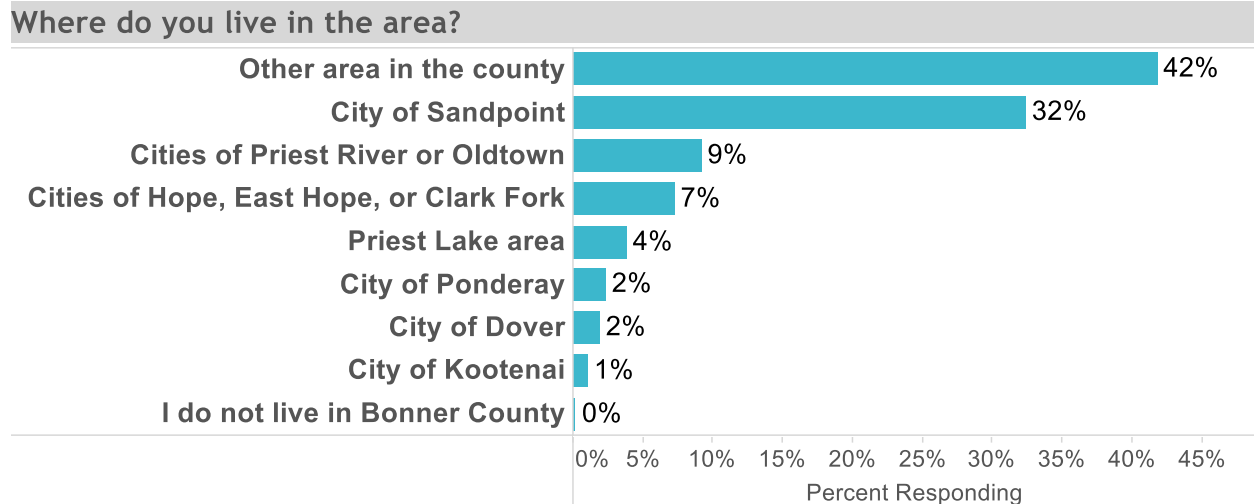
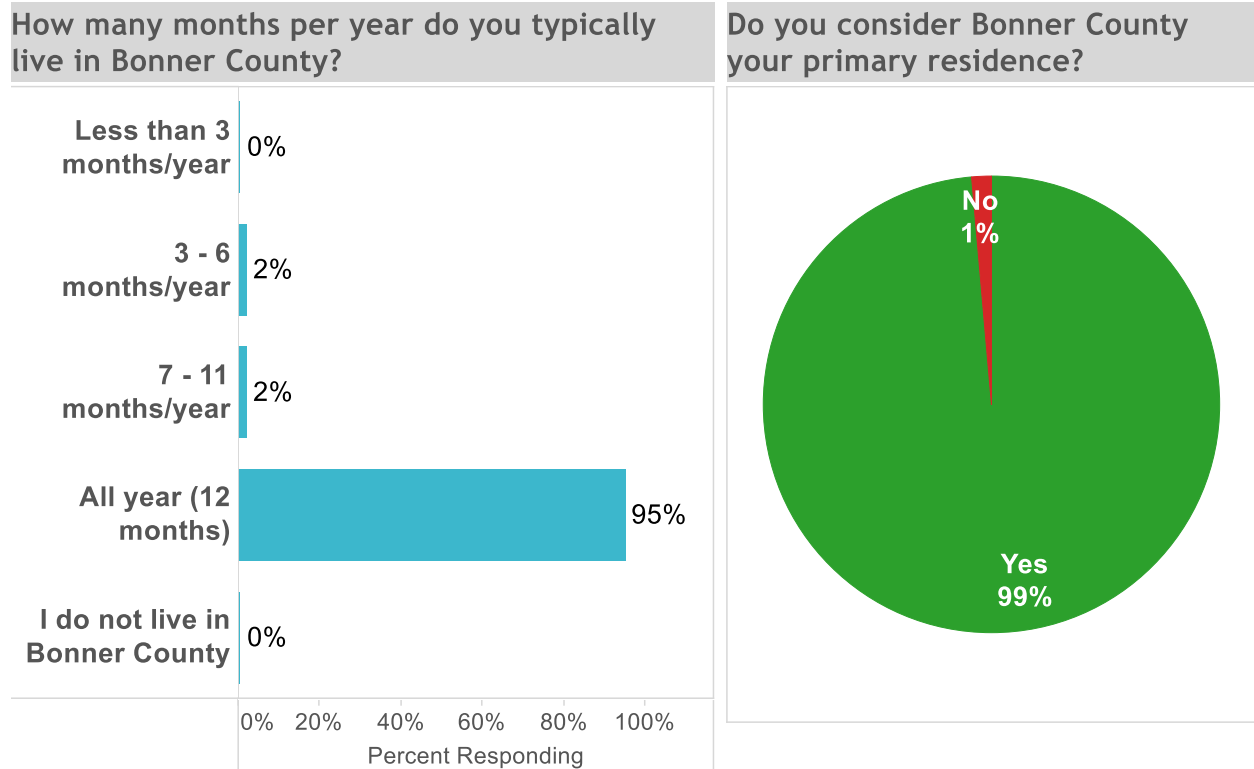


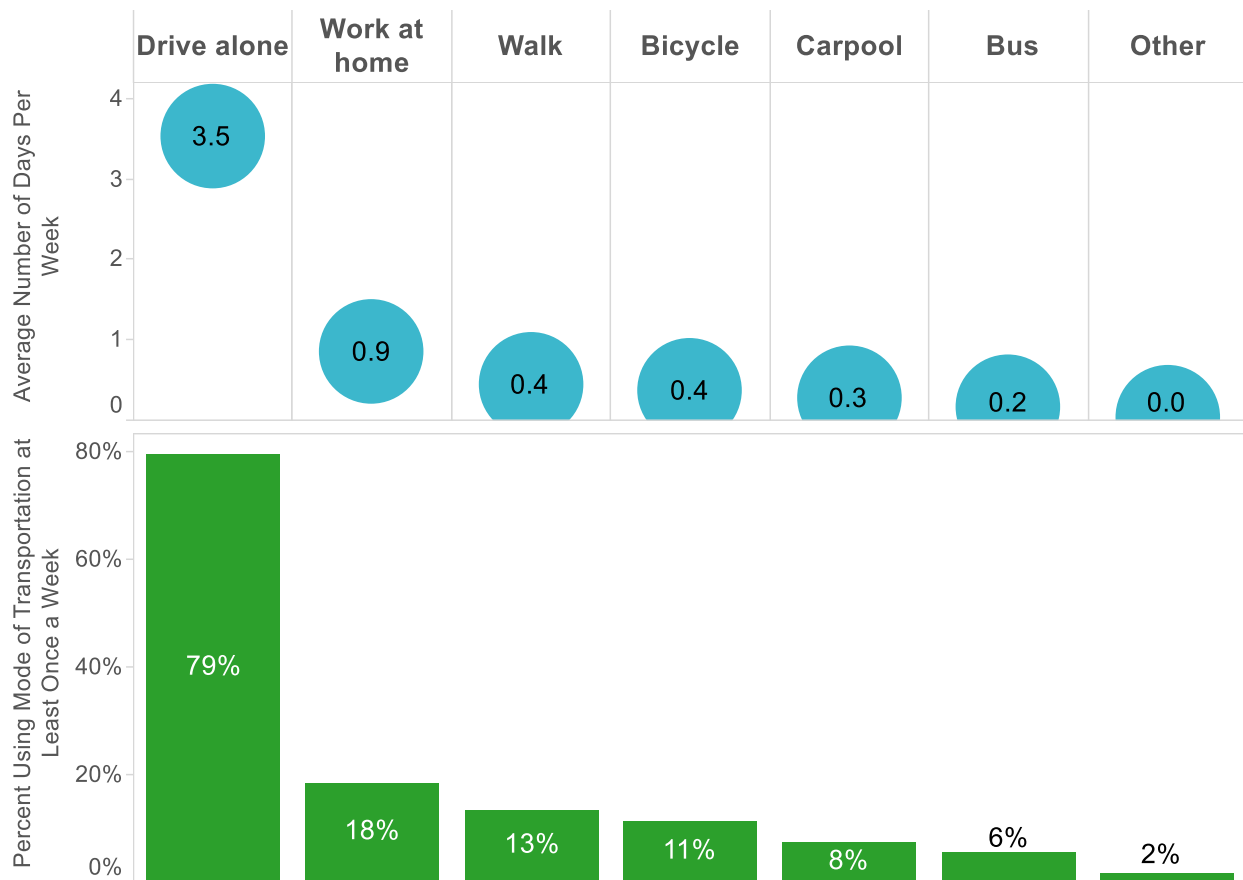
Figure 2: Residential Profile



## DAILY TRAVEL/COMMUTING

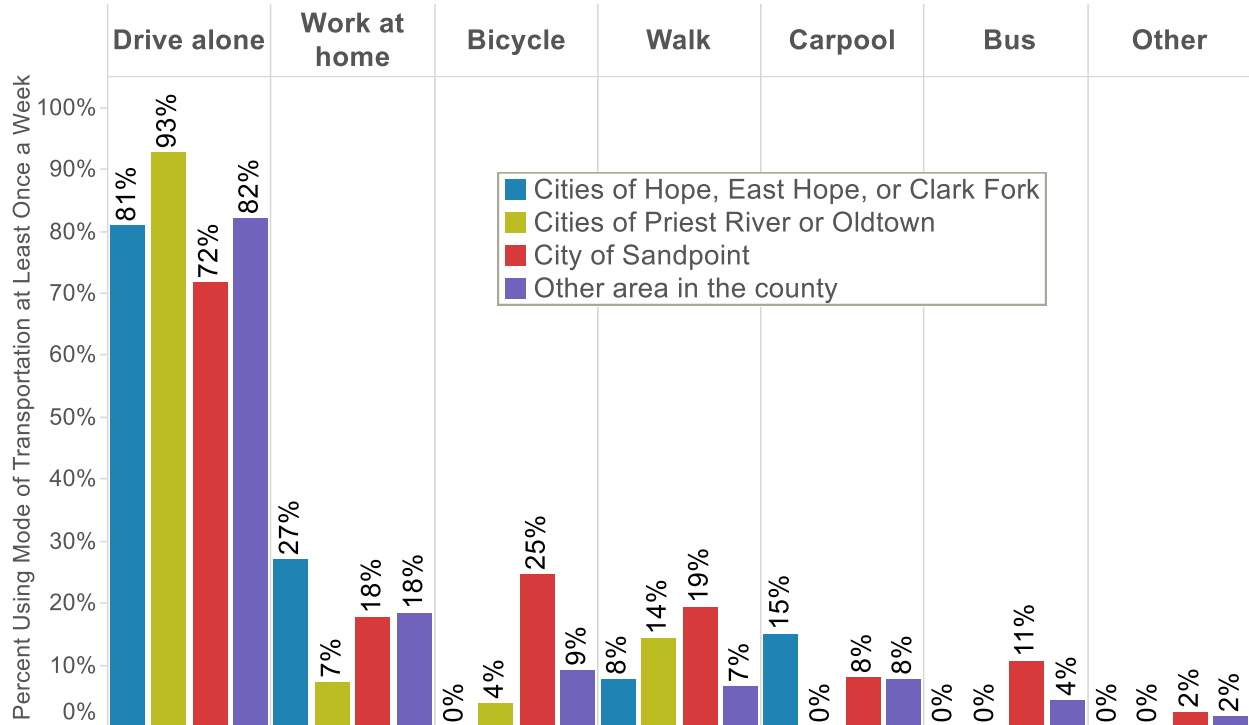
Respondents were asked to indicate the average number of days per week they typically use various transportation modes to get to work during summer months. As illustrated in Figure 3 below, driving alone is the most common method of commuting among invitation respondents, with 79 percent using this transportation mode at least once per week and an average usage of 3.5 days per week. Working at home is somewhat common, with 18 percent staying home at least one time a week and an average of 0.9 days worked from home each week. Thirteen percent walk to work at least once a week (0.4 days on average), 11 percent bike at least once (0.4 days), and eight percent carpool at least once (0.3 days). Walking/biking and taking the bus (3 percent), riding the bus (2 percent), and driving to Park & Ride and taking the bus (1 percent) were selected by few respondents as frequently used commuting methods.

**Figure 3: Typical Number of Days Using Transportation Modes to Commute to Work During Summer**



This question was also analyzed for residents of different cities in Bonner County (Figure 4).

**Figure 4: Percent of Residents Using Mode of Transportation at Least Once a Week  
By City of Residence**



As shown, a majority of respondents from all of the cities in the segmentation analysis indicated that they drive alone at least once a week. Sandpoint residents are least likely to do so, with slightly under three-quarters (72 percent) reporting that they typically drive alone one or more times in a week during the summer. Meanwhile, Priest River/Oldtown respondents have the highest likelihood of driving alone one or more times each week (93 percent). Sandpoint residents are most likely to indicate that they use alternative transportation modes such as biking (25 percent), walking (19 percent), and using the bus (11 percent) once or more per week. Respondents living in Hope, East Hope, or Clark Fork more commonly work at home or carpool during the summer.

## TRAIL USE

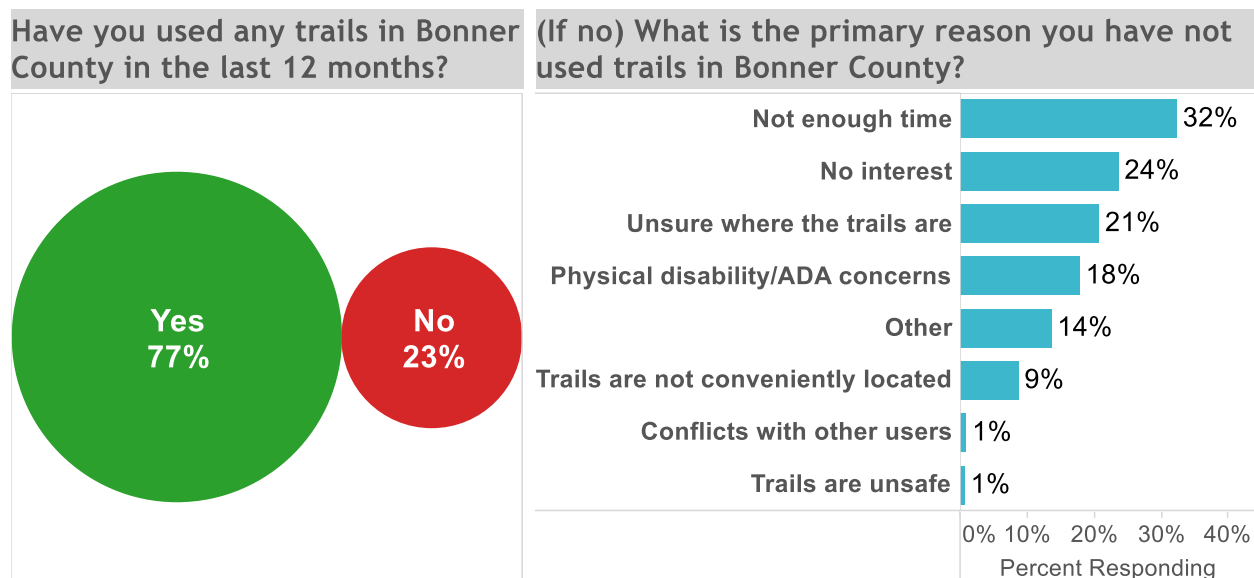
Respondents were asked a variety of questions about how they use the Bonner County trail system. Those who indicated that they have used trails in the past year were asked a series of additional questions including usage by activity, locations used, satisfaction with trails, methods of learning about trails, and factors that would encourage increased trail usage. Those who have not used trails in the past year were asked to identify reasons for not using the trails and factors that would encourage trail usage. The findings from each of these questions among invitation respondents are discussed in the section below.

### Recent Use of Trails

Figure 5 shows that more than three in four invitation respondents (77 percent) indicated that they have used trails in Bonner County during the last 12 months.

Among those who said they have not used Bonner County trails, the primary reason cited for not using trails is not having enough time (32 percent). Other top reasons include a lack of interest (24 percent), uncertainty about the location of the trails (21 percent), a physical disability or ADA concerns (18 percent), some other reason (14 percent), or the lack of convenience of trail location (9 percent). Few respondents identified conflicts with other users or a perception that the trails are unsafe (each 1 percent) as major deterrents.

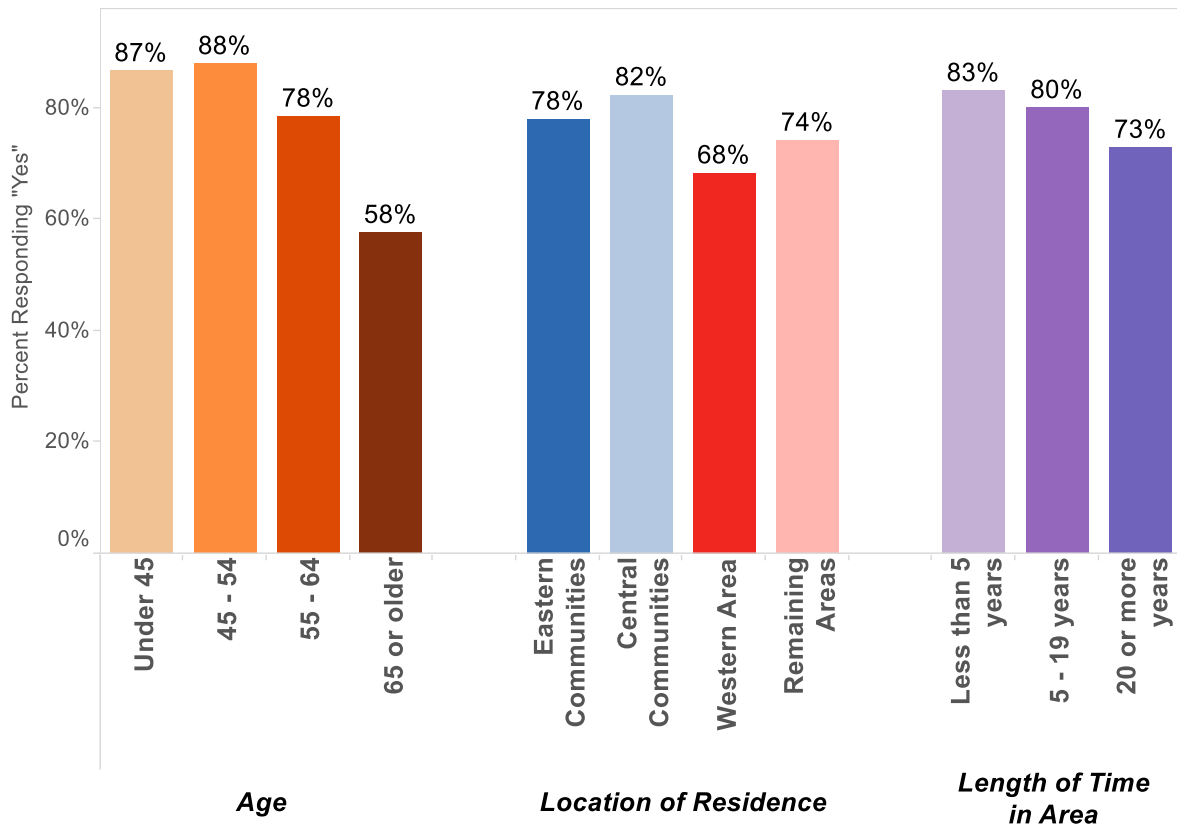
**Figure 5: Bonner County Trail Usage in Last 12 Months**



Invitation responses to trail usage are analyzed by respondent age, location of residence, and length of time lived in Bonner County (Figure 6):

- **Respondent Age.** Trail usage is highest with younger respondents, with 87 percent of respondents under the age of 45 indicating that they have used the trail system in the last year and only 58 percent of those over 65 having used trails. When asked to identify the primary reasons they do not use the trails, older respondents were more likely to indicate that they have no interest or that they have physical disability/ ADA concerns. Those who selected “other” wrote comments indicating that trails on their own property and safety concerns are additional factors that limit their trail usage.
- **Location of Residence.** Usage of the Bonner County trails is highest among respondents living in central Bonner County communities (82 percent) and eastern Bonner County communities (78 percent), and lower among respondents living in the western Bonner County area (68 percent) and remaining areas of the county (74 percent).
- **Length of Time Lived in Bonner County.** Trail usage is highest among newer residents, with 83 percent usage among respondents who have lived in Bonner County less than 5 years, 80 percent among those who have lived in the county between five and nineteen years, and 73 percent among those who have lived in Bonner County for 20 or more years.

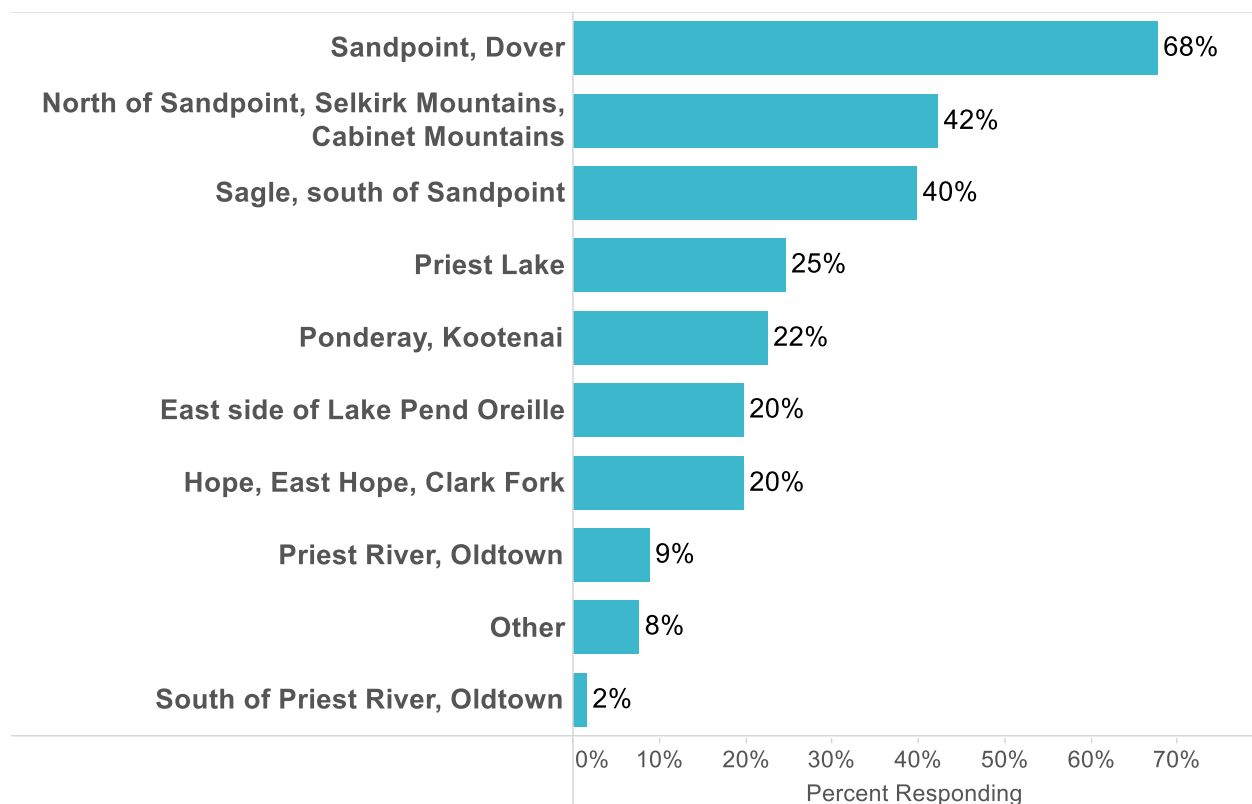
**Figure 6: Percent Using Bonner County Trails in Last 12 Months  
By Respondent Age, Location of Residence, and Length of Time Lived in Area**



## Locations Used Most Often

Respondents who indicated that they have used trails in the past year were asked to identify the locations of Bonner County trails that they use most frequently. The most popular trail locations by far are Sandpoint and Dover, with 68 percent of invitation respondents utilizing the trails in these areas. The area north of Sandpoint/the Selkirk Mountains/the Cabinet Mountains (42 percent) and Sagle/south of Sandpoint (40 percent) are also commonly used. These areas are dominated by public lands.

**Figure 7: Locations of Bonner County Trails Used Most Often**

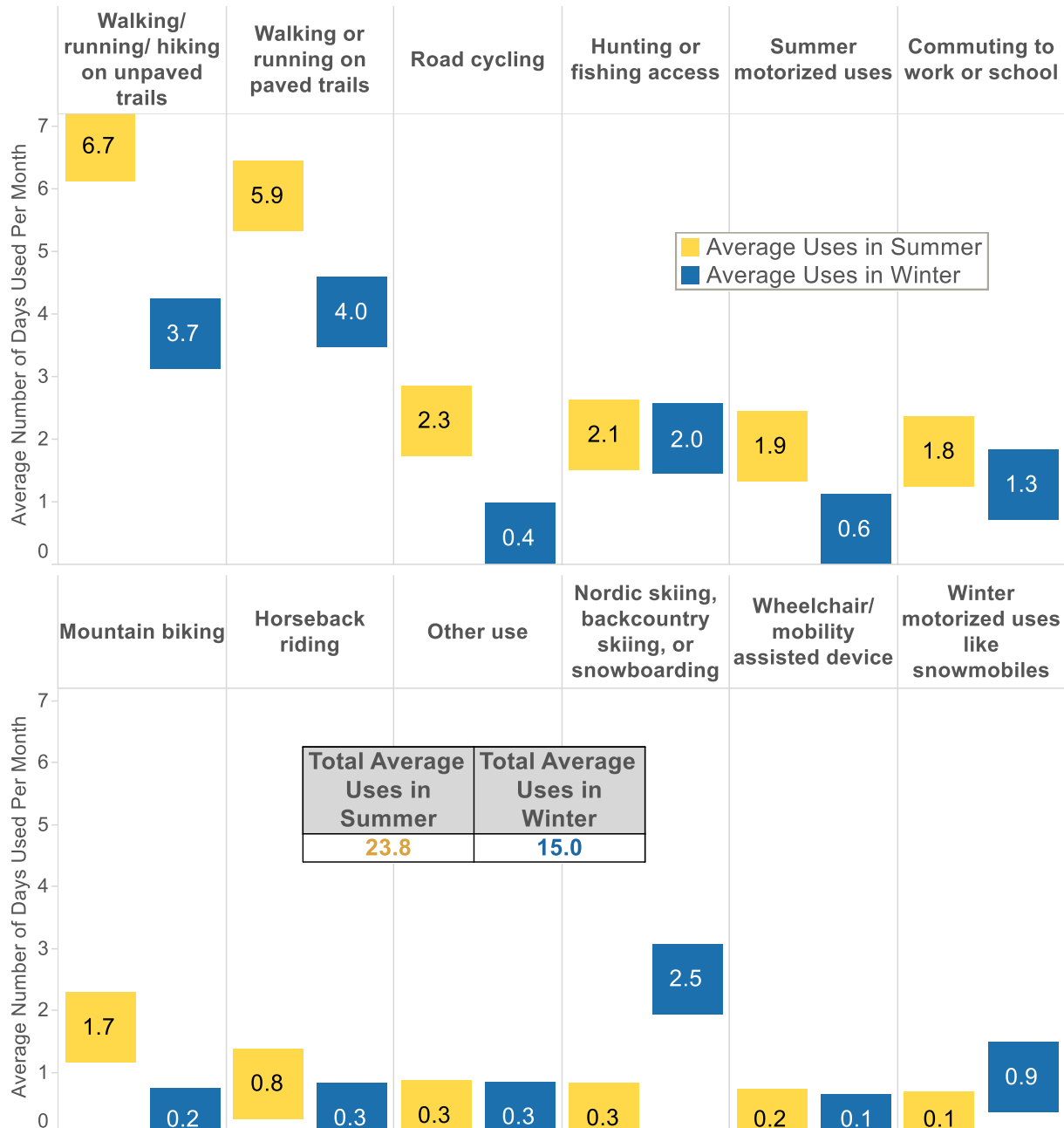


## Trail Usage by Activity

Respondents estimated the number of days per month, on average, that they use the Bonner County trail system, both during the summer (May through October) and the winter (November through April). Figure 8 on the following page depicts the average number of days used per month among invitation respondents. Average usage is considerably higher during summer (23.8 days on average) than winter (15.0 days on average). These averages indicate that respondents use trails almost every day during summer months and approximately every other day during winter months.

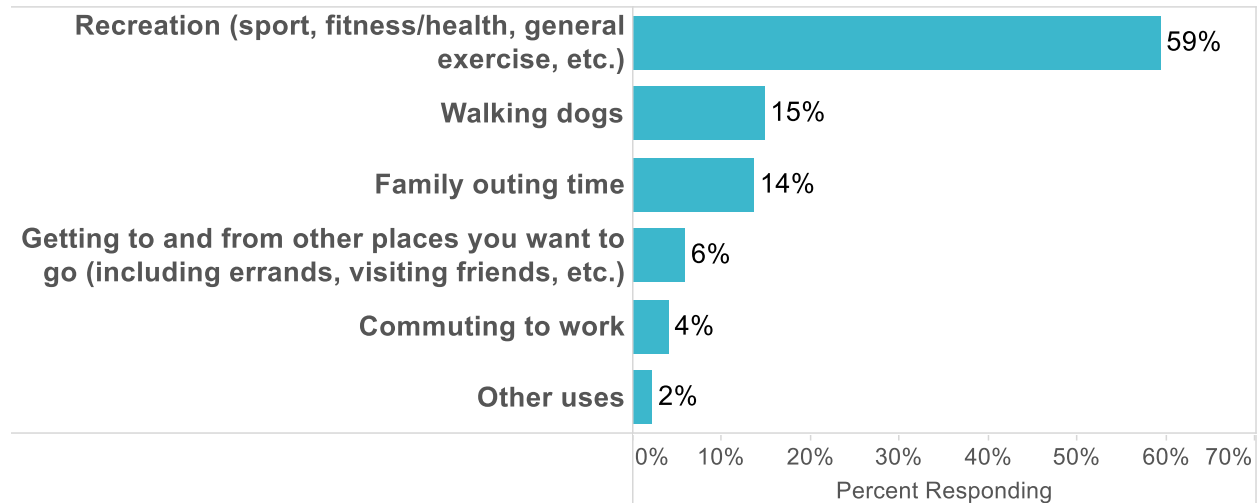
Walking, running or hiking on unpaved trails, and walking or running on paved trails are the most popular summer activities, with 6.7 days and 5.9 days of participation per month on average. These are also the most popular winter activities, though with lower participation levels (3.7 days and 4.0 days, respectively). Respondents also reported a higher level of summer participation in road cycling, summer motorized use, commuting, mountain biking, and horseback riding. Not surprisingly, higher participation was noted for Nordic skiing/backcountry skiing or snowboarding and winter motorized use during winter months.

Figure 8: Monthly Trail Usage by Activity



When asked to indicate the percentage of total trail usage attributable to various purposes, invitation respondents identified recreation as their top purpose (59 percent on average), followed by walking dogs (15 percent) and family outing time (14 percent). Smaller amounts of usage are attributable to getting to and from places you want to go (6 percent), commuting (4 percent), or other uses (2 percent).

**Figure 9: Percentage of Overall Trail Usage for Various Activities**



## Satisfaction with Trail System

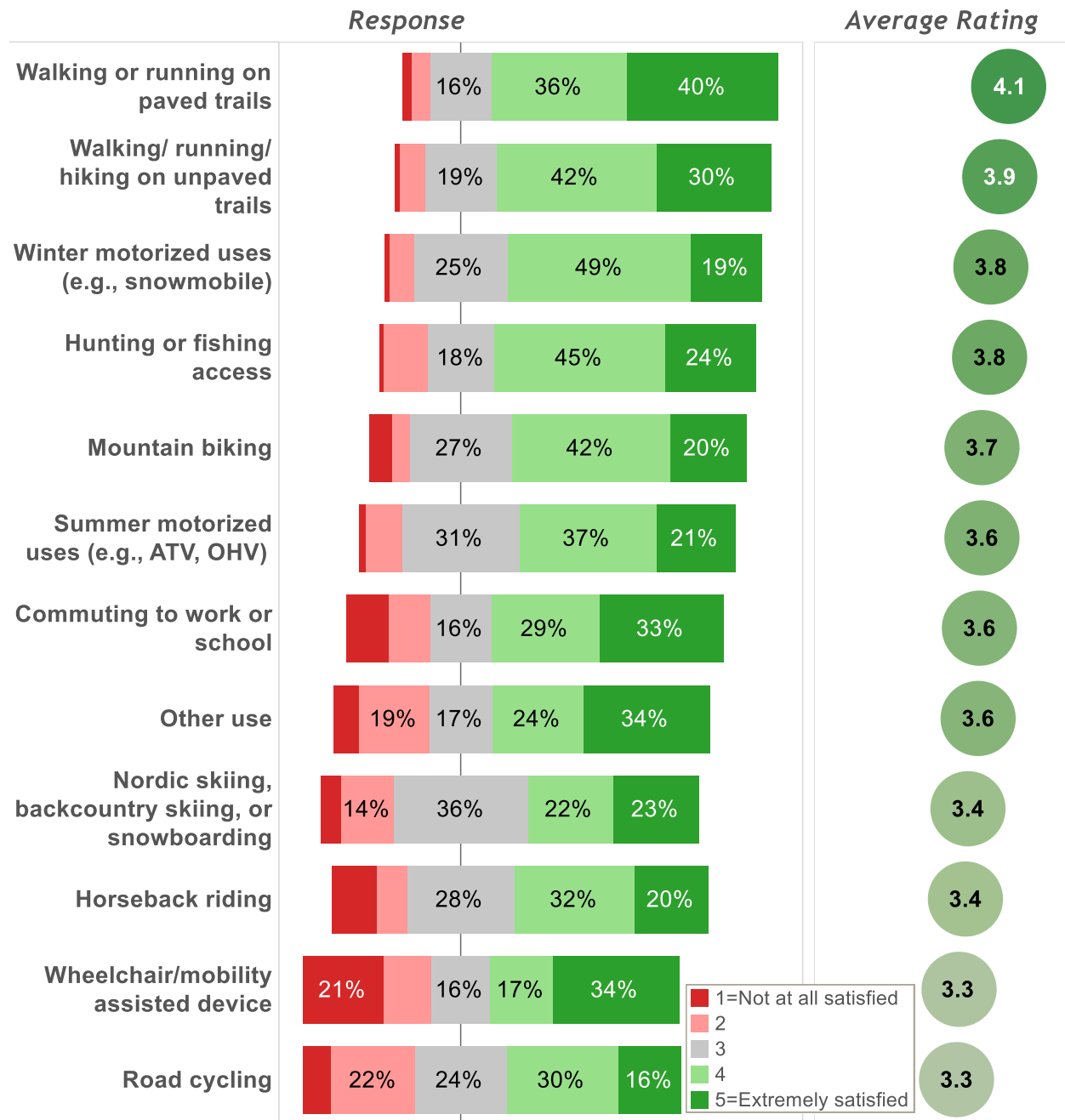
Respondents who use trails rated their satisfaction with various trail activities on a scale from 1 to 5, where 1 means “not at all satisfied” and 5 means “extremely satisfied.” Figure 10 on the following page illustrates the share of invitation respondents selecting each rating for each activity, with “1” and “2” responses depicted in dark and light red (indicating the respondent is dissatisfied) and “4” and “5” responses depicted in light and dark green (indicating the respondent is satisfied). Each activity is sorted in relation to the others based on their midpoint rating. Average satisfaction ratings among invitation respondents are shown on the right side of the graph.

The activities receiving the largest share of “4” and “5” responses and highest average satisfaction ratings include:

- Walking or running on paved trails (average rating 4.1; 76 percent rated it a 4 or 5)
- Walking/running/hiking on unpaved trails (3.9 average; 73 percent)
- Winter motorized uses (3.8 average; 67 percent)
- Hunting or fishing access (3.8 average; 69 percent)
- Mountain biking (3.7 average; 63 percent)
- Summer motorized uses (3.6 average; 58 percent)
- Commuting to work or school (3.6 average; 62 percent)

Activities receiving relatively lower satisfaction ratings include Nordic skiing/backcountry skiing or snowboarding (average 3.4), horseback riding (3.4), wheelchair/mobility assisted device (3.3), and road cycling (3.3). Future improvements on trails to better accommodate these specific activities may boost the overall degree of satisfaction felt by respondents.

Figure 10: Satisfaction with Trail System



Respondents answered an open-ended question following the satisfaction ratings asking, “What makes you satisfied or dissatisfied with the current trail system?” A random sampling of twenty comments is presented below to provide a general idea of specific responses. Ten comments indicating satisfaction with trails were selected, and ten comments indicating dissatisfaction with trails were selected. Overall, respondents who are satisfied with the trail system mentioned adequate maintenance, connectivity, abundant trail options, and beautiful scenery as positive qualities of the trails network. On the other hand, those who feel dissatisfied overall identified accessibility, bike lanes on roads, disobedience of traffic laws by cyclists, closed trails, poor signage, excessive motorized use, lack of information on trails, litter and overrun weeds/downed trees, and uneven pavement as areas that could use some attention to improve satisfaction.

### ***Sampling of Comments Indicating Satisfaction***

- *“Access is easy for the most part.”*
- *“Ease of access from where we live to where we want to go. Includes some scenic routes”*
- *“Gorgeous areas”*
- *“I only mountain bike and all trails are in excellent shape and are well maintained by local volunteers.”*
- *“Peace & quiet away from motorized traffic”*
- *“Smooth pavement!”*
- *“The variety and amount of trails is incredible to me”*
- *“They are nice, clean and easy to get to”*
- *“Upkeep overall is good in all areas!”*
- *“Well maintained”*

### ***Sampling of Comments Indicating Dissatisfaction***

- *“Access from Long Bridge-Sagle to city beach/Sandcreek/Bay trail is very poor”*
- *“Dissatisfied by lack of lighting at Memorial field boat ramp.”*
- *“Hard to use”*
- *“Lack of snow removal on long bridge walking side. Can't commute to work in winter. Long bridge bar allowed to plow snow onto bike path in winter making it impassable.”*
- *“Mountain biking trails are too difficult and too dangerous for beginners. They are not marked well enough to inform riders of trail difficulty. There should be more, safer trails suited for beginners.”*

***Sampling of Comments Indicating Dissatisfaction (Continued)***

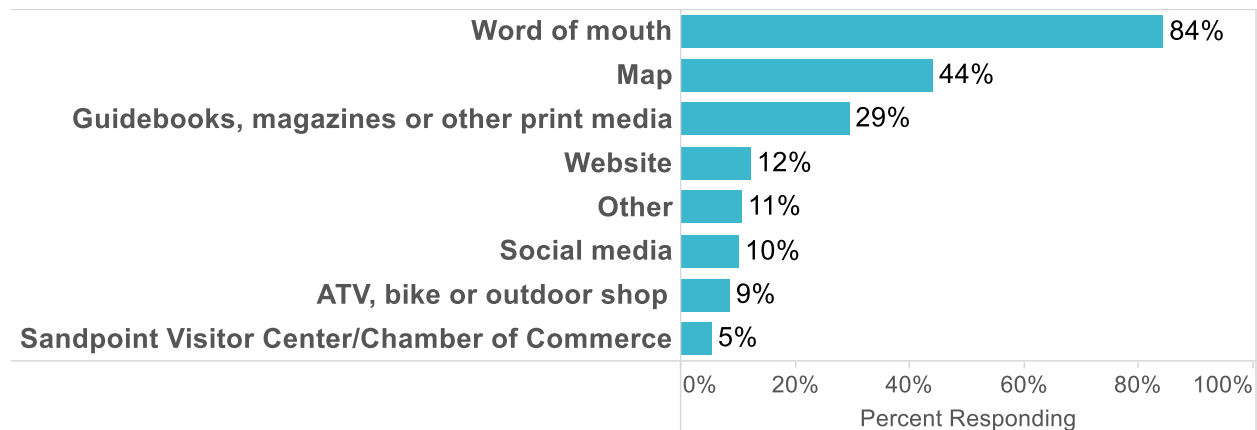
- *“No parking at trailheads, nobody clears felled trees, no maintenance, access roads not maintained”*
- *“Not enough, especially paved trails for biking”*
- *“Short trails. Lack of looping/connecting trails”*
- *“There is not enough hunting and fishing access, especially fishing on the lakes and rivers”*
- *“Would love more accessible maintained Nordic trails and better bike trails (more distance away from cars)”*

Open-ended comments from respondents with a household need for ADA-accessible facilities and those who provided low satisfaction ratings for using a wheelchair/mobility assisted device on the trail system indicate that some improvements could be made to boost satisfaction among these respondents. These respondents mentioned trail and sidewalk accessibility as the primary dissatisfactory aspect of their trail usage, identifying a need for easier sidewalk accessibility, additional paved trails, more handicapped parking at trailheads, and upkeep on debris clearing on the trails.

**Learning About Trail Type & Location**

Trail users were also asked to identify the forms of communication through which they learn about the location and type of trails within Bonner County. The top method of learning by far is word of mouth (84 percent). A map (44 percent), guidebooks/magazines/print media (29 percent), and the web (12 percent) were also mentioned fairly frequently.

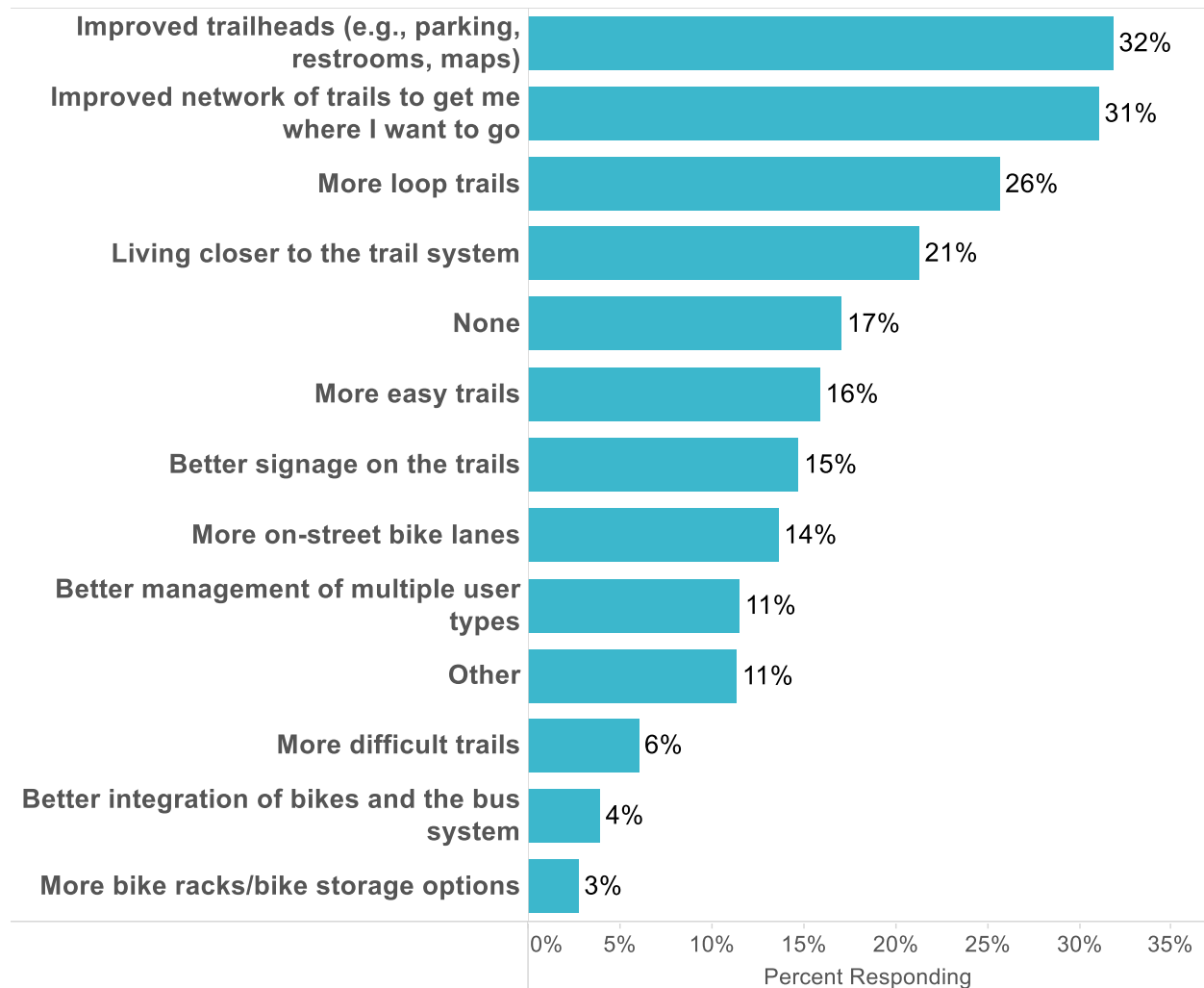
**Figure 11: Learning About Trail Type & Trail Location**



## Factors that Would Encourage Increased Usage

All invitation respondents, both users and non-users of trails, were asked to identify improvements and changes that would encourage them to use the Bonner County trail system more in the future. About a third of respondents cited improved trailheads (32 percent) and an improved network of trails (31 percent) as top areas that, if improved, would encourage future usage. Respondents also frequently selected more loop trails (26 percent), living closer to the trail system (21 percent), more easy trails (16 percent), and better signage on the trails (15 percent). Therefore, it appears that basic improvements and additions to the trail network are the amenities most commonly desired to encourage future usage among invitation respondents.

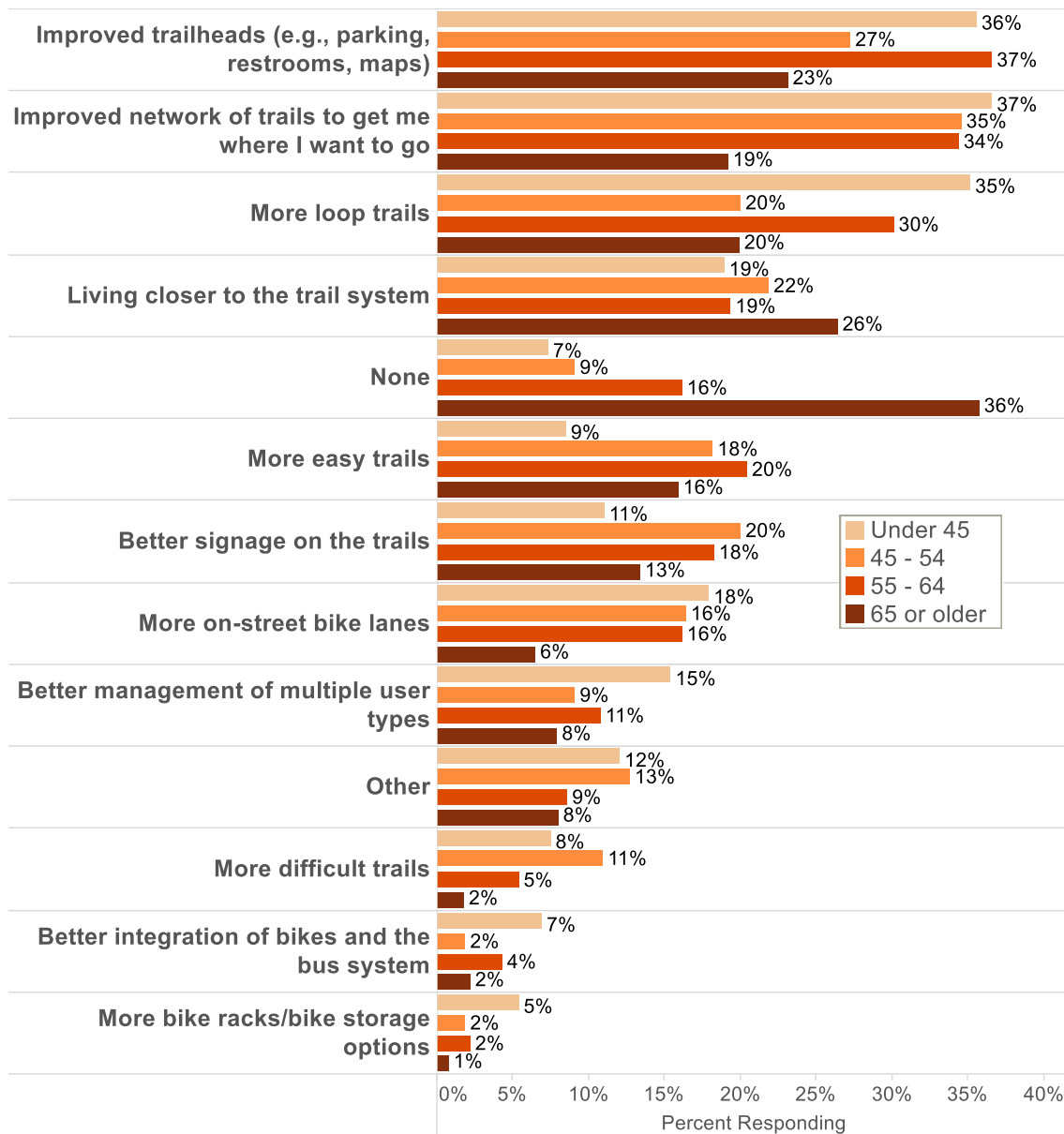
**Figure 12: Factors that Would Encourage Increased Trail Usage**



Invitation responses to this question were also analyzed by respondent age (Figure 13) and location of residence (Figure 14) and those who did and did not use trails (Figure 15):

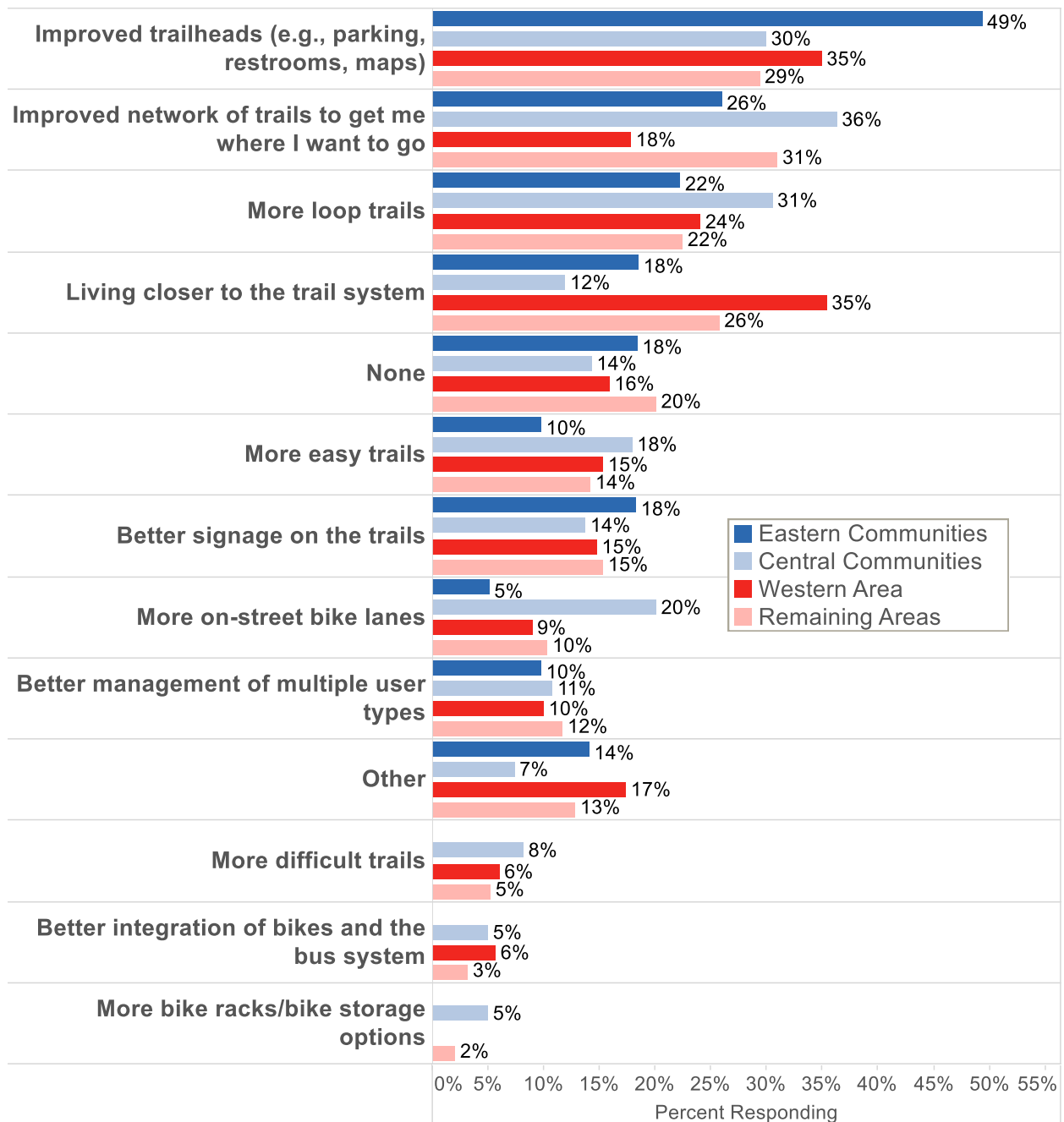
- **Respondent Age.** Younger respondents were more likely than their older counterparts to feel that an improved network of trails, more on-street bike lanes, better management of multiple users, more difficult trails, and more bike racks/bike storage options would encourage them to use trails more. In contrast, older respondents more commonly felt that no improvements or changes would play a role in increasing their future usage.

**Figure 13: Factors that Would Increase Trail System Usage  
By Respondent Age**



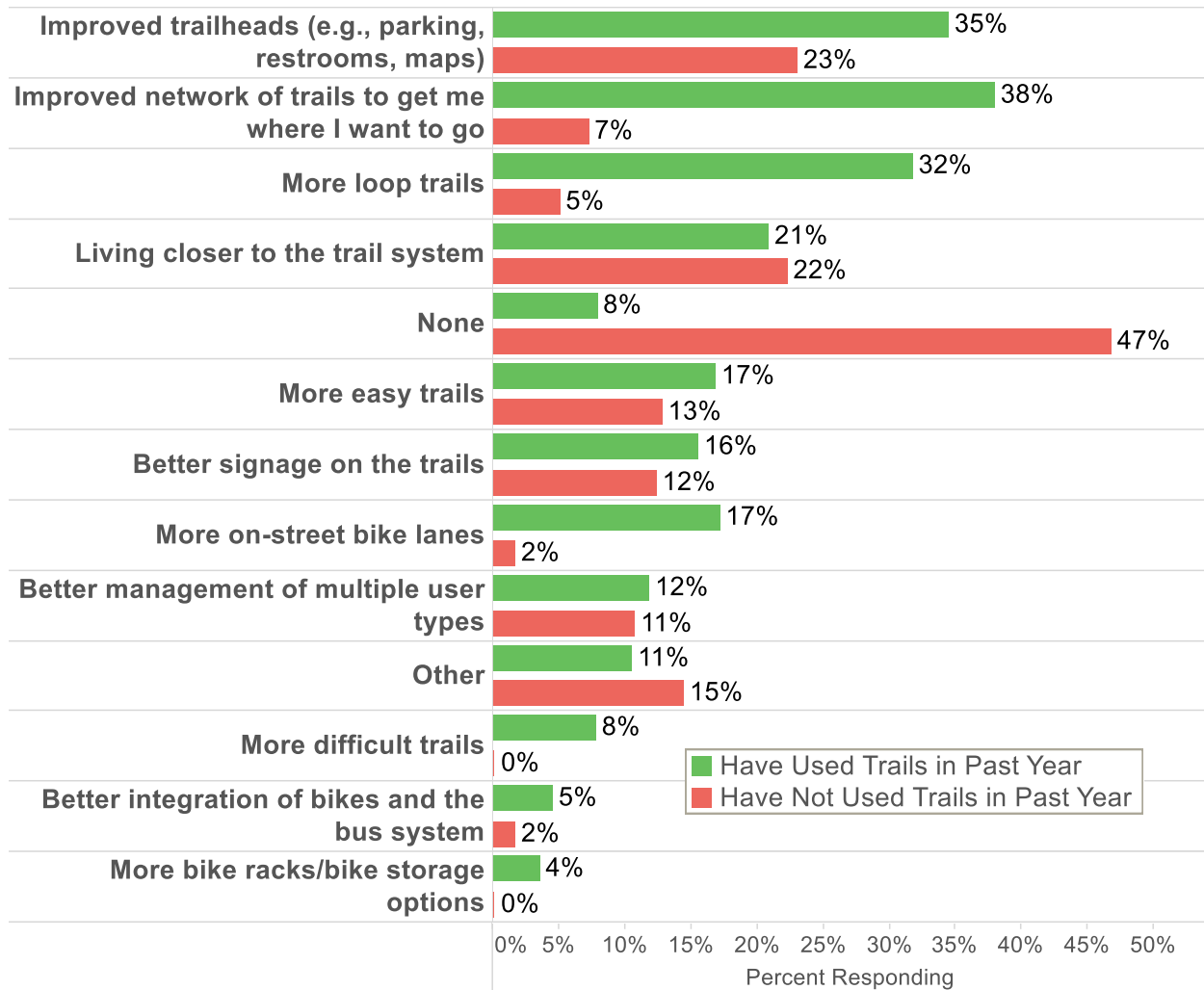
- By Location of Residence. Respondents living in eastern Bonner County communities most frequently indicated that future usage would be encouraged by improved trailheads, while those in central Bonner County communities had the greatest likelihood of selecting an improved network of trails, more loop trails, and more on-street bike lanes. Western Bonner County residents most commonly felt that living closer to the trail system would encourage future usage.

**Figure 14: Factors that Would Increase Trail System Usage  
By Location of Residence**



- **By Trail Usage in Past Year.** Current trail users had a greater likelihood of selecting improved trailheads, an improved network of trails, more loop trails, more on-street bike lanes, and more difficult trails as factors that would further boost their usage of the trails. Respondents who did not use the trail system in the past year, frequently chose “none.” However, they also identified a need for improved trailheads (23%) and living closer to the trail system (22%), which were also popular among current trail users.

**Figure 15: Factors that Would Increase Trail System Usage  
By Trail Usage in Past Year**



## LIVING IN BONNER COUNTY

A section of the survey had respondents indicate how long they have lived in Bonner County and identify some of the influential factors in their decision to move to or stay in the county as well as live in their current residence. Key findings from these questions are summarized below.

### Influential Factors in Decision to Move to/Stay in Bonner County

Respondents were asked to rate the importance of fourteen amenities and characteristics of Bonner County in their decision to move to or stay in the county on a scale of 1 to 5, with 1 meaning “not at all important” and 5 meaning “extremely important.” Invitation sample responses are illustrated in Figure 16, with the dark and light red segments representing “1” and “2” responses (indicating the item was not important) and light and dark blue segments representing “4” and “5” responses (indicating the item was important). Items are sorted in descending order by their midpoint rating, and average importance ratings are depicted in the right column.

The following items received very high average ratings and strong shares of “4” and “5” ratings, indicating that they are highly important to respondents’ decisions to live in Bonner County:

- Access to lakes and rivers (4.6 average rating; 92 percent provided a 4 or 5 rating)
- Outdoor recreation (4.6 average; 91 percent)
- A safe and secure community (4.5 average; 89 percent)
- The overall character of the community (4.4 average; 88 percent)
- Access to public lands (4.4 average; 83 percent)

A second tier of importance ratings, somewhat lower in comparison but still quite high on an objective basis, included the following items: friends in the community (average 4.0), scenic views from town (3.9), amount of open space like working farms (3.8), cost of housing to buy/rent (3.7), high quality public schools (3.6), and the trail system (3.5).

Although the trail system ranks relatively low (11<sup>th</sup> out of 14 attributes), trails are integral to residents’ access to lakes and rivers, outdoor recreation, and public lands, which are three of the five most important attributes.

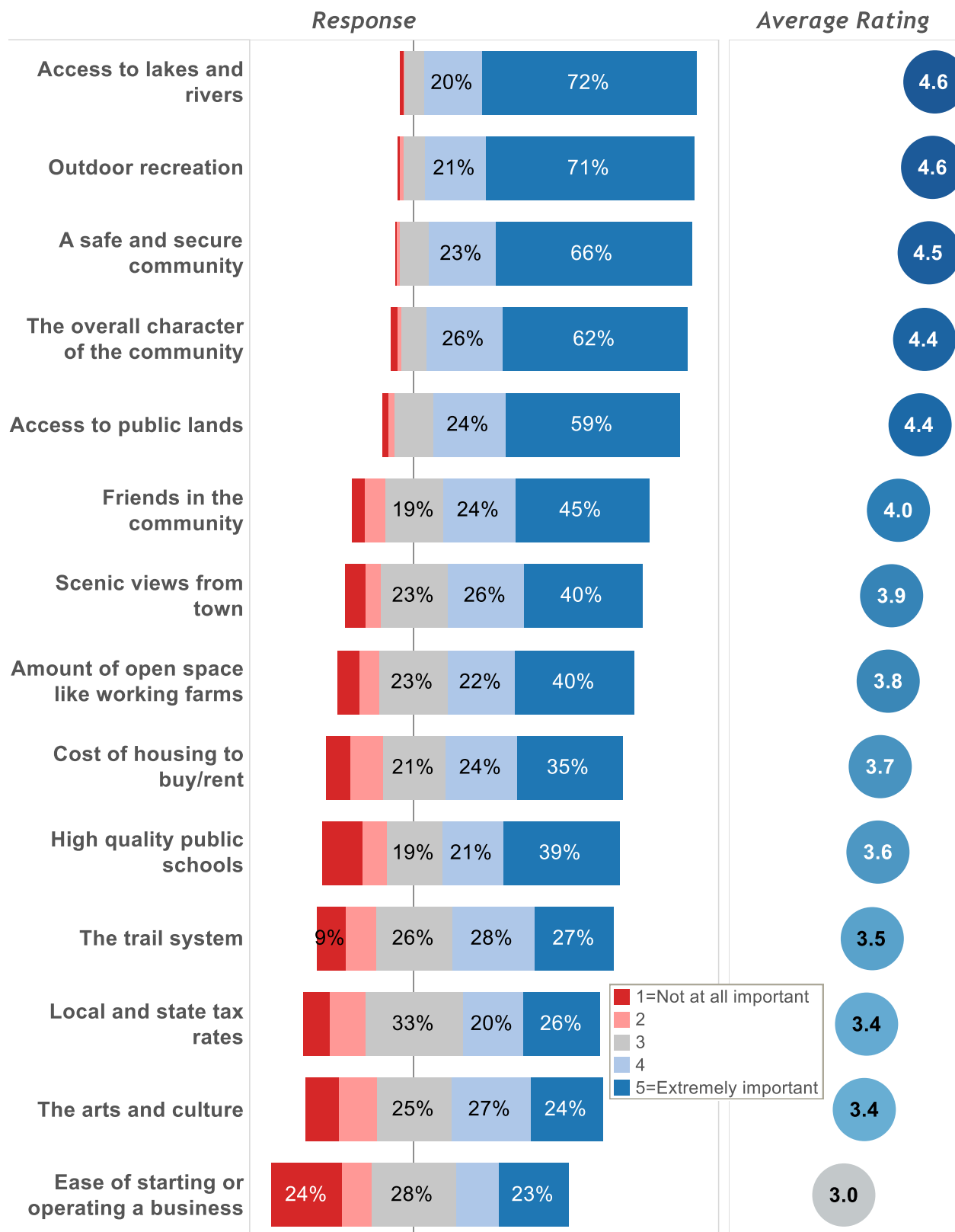
Finally, the lowest-rated categories include local and state tax rates (3.4), arts and culture (3.4), and ease of starting or operating a business (3.0). These factors were rated as less influential in the decision to move to or stay in Bonner County. Generally, respondents seem to be focused most on local recreational opportunities and safety and character of the local community in their decision to live in the county.

Invitation responses for this question were segmented by business ownership to identify differences in influential factors between business owners and non-business owners in Bonner

County. Many ratings are similar in nature between the two segments. However, as might be expected, business owners are considerably more likely to identify the ease of starting or operating a business as important (average rating 3.7) compared to non-business owners (2.7). Business owners also provide slightly higher importance ratings, on average, for the amount of open space, the overall character of the community, the arts and culture, friends in the community, and scenic views from town. Meanwhile, non-business owners rated high quality public schools somewhat higher, on average.

Responses from the invitation sample were also segmented by length of residency. Relative newcomers, who have lived in the area for fewer than five years, identified the trail system and scenic view from town as more important than long-time residents. In contrast, respondents who have lived in the area for a considerably period of time provided higher importance ratings, on average, to arts and culture, friends in the community, high quality public schools, and a safe and secure community.

Figure 16: Importance of Factors in Decision to Move To or Stay In Bonner County



skiing government



- *"A job. Four seasons."*
- *"Beauty of the landscape, friendliness of the people"*
- *"Family"*
- *"Freedom to live the way we want."*
- *"I am the 3rd generation to live in Bonner County- this is my home and where I raise my children!"*
- *"Lack of super highways and traffic and more quiet than big cities"*
- *"Nice four seasons of weather"*
- *"Relatively low cost of living."*
- *"The ability to keep our livestock and live the lifestyle we choose without a lot of government interference."*
- *"We have lived here most of our lives! Family is here."*

## Influential Factors in Decision about Location of Residence

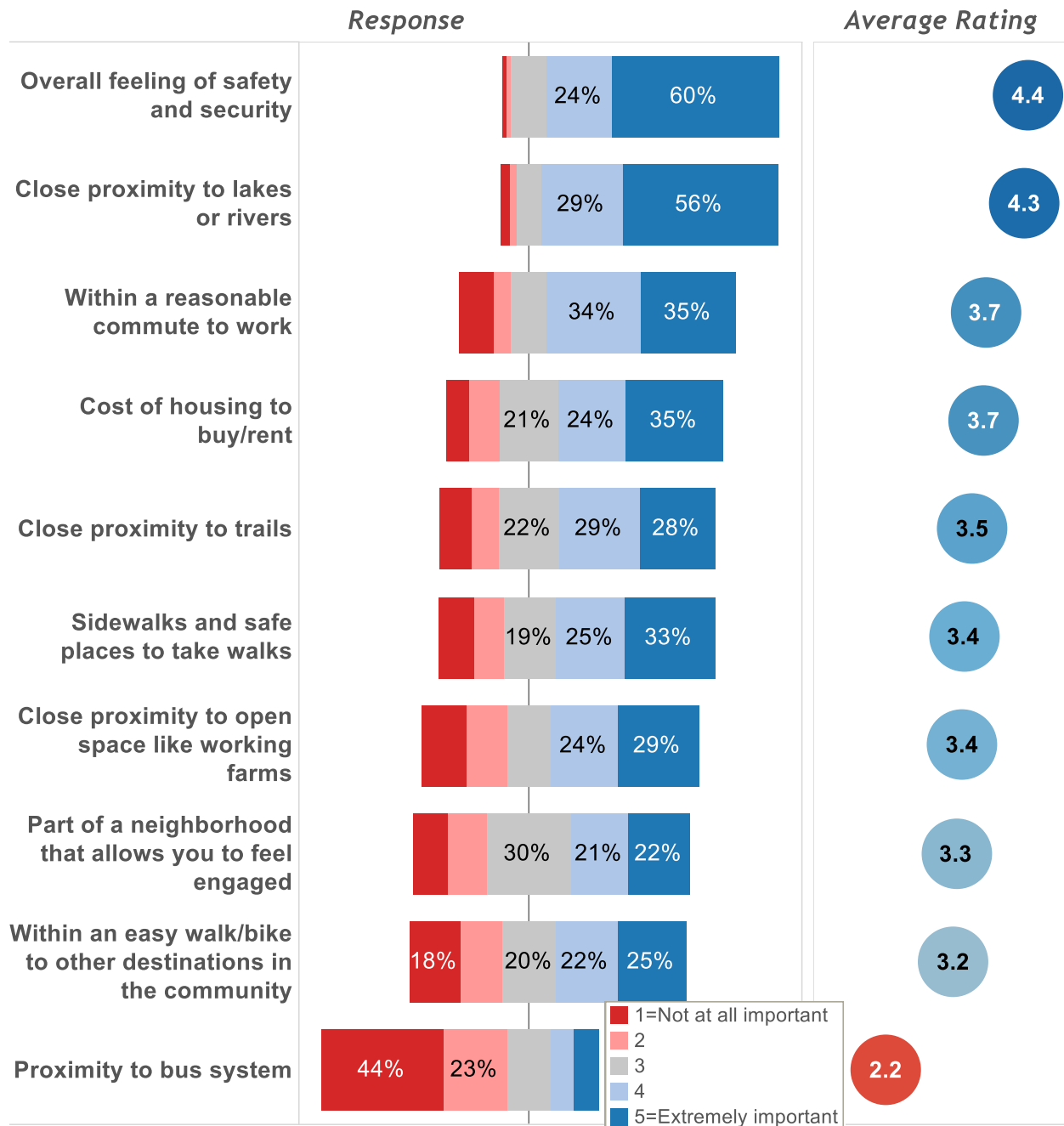
In a similar question, respondents rated ten amenities and characteristics of their community in their decision about the location of their current residence on the same scale, where 1 is “not at all important” and 5 is “extremely important.” Results are shown in Figure 18. The items that received the highest average ratings and largest shares of “4” and “5” responses from invitation respondents include:

- Overall feeling of safety and security (4.4 average; 84 percent rated 4 or 5)
- Close proximity to lakes and rivers (4.3 average; 85 percent)

Items that were rated somewhat lower but were still fairly important to respondents in their residence location decision include a reasonable commute to work (average 3.7), cost of housing to buy/rent (3.7), close proximity to trails (3.5), sidewalks/safe places to walk (3.4), close proximity to open space (3.4), an engaged neighborhood (3.3), and an easy walk/bike ride to other destinations in the community (3.2). Proximity to the bus system received a low average importance rating (2.2), and the share of respondents indicating that this item was unimportant (67 percent) far outnumbered the share indicating it was important (17 percent).

Similar to their decision to locate in Bonner County, respondents noted that community safety and proximity to bodies of water were highly important to where they chose to live. Again, trails were rated as somewhat less important when compared to the other items, though in some cases they provide access to higher ranked factors.

Figure 18: Importance of Factors in Decision About the Location of Your Current Residence



**Figure 19: Additional Important Considerations in Decision on the Location of Your Current Residence**



## PRIORITIES FOR FUTURE ENHANCEMENTS TO TRAILS

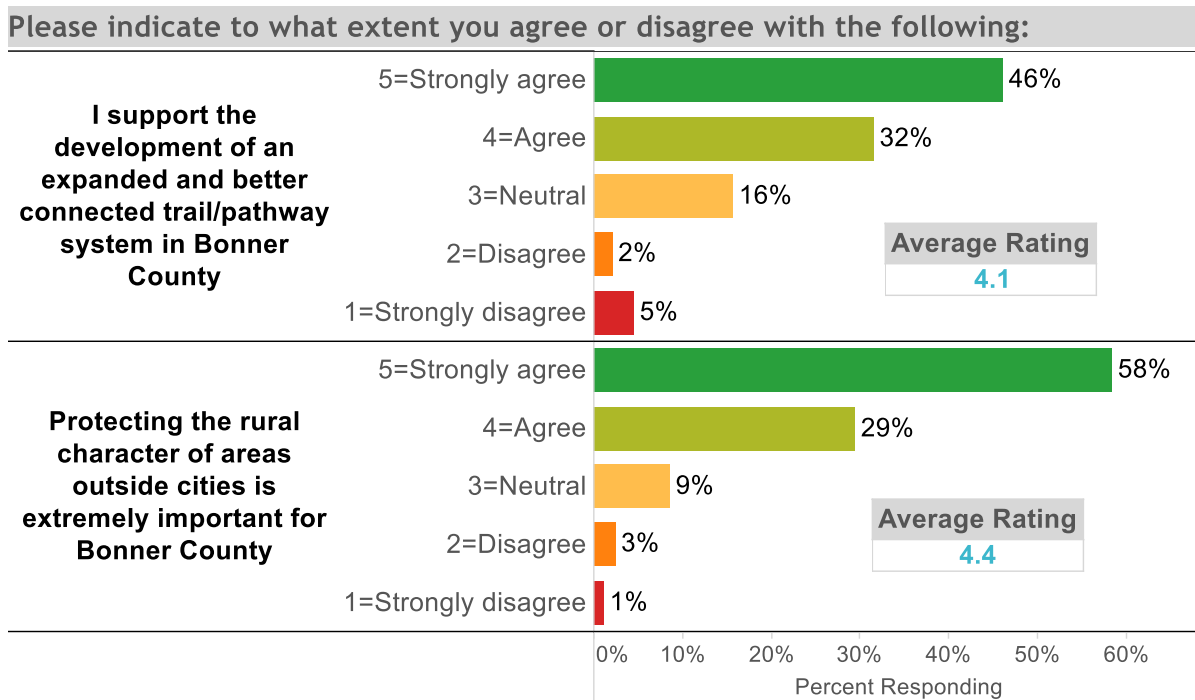
In a final section of the survey, respondents answered several questions regarding the future of trails in Bonner County, including opinions of future trail development, an allocation of potential future funding towards various components of trails, and support for different funding mechanisms. The results from each question are discussed below.

### Opinions of Future Trail Development

Respondents rated their level of agreement with two statements about future trail development in Bonner County on a 1 to 5 scale, where 1 is “strongly disagree” and 5 is “strongly agree.” The first, “I support the development of an expanded and better connected trail/pathway system in Bonner County,” received strong agreement, with over three-quarters of invitation respondents (78 percent) providing a “4” or “5” rating and an average rating of 4.1. Seven percent of respondents disagreed with this statement (provided a “1” or “2” rating).

Slightly higher levels of agreement were noted for “Protecting the rural character of areas outside cities is extremely important for Bonner County.” Almost all (88 percent) respondents rated this statement as a “4” or “5” and the average agreement rating was 4.4. Only 4 percent disagreed.

**Figure 20: Level of Agreement with Statements about the Bonner County Trail Development**



## Allocation of Future Funding

Respondents were asked, “If you had \$100 to spend on trails and open space, how would you allocate that \$100 across the following categories?” and provided a list of ten options. As illustrated in Figure 21 below, respondents allocated the largest sum on average towards maintaining existing backcountry trails on public lands (\$19.89), followed by maintaining existing town/rural trails (\$13.18) and developing new trails to a specific destination (\$11.50). Improving trailheads (\$10.86), improving signs (\$8.07), connecting town trails to the waterfront (\$8.06), and preserving working agricultural lands (\$8.06) also received moderate allocations. Results indicate that respondents are most likely to prioritize maintenance of existing trails.

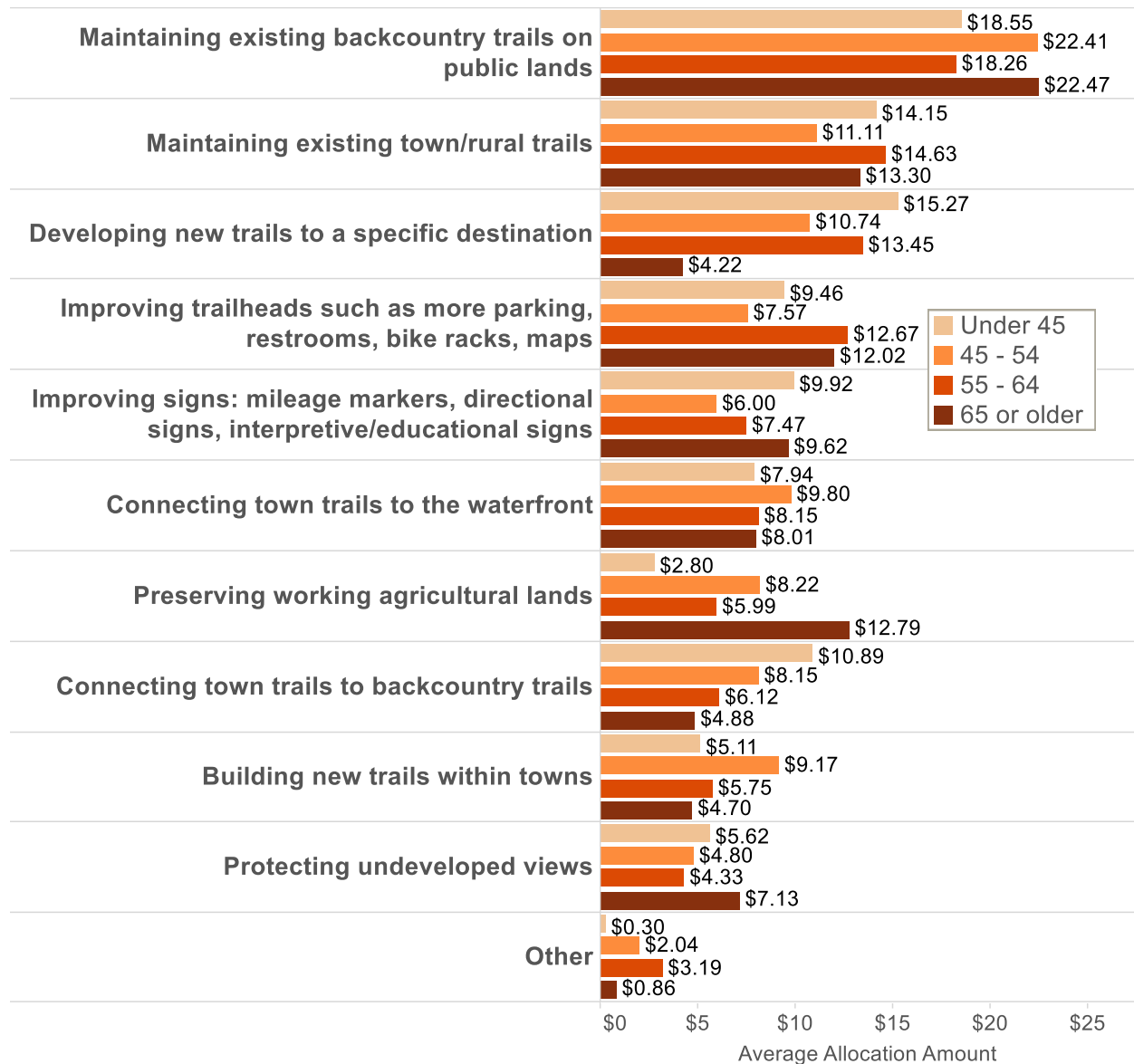
**Figure 21: If you had \$100 to spend on trails and open space, how would you allocate that \$100 across the following categories?**



Invitation responses to this question were also analyzed by respondent age (Figure 22) and length of time lived in the area (Figure 23):

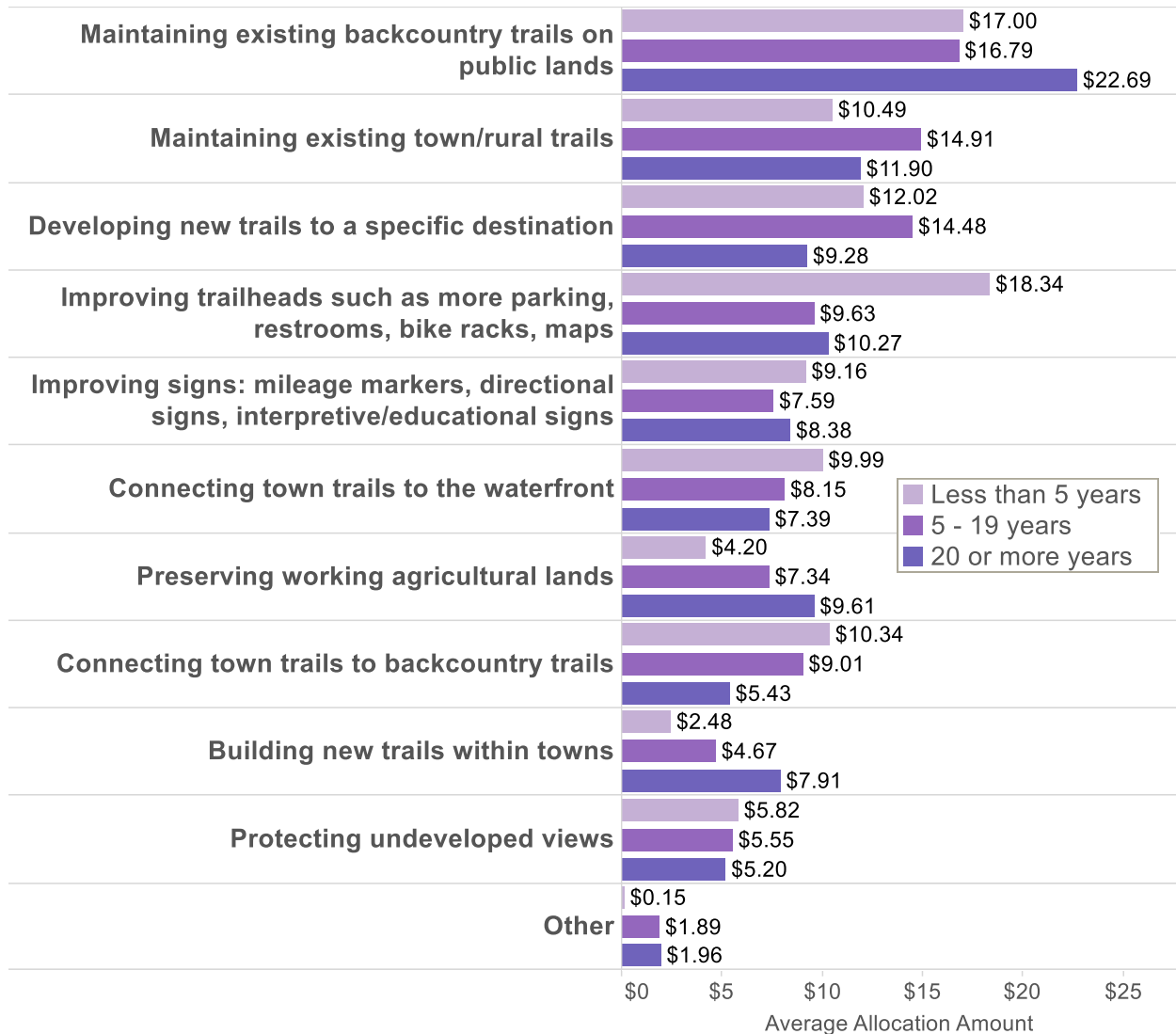
- Respondent Age. Older respondents typically allocated more money towards improving trailheads, preserving working agricultural lands, and protecting undeveloped views compared to younger age cohorts. Meanwhile, younger respondents were more likely to prioritize developing new trails to a specific destination, connecting town trails to backcountry trails, and building new trails within towns.

**Figure 22: If you had \$100 to spend on trails and open space, how would you allocate that \$100 across the following categories?  
By Respondent Age**



- Length of Time Lived in Bonner County. Long-time residents of Bonner County allocated more on average than relative newcomers towards maintaining existing backcountry trails on public lands, preserving working agricultural lands, and building new trails within towns. Respondents who are newer to the area, on the other hand, preferred to put money towards improving trailheads, connecting town trails to the waterfront, and connecting town trails to backcountry trails.

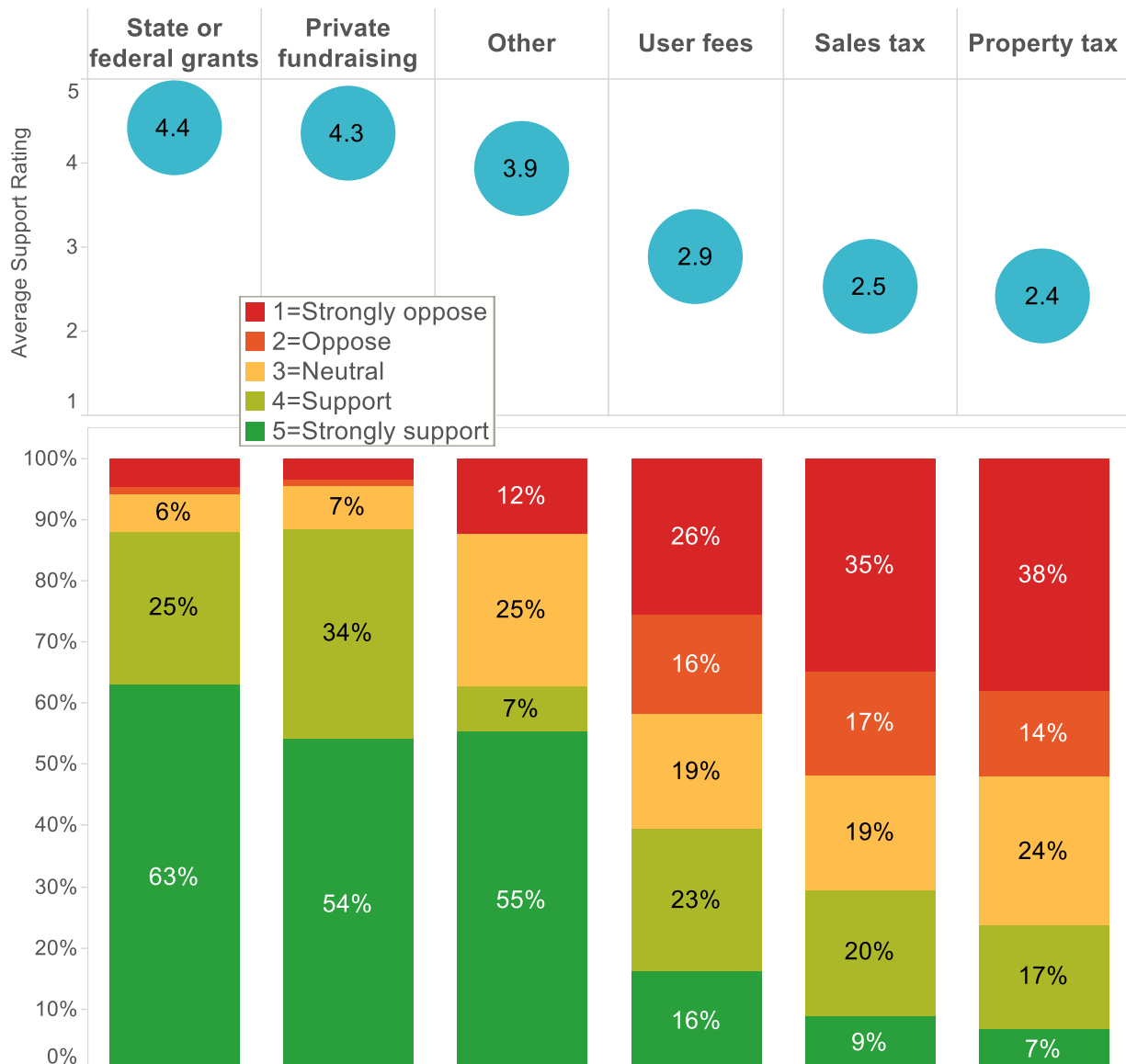
**Figure 23: If you had \$100 to spend on trails and open space, how would you allocate that \$100 across the following categories?  
By Length of Time Lived in Area**



## Support for Funding Mechanisms

After a reminder that expanding or improving trails would require funding, respondents were asked to what degree they would support the following funding mechanisms on a scale from 1 to 5, where 1 means “strongly oppose” and 5 means “strongly support.” Respondents provided the highest ratings for state or federal grants and private fundraising, with averages of 4.4 and 4.3 respectively and 88 percent of respondents providing “4” or “5” responses for each method. Respondents provided considerably lower support ratings for user fees (average 2.9), sales tax (2.5), and property tax (2.4), indicating that they are not interested in placing the cost burden on residents for trail improvements and expansions.

Figure 24: Support for Trail Funding Mechanisms



## ADDITIONAL COMMENTS ON TRAILS

At the end of the survey, respondents were provided with an opportunity to write in any additional comments about trails in the Bonner County area. A multitude of comments were received, and these should be read in their entirety in order to gain a full understanding of the ideas expressed. However, some common themes did emerge and have been summarized below along with a sampling of relevant verbatim comments. A full listing of verbatim comments is available.

### ***Maintain, improve, and upgrade existing trails instead of developing new ones.***

- *"I feel very strongly about the maintenance of what we already have. There are already funds for this maintenance. We do not need what we cannot afford."*
- *"I will forgo expanding trails in favor of maintaining existing trails and also improving the connection of existing trails to sidewalks, currently existing and in the future"*
- *"Maintain the current roads and trails!"*
- *"Our trails are fine the way they are right now"*
- *"REPAIR existing trails before you make new ones! Trail from Bottle Bar Rd to Sagle is very bad. Trail from Long Bridge to Dog Beach needs repair. Items have bounced out of my basket when going over rough spots."*
- *"Require agencies that own the land to maintain it. Already pay taxes for that."*
- *"Sandpoint Ranger District does a poor job maintaining trails and creating access. They receive tax \$ and do nothing. Boundary County does a MUCH better job."*
- *"We have some excellent trails already"*
- *"We have some great trails. It would be nice to have more, but let's take care of what we have and make sure we maintain them and have good access to them."*

### ***Expand parking availability and space at trailheads; maintain parking lot areas.***

- *"I would use the Sagle/Sandpoint trail a whole lot more if there was a place to park in Sagle. The old post office land would make a great park and ride."*
- *"More trailhead parking needed for PDY Bay Trail and Sagle Trail"*
- *"Parking needed at Ponderay end of paved trails"*
- *"I usually end up using old logging roads or current ones and they are next to impossible to get to in winter; they never plow out the parking spots."*

***Improve safety for walking and biking by connecting more paths and developing trails alongside roads to avoid dangerous situations.***

- *“A safe bike/hike trail from Sandpoint to Clark Fork would be nice. It would be safer for cyclist to be off Hwy 200 and less stress for drivers who have to pass them.”*
- *“Better shoulders on highway toward Clark Fork. Connector trail improvement from Sandcreek Trail which goes under highway to access road to Ponderay.”*
- *“I think trails in and around towns in the area need to be developed more to make walking and bicycling safe and practical alternatives to car travel”*
- *“I would like to see a bicycle trail from Sandpoint to Hope. Riding along hwy 200 is not safe.”*
- *“I would like to see bike and walking trails beside the major highways for safety”*
- *“With the new biking trail going through Mickinnick to Baldy to Schweitzer, there needs to be a safer biking route to the trail head. Many bikers already on Great Northern. It's VERY unsafe!”*

***Avoid increasing taxes for residents.***

- *“Don't spend tax monies or indebt the public for any trail works for the small minority that use such things”*
- *“Land agencies need to manage their lands with the tax revenues they ALREADY receive.”*
- *“No more land should be set aside for trails. Government owns too much land as it is. Do NOT raise taxes for this!”*
- *“Property taxes are becoming oppressive. I spend more on city and county taxes than on food! Pretty important for fixed income (or any other).”*

***Develop new trails or connections between existing trails to expand the network.***

- *“Extend bike path to Westmond”*
- *“I would like to see a Gold Hill loop trail completed”*
- *“It would be awesome if the Dover Trail went all the way to city beach with less need to ride on streets/sidewalks. Also more paved biking trails on the North and West side of town would be great.”*
- *“More trails will make this area more of a destination. It is a wise investment.”*
- *“Primarily would just like to have more options for trail running and mountain biking close to town.”*

***Keep up the good work.***

- *"I think the paved and dirt trails here are great and I use them a lot."*
- *"Impressed with amount of development in last 5 years. Appears to be a successful collaboration of civic and private groups to improve systems."*
- *"Keep up the good work!"*
- *"Love to see you being proactive! Thanks!"*
- *"Thank you for taking the time to gather information and continue to improve Sandpoint and the surrounding areas"*
- *"The trails are great and I love being on them and seeing so many others using them."*
- *"They are awesome. Keep up the good work!"*
- *"You've done some great things. Looking forward to the bay trail connection."*

## COMPARISON TO OPEN LINK RESULTS

Due to the small size of the open link sample, open link responses have been kept separate from invitation responses. Notable similarities and differences between these two samples are highlighted in the following summary.

- Open link sample slightly different in demographic and residential profile. Compared to the invitation sample, the open link sample was more heavily represented by males, somewhat younger, and more affluent. It was also made up of a somewhat larger proportion of second homeowners and was predominantly comprised of Sandpoint residents.
- Commuting to work by bike much more common. Open link respondents had a greater likelihood of indicating that they commute to work via bicycle at least once a week compared to invitation respondents. The average number of days per week commuting by bicycle was also higher among open link respondents.
- Trail usage reported by almost all open link respondents. While roughly three-quarters of invitation respondents indicated that they have used trails in the last year, almost all of open link respondents have done so. This may be a result of the advertising for the open link sample as well as the voluntary nature of the survey, thus generally drawing in respondents who already use the trail system on a regular basis and are invested in the future of trails in Bonner County.
- More frequent use of trails for recreational activities. On average, open link respondents reported higher trail usage per month for traditional outdoor recreation activities during both the winter and summer, including walking/hiking/running on unpaved trails, road cycling, mountain biking, and Nordic skiing/backcountry skiing or snowboarding. The total average number of uses per month for summer and winter overall was also higher among open link respondents than invitation respondents.
- Satisfaction ratings by activity generally similar or slightly lower. For almost all of the activities rated, open link respondents provided similar or slightly lower ratings on average than invitation respondents. This indicates that open link respondents are slightly less satisfied with trail offerings for a variety of activities, perhaps a result of their greater investment in and usage of the trails.
- More likely to learn about trails via maps, social media, websites, and outdoor shops. Compared to invitation respondents, open link respondents reported somewhat greater use of maps, social media, various websites, and ATV/bike/outdoor shops as ways to learn more about the location and type of trails in Bonner County.

- Improved and new trails most likely to encourage increased usage. Open link respondents more often desired maintenance and new developments to the trail network when asked about what factors would encourage future use of the trail system. These factors include an improved network of trails, more loop trails, more on-street bike lanes, and more difficult trails.
- Ratings of importance for decision to live in Bonner County and residence very similar. With the exception of the trail system, which was rated considerably higher by open link respondents due to the strong presence of trails enthusiasts in the sample, many ratings of importance of the amenities and characteristics in the area that influenced respondents' decision to live there were similar among invitation and open link respondents.
- Average allocation amounts differ. Open link respondents allocated more funding on average towards building new trails within towns and connecting town trails to backcountry trails than invitation respondents did. In contrast, they allocated less towards preserving working agricultural lands, maintaining existing town/rural trails, improving trailheads, and improving signage.
- Open link respondents more supportive of taxes and fees to fund trails. The average support rating was considerably higher among open link respondents for utilizing sales tax, property tax, and user fees as methods to fund expansions or improvements of trails as compared to invitation respondents.

## CONCLUSIONS

Trails are essential to daily life for many Bonner County residents. Three out of four residents used trails in the last year. Residents use trails nearly every day in the summer and every other day in the winter. Use is high across towns and rural areas and regardless of length of residence in the county, income, or age. Trails are particularly popular among newcomers to the area, younger residents, and business owners.

The survey responses point to several findings that merit discussion.

*Broad support for amenities:* More than three-quarters of residents support the development of an expanded and better connected trail system in the county. Nearly nine in ten residents believe that protecting the rural character of areas outside cities is extremely important for Bonner County.

*Trails lack their own identity:* Although the county's trails are popular, they do not have a strong identity separate from their role in providing access to other amenities. When residents identify what brought them to, or keeps them in, Bonner County they highlight access to the lakes and rivers, outdoor recreation, and public land. Relatively few respondents identified the trail system specifically, even though trails are essential for access to these resources.

*Trails closer to homes:* Residents want trails closer to where they live, suggesting demand for more trails in and around residential areas. More than half of respondents identified proximity to trails and safe places to take walks as important factors in their decision about where they live. One-fifth of respondents stated they would use the trails more if they lived closer to the trail system. Improving the trail network and increasing the number of bike lanes were also identified as factors that would increase use.

*Easier trails:* There is a need for easier trails to encourage new trail users and increase use among existing trail users, including the elderly and those with disabilities. Eighteen percent of non-users cited a physical disability as the primary reason they did not use the trails more. When asked what factors could increase their trail use, 13 percent asked for easier trails. Easier trails would also increase use among 17 percent of current trail users. This is particularly true among residents age 45 and older. More than one-fifth of trail users stated they are "not at all satisfied" with how well trails accommodate wheelchairs or mobility assistance devices. As current residents age and the area continues to be a retirement destination, trails that are easier to access and use will become increasingly important.

*Better information:* There is a desire for more broadly shared information about trails. Among non-users, 21 percent did not use trails because they are unsure where they are. One-third of all respondents cited improved trailheads with parking, restrooms, and maps as the factor most likely to increase how much they use the trails. Eighty-four percent of trail users get their information about trails in the community from word of mouth. Informal communication may

be effective between existing users, but it leaves out non-users and visitors who may want to learn more about trails.

*Potential for trails as transportation:* Almost all current trail use is for recreation, not transportation. This is unsurprising given the largely rural population of the county. However, within towns there is a small group of users who walk, bike, bus, and carpool to work. For residents of towns across the county, 20 percent report using at least one of these forms of transportation each week, on average. This small group of users, along with demand from many residents for more trails and bike lanes near where they live, suggests there is an opportunity to increase the use of trails for transportation.

*Funding challenge:* While residents want trail improvements, they generally do not want to pay for the improvements themselves. Nearly nine out of ten respondents support or strongly support funding improvements to trails via state or federal grants or private fundraising. Nearly half support or strongly support user fees, and roughly one in four support the use of sales or property tax. In short, those wishing to improve the trail system face substantial reluctance for local financial support. Success raising new funds may be more likely using a diverse mix of funding sources, and where local dollars can be significantly leveraged.

*The Future:* While current residents as a whole value area trails, survey results show that younger residents, newer residents, and business owners value them the most. This finding may be significant for Bonner County communities as they consider how to attract a younger population and entrepreneurs who will contribute to the long-term vitality of the region.

## Appendix 6: Field Verification Summary

# Bonner County Trail Plan Field Verification Report (10/23/15)

Field verification was conducted June through September 2015 by foot, bike, car, water, and desktop analysis. Often a combination of these approaches was used for a single segment. Table 1 shows the methods used for groundtruthing.

<b>Table 1. Groundtruthing Approach</b>				
Foot	Bike	Car	Water	Desktop
54	23	49	2	11

Of 113 total trail segments, 110 have now been field verified. The three unverified segments are all in the Northwest (NW-A, NW-R, and NW-U). Of the 113 segments, two (SAN-U and SAN-V) were added by the Trail Mix Committee in September 2015. Three of the 113 segments are being eliminated based on feedback from the Trail Mix Committee (SAN-M, SAN-N, and SW-G), but these segments are still included in this report.

Table 2 shows the breakdown of assessed segments by score. The most commonly assigned scores were 3s and 4s.

<b>Table 2. Segments by Score</b>	
Score	Number
1	6
2	10
3	34
4	40
5	20
Total	110
Average	3.5

Table 3 shows the highest and lowest rated segments. Of the 87 segments field verified, only seven were not recommended for inclusion in the trail plan.

<b>Table 3. Highest and Lowest Rated Segments</b>				
Segment	Field Verifier	Segment Name/Description	Include?	Score
CEN- G	Jared/Larry	Watershed Crest Trail	Yes	5
CEN-J	Erik	Pack River Trail	Yes	5
CEN-Q	Shelby	Part of Happy Fork Gap Trail System	Yes	5
CEN-R	Shelby	Williamson Carr Connector	Yes	5
CEN-V	Shelby	Upper Baldy Trail Connector	Yes	5
NW-D	Ed/Jim M	Lookout Mountain Trail	Yes	5
NW-E	Ed	Lookout Mountain Trail	Yes	5
NW-F	Ed	Lookout Mountain Trail (Alternate Trailhead)	Yes	5
PON-E	Erik	North Creekside Trail	Yes	5
PON-H	Erik/Jared	Little Sand Creek	Yes	5
PON-M	Erik/Ross	Bronx Hill Loop	Yes	5
POR-A	Liz	Pend Oreille River Passage Trail	Yes	5
SAG-B	Deb	Bottle Bay Loop (For Bike Lane), Gold Hill System	Yes	5
SAG-F	Susan	Gravel Pit, Gold Hill System	Yes	5
SAN-K	Clare	Sandpoint Pathways System	Yes	5

<b>Table 3. Highest and Lowest Rated Segments</b>				
Segment	Field Verifier	Segment Name/Description	Include?	Score
SAN-L	Clare	Creekside West, Sandpoint Pathways System	Yes	5
SAN-V	Susan	Syringa Meadows	Yes	5
SW-C	Doug	Spirit Lake to Blanchard	Yes	5
SW-D	Don	Granite-Sagle or Careywood-Cocolalla	Yes	5
NW-B	Richard S	Priest Lake Area (Habitat, Fallen Trees)	No	1
NW-C	Richard S	Priest Lake Area (Habitat, Fallen Trees)	No	1
SAN-D	Clare	Sidewalk Between 1 <sup>st</sup> and 3 <sup>rd</sup> Avenues	No	1
SAN-E	Clare	Sidewalk Between Boyer and Euclid	No	1
SW-A	Liz J-G	Old Priest River Road	No	1
SW-G	Spirit Lake Chamber	Being Deleted	No	1

Table 4 shows the average scores of groundtruthed segments by area.

<b>Table 4. Average Score by Area</b>		
Area	Verified	Average
CEN	25	3.5
NW	20	3.3
PON	24	3.6
POR	2	4.5
SAG	6	3.8
SAN	22	3.6
SW	10	3
WAT	1	4
<b>Total</b>	<b>110</b>	

Table 5 shows the expected uses of the groundtruthed trails (most have multiple expected uses).

<b>Table 5. Expected Use of Groundtruthed Trails</b>							
Walk/Hike	Mountain Bike	Road Bike	Equestrian	ATV	Snowmobile	X-Country Skiing	Other
83	85	47	30	24	18	13	15

## The Basics

- The proposed trails have been broken into segments for field verifications. Please complete **one form for each segment**.
- Because this is a conceptual trail plan and not an alignment study, we are looking for a **broad overview** of each trail segment: overall viability and major impediments and opportunities (hot spots). You will be evaluating corridors rather than precise trail alignment locations. We are asking you to **rate trail segments on a 1 to 5 scale** with 1 representing poor and 5 meaning excellent.
- Groundtruthing can be done by foot, bicycle, ATV or by car (windshield assessment) as appropriate.
- If you already know a lot about a trail segment without additional field verification, it is okay to fill out the form without additional groundtruthing.
- Forms need to be in by July 10, but it will be a huge help if you get them in earlier. Plus you will get three times as many tickets for the blanket/water bottle raffle if you turn your forms in by **June 18**.
- If you have questions or concerns, please contact Amy Morris (415-495-4014, [amy.morris@tpl.org](mailto:amy.morris@tpl.org)) or Fred Gifford (505-982-6972, [fred.gifford@tpl.org](mailto:fred.gifford@tpl.org)).

## Trail Maps and GeoPDF Files

If you would like additional copies of the 11x17 field verification maps that were handed out at the Trail Mix meeting, please contact Fred. Electronic versions of the trail maps can be found here: <http://tplgis.org/BonnerTrails/>. If you have the PDF maps on your phone (or another mobile device) in the field you can see your location using the (free) Avenza PDF Maps app, which you can download here: <http://www.avenza.com/pdf-maps>. The easiest way to get the PDF map images on your phone is by emailing them to yourself, but you can also access <http://tplgis.org/BonnerTrails/> from your mobile device or access them through Dropbox or Google Drive if you save the maps there.

## Photos and Geolocation

If you have a smart phone, please turn on your location services before you begin, and take a few photos as you are groundtruthing (so your photos will be geo-tagged). When you've finished groundtruthing a segment, send your three best photos to [carolyn.ives@tpl.org](mailto:carolyn.ives@tpl.org). Questions about photos or geotagging? Feel free to contact Carolyn at 505-988-5977.

## Private Property

Please do not enter private property with "No Trespassing" signs or with red/orange tree markings that delineate private property with restricted access. If a landowner approaches you while you are groundtruthing and wants to know what you are doing please say: "I'm working with a regional trail committee on a county-wide conceptual trail plan. We are groundtruthing over 100 potential trail segments; not all the segments will be part of the final plan. Any eventual trails would only be created with landowner consent." If they want to talk to someone about the trail plan, you can refer them to Amy or Fred.

## Returning Forms

By July 10 (but ideally by June 18), please get us your completed forms. You can drop them off with Susan Drumheller at Idaho Conservation League, 102 S. Euclid, Suite 207 (Sandpoint Business and Events Center); mail them to Susan at PO Box 2308 Sandpoint, ID 83864; or scan and email your completed form to [amy.morris@tpl.org](mailto:amy.morris@tpl.org). If you are mailing in your forms, please plan ahead so that they are sure to arrive on time.

**Thank you very much!**

[illegible]

**Bonner County Trail Groundtruthing Field Data Collection Form**  
**(Revised 5/28/15)**

**8. Viability Score (1-5):** \_\_\_\_\_

*Viability considerations: Is there an existing path or passage of some sort? Are there likely major impediments for moving along the segment? Would this corridor be appropriate for the expected trail uses? Are there incompatible adjacent land-uses? Note: don't worry about evaluating current surface for viability (assume improvements are possible).*

Notes: \_\_\_\_\_

\_\_\_\_\_

**9. User Experience Score (1-5):** \_\_\_\_\_

*User experience considerations: Are there pleasant views to/from the segment corridor? Would it be noisy? Anything else that is notable about the sound and feel of the corridor?*

Notes: \_\_\_\_\_

\_\_\_\_\_

**10. Are there special opportunities with this segment? (Circle one) Yes / No**

*Examples are existing corridors like streams, utility ROWs, unique cultural or natural features, or other features that make this a more desirable segment to develop. Please also note any potential areas for parking and trail heads if relevant. If possible, please record GPS coordinates.*

Notes: \_\_\_\_\_

\_\_\_\_\_

**11. Are there notable impediments with this segment? (Circle one) Yes / No**

*Examples are: need to cross major transportation or water feature, wetlands, private property, safety issues, or other features that make the segment more difficult to develop. If possible, please record GPS coordinates.*

Notes: \_\_\_\_\_

\_\_\_\_\_

**12. Anything else we should know about this trail segment?**

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

## Appendix 7: Funding for Trails

Funding trails typically takes the support of the business community, elected officials, government agencies, and community leaders. It is crucial to educate trail users and the community about the benefits of an improved trails system, such as expanded economic benefits from tourism, increased quality of life for local residents, energy savings associated with alternative transportation, and increased safety with dedicated bike lanes and separated pathways.

There are a wide variety of potential funding sources for Bonner County trails including state and federal funding, local and regional funding, and funding from non-governmental organizations. Federal, state and private grants can help communities with trails planning, development and land acquisition. These grants can also help to encourage local investments. Having an adopted comprehensive trails plan is critical for communities seeking grants funds. An adopted plan demonstrates the community is sufficiently organized and capable of administering grant funds and has a vision of its future trails system. Successful grant applications also need to show inter-jurisdictional cooperation between organizations at all levels of government and the private sector.

The funding options below are taken from a white paper prepared for the Idaho Conservation League (Rumore 2014).

### State and Federal Funding

*Note: State funds can be used to match federal funds, which can help with securing and leveraging federal funding.*

- **Safe Routes to Schools:** The Safe Routes to Schools Program is a federal program working to enable children to bike and walk to school. Federal funding is available for Safe Routes to Schools projects through the federal Transportation Alternatives Program.
- **National Forest Foundation:** The National Forest Foundation is a partner of the U.S. Forest Service that focuses on protecting and enhancing forestlands. The foundation offers a suite of grant programs that support place-based organizations in implementing conservation work and building internal capacity in order to increase the impact and benefits to their community, environment, and economy. The foundation was a source of funding for the Mickinnick Trail.
- **National Park Service Rivers, Trails, and Conservation Assistance Program:** The National Park Service's Rivers, Trails, and Conservation Assistance Program provides technical assistance grants for conservation and recreation projects. State or local agencies, tribes, nonprofit organizations, and citizen groups are eligible to apply for this funding. This grant program provided technical assistance for the Pend d'Oreille Bay Trail strategic planning process (see Section 5, Case Studies).
- **Idaho Department of Parks and Recreation:** The Idaho Department of Parks and Recreation provides a variety of funding programs and grants to government entities in Idaho for the provision of equipment and the creation and renovation of outdoor recreational facilities. Relevant grant programs include: Land and Water Conservation Fund; Recreational Trails Program; Waterways Improvement Fund; and Recreational Road and Bridge funding.
- **Scenic Byways Funds:** Scenic Byway funds can be used on trails adjacent to a scenic byway. There are three scenic byways in Bonner County: Panhandle Historic Rivers Passage and Wild Horse Trail Scenic Byway, both part of the International Selkirk Loop, and the Pend Oreille Scenic Byway. Projects submitted for consideration should benefit the byway traveler's experience, whether it will help

manage the intrinsic qualities that support the byway's designation, shape the byway's story, interpret the story for visitors, or improve visitor facilities along the byway. Without significant cost-sharing from other sources, National Scenic Byways Program funds may not be used for local parks, expansion of park or forest land, or trails or bicycle pedestrian facilities serving primarily local residents or existing visitor attractions. (National Scenic Byways Program 2011)

## Local and Regional Taxes

As described in the results of the 2015 Headwaters Economics survey in Section 3 (Public Input), there is currently very little appetite in Bonner County for using local public funds (especially tax revenues) for trails. Depending on the level of local support, tax-based approaches could include:

- **City impact fees:** Impact fees can be put in place by local governments on new or existing development to pay for public services and improvements. Sandpoint currently gets some of its funding for pathways from impact fees. Other towns and cities could implement a similar approach.
- **Local improvement district:** Local improvement districts are a mechanism for property owners with common concerns to band together and assess themselves for local improvements such as sidewalk repair, neighborhood park rehabilitation, irrigation, and flood control. Local improvement districts must be authorized by state law and follow specific state procedures for formation, governance, and the issuance of bonds to finance the projects. Such a district can be used to improve pathways or preserve open space in specific communities.
- **Local option tax:** A local option sales tax is a special-purpose tax implemented and levied at the city or county level. A local option sales tax is often used as a means of raising funds for specific local or regional projects, such as improving area streets and roads, or refurbishing a community's downtown area. Local option taxes are called "option" taxes because they are decided by and must be voted in by the voters of a county or city. In Idaho, county option taxes, where voted in, must be charged on all transactions that are taxable according to state law. City option taxes can be limited to certain things, such as lodging, restaurant food, and alcohol by the drink. Resort city taxes are the only allowed version of the local option tax at the city-level in Idaho. A town has to have a population of less than 10,000 people to be able to qualify for a resort city tax. In 2012, an effort to pass a local option tax in Sandpoint and Ponderay to support specific projects, including the Pend d'Oreille Bay Trail, failed.
- **Bed tax:** A bed tax is a levy imposed by local government on hotels and other visitor accommodations within its governing area. Such a tax allows cities and towns to raise funds without increasing the taxes of local residents. Some portion of the bed tax can be used to pay for recreational and connectivity projects. Ponderay is currently using some of its bed tax money to support the Pend d'Oreille Bay Trail project.
- **Recreation district:** A recreation district is a type of special district – an independent governmental unit that serves a specified area with the goal of achieving a specified goal. A recreation district serves a designated area—such as a county, region around a city, or a "valley"—with the intent of supporting recreational opportunities. Recreation districts can be used to generate additional tax money to support trail, pathway, open space, and connectivity efforts. The Schweitzer area currently has a recreation district.
- **Conservation Futures program:** Conservation Future programs levy a property tax to support the acquisition, preservation, and protection of local open spaces, streams, rivers, and other natural resources. Such programs have been put in place in certain areas, such as Spokane County, through advisory ballot measures. The Spokane County Conservation Futures program can generate up to 6.25

cents per \$1000 of property value, although it is currently set at 4.3 cents per \$1000. Such a program, if passed, could generate funds for open space and recreation enhancement.

- **Bond measure:** Towns and cities can raise funds through passing a municipal bond measure, in which a city issues bonds to acquire funds for a public works project. Such a bond measure could be used to support trail, bike path, open space, and connectivity efforts.
- **Real estate transfer tax:** Real estate transfer taxes are taxes imposed by states, counties, or municipalities on the transfer of the title of property within the jurisdiction. Real estate transfer taxes can be used to fund specific purposes, such as open space conservation and connectivity projects. Municipalities or the county could impose such a tax to generate funds for open space, trails, and connectivity efforts.
- **Urban renewal agency/district:** Urban renewal agencies can use tax incremental financing—the taxes generated by increasing property values within a designated renewal district—to pay for public improvements and other revitalization activities within the urban renewal district. An Urban Renewal Agency has been used in Coeur d’Alene, Idaho for funding development of a portion of the Centennial Trail. Sandpoint currently has an Urban Renewal Agency and two urban renewal areas (downtown Sandpoint and northern Sandpoint); the city uses some of the money generated through the Urban Renewal Agency for pathways in the urban renewal areas.

## Non-Governmental Sources and User Fees

- **Private Foundations:** Numerous foundations in the Sandpoint Region and nationally fund projects related to trails, pathways, and open spaces. This funding is usually secured through competitive grant application processes. Many groups in the area have been successful at securing grants and other funds from private foundations.
- **Business support:** Local businesses, which often benefit from the tourism and economic activity generated by trails, open spaces, and other recreational amenities, may provide funding, donations of goods, and other forms of in-kind support for trail, open space, pathway, and connectivity projects. Businesses can help with events, donate products for fund raising efforts, and make direct contributions, as well as help with marketing trail and connectivity efforts, he said.
- **Grants from recreation advocacy organizations:** Many biking organizations, such as the League of American Bicyclists and the International Mountain Biking Association, offer grants and other programs to support trail and pathway development and maintenance. These funds typically are targeted toward helping with specific projects and maintenance.
- **User fees:** The fee for use funding model involves generating funds by charging for direct use of trails, open spaces, and other recreational assets.
- **Voluntary contributions fund:** It may be possible to set up a fund at the county or local level to which people could make voluntary contributions to support trail, open space, and connectivity efforts.

## Funding Successes in Bonner County

Partnerships between private organizations and area agencies have proven to be powerful combinations for obtaining federal, state and private grants for Bonner County trail projects. The Rails to Trails Foundation assisted Sandpoint in the exploration of a public trail corridor. The proposed Pend d’Oreille Bay Trail project received a technical assistance grant from the National Park Service’s Rivers, Trails and Conservation Assistance Program and through a coalition of the trail backers, cities and county, the project cornered a \$650,000 “Brownsfield” grant through the American Recovery and Reinvestment Act

to examine the contamination of the trail corridor and clean-up and redevelopment opportunities. (Pend d'Oreille Bay Trail Concept Plan 2010)

North Idaho Bikeways (formerly Pathways) celebrated its first big milestone August 14, 1998, with the official opening of the Carlson-McConnaughey Sagle Community Trail. The trail connected the Long Bridge path to a new path leading south to Sagle Road. Countless citizens, businesses, and government agencies enabled the path to be built as one of the least expensive paved bike paths in the nation. Since 1998, North Idaho Bikeways has been awarded:

- \$30,000 in business and individual donations to qualify for a \$152,000 Federal Transportation Efficiency Grant (Dover Trail)
- \$138,000 State Grant for the Popsicle Bridge and 5<sup>th</sup> Ave. Corridor
- 20 percent matching fund from the City of Sandpoint
- \$12,000 Grant to deck the Dover Trestle Bridge

In 2000 the Sandpoint and Dover communities worked to deck the Dover Trestle Bridge allowing the path to be walkable and to prepare it for paving. Paving was completed in 2000. Because North Idaho Bikeways is a non-profit, funding the construction of various projects has been through a variety of sources. These include private donations, fund-raisers, local businesses, and state grants all in the forms of money, time, and labor.

The Pend Oreille River Passages Trail, a pathway along the Pend Oreille River from Washington/Idaho border at Oldtown to Sandpoint, began with a short segment at Oldtown located on highway and city of Oldtown properties. The funding for the start came from federal highway "Enhancement" grant funding for the Oldtown Segment. Funding allowed for: a 10-foot wide, paved, striped and signed trail from the Pend Oreille River Bridge to the Old Mill Road; a railing; 10-foot wide paved handicap accessible ramp from the trail back into Rotary Park; and concrete stairs with railing from the bridge down to the boat launch area. The \$250,000 grant required a \$25,000 match from the community. Rotary members and other community members donated engineering work, environmental planning, a biological assessment and wetland delineation to match the federal dollars. The Rotary Club donated material and fill. With the private donations, the community was able to come up with "soft match" money for all but a few thousand dollars of the required match. (Linch 2011)

## Appendix 8: Neighborhood Plans

# Neighborhood Plans

Early in the County's 2008 planning process, as the TAG team began to discuss the make-up of the county's people and places, the group realized Bonner County needs to break the trails plan into neighborhood units. Originally, the TAG recommended using the Trails Sub Areas shown below.

The county's river and lake systems and east-west and north-south major highways naturally created six distinct neighborhoods. Borrowing names from the prominent landscape features of the area, the trail planners dubbed the six trail sub-areas as: Priest Lake; Hoodoo; Grouse; Blacktail; Baldy; and Beetop. Each of the sub-areas has unique needs and interests. Descriptions developed for Priest Lake, Hoodoo, and Beetop are included below.



**LET'S TALK TRAILS!**

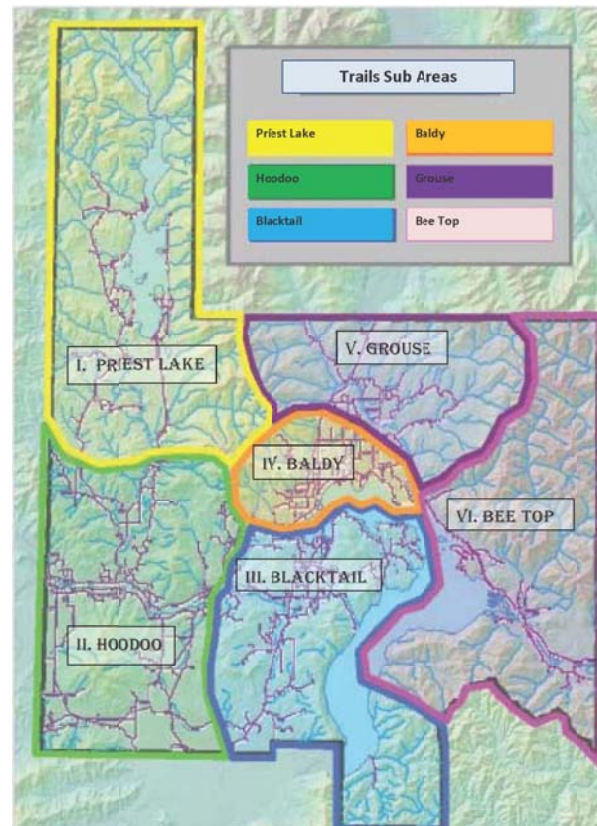
**What:** Join the Bonner County Trails Advisory Group for a discussion of trails opportunities in the Priest River/Oldtown neighborhood.

**When:** Thursday, September 30, 4:-5:45 p.m.

**Where:** Priest River Library, 219 Main St., Priest River

**Why:** Bonner County is gathering neighborhood knowledge, ideas and wishes for trails and pathways so that a county-wide trails plan can be developed to link its communities and landscapes.

Visit our web site at <http://www.co.bonnerid.us/planning/index.html> or find us on Facebook.  
(Bonner County Planning Department, 1500 Hwy 2, Sandpoint, ID (208) 255-1459)



## Priest Lake

The Priest Lake Neighborhood contains two high quality lakes: Upper Priest Lake with a surface area of 1,338 acres, and Priest Lake which is the third largest natural lake in Idaho with an area of 23,000 acres. Upper Priest Lake and Priest Lake are connected through the Thoroughfare. Priest River meanders down the valley to the Pend Oreille River, offering recreational opportunities on and along the waterway as well as historic significance for the area. State Highway 57 provides the main link to Priest Lake from U.S. Highway 2 at Priest River, approximately 25 miles to the south.

The majority of the property in this neighborhood is either owned by the Idaho Department of Lands or U.S. Forest Service. The state and federal trail systems are not under the county's jurisdiction, but provide existing and potential links across lands within the county's jurisdiction. The state lands are predominantly located on the eastside of the lakes and river. Located in the northern part of this neighborhood is the Selkirk Crest leading into Boundary County, with an impressive granite ridgeline averaging more than 6,500 feet. The federally owned land, predominantly on the west side of the lakes and river, is generally tree-covered, less rocky terrain. The aquatic and mountainous terrains, offer chances to see moose, elk, bald eagles and other abundant wildlife of the area.

Seasonal trail activities in the Priest Lake Basin are both motorized and non-motorized. During the summer months, hiking, climbing, ATVing, road and mountain biking, horseback riding, berry picking, fishing and numerous other water activities are the recreational opportunities enjoyed by permanent and seasonal residents and visitors to the area. A variety of boaters, powered and non-powered, enjoy the lakes, while others float the Priest River. Winter activities are also numerous in the Priest Lake Basin, including snowshoeing, snowmobiling, cross-country skiing, and dog-sledding. Seasonal community activities also center around pathways, such as fun runs, triathlons, wooden boat parade and show, poker runs, dog sled races and snowmobiling activities.

Starting in 2008, the Priest Lake Sub-area group gathered community input for the plan through a variety of means, including a sub-area on-line and local survey, local meetings, information tables at several community events and festivals and the visitor center at Dickensheet. Comment sheets were made available at various locations at Priest Lake and at the Bonner County Fair. The group conducted tabletop discussions, providing the community an opportunity to indicate desired pathways and linkages. The local news web page, "As the Lake Churns," provided a link to the on-line trails survey. The Priest Lake group made available at the Priest Lake Library a notebook which displayed the sub-area map and survey results. Priest Lake visitors, full- and part-time residents were all invited to comment. Results of the survey are included in this plan, and reflect much of the input the Sub-area group found during its community events. From the community input efforts, the Sub-area group learned:

- The primary reasons for using trails in the Priest Lake area are for "Enjoyment of the Natural Environment" and for "Recreation/Fitness;"
- Uses of the existing trails include both motorized and non-motorized uses;
- Maintained trails for ATVs, snowmobiles, walking/hiking, lake activities and access points are adequate, but those for cyclist and cross-country skiing/snowshoeing are seen as inadequate, and those for equestrian users could be expanded;
- Trail amenities are perceived as lacking;
- The main reasons for developing a trail system would be to provide access to natural areas, provide places to walk and cycle within communities, and improve the quality of life and health of visitors and residents;
- Key links within the Priest Lake Sub-area that should be connected are locations up and down both the east side and west side, and developing a safer, year-round connection between the east and west sides of Priest Lake;

- Key connections to areas outside the Priest Lake Sub-area are to the northwest (Metaline Falls area), northeast (Bonners Ferry area) and to the southeast (Schweitzer Mountain) and south (Priest River).

## Hoodoo

The Hoodoo neighborhood extends from the Washington State and Kootenai County lines in southwestern Bonner County to the Fox Creek/Quartz Creek area on the north and the Riley Creek and Clagstone areas to the east. The Pend Oreille River courses through the center of the neighborhood. Hoodoo has everything from urban sidewalks to suburban paths to backcountry ATV and horse trails on federal, state, city and private properties. Because of the diversity of this neighborhood, TAG members met at Blanchard, Oldtown and Priest River to gather community ideas about trail systems. The group also met with the Pend Oreille County trails planners to talk about water and land connections to the neighboring state trail systems. The top interests of those who attended the neighborhood meetings included:

- Developing bicycle and pedestrian trails over old railroad beds in the Blanchard area;
- Securing access over private timberlands to connect with existing National Forest roads and trails in the Hoodoo area;
- Working with private partners, such as Stoneridge Golf Course or Clagstone, to create connections to walking trails;
- Safely connecting city parks to recreation attractions such as the Mud Hole east of Priest River;
- Partnering with the City of Priest River to see the Priest River “landfill park” (an 8-acre site north of the highway) become a reality and to connect it with water and land pathways to the Mud Hole;
- Connecting the Eastside area with Schweitzer Mountain via a snowmobile trail system;
- Working with the Washington neighbors to develop a water-based trail system with amenities that could someday lead from the Clark Fork delta to Canada and help boost the area’s tourism;
- Expanding on the Safe Routes to School initiative;
- Creating historic pathways between Oldtown and Priest River by land or water;
- Achieving the Millennium Trail dream of connecting Oldtown to Dover along the scenic Pend Oreille River;
- Establishing a water trail on the Pend Oreille River that includes historic or interpretive stops.

## Beetop

Beetop is the most easterly neighborhood unit, extending from the Trestle Creek area east to the Montana border. This area is dominated by steep slopes and narrow valleys. U.S. Highway 200 East edges Lake Pend Oreille and the Clark Fork River system heading into Montana. The narrow, winding highway with limited shoulders poses challenges for safe cycling accommodations. The majority of the property in this neighborhood is federally owned U.S. Forest Service lands. Hiking, ATViing, horseback riding and mountain biking opportunities abound in the mountainous terrain, offering glimpses of the moose, elk, bald eagles, mountain goats and other abundant wildlife of the area. Kayakers and canoeists will find intriguing water routes winding through the Clark Fork River delta’s North, Middle and South Forks and stretching along the base of the Green Monarchs on Lake Pend Oreille. Winter

snows beckon snowmobilers to the popular trails, such as the Trestle Creek drainage. TAG members met with trail enthusiasts in the Beetop neighborhood. Their comments and interests included:

- Reviewing the current access and conditions for ATVing from Lightning Creek to Porcupine Lake, Lunch Peak Road, Wellington and Strong Creek (Trails and roads within the National Forest are not under Bonner County's jurisdiction, but the discussion is documented, nevertheless);
- Discussing desired ATV access through Trail 120, Rattle Creek Trail, and public access to Schlecht Lake. If Rattle Creek remains closed to ATV access, exploring access through #1184 and #1030 and further access to Montana roads and trails.
- Discussing a desired foot/bike path along Highway 200, particularly between Lightning Creek and Callahan and between mile posts 56 and 57;
- Marking existing and desired horse, water, foot, bicycle, snowmobile, and ATV trails on a draft map.

## **Appendix 9:**

# **Trail Development and Maintenance**

# Trail Development and Maintenance

## Trail Development

### Standards for construction

Because Bonner County's existing and potential trail systems cross a wide variety of landscapes and cityscapes, a variety of trail construction standards are proposed. The trail types and construction standards are listed below. Trail construction standards are dependent on the location of the project and the targeted trail users. Standards for connecting a suburban housing development to a nearby park or school will differ from a recreation trail in an alpine village. Based upon the location and proposed trail users, the developer will select a trail type from the tables below. Construction plans, such as lighting, trail width, or surfacing, will vary to meet the design objectives of a particular project. The governing body will adopt particularized conditions of approval for the trail construction as part of the subdivision, planned unit development process or other development project. Selection of the appropriate trail for a given area is important to ensure the trail construction meets neighborhood needs, is attuned to the given environment and can be properly maintained. The trail must also be sustainable for the given project area. To be sustainable, the trail must:



Photo: Larry Davidson

- Support current and future uses with minimal impact to the area's natural systems.
- Produce negligible soil loss or movement while allowing vegetation to inhabit the area.
- Recognize that pruning or removal of certain plants may be necessary for proper trail construction and maintenance.
- Protect the area's wildlife.
- Require little rerouting and minimal trail maintenance. (Tennessee Department of Environment and Conservation 2011)

### Minimum construction guidelines for all trail types

When considering a new trail, the following minimum standards should be met:

- **Grades:** For multi-use trails, as a general rule, grades should not exceed ten percent (10%) because they become difficult for trail users to negotiate, and lead to trail erosion. Fifteen percent (15%) grades are acceptable for lengths shorter than fifty (50) yards.



➤ **Trail width:** Trail width is dependent upon the type of trail selected for the project. See the surface type/construction column in the table below.

➤ **Trail surfacing:** A variety of surface types can be proposed, depending on the type of trail proposed. The Urban/Suburban trail type is hard-surfaced, while the remainder of the trail types may be hard-surfaced, graveled or native materials, as noted below.

➤ **Clearance:** Clearance of vegetation (brush, branches, etc.) is dependent upon the type of trail being proposed and the environmental setting. Consult the trail type/construction column below for guidance in determining minimum clearance widths.

➤ **Trail layout:** Wet areas and steep slopes pose extreme difficulties for trail maintenance and should be avoided. Water and motorized road crossings should be kept to a minimum to avoid environmental impacts and traffic hazards. Frequent curves and grade changes add interest to trail settings and are encouraged.

➤ **Turning radius:** Wide, gentle curves with good forward sight distances are critical for safety, are aesthetically pleasing and are easier to maintain. Avoid sharp-angled turns, turns on steep slopes, or turns at the base of hills.

➤ **Sight distance:** Forward sight distances of one hundred feet (100') are encouraged since the trails will often be shared by a variety of users. Although curves should be carefully designed to maintain good sight distances, turns and bends tend to help reduce travel speeds and add variety to the trail experience.

➤ **Road crossings:** Motorized road crossings should be carefully located, designed and signed one hundred to two hundred feet (100' to 200') in advance to ensure that trail users and motorists are good sight distance in all directions. The private or public entity having jurisdiction over the roadway shall be consulted during the trail design, and shall provide approval for any proposed vehicular road crossings.

- **Stormwater/erosion control and grading plans:** All trail construction involving the excavation or fill of more than fifty (50) cubic yards of material is subject to the standards of Title 12, Chapter 7, “Grading, Stormwater Management and Erosion Control.”
- **Environmental protection:** Design of all trails must take into account the surrounding environment. Consideration must be given to protecting riparian areas, wetlands and sensitive wildlife and fishery habitats. A good balance must be achieved between the recreational benefits of a trail and the impacts of the trail on the environment so that the very beauty that draws the community to a trail system is not degraded or lost. Each trail plan should include an analysis of the plant and wildlife community encompassed in the proposed route, and how these habitats will be protected. Tips to mitigate the effects of the trail development on nearby plant and animal communities include:
  - Consider the “swath of impact” a trail creates, which can be up to 100 feet on either side.
  - Design trails to discourage wandering off the path into sensitive areas such as nesting or feeding grounds or spawning areas. Planting, screening, grading or signs can help keep trail users on the right path.
  - Establish/maintain vegetative buffer along the trail.
  - Consider trail closures during sensitive times, such certain nesting, fledging or spawning events.
  - Develop appropriate viewing areas or observation points to satisfy the curiosity about wildlife from a safe distance.
  - Choose the correct trail surface for sensitive areas.
  - Locate higher activity areas, such as trailheads and parking lots, away from sensitive areas. (Ryan 1993)

The trail design standards are as follows:

#### Trail Class 1: Urban/Suburban multi-use trail:

Trail function	Trail uses	Trail surface type/construction
Non-motorized trail within urban/suburban setting. Located within or adjoining higher density subdivisions which typically contain paved roads. Greatest traffic trail type. Provides access to residences, schools, parks, greenbelts, commercial areas or city centers. These areas are typically zoned Suburban, Commercial, Rural Service Center or Industrial, but could include other higher density developments within the Recreation	Bicycling, skateboarding, skating, walking/hiking, riding scooters.	<b>Type A:</b> Hard-surfaced or paved, all-weather surface, 10-12 feet wide. Hard-surfacing to be asphalt, concrete or double-shot BST surface. Interpretive and directional signs, benches, amenities, lighting where appropriate.

or Alpine Village districts.



Photo: Wayne Benner

### Trail Class 2: Rural/urban multi-use trail:

Trail function	Trail uses	Trail surface type/construction
Non-motorized trail in rural residential setting serving larger-acreage subdivisions. Provides limited connectivity to public facilities or other residential neighborhoods. Suitable for areas typically zoned Rural, Ag/Forestry or Forestry. Offers a transition between the urban, more densely populated areas and the rural neighborhoods.	<p>Bicycling, skateboarding, skating, walking/hiking, riding scooters. Where appropriately designed and constructed, the trail could also include horseback riding opportunities.</p>  <p><i>Photo: Wayne Benner</i></p>	<b>Type B:</b> Either hard-surfaced, paved, gravel or packed earthen, 4-10 feet wide. Hard-surfacing to be asphalt, concrete or double-shot BST surface. Compacted gravel, existing logging roads or other road beds where earth has been compacted, or newly constructed packed earthen trails may be proposed. Interpretive and directional signs and lighting if appropriate.

### Trail Class 3: Rural multi-use trail:

Trail function	Trail uses	Trail surface type/construction
Non-motorized and motorized trail in rural residential setting serving larger-acreage subdivisions. Provides limited connectivity to public facilities or other subdivisions and to state/federal trail systems. These areas are typically zoned Rural, Ag/Forestry or Forestry.	Generally includes most trail uses not dependent on hard surfaces, such as bicycling, walking, hiking, snowmobiling; ATVing, horseback riding, dirt bike riding, cross-country skiing, snowshoeing.	<b>Type C:</b> Gravel or packed earthen surface, 8-10 feet wide. Where mixed motorized/non-motorized or equestrian uses are proposed, trail separations or other design features to avoid trail conflicts should be considered. Interpretive or directional signs, where appropriate. No or low lighting.



Photo: Craig Hill

#### Trail Class 4: Recreation Trail:

Trail function	Trail uses	Trail surface type/construction
Non-motorized trail in natural setting to protect sensitive areas. Can provide connection to state/federal trail systems. These areas may be zoned Recreation or Alpine Village, but could include Rural, Ag/Forestry or Forestry lands.	Mountain biking, cycling, hiking, cross-country skiing, snowshoeing, hiking or riding with horses or other pack or trail animals.	<b>Type D:</b> Gravel or native surfaces, 3-4 feet wide. Low-impact design, with no/low-lighting. Steeper trails and rougher terrain possible with this setting. Maintenance is limited.
	 <p>A photograph of a person riding a mountain bike on a trail made of loose rocks and gravel. The trail is on a hillside with evergreen trees in the background.</p>	

Photo: Larry Davidson

#### Trail Class 5: Nature trail:

Trail function	Trail uses	Trail surface type/construction
----------------	------------	---------------------------------

Non-motorized, low-impact trail in natural setting to protect sensitive areas. Connection to state/federal trail systems. These areas may be zoned Recreation, Alpine Village, Rural, Ag/Forestry or Forestry.

Low-impact uses such as hiking, cycling, snowshoeing or cross-country skiing, to avoid degradation to environmentally sensitive areas.



Photo: Larry Davidson

**Type E:** Gravel or native surfaces, 3-4 feet wide. Low-impact design, with no lighting. Boardwalks may be employed to cross sensitive areas.

## Trail Class 6: Water trail:

Trail function	Trail uses	Trail surface type/construction
Non-motorized water trails that follow historical, cultural, environmental or developed community areas of interest. This trail type could occur in any zoning district.	Canoeing, kayaking, or using other such self-propelled watercraft.	<b>Type F:</b> The water trail requires no actual construction. But adequate moorage, portage, signage and parking are essential to avoid conflicts with adjoining landowners and to ensure the safety of the trail users.
	 <p>A photograph taken from the perspective of someone in a red kayak, looking forward at another person in a yellow kayak on a calm river. The river is surrounded by green grass and trees. The sky is blue with a few clouds.</p>	

Photo: Clare Marley

### **Other trail construction consideration:**

Because of the diversity of neighborhoods and landscapes the Trails Plan cannot design a “one size fits all” trail for all projects. The trail classes listed above set the basic parameters. Depending on the setting, consideration should also be given to the following:

- Handicapped access
- Interconnectivity to other forms of transportation
- Safety features
- Use of existing facilities

## **Trail Maintenance**

### **Maintenance essentials**

Maintenance of any trail corridor or added improvements which are retained in private ownership shall be the responsibility of the owner or other separate entity (homeowner association, corporation, resort owner, etc.) capable of long-term maintenance and operation in a manner acceptable to Bonner County.

### **Paying for maintenance**

The county-wide trails survey suggested trail maintenance funding should come from a variety of sources. Private grants, donations and state funding were the most favored means of funding. User fees or tax support were also suggested. Likely, a mixture of funding sources from the private and public sector will be needed to care for trails. Funds for trail construction are covered in the “Funding” section below.

### **Volunteerism**

Similar to the highway clean-up campaigns, many communities have created “Adopt a Trail” programs.

### **Homeowner associations**

Homeowner associations often undertake the upkeep of pathways developed within subdivisions.

### **User fees**

Some communities employ user fees to maintain trails. Cycle or parking stickers or memberships are sold and the money is applied to trail needs. About 40% of those taking part in the Bonner County trails survey favored user fees. There are deterrents to a user fee program, such as administration and collection fees, pursuing “violators” and resistance from some who view paying for hiking or cycling an infringement of their freedoms. Formation of a county-wide trails user association could be one method to collect user fees.

### Private grants, donors

There are a number of private enterprises that have encouraged the care of public trail systems through volunteer work. American Canoe Association and L.L. Bean are two examples of water trail stewardship programs, which offer funding to private clubs to carry out a multitude of projects such as signage, erosion control, cleaning up waterways, establishing water trails, removing debris and hazards, etc. (Association n.d.)

### Agency cooperation

Long-term maintenance can be handled through joint cooperative agreements among the cities, county and state and federal entities. The Sandpoint to Dover pathway is an example of a cooperative maintenance program for a trail that crosses two cities and unincorporated land within Bonner County. The City of Sandpoint maintains the path year-round within the city limits to the Richard Creed Bridge at Chuck's Slough. This stretch includes about 2,000 feet of unincorporated land. Dover picks up on the trail maintenance from the bridge to Dover. Snow removal, trash pick-up and sweeping of the path are included in the routine maintenance of the path, and occasional weed control and mowing is added as need, with assistance from Bonner County. (Kody VanDyk 2011) (e.g.: add The Long Bridge to Sagle)

### Other funding ideas

Other community sources can be tapped for ongoing trail costs. These could include:

- Trail membership programs
- Foundation donations
- "Buy" a foot of trail campaigns (Similar to the commemorative brick sales to fund the Panida Theatre)
- Resort community taxes (where authorized)
- Federal highway dollars through ISTEA (Intermodal Surface Transportation Efficiency Act) or future funding programs
- Merchandising (such as sales of trails maps, postcards, souvenirs, etc.)
- Challenges grants
- Collection jars

# **Appendix 10:**

## **Greater Sandpoint Greenprint**



# Greater Sandpoint Greenprint Final Report





# Greater Sandpoint Greenprint Final Report

The Trust for Public Land  
March 2016

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The Trust for Public Land creates parks  
and protects land for people,  
ensuring healthy, livable communities  
for generations to come.

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# Preface

The Trust for Public Land gratefully acknowledges the many individuals and organizations that contributed their time, energy, resources, and ideas to the creation of the Greater Sandpoint Greenprint.

It was made possible with support from the LOR Foundation, Idaho Conservation League, City of Ponderay, City of Sandpoint, City of Kootenai, Bonner County, Friends of the Pend d'Oreille Bay Trail, North Idaho Bikeways, and the Rotary Club. Our project partners included Idaho Conservation League, Kaniksu Land Trust, and the planning departments of the Cities of Sandpoint and Ponderay. Hundreds of people participated in local outreach events and a community survey. Forty-six people committed their valuable time to steering committee meetings, and ten assisted our Technical Advisory Team by providing local knowledge and technical expertise to our mapping team.

**IDAHO CONSERVATION LEAGUE** is Idaho's leading voice for conservation. They work hard and smart to protect the air you breathe, water you drink, and wild places you and your family love.

**KANIKSU LAND TRUST** is a nonprofit land trust serving north Idaho and northwest Montana.

**THE TRUST FOR PUBLIC LAND** is a national nonprofit organization dedicated to creating parks and protecting land for people, ensuring healthy, livable communities for generations to come.



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# Executive summary

The Trust for Public Land worked with Idaho Conservation League, the planning departments of the City of Ponderay and the City of Sandpoint, and Kaniksu Land Trust to coordinate the Greater Sandpoint Greenprint process. Work on the Greenprint began during the fall of 2014, and it will be finalized in the spring of 2016. Community engagement was central to the development of the Greenprint, and hundreds of local residents provided input. Based on the priorities expressed by the

community, the Greenprint focuses on four primary goals: (1) Maintain Water Quality, (2) Provide Recreation, (3) Protect Wildlife Habitat, and (4) Preserve Working Lands. The overall map for the Greater Sandpoint Greenprint highlights 94,500 acres of special places that are the highest priorities for voluntary conservation because their protection would best meet the community's goals.

BRAD SMITH



Clark Fork Delta

# 1. Introduction

*Note: For the purposes of this report, the cities of Sandpoint, Kootenai, Dover, Ponderay, Hope, and East Hope and surrounding areas (as shown in Figure 1) are referred to as “Greater Sandpoint.”*

**GREATER SANDPOINT IN BONNER COUNTY,** Idaho, offers beautiful scenery, rich natural resources, exceptional recreational opportunities, and unique access to arts and culture. These amenities have attracted a large number of tourists and new residents in recent years. The city of Sandpoint has been called “The Best Small Town in the West” by *Sunset* magazine; “One of 20 Dream Towns” by *Outside* magazine; “The Next Great Place” by *USA Today*; one of the “10 Coolest Mountain Towns” by *Men’s Journal*; and one of “The Top 10 Places to Telecommute” by *Forbes* magazine.

While increasing numbers of tourists and new residents are helping to grow the local economy, the communities of Greater Sandpoint want to encourage sustainable economic development and retain the livability and spectacular scenery that make it such a special place to live and visit. This depends on protecting the small-town character and natural and recreational resources that are essential to local quality of life. The Greenprint is a strategic conservation plan intended to guide future investments in trails, parks, and open spaces in order to help Greater Sandpoint promote growth while protecting the area’s most valuable places.

## What Is a Greenprint?

“We’re defined as much by what we choose to keep and preserve as what we choose to build or replace.... It’s a core community value.”

– JOHN REUTER, FORMER CITY COUNCIL MEMBER, CITY OF SANDPOINT

“We need to prepare ourselves for the next boom-and-bust cycle by protecting those places that are important to the community and that attract people to live here in the first place.”

– ERIC GRACE, EXECUTIVE DIRECTOR OF KANIKSU LAND TRUST

Greenprints are community-driven conservation plans. Through Greenprinting, communities make informed decisions about protecting important resources, including water quality, open space, working lands, and trails. The process helps stakeholders work toward common goals using state-of-the-art mapping software. By determining where the greatest number of community goals can be met through conservation, Greenprint maps identify the areas that would get “the most bang for the conservation buck.” Ultimately, Greenprinting involves defining a conservation vision, securing funding, and acquiring and managing protected lands. The goal of a Greenprint is to facilitate practical, voluntary land conservation – bringing many voices into the conversation, employing the best



Aerial photo of Sandpoint

**A GREENPRINT IS:**

- A set of tools (including interactive maps)
- A process to identify opportunities to meet multiple goals
- A way to prioritize areas for voluntary, market-based conservation

**A GREENPRINT IS NOT:**

- A map of land use prohibitions
- Determined by one (or a few) perspectives
- Limited to protecting wildlife
- Related to condemning or taking land/private property

technology available, and taking steps to ensure that implementation is both efficient and effective.

### What Is Voluntary Land Conservation?

The purpose of the Greenprint is to guide *voluntary* land conservation. This means purchasing privately owned land through voluntary fee simple acquisition or conservation easements. Organizations like Kaniksu Land Trust and The Trust for Public Land help willing landowners who are interested in selling or donating property *and* protecting

land from development. A conservation easement is an agreement to give up some of the rights associated with a property (for example, the rights to subdivide and develop it), while enabling the landowner to retain ownership of the land and sell or pass it on to heirs. Conservation easements can help landowners continue to use a property as working land for farming, ranching, or forestry. Conservation easements are tailored to the unique circumstances of each property. When landowners donate a conservation easement, they may be eligible to receive tax benefits.

## Greater Sandpoint Greenprint Guiding Principles

The development of the Greater Sandpoint Greenprint is guided by the following principles and core values, which were outlined by project partners and affirmed by the Greenprint Steering Committee.

- **LOCAL VALUES.** Efforts to enhance conservation in our communities must be based on local values. We can and should look to other communities for models but we will develop recommendations for Greater Sandpoint that reflect our local values.
- **AGRICULTURE AND TIMBER.** Local residents value our agricultural and forestry heritage. We encourage conservation efforts aimed at protecting agricultural and timber production.
- **MULTIPLE BENEFITS, MULTIPLE USES.** Conserved lands may serve multiple purposes. For example, land along rivers and streams can keep water clean and cold and provide habitat for wildlife. Agricultural and timber-harvesting areas can provide economic benefits, open space, and habitat. We recognize the potential for multiple benefits from thoughtful, voluntary land protection and strive to emphasize those benefits.
- **RECREATION AND TOURISM.** Strategic conservation enhances local economies by protecting assets that are valued by both local residents and tourists. Conservation can benefit our local economies through protecting Lake Pend Oreille and local rivers and streams; providing places for people to play and recreate; providing access for hunting, fishing, and wildlife watching; and increasing tourism opportunities.
- **ECONOMIC OPPORTUNITY.** Surrounding beauty, recreational opportunities, and open spaces all play a vital role in making the Greater Sandpoint area a desirable place to live and work— attracting and retaining job creators far beyond the tourist or extraction economy. Conservation can also promote viable agriculture and timber operations; increase property values; and provide income to individual landowners through incentive-based conservation.
- **CONSERVATION IS VOLUNTARY.** Greenprint partners support conservation efforts only with willing landowners.
- **RESPECT PRIVATE PROPERTY RIGHTS.** We respect the rights of private property owners.

## 2. Study area

**A FULL SUMMARY OF CURRENT CONDITIONS** in the Greenprint study area can be found in Appendix C.

Stretching across Idaho's panhandle, Bonner County is known for its towering mountains, trout-filled streams, and shimmering lakes. The county is surrounded by mountains – the Selkirk Mountains, Bitterroot Mountains, and Cabinet Mountains. In the midst of these 7,000-foot peaks lie rivers, lakes, and streams, including the Clark Fork River, Pend Oreille River, Priest River, Priest Lake, and Lake Pend Oreille. Kootenai and Shoshone Counties touch Bonner County's southern border. Boundary County to the north borders both Bonner County and Canada.

**The Greater Sandpoint Greenprint study area** (shown in Figure 1) includes nearly 360,000 acres surrounding the northern and western shores of Lake Pend Oreille. Nine

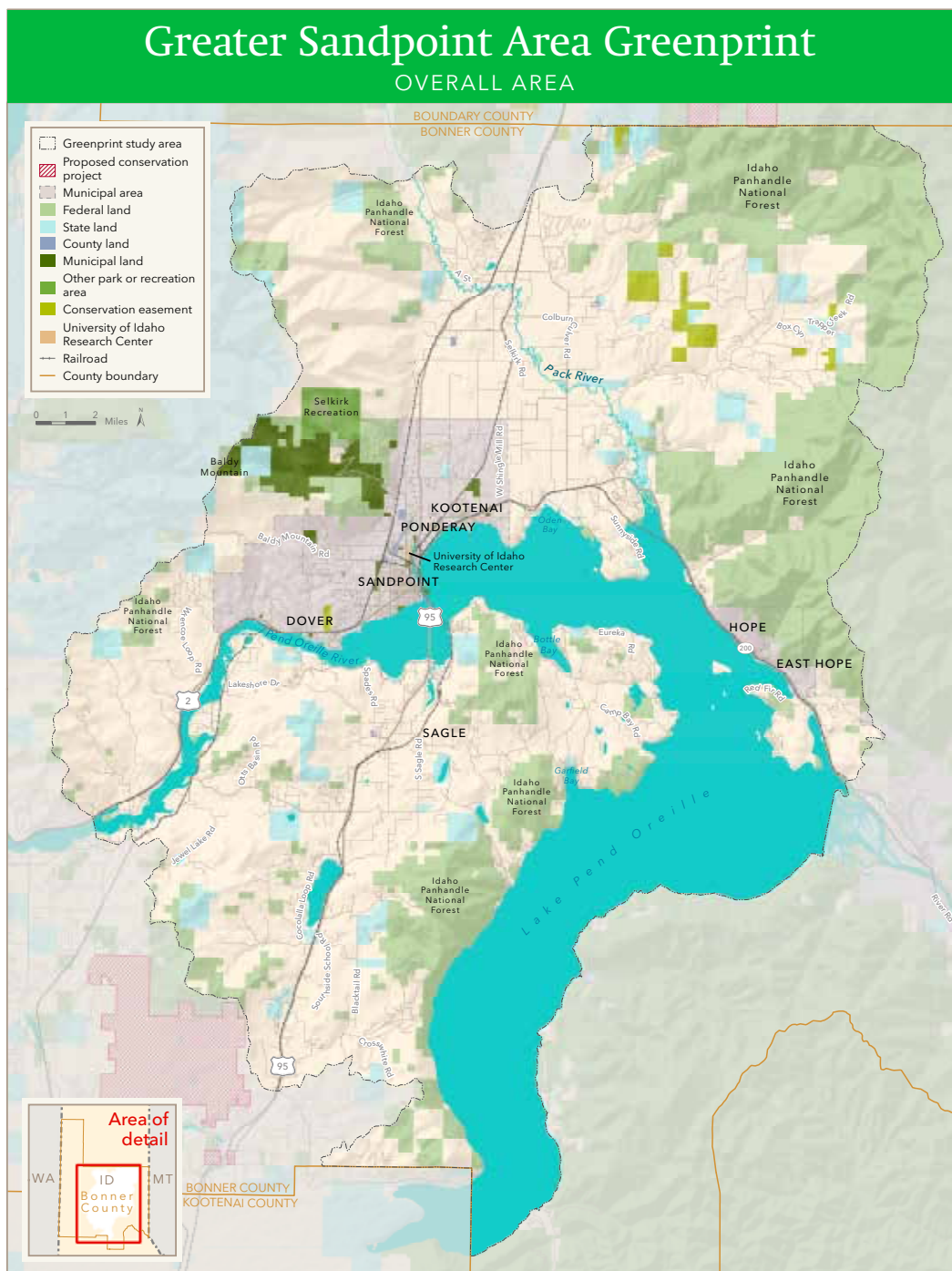
cities are found within Bonner County: Sandpoint, Ponderay, Dover, Kootenai, East Hope, Hope, Clark Fork, Oldtown, and Priest River. Of these, all but the last three (Clark Fork, Oldtown, and Priest River) border the northern shores of Lake Pend Oreille and are included in the study area. Sagle, an unincorporated community five miles south of Sandpoint, is also included. The study area contains approximately 14,800 acres of state-owned land and 80,500 acres of federally owned land.

### Population

Bonner County's population has increased dramatically over the past 30 years. Population growth rates between 2000 and 2010 in Bonner County are shown in Table 1. During this time, Bonner County's population grew by 10.8 percent; Sandpoint grew by 7.8 percent; Ponderay grew by 78.2 percent; Kootenai grew by 53.7 percent; and Dover grew by 67.5 percent.

**TABLE 1. POPULATION GROWTH RATES IN BONNER COUNTY**  
(U.S. CENSUS DATA)

Area	2000 Population	2010 Population	Growth Rate (2000-2010)
Bonner County	36,835	40,877	10.8%
Sandpoint	6,835	7,365	7.8%
Ponderay	638	1,137	78.2%
Kootenai	441	678	53.7%
Dover	332	556	67.5%
Hope	79	86	8.9%
East Hope	200	210	5.0%



➔ **FIGURE 1** Greater Sandpoint Area Greenprint, Study Area

## Economy

From its roots in lumber, Bonner County has grown and diversified its economy. Today, the economy has shifted from being primarily resource extraction based to being much more diverse. Economic drivers include tourism, forest products, and light manufacturing. According to a 2015 study by Headwaters Economics, “Bonner County, Idaho’s Resilient Economy,” the county’s economy is more diverse than would be expected in a relatively remote area and residents are passionate about the area’s excellent quality of life.

The closing of Coldwater Creek, the women’s clothing retailer, in 2014 had a significant impact on the local economy, including the loss of 340 jobs. Enrollment in the Lake Pend Oreille School District dropped for the first time in recent memory in 2014–2015. However, there is great deal of local economic momentum in manufacturing, health care, aerospace, and software design in addition to strong tourism and timber sectors. In part because many residents are very committed to staying in the area, there is a strong local culture of entrepreneurship.

## Land Use and Ownership

Bonner County covers 1,920 square miles. Of this, 9 percent is water. Sixty percent of Bonner County is publicly owned, most of which is composed of the Idaho Panhandle National Forests and the Priest Lake State Forest. Table 2 shows the breakdown of land-ownership in Bonner County.

**TABLE 2. LANDOWNERSHIP  
IN BONNER COUNTY**  
(BONNER COUNTY, 2002)

Agency	Acres	Percent
<b>Federal Land</b>	<b>493,027</b>	<b>44.3%</b>
BLM	11,520	
National Forest	472,655	
Other	8,852	
<b>State Land</b>	<b>169,703</b>	<b>15.3%</b>
Endowment Land	167,238	
Fish and Game	1,660	
Parks and Recreation	805	
<b>County</b>	<b>4,521</b>	<b>0.8%</b>
<b>Municipal Land</b>	<b>4,117</b>	
<b>Private Land</b>	<b>440,698</b>	<b>39.6%</b>
<b>Total</b>	<b>1,112,064</b>	<b>100%</b>

TINA STEVENS OF THE VALLEY STUDIO



Cattle Rancher Jim Wood on the Wood’s V-X Ranch

# 3. Community engagement

**MORE THAN 560 PEOPLE PARTICIPATED IN A COMMUNITY SURVEY** in the fall of 2014 and many additional people were reached through speak-outs (interactive tabling) at local events in October and November of 2014 (Sandpoint Farmers' Market, Oktoberfest, Toast the Trail, Sandpoint Film Festival, Angels and Nordic events, ski swaps, Hope Memorial and Trails Passage, and Panhandle Bank). In addition, 14 local experts were interviewed by project staff in the fall of 2014.

During 2015, 46 community members, representing a range of organizations and interests, participated in at least one of the four Greenprint Steering Committee meetings held in January, May, July, and October. See Appendix A for the full Greenprint Steering Committee participant list and Appendix E for summaries of each of the steering committee meetings.

## Community Survey

The community survey targeted residents of Bonner County. Between October and December, staff from Idaho Conservation League and The Trust for Public Land attended 11 community events at which they asked passersby to participate in the survey. Staff also used social networking and traditional media outreach to encourage online survey participation. In all, 560 surveys were submitted. Although the results do not necessarily reflect the views of everyone in the community, the large number of responses provided a very solid basis for the Greenprint's initial community input. See Appendix D for a full summary of survey findings.

## Key Findings

- Respondents ranked water quality, recreation and access, and wildlife habitat as the most important regional values.
- Lake Pend Oreille was mentioned most as both an iconic local natural resource and a priority for preservation. Preservation of Lake Pend Oreille was followed by the need to preserve lakes, rivers, and waterfront areas in general.
- The survey yielded a wide range of suggestions for balancing the need to grow the economy in Greater Sandpoint and retain local culture. The number one suggestion, mentioned by 17 percent of respondents, was strong planning and zoning. Next, respondents advocated diversifying the local economy and supporting trails (both 13 percent).



Pend d'Oreille Bay Trail

ANNIE KUSTER

**TABLE 3. MOST IMPORTANT REGIONAL VALUES FOR CURRENT AND FUTURE GENERATIONS IN GREATER SANDPOINT**

PLEASE RANK THE TOP 3 REGIONAL VALUES YOU THINK ARE MOST IMPORTANT FOR CURRENT AND FUTURE GENERATIONS IN GREATER SANDPOINT.

Answer Options	First	Second	Third	Total
<b>WATER QUALITY:</b> Includes lands important to drinking water quality, riparian areas, and lands impacting watersheds.	229	101	83	413
<b>RECREATION AND ACCESS:</b> Preserve lands for recreational activities and improve access to existing recreational assets.	138	95	129	362
<b>WILDLIFE HABITAT:</b> Protect native species, their habitat and wildlife corridors.	66	155	117	338
<b>WORKING LANDS:</b> Protect working farms, forests, and ranches.	36	50	77	163
<b>COMMUNITY BUFFERS:</b> Create open land buffers around communities.	12	41	69	122
<b>VIEWS:</b> Protect views that people value.	11	27	49	87

## Who Responded?

- Adults of all ages took the survey, though the largest group represented was 36–60-year-olds. Twelve percent of adults surveyed were 18–35-years-old; 51 percent were 36–60-years-old; and 37 percent were 61 and older. Only one child took the survey. Respondents were 49 percent men and 51 percent women.
- Overall, 474 people reported having their primary residence in Bonner County. This means that at least 85 percent of respondents reside in Bonner County, and most of them live in Sandpoint (321). There were also 34 people (6 percent) from out of state who took the survey, so some visitor input is reflected in the results.
- The largest number of respondents moved to Bonner County within the last ten years. However, a great many people surveyed

(more than 250) have lived in Bonner County for more than ten years.

## Most Important Regional Values

When people were asked to rank their top three regional values, water quality, recreation and access, and wildlife habitat emerged as the most important. These results are shown in more detail in Table 3.

## Iconic Natural Resources

We also asked respondents to identify Greater Sandpoint’s iconic natural resources. We received more than 330 responses to this question, and many people offered several answers. Some clear themes emerged, as shown in Table 4. Lake Pend Oreille was the most commonly mentioned iconic natural resource. Respondents also focused on surrounding mountains and rivers.

**TABLE 4.  
ICONIC NATURAL RESOURCES**

<b>General Breakdown of Responses</b>	<b>Total</b>	<b>Percent</b>
Lake Pend Oreille	270	81%
Mountains	146	44%
Additional Bodies of Water (rivers, streams, smaller lakes, deltas, etc.)	123	37%
Forests/Trees	64	19%
Nature/Wildlife	42	13%
Trails	25	8%
Water Quality	17	5%
Recreation Activities (skiing, hunting, fishing, etc.)	16	5%
Air Quality	15	5%
Open Public Land/Green Spaces (undeveloped)	15	5%
Views	13	4%
Beaches	12	4%

## Strategies for Growing the Economy and Retaining Local Culture

Respondents also weighed in on how to simultaneously grow the economy in Greater Sandpoint and retain local culture. We received 247 responses to this question, and many respondents had several suggestions. The number one suggestion, mentioned by 17 percent of respondents, was strong planning and zoning. Next, respondents advocated diversifying the local economy and supporting trails (both 13 percent). Suggestions for diversifying the economy included facilitating

development of the following types of businesses: eco-friendly/alternative energy, small manufacturing, light industrial, and small aviation. More results are shown in Table 5.

**TABLE 5. STRATEGIES FOR GROWING THE ECONOMY AND RETAINING LOCAL CULTURE**

<b>If growing the economy and retaining local culture are important goals in Greater Sandpoint, what can be done to realize these goals simultaneously?</b>	<b>Total</b>	<b>Percent</b>
Planning/Zoning/Responsible Growth	43	17%
Diversify Economy/Attract New Businesses (e.g., small manufacturing, alternative energy)	31	13%
Support Trails (infrastructure, outreach)	31	13%
Support Local Businesses	25	10%
Bicycle Infrastructure (trails, campground)	22	9%
Communication/Education/Be Inclusive	18	7%
Restrict Development to City Boundaries/Downtown	17	7%
Market Environmental Amenities/Outdoor Recreation/Eco-Tourism	17	7%
Air Quality	15	5%
Open Public Land/Green Spaces (undeveloped)	15	5%
Views	13	4%
Beaches	12	4%

## 4. Mapping conservation values

**THE TOP CONSERVATION GOALS FOR THIS GREENPRINT** were determined through analysis of results from the community survey and outreach events in the fall of 2014. The top four conservation goals among community participants were (1) **Maintain Water Quality**, (2) **Provide Recreation**, (3) **Protect Wildlife Habitat**, and (4) **Preserve Working Lands**.

The GIS team from The Trust for Public Land worked with the Greenprint Steering Committee to create separate maps of each of these goals and an overall map combining the goals. Geographic Information Systems (GIS) analysis uses the best available spatial data to represent each conservation value. The conservation values expressed by residents through the public outreach and stakeholder engagement process informed the development of GIS maps.

In moving from the public outreach phase of the Greenprint to the GIS mapping and modeling phase, a Technical Advisory Team (TAT) of local experts provided strategic advice on data collection and data modeling. The TAT was responsible for making recommendations related to data. The local experts' advice was invaluable in developing the criteria for each goal; identifying the best available data and its sources; and advising through the modeling process to ensure that modeling assumptions were based on defensible science and that input data and model results were accurate.

Overviews of each of these goals and the maps created through the Greenprint process, as

well as a map combining all four goals, are included below. The full criteria matrix used in developing the Greenprint maps is shown in Appendix B.

**TABLE 6. CONSERVATION OPPORTUNITY LANDS BY CONSERVATION GOAL**

Conservation Goal	High-Priority Areas for Protection in Acres (% of Study Area)
Maintain Water Quality	150,500
Provide Recreation	32,300
Protect Wildlife Habitat	191,300
Preserve Working Lands	155,100
Overall (Combined) Map	94,500

### Maintain Water Quality

"I'm constantly reminded as I look out at the lake about how important it is to our life. We all share this water for drinking and for recreating. And what happens on the lake is important to all of us.... The lake is why people visit us, it is why people move here. It provides resources, activity, income, and it's great to see energy being put into water issues right now."

– DOVER MAYOR ANNIE SHAHA

## MAINTAIN WATER QUALITY



Water dominates much of Bonner County. More than 9 percent of Bonner County is covered by water – the largest percentage of any county in Idaho. Lake Pend Oreille, Idaho’s largest lake, is in the center of the county. Pend Oreille River drains out of Lake Pend Oreille on its western edge, and Clark Fork River drains into Lake Pend Oreille from the east.

Lake Pend Oreille covers 85,960 acres and has 111 miles of shoreline. It is 43 miles long and more than 1,150 feet deep. Lake Pend Oreille is the fifth-deepest lake in the United States. The Clark Fork River contributes about 92 percent of the annual inflow to the lake. Lake Pend Oreille is important for drinking water supply, habitat and spawning, and recreation and scenic views. Lake Pend Oreille is home to many aquatic species, including bull trout, which is listed as a threatened species under the federal Endangered Species Act. Much of the lake’s shore is accessible only by water.

Approximately half of the population of Bonner County lives near the north shore of Lake Pend Oreille. A great deal of new residential development has been constructed within a half mile of the lakeshore, and soils in these areas are susceptible to erosion and flooding. Because of increasing levels of nutrient contamination from human activities, Lake Pend Oreille was listed as threatened by the Idaho Department of Environmental Quality in 1994.

The study area is part of the Clark Fork/Pend Oreille Watershed, a large watershed

spanning three states (Montana, Idaho, and Washington). In the Clark Fork/Pend Oreille Watershed, there are eight smaller watersheds within the boundaries of Bonner County: the Upper Kootenai, Lower Kootenai, Lower Clark Fork, Pend Oreille Lake, Priest, Pend Oreille, Upper Couer d’Alene, and Little Spokane. The study area is in the Pend Oreille Lake Watershed. The Little Sand Creek Subwatershed provides drinking water for 90 percent of Sandpoint, and the city is one of the subwatershed’s major landowners. Sandpoint’s first management goal for this watershed is the continued acquisition of land for drinking water protection. The leading sources of known pollutants in Bonner County watersheds are agriculture, timber harvesting, and construction.

Figure 2 ● shows the results for the Maintain Water Quality goal. Criteria incorporated included (1) Preserve areas with natural and native vegetation along all water bodies; (2) Protect areas outside sewer districts and drinking water service areas; (3) Protect riparian buffers and other waters; (4) Protect headwater streams; (5) Protect steep slopes; (6) Protect soils susceptible to erosion; (7) Protect floodplains; (8) Preserve intact riparian zones; and (9) Protect water supply. The greatest weight was given to preserving intact riparian zones (20 percent), protecting headwater streams (16 percent), preserving areas with natural and native vegetation along water bodies (15 percent), protecting water supply (15 percent), and protecting riparian buffers (14 percent). The highest priority lands for this

goal are located along streams and riparian areas throughout the study area.

### Provide Recreation

"Everything I like to do I can do right from my driveway. I'm five minutes from sailing, 30 minutes from skiing. It's an awesome place to live. This area draws people who have a kindred spirit. It's casual and passionate. When you walk around town, people smile. People are happy here."

– KIM WOODRUFF, SANDPOINT PARKS DIRECTOR

*Note: The Bonner County Trail Mix Committee, The Trust for Public Land, and Idaho Conservation League are leading a separate simultaneous effort to develop a county-wide trail plan that builds on a draft plan developed by Bonner County in 2014. There will be additional detail in the Final Trail Plan Report, which will be available here: \_\_\_\_\_. [need to determine where people will be able to find this]*

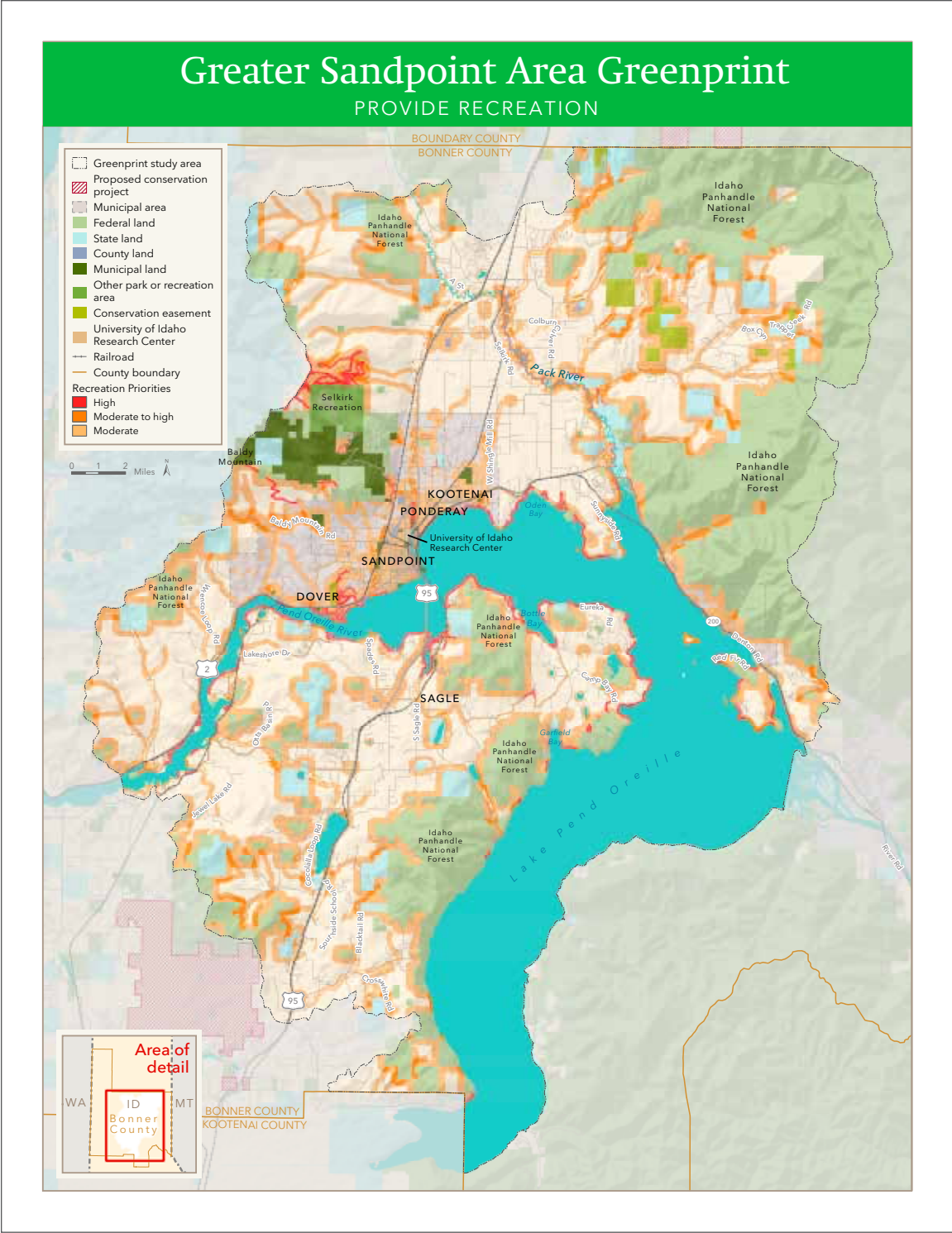
Bonner County has a huge variety of opportunities for hiking, biking, skiing, horseback riding, camping, boating and other water sports, ATV and snowmobile riding, hunting, fishing, and wildlife viewing. More than 660 miles of existing recreational and commuting trails and routes are found in Bonner County, and the 2016 Bonner County Trail Plan (referenced above) is proposing the development of an additional nearly 490 miles.

In addition to trails, Bonner County has ten campgrounds, five golf courses, and 2,900

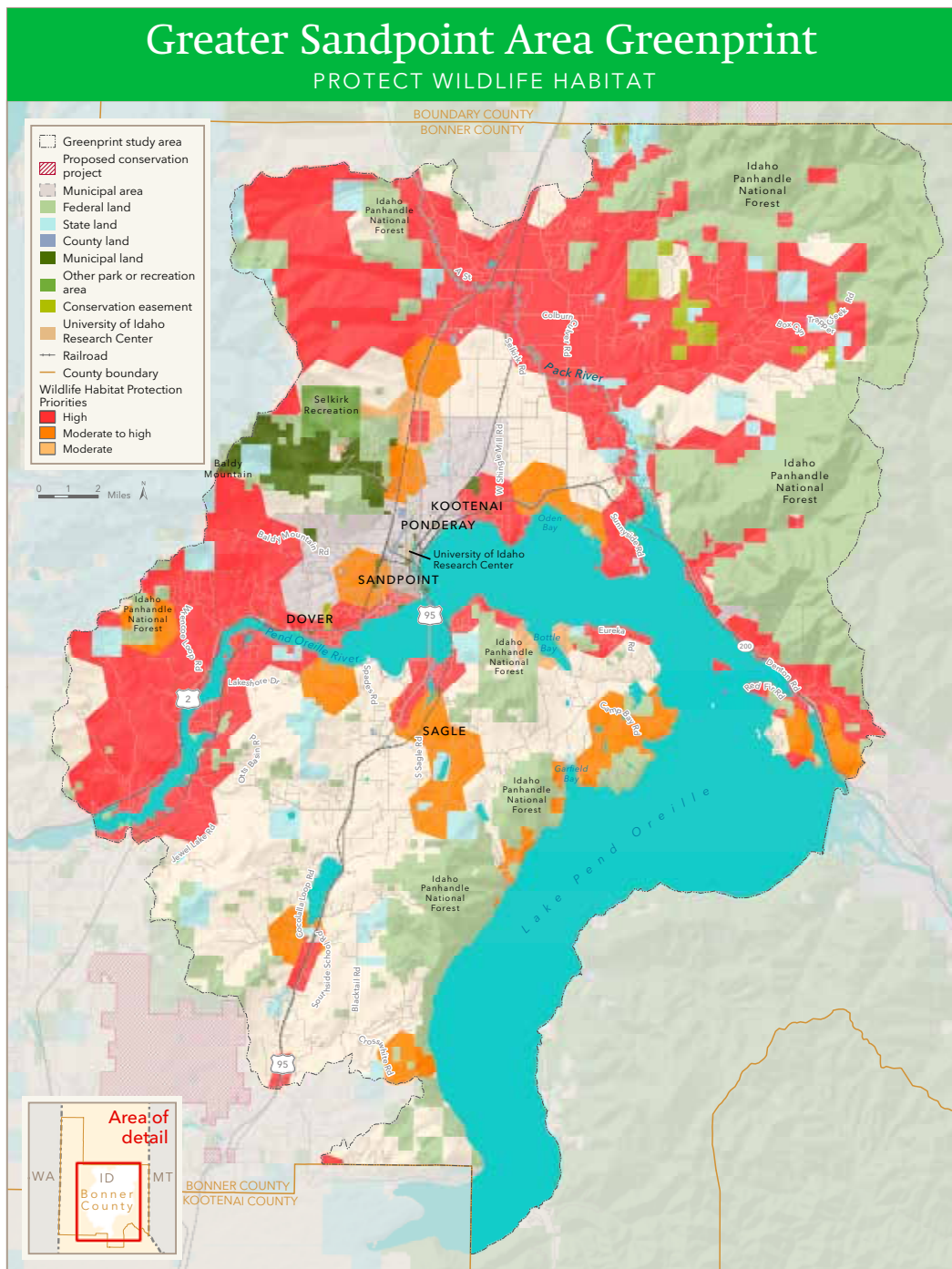
acres of skiing at Schweitzer Mountain Resort. Sandpoint has eight city parks (including City Beach and the Baldy Shooting Range) covering 107 acres. While Lake Pend Oreille and other warm-weather opportunities dominate summer recreation, Schweitzer Mountain Resort plays a major role in drawing winter tourism.

Figure 3 ● shows the results for the Provide Recreation goal. Criteria incorporated included (1) Encourage a variety of types of recreation with a focus on access to streams and lakes; (2) Provide better shoreline access from local roads and trails; (3) Provide solitude opportunities along the shoreline for boaters; (4) Provide better hunting and fishing access; (5) Preserve commercial areas that provide open space and recreational opportunities; and (6) Prioritize and expand existing and proposed trails. The greatest weight was given to prioritizing and expanding existing and proposed trails (30 percent), providing better shoreline access from local roads and trails (25 percent), and encouraging a variety of types of recreation with a focus on access to streams and lakes (20 percent).

Existing and proposed trails from the 2016 Bonner County Trail Plan are buffered by 200 feet and given high priority if they are within a trail system area designated in the plan. Moderate priority is given to buffered existing and proposed trails that are not within a designated trail system area. Trail system areas are regions of the county where multiple related trails are grouped together for the purposes of



➤ **FIGURE 3** Greater Sandpoint Area Greenprint, Provide Recreation



➔ **FIGURE 4** Greater Sandpoint Area Greenprint, Protect Wildlife Habitat

trail planning, development, and marketing.

The highest priority lands for the Provide Recreation goal are located in areas that would help provide shoreline access or protect popular trails and trail system areas – particularly near the Selkirks, Baldy Mountain, and the cities on the northern shore of Lake Pend Oreille.

### Protect Wildlife Habitat

The Greenprint study area houses a huge variety of wildlife. National forests in Greater Sandpoint provide habitat for nearly 300 species of birds and 50 species of mammals. Bird species range from the calliope hummingbird to the bald eagle, and mammal species range from the little brown bat to the gray wolf. Local sensitive species include boreal toad, Coeur d'Alene salamander, common loon, harlequin duck, peregrine falcon, flammulated owl, black-backed woodpecker, Townsend's big-eared bat, northern bog lemming, fisher, and wolverine. Local threatened and endangered species include bull trout, grizzly bear, Canada lynx, and woodland caribou.

In addition to the wildlife listed above, mammals in the study area include moose, deer, black bear, mountain lion, mountain goat, and bighorn sheep. Sandpoint is on the eastern edge of the Pacific Flyway and attracts a wide range of seasonal waterfowl. During the winter, waters in the Pend Oreille system may support up to one-quarter of the entire redhead duck population in the Pacific Flyway. Fish native to Bonner County include

westslope cutthroat trout, pygmy whitefish, mountain whitefish, northern pikeminnow, and bull trout.

Figure 4 ● shows the results for the Protect Wildlife Habitat goal. Criteria incorporated included (1) Protect streams and riparian corridors and other waters and wetlands; (2) Protect bird habitat; (3) Protect fish habitat; (4) Protect habitat for other wildlife; (5) Protect endangered species habitat; (6) Protect working lands that provide wildlife habitat; (7) Protect important areas for wildlife movement; (8) Protect terrestrial species of concern; and (9) Protect aquatic species of concern. The greatest weight was given to protecting important areas for wildlife movement (25 percent), protecting terrestrial species of concern (20 percent), and protecting aquatic species of concern (20 percent). High-priority lands for this goal are throughout the northern portion of the study area, especially along waterways. GIS data for sensitive wildlife habitat are available only in 6 square mile hexagons, so the results for this map are fairly general. There are high priority areas throughout the northern and western portions of the study area.

### Preserve Working Lands

**"One of our goals should be to make cities so much fun, and such a draw, that land outside those cities is protected for working lands, forests, and farms."**

– STEVE LOCKWOOD, SANDPOINT RESIDENT AND BOARD MEMBER OF IDAHO SMART GROWTH

Bonner County's agricultural sector plays a key role economically, environmentally, and culturally. Timberland dominates Bonner County, but livestock and cropland are also important. The primary crops grown in Bonner County are wheat, oats, barley, and grass-legume hay. The county ranks first in the state in sales of ornamental trees. In 2012, the value of crop sales in the county was \$6.1 million and the value of livestock sales was \$4 million.

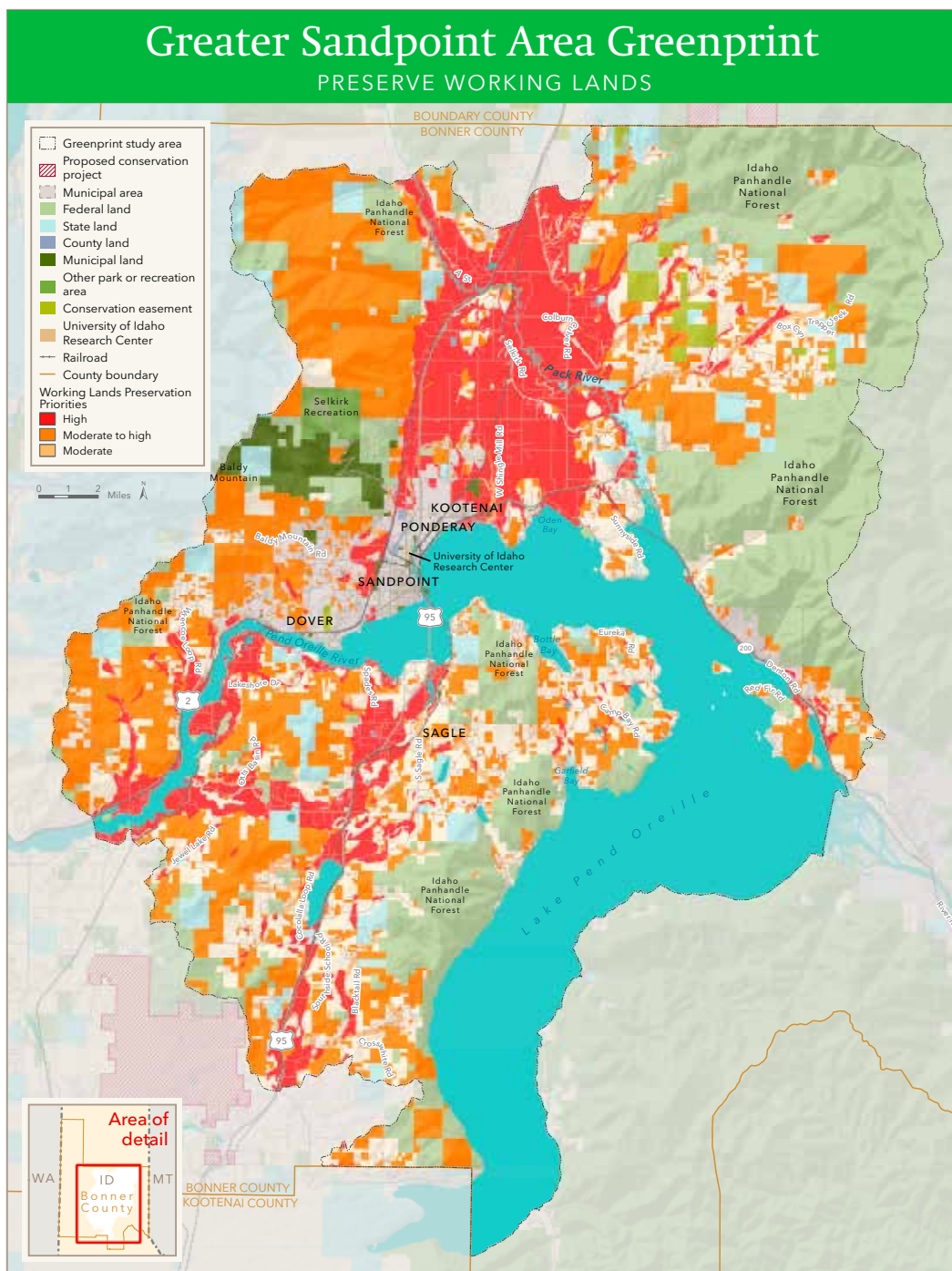
Loss of farmland, particularly cropland, is a serious issue in the county. According to the Census of Agriculture, farmed land in Bonner County decreased by 15 percent – from 94,380 acres to 80,623 acres – in just five years between 2007 and 2012. The loss of cropland has been tied to a loss in agricultural employment between 1991 and 2011. In addition, forestry jobs have steadily declined in the county since 2004. Small-acreage farming, however, has increased in the county since the mid-1990s. Today, almost half of the 686 farms in Bonner County reported sales of less than \$2,500. Ninety-six percent of the farms in the county are family run.

Figure 5 • shows the results for the Preserve Working Lands goal. Criteria incorporated included (1) Concentrate development away from working lands; (2) Protect wildlife corridors and greenbelts; (3) Preserve ranchlands; (4) Preserve croplands; (5) Preserve timberlands; (6) Protect water availability and quality for irrigation; (7) Protect working land viewsheds; (8) Protect infrastructure that

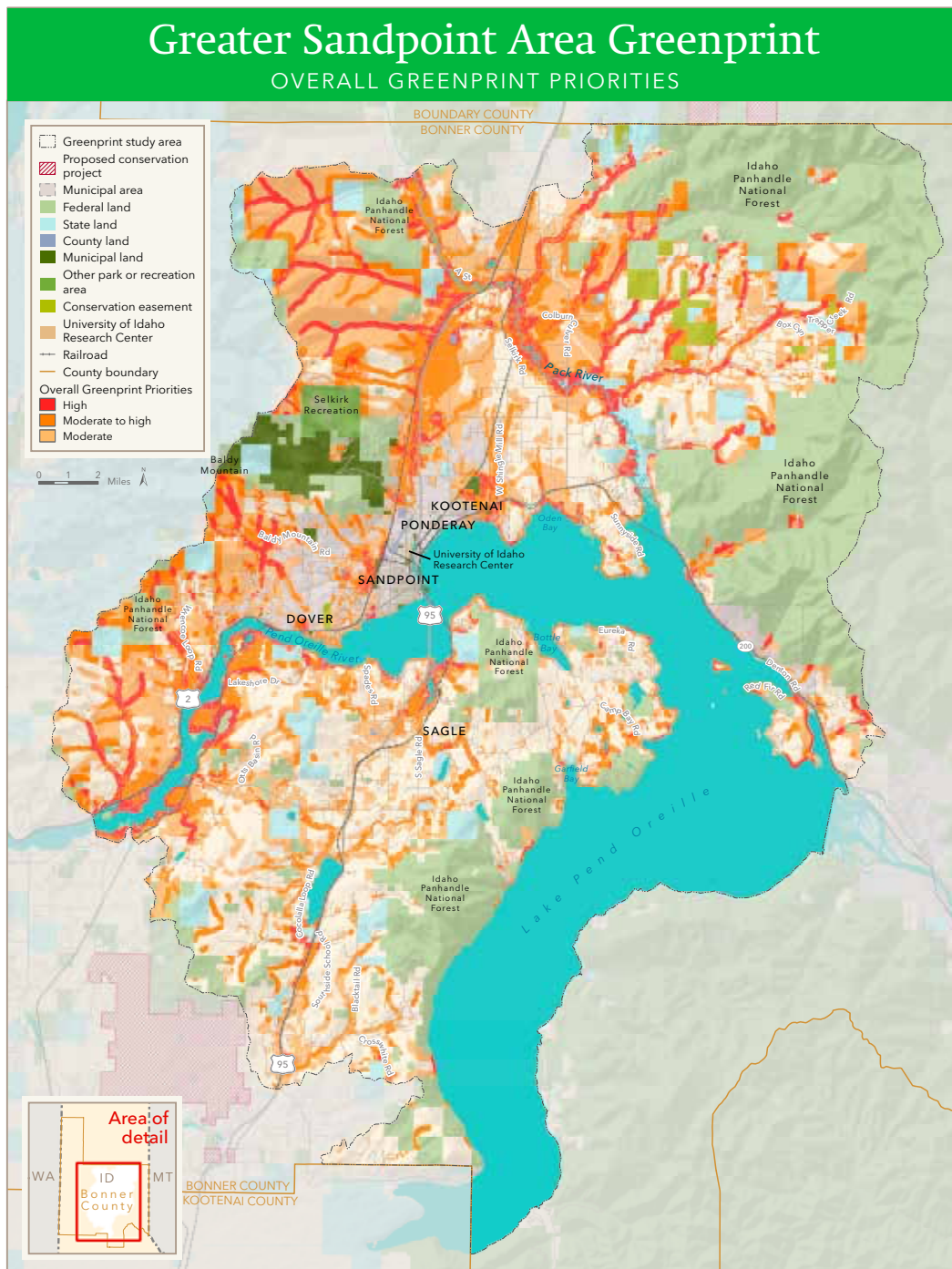
supports working lands; and (9) Preserve soils suitable for farmland. The greatest weight was given to preserving soils suitable for farmland (20 percent) and preserving ranchlands, croplands, and timberlands (15 percent each). High-priority lands for this goal are located in the northern portion of the study area in the Pack River Valley, east of Sagle, and along the Pend Oreille River.

## Overall Map

For the overall map, each goal was weighted according to the views of the community and the expertise of steering committee members. The Greenprint Steering Committee selected the final weighting for the overall map at their October 2015 meeting. The map • (Figure 6) shows areas where the four community goals overlap, with particular emphasis on areas that are important for maintaining drinking water quality and areas with important working lands (each weighted 30 percent). Because of the dominance of water as a community priority and because water-related criteria factored into the other goals as well, the highest-priority lands for the overall map are along streams and along the lake shore.



➔ **FIGURE 5** Greater Sandpoint Area Greenprint, Preserve Working Lands



**FIGURE 6** Greater Sandpoint Area Greenprint, Overall Greenprint Priorities

# 5. Greater Sandpoint Greenprint action plan

**THE ACTION PLAN FOR THE GREATER SANDPOINT GREENPRINT** was developed and refined during the final two meetings with the Greenprint Steering Committee. Feedback was solicited from local groups during December 2015 and January 2016. Please see Table 7 for the Action Plan developed by project partners and the Greenprint Steering Committee.

A variety of funding sources could play a role in implementing the Greenprint, including funding from private foundations, land

trusts, and state and federal agencies. In June 2015, the University of Idaho College of Law Economic Development Clinic along with the Idaho Coalition of Land Trusts prepared a report entitled *Funding Conservation in Idaho: A Survey of Federal, State, and Local Resources Assisting Conservation on Private Lands*. The full report is available here: <http://www.privatelandownernetwork.org/pdfs/Funding-ConservationInIdaho.pdf>.

**TABLE 7. GREATER SANDPOINT GREENPRINT ACTION PLAN**

Action Plan Idea	Implementing Entities	Implementation Time Frame
<b>A. IDENTIFY AND CONSERVE HIGH-PRIORITY LANDS, INCLUDING PROTECTION WITH CONSERVATION EASEMENTS AND AGRICULTURAL PRESERVATION EASEMENTS</b>		
<b>A.1.</b> Make GIS data/online tool available to partners so that it can be used in conservation planning	The Trust for Public Land	2016
<b>A.2.</b> Prioritize implementation in proximity to urban areas where development pressure will be strongest over the next five years	Core team (Cities of Ponderay and Sandpoint, Kaniksu Land Trust, Idaho Conservation League, and The Trust for Public Land), other local land trusts and public agencies	Ongoing, long term
<b>A.3.</b> Elevate protections of agricultural working lands	Kaniksu Land Trust, The Trust for Public Land, agriculturally focused land trusts, USDA Natural Resource Conservation Service (NRCS), local Soil and Water Conservation Districts (SWCDs), local governments, landowners	155
<b>A.4.</b> Explore nonacquisition-based ways to protect priority lands; use Greenprint as a starting point to work with landowners/land managers on best management practices	Kaniksu Land Trust, agriculturally focused land trusts, NRCS, SWCDs, local governments, landowners	Ongoing, long term

**TABLE 7. GREATER SANDPOINT GREENPRINT ACTION PLAN**

Action Plan Idea	Implementing Entities	Implementation Time Frame
<b>B. DEVELOP COMMUNICATIONS STRATEGY TO GET THE WORD OUT ABOUT THE GREENPRINT</b>		
<b>B.1.</b> Build a communications strategy to showcase the benefits of the Greenprint	NGOs	2016
<b>B.2.</b> Identify key partners (especially landowners) and target them with strategic communications; make sure to stress respect for private property rights; ensure that message is well delivered	Core team	2016, ongoing
<b>B.3.</b> Educate public, elected officials, and agency administrators about the Greenprint (present at county growth summit if it is reinstated)	Core team	2016-2017
<b>B.4.</b> Select, engage, and train champions to drive policy and objectives of the Greenprint. In addition to core team, potential champions include: Trout Unlimited Rocky Mountain Elk Foundation Ducks Unlimited Recreation groups Forest Collaborative Pack River Watershed Council Lake Pend Oreille Nearshore Committee Utilities (Northern Lights, Avista)	The Trust for Public Land, Idaho Conservation League, Kaniksu Land Trust	2016-2017
<b>B.5.</b> Reach out to agricultural community; work with farm co-ops and University of Idaho Extension	Idaho Conservation League, Kaniksu Land Trust	2016-2017
<b>C. INCORPORATE GREENPRINT INTO CITY AND COUNTY GOVERNMENT PLANNING DOCUMENTS</b>		
<b>C.1.</b> Incorporate Greenprint into city planning documents	Cities of Sandpoint and Ponderay	2016-2018

**TABLE 7. GREATER SANDPOINT GREENPRINT ACTION PLAN**

Action Plan Idea	Implementing Entities	Implementation Time Frame
<b>D. ENSURE THAT THE GREENPRINT IS KEPT AS A LIVING DOCUMENT, AND MONITOR/ACCESS PROGRESS</b>		
<b>D.1.</b> Determine where the online interactive version of the Greenprint will be housed in the long term	The Trust for Public Land, Idaho Conservation League	2016
<b>D.2.</b> Create a mechanism through which the Greenprint can be updated; ensure that updates happen at least annually	Core team	2016, ongoing
<b>D.3.</b> Ensure that information about data sources is thorough and easily available in order to facilitate updates	The Trust for Public Land	2016
<b>D.4.</b> Evaluate the Greenprint annually, including 12 months after implementation for five to ten years; if possible present any changes annually to the Sandpoint and Ponderay planning and zoning commissions	The Trust for Public Land, Idaho Conservation League	2017, ongoing
<b>D.5.</b> Convene the Greenprint Steering Committee or core team periodically to assess progress and adapt to changes as necessary	The Trust for Public Land, Idaho Conservation League, Kaniksu Land Trust, Cities of Ponderay and Sandpoint	2017, ongoing
<b>E. IDENTIFY AND PURSUE TRADITIONAL AND NONTRADITIONAL FUNDING SOURCES TO IMPLEMENT THE GREENPRINT</b>		
<b>E.1.</b> Use and build on information in the 2015 Funding Conservation in Idaho report from Idaho Coalition of Land Trusts and University of Idaho College of Law	Core team, Greenprint champions	2016, ongoing
<b>E.2.</b> Identify potential incentives to assist landowners with conservation	Core team, local governments, land trusts, USDA Natural Resources Conservation Service	2016, ongoing

## 6. Profiles in conservation

**THE ACTION PLAN FOR THE GREATER SANDPOINT GREENPRINT** was developed and refined during the final two meetings with the Greenprint Steering Committee. Feedback was solicited from local groups during December 2015 and January 2016. Please see Table 7 for the Action Plan developed by project partners and the Greenprint Steering Committee.

A variety of funding sources could play a role in implementing the Greenprint, including

funding from private foundations, land trusts, and state and federal agencies. In June 2015, the University of Idaho College of Law Economic Development Clinic along with the Idaho Coalition of Land Trusts prepared a report entitled *Funding Conservation in Idaho: A Survey of Federal, State, and Local Resources Assisting Conservation on Private Lands*. The full report is available here: <http://www.privatelandownernetwork.org/pdfs/FundingConservationInIdaho.pdf>.

### BOX 2

#### Pend d'Oreille Bay Trail

**"The Pend d'Oreille Bay Trail enriches the lives of residents of Bonner County and its cities by providing a place within walking and cycling distance for personal renewal in nature, reflection on the area's rich natural and cultural heritage, quiet recreation on and near the lake, and safe, non-motorized travel to and from work, school, play, shopping and social events. The Pend d'Oreille Bay Trail is a collectively held treasure, designed for sustainability and to showcase spectacular lake and mountain scenery."**

—VISION STATEMENT FROM THE  
PEND D'OREILLE BAY TRAIL CONCEPT PLAN

The Pend d'Oreille Bay Trail showcases the spectacular beauty of Lake Pend Oreille—and

provides much-needed waterfront access to local communities. The unpaved, forested trail was used for decades by invitation only or by trespassers, until the Cities of Sandpoint and Ponderay purchased the land in four installments with the support of the Friends of the Pend d'Oreille Bay Trail. Following the final purchase in 2014, the trail was then permanently opened to the public for nonmotorized recreational use.

The current trail covers 1.5 miles of stunning shoreline between Sandpoint and Ponderay. Trail advocates hope to create an underpass under the railroad in order provide lakeshore access to Ponderay and to extend the trail along the north and south sides of the railway line into Kootenai. Once it reaches Kootenai, the trail will be 2.5 miles long and will include additional trailheads in Ponderay and Kootenai. The success of the Pend d'Oreille Bay Trail shows the enormous support in Greater Sandpoint for connecting communities and providing lakeshore recreational access.

#### BOX 3

### Gold Creek

The owners of the Gold Creek property were concerned about accelerating development of Bonner County's working lands—especially those working lands nearest the county's cities. The family has deep historic ties to Bonner County's forests and ranch lands and worried that breaking up and converting large tracts of productive land would further endanger both the economic and ecological health of the region's landscape.

In 2009 and 2010, the owners worked with Kaniksu Land Trust (at that time called the Clark Fork Pend Oreille Conservancy), the U.S. Forest Service, and Idaho Department of Lands, and received

funding from the federal Forest Legacy Program, to permanently protect 643 acres of their beautiful Gold Creek property with a conservation easement.

The protected area is adjacent to the Kaniksu National Forest and provides critical habitat and a wildlife corridor for elk, moose, bear, and other wildlife. Several streams, including parts of the Grouse Creek and Gold Creek drainages, pass through the property. The health of these streams and others like them is critical to protecting native bull trout and cutthroat trout. The Gold Creek property is used by the Western Pleasure Guest Ranch as an active guest ranch and a working cattle operation, and is actively managed for timber production.

#### BOX 4

### Morton Slough

The Morton Slough property, off the Pend Oreille River, provides winter range for big game. This is a crucial corridor for wildlife traveling between the mountains and the slough and important habitat

for waterfowl and other birds. The property is also a well-managed working forest and meets national American Tree Farm System standards. In 2011, the landowners donated a conservation easement on 616 acres in order to permanently protect the area as working forest and wildlife habitat.

#### BOX 5

### Sherwood Forest and Syringa Trails

Sherwood Forest and Syringa Trails are just two miles west of Sandpoint, an area facing heavy development pressure. Sherwood Forest provides important open space, recreational opportunities, and working lands for the local community. It also provides habitat for native species, including wintering deer, moose, and elk. Streams on the property are tributaries to the Pend Oreille River, which supports federally threatened bull trout, along with westslope cutthroat trout and kokanee salmon.

Since 2005, volunteers, including the Pend Oreille Pedalers and local landowners, have constructed mountain biking and hiking trails in the area.

Thousands of residents and visitors use these trails every year and are treated to wonderful hiking and biking routes and stunning views. The property is also host to many outdoor sculptures, created by the property owner, that blend into the landscape.

Landowners donated an easement on 143 acres of Sherwood Forest and the Syringa Trails in 2012 in order to permanently ensure preservation of and public access to this exceptional community resource.

## 7. Conclusion

Greater Sandpoint is spectacularly beautiful and its natural resources, recreational opportunities, and unique culture make it a wonderful place to live and to visit. Because the area faces development pressure as its economy grows and it draws more tourists and new residents, now is the time to preserve the vulnerable places that make Greater Sandpoint so special. This Greenprint expresses the

collective desire of local community members to use voluntary conservation to maintain water quality, provide recreation, protect wildlife, and preserve working lands. Implementing this plan will help Greater Sandpoint guide future investments in trails, parks, and open spaces in order to promote economic growth, while protecting the area's most valuable places.



ANDREA NAGEL

Revett Lake

# Appendix A: Participant Lists

**TABLE AP-1. GREATER SANDPOINT GREENPRINT INTERVIEWEES**

First Name	Last Name	Title	Organization/Affiliation
Annie	Shaha	Mayor	City of Dover
Carol	Kunzeman	Mayor	City of Ponderay
Carrie	Logan	Mayor	City of Sandpoint
Clare	Marley	Planner	Bonner County Planning Department
Eric	Grace	Executive Director	Kaniksu Land Trust
Erik	Brubaker	Planner	City of Ponderay
Janice	Schoonover		
John	Reuter		Conservation Voters for Idaho
Karl	Dye		
Kim	Woodruff	Director	City of Sandpoint Parks Department
Michael	Keough	Mayor	City of Kootenai
Molly	O'Reilly		
Steve	Lockwood	Board Member	Idaho Smart Growth
Shannon	Williamson		

**TABLE AP-2. GREATER SANDPOINT GREENPRINT  
TECHNICAL ADVISORY TEAM**

Aaron	Qualls	City Planner	City of Sandpoint
Colleen	Trese		Idaho Department of Fish and Game
Eric	Grace	Executive Director	Kaniksu Land Trust
Erik	Brubaker	City Planner	City of Ponderay
Erin	Mader		Lakes Commission
Greg	Becker	District Conservationist	Natural Resources Conservation Service, United States Department of Agriculture
Jared	Yost	GIS Lead	City of Sandpoint Public Works

**TABLE AP-2. GREATER SANDPOINT GREENPRINT  
TECHNICAL ADVISORY TEAM**

<b>First Name</b>	<b>Last Name</b>	<b>Title</b>	<b>Organization/Affiliation</b>
Kristin	Larson		Idaho Department of Environmental Quality
Molly	McCahon	Program Coordinator	Lake Assist
Ryan	Fobes	Director, Land Improvement Program	Idaho Forest Group
Susan	Drumheller	North Idaho Associate	Idaho Conservation League

**TABLE AP-3. GREATER SANDPOINT GREENPRINT  
STEERING COMMITTEE MEETING PARTICIPANTS**

Aaron	Qualls	City Planner	City of Sandpoint
Andy	Kennaly	Minister	First Presbyterian of Sandpoint
Annie	Shaha	Mayor	City of Dover
Barney	Ballard		Ponderay Parks Committee
Bill	Love		Inland Forest Management
Brian	Wood		Woods Crushing
Carol	Wilburn	Intentional community supporter	
Cate	Huisman	Sandpoint planning commissioner	
Christian	Thompson		Realtor
Cindy	Peer		Selkirk Valley Bonner County Horsemen
Clare	Marley		Bonner County Planning Department
Colleen	Trese		Idaho Department of Fish and Game
Ed	Robinson		Idaho Department of Lands

**TABLE AP-3. GREATER SANDPOINT GREENPRINT  
STEERING COMMITTEE MEETING PARTICIPANTS**

<b>First Name</b>	<b>Last Name</b>	<b>Title</b>	<b>Organization/Affiliation</b>
Eric	Grace	Executive Director	Kaniksu Land Trust
Eric	Paull	VP, Washington Trust	Washington Trust Bank/Urban Renewal Agency
Erick	Walker	District Ranger	US Forest Service
Erik			
Brubaker	City Planner	City of Ponderay	
Erin	Mader	Coordinator	Lakes Commission
Greg	Becker	District Conservationist	NRCS
Jamie	Brunner	Coeur d'Alene Lake Management Plan Coordinator	Idaho Department of Environmental Quality
Jared	Yost	GIS Lead	Sandpoint Public Works
Jennie	Meulenberg	Planning Intern	City of Ponderay
Jeremy	Grimm	Planner	Sandpoint Planning and Zoning
Jim	Lovell	Chairman of the Board	Greater Sandpoint Chamber of Commerce
Karen	Sjoquist	Program Director	Forest Legacy Program - Dept of Lands
Kate	McAllister	President and CEO	Greater Sandpoint Chamber of Commerce
Kim	Woodruff	Parks Director	Sandpoint Parks and Recreation
Kirk	Sehlmeyer	Forester	Natural Resources Conservation Service, USDA
Kristin	Larson	Watershed Coordinator	Idaho Department of Environmental Quality
Kurt	Pavlat	Field Manager	Bureau of Land Management
Lawson	Tate	Realtor/ Ponderay Planning and Zoning	Ponderay Planning Commission

**TABLE AP-3. GREATER SANDPOINT GREENPRINT  
STEERING COMMITTEE MEETING PARTICIPANTS**

<b>First Name</b>	<b>Last Name</b>	<b>Title</b>	<b>Organization/Affiliation</b>
Leonard & Naomi	Wood		Woods V Bar X Ranch
Marianne	Love	Author	
Mark	Contor		Northern Lights Electric Cooperative
Mary	Terra Burns		Idaho Department of Fish and Game
Molly	McCahon	Coordinator	Lake Assist
Nancy	Dooley	North Idaho Outreach Coordinator	Idaho Conservation League
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Regan	Plumb	Land Protection Specialist	Kaniksu Land Trust
Ryan	Fobes	Director of Land Improvement	Idaho Forest Group
Scout	Seley		
Sean	Mirus	Marketing and Sales Director	Schweitzer Mountain Resort
Shane	Sater		
Shannon	Williamson	City Council	Sandpoint
Susan	Drumheller	North Idaho Associate	Idaho Conservation League

# Map references

## ➤ **FIGURE 1** Study Area (Page 10)

## ➤ **FIGURE 2** Maintain Water Quality (Page 16)

This map was created using a weighted overlay analysis based on the following water quality criteria:

- Areas with natural and native vegetation (15%)
- Areas outside sewer districts and drinking water service areas (5%)
- Riparian buffers and other waters (14%)
- Headwater streams (16%)
- Steep slopes (5%)
- Soils susceptible to erosion (5%)
- Floodplains (5%)
- Intact riparian zones (20%)
- Protect water supply (15%)

## ➤ **FIGURE 3** Provide Recreation (Page 19)

This map was created using a weighted overlay analysis based on the following recreation criteria:

- Access to streams and lakes (20%)
- Shoreline access from local roads and trails (25%)
- Shoreline solitude opportunities for boaters (20%)
- Better hunting and fishing access (5%)
- Commercial areas that provide open space recreational opportunities (5%)
- Access to existing and proposed trails (25%)

## ➤ **FIGURE 4** Protect Wildlife Habitat (Page 20)

This map was created using a weighted overlay analysis based on the following wildlife habitat protection criteria:

- Streams, riparian corridors, and other waters and wetlands (5%)
- Bird habitat (5%)
- Fish habitat (5%)
- Habitat for other wildlife (5%)
- Endangered species habitat (10%)
- Working lands that provide wildlife habitat (5%)
- Important areas for wildlife movement (25%)
- Terrestrial species of concern (20%)
- Aquatic species of concern (20%)

## ➤ **FIGURE 5** Preserve Working Lands (Page 23)

This map was created using a weighted overlay analysis based on the following working lands preservation criteria:

- Concentrate development away from working lands (1%)
- Wildlife corridors and greenbelts (11%)
- Ranchlands (16%)
- Croplands (16%)
- Timber lands (15%)
- Water availability and irrigation (11%)
- Working land viewsheds (7%)
- Infrastructure that supports working lands (3%)
- Soils suitable for farmland (20%)

## ➤ **FIGURE 6** Overall Greenprint Priorities (Page 24)

This map shows the overall priorities of the Greater Sandpoint Greenprint, based on the following four goals:

- Maintain Water Quality (30%)
- Provide Recreation (20%)
- Protect Wildlife Habitat (20%)
- Preserve Working Lands (30%)

**Data was provided by Bonner County, City of Sandpoint, ESRI, NCED, NHD, SMA.**

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PHOTOS: FRONT TOP, BRAD SMITH, FRONT  
BOTTOM, TINA STEVENS OF THE VALLEY  
STUDIO; BACK, GEORGE PERKS.

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# Appendix 11:

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