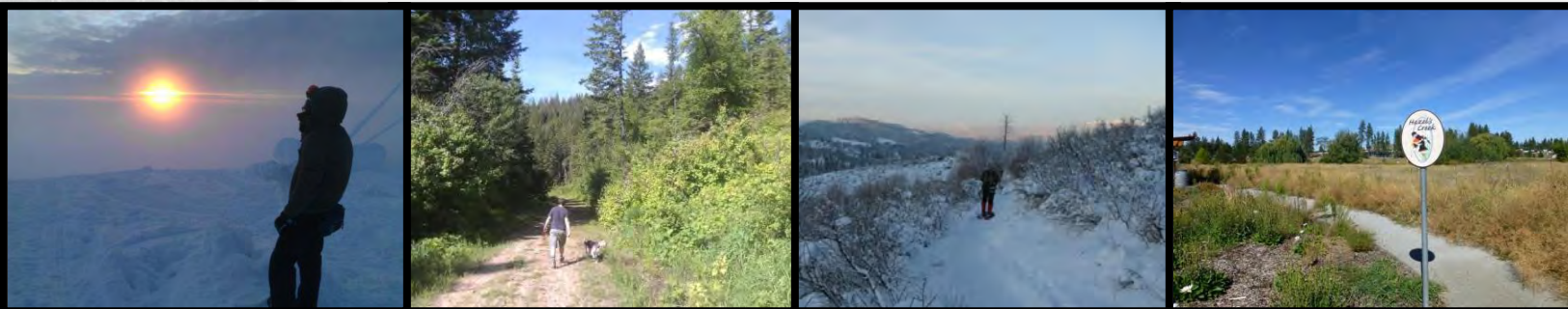


Spokane County Regional Trail Plan



2014

A Collaborative Effort Between:
Inland Northwest Trails Coalition
Spokane County Department of Parks Recreation and Golf



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Please note: All photographs used in this plan were taken by Spokane County Parks, Recreation & Golf Department.

“There are some good things to be said about walking.
Not many, but some. Walking takes longer, for example, than any other known
form of locomotion except crawling. Thus it stretches time and prolongs life...
Walking makes the world much bigger and thus more interesting.”

-Edward Abbey
From The Journey Home (1977)

Acknowledgements

Volunteers from the Inland Northwest Trails Coalition expended great effort in the development of this plan. Additionally, staff support has been provided by Spokane County Parks, Spokane County Building and Planning, Spokane Regional Chamber of Commerce, Parks to Peaks, Bicycle Alliance of Washington, Washington State University, and the National Park Service.

Support by the National Park Service (NPS) was provided in 2007 through an award of technical assistance from the NPS Rivers, Trails and Conservation Assistance Program, which facilitated the creation of that initial plan. The Board of Commissioners for Spokane County provided additional support for this initial planning effort through Board Resolution # 2004-0575 adopted July 13, 2004.

The Inland Northwest Trails Coalition was formed in 2004 and brings together the organizations and individuals listed below to protect and promote the Inland Northwest's trails, waterways and recreation destinations.

Organizations participating in the Inland Northwest Trails Coalition:

Bicycle Alliance of Washington
Conservation Northwest
Cheney-Palouse Chapter, Ice Age Flood
Institute
City of Airway Heights Planning Department
City of Spokane Planning Department
City of Spokane Valley Planning Department
Dishman Ridge Dream Trail
Dishman Hills Conservancy
Evergreen Mountain Biking Alliance
Fish Lake Trail Action Group
Friends of the Centennial Trail, Washington
Friends of the Centennial Trail, Idaho
Friends of the Little Spokane River Trails
Futurewise
Great Gorge Group
Greater Spokane Incorporated
Hobnailers Hiking Club
Inland Empire Chapter, Backcountry Horsemen
of Washington
John Wayne Pioneer Wagons and Riders Assn.
Lands Council
NPS, Rivers, Trails and Conservation
Assistance
Liberty Lake Planning Department
North Division Bicycle Shop
Northwest Ecosystem
Out There Monthly
Parks to Peaks

REI
Selkirk Riders Association
Turnbull National Wildlife Refuge
Rocket Velo Bicycle Club
Spokane Canoe and Kayak Club
Spokane County Parks, Recreation and Golf
Spokane County Department of Building and
Planning
Spokane Mountaineers
Spokane Regional Transportation Council
Spokane Regional Visitors and Convention
Bureau



A frozen Hog Lake, Fishtrap Recreation Area, Bureau of Land Management.

Chapter 1 - Introduction

Background

Trails have always been an intricate part of life for humans. Early humans (and modern explorers) co-opted game trails used by wildlife to get from “Point A” to “Point B.” From there, many of those game trails have become roads, accommodating vehicular traffic and continuing the fundamental function of connecting “Point A” with “Point B.” Trails have provided for the transportation of people and goods for thousands of years. Even today in areas less developed or too rugged to develop roads, trails continue to serve people in this way.

While people have always enjoyed trails for walking and riding horses, it wasn’t until relatively recently that the development of recreational trails was pursued by citizen advocates and local governments in an effort to improve public health, boost tourism, and spur economic development. Locally, no document is clearer in expressing this emerging trend as the Olmsted Brothers Park Plan for the City of Spokane: *“It is well understood, by those who have studied the subject, that, public parks, while ostensibly undertaken for the pleasure which their beauty affords the people, are also very important aids to the improvements and preservation of the health of the people.”* (Report of the Board of Park Commissioners, 1908). Today, Spokane County’s trails not only serve a vital transportation function, but also the public health (physical & mental) function/benefit identified by the Olmsted Brothers.



Mount Spokane State Park was an outdoor recreation destination back in the 1920's. (Courtesy of Washington State Archives)

Prior to 1989, a vast majority of Spokane County’s public trails were contained (and thought of) within existing large parks owned by City of Spokane or Spokane County. Many of these areas, such as the High Drive Park (Bluffs), Indian Canyon, and Liberty Lake Regional Park contained trails that were formed through decades of the public’s use of these areas to get from “Point A” to “Point B” rather than being purposefully developed and established by a managing agency.

In 1984, the Spokane County Parks Director, Sam Angove along with several other key local residents formed a steering committee, which proposed a trail along the Spokane River that would essentially run through Spokane Valley to the Idaho border. However it wasn’t until 1991 that federal funding to build the trail was obtained and a major land exchange between State Parks and Inland Empire Paper for land along the Spokane River had been completed that groundbreaking occurred on what was then and now called the Spokane River Centennial Trail. The success of the Centennial Trail project arguably paved the way for public investment in other area trail projects such as the Fish Lake Trail and Ben Burr Trail. That local trail development has also coincided with a growing interest in outdoor recreation throughout the United States and a renewed interest in alternative transportation options such as bicycling. Along with this growing trend comes the growing need to plan for and develop a comprehensive trail system for the Spokane Community that will benefit current as well as future residents.

Spokane County Regional Trail Plan (Background)

Spokane County's Parks, Recreation and Open Space Plan (2002) established the development of a plan for non-motorized trails as a goal (Section G), envisioning a countywide trail network linking "population centers, community facilities, work places, neighborhoods, schools, recreation areas, open space and cultural/historical areas". The current Spokane County Park Plan (2014) also recognizes the importance of trails and relies heavily on the Regional Trail Plan for guidance on future trail projects identified in this plan.

The Spokane County Regional Trail Plan (Plan) has been produced through a partnership of local and statewide trail advocates, as well as local, county, state and federal government agencies. Partners relied on the involvement of and support from participating members of the public as well as businesses.

Prior to the initial draft of this Plan (2008), a lack of local resources to fund trail planning along with concurrent opportunities and threats to trails (and future connectivity) in the region, proved to be a catalyst for local trail and conservation advocates. Walkers, bicyclists and equestrians, neighborhoods and "friends of" groups, economic development and conservation organizations, and community health allies came together. This unity in cause led to the formation of the Inland Northwest Trails Coalition, a coalition committed to organizing local residents and policy-makers to create a comprehensive system of trails, parks and protected natural areas as a vital component in the region's economy and quality of life.



The footbridge at Bowl and Pitcher, Riverside State Park, circa 1950. (Courtesy of Washington State Archives.)

The coalition, with the Bicycle Alliance of Washington (BAW), galvanized action for master planning and sought support from the Spokane County Commissioners for a citizen-based partnership to create a trail plan for Spokane County. In July, 2004, the Commissioners passed Resolution No. 2004-0575, including authorization to seek technical assistance from the National Park Service (NPS) and committing data and mapping resources from County departments. In a very competitive process, the subsequent application to scored high and a two-year grant of technical assistance was provided through the Rivers, Trails and Conservation Assistance (RTCA) program.

The Spokane County Regional Trail Plan is timely. With its adoption and implementation it will be an important tool to help the region respond to the tremendous changes underway with increasing urbanization, the loss of or threat to non-motorized trail connections and multi-purpose open space corridors, and the desire to emphasize the Spokane region as an active, livable community with an irresistible natural setting and a multitude of close-to-home outdoor recreation opportunities.

Purpose of the Plan

The purpose of the Spokane County Regional Trail Plan (Plan) is to guide development and maintenance of a county-wide network of trails to serve the needs of Spokane County residents. The Plan addresses the desire of the community to better identify, develop, preserve, and enhance pedestrian, equestrian and bicycle access through trail, path, open space preservation and mixed land use development. Recreation choices are also enhanced as the Plan strives to protect and increase trail access for hiking, mountain biking, horseback riding, and other non-motorized recreation uses. The Plan also identifies trails that travel onto private property. This aspect is equally crucial because it allows local

jurisdictions to work with private property owners to address these trespassing concerns through better signage, trail rerouting, and in some instances acquiring easements or property from willing sellers. By adopting this plan, Spokane County is taking a major step in providing a balanced transportation system and enriched opportunities for recreation.

Trail systems provide many benefits for a community. Multi-use non-motorized trails support healthy, active living while decreasing pollution, energy consumption and traffic congestion. Inactive lifestyles and poor dietary habits have created an epidemic of obesity in our society, and a recent study found that people who use community trails at least once a week are twice as likely to meet daily exercise recommendations than those who rarely or never use the trails (*Health Day News*, 10/16/06; Librett, et al., *American Journal of Preventive Medicine*, November 2006). Trail networks provide opportunities for outdoor recreation and alternative transportation for bikers, walkers, joggers, skiers, skate boarders, rollerbladers and more.

The regional trail system envisioned in the Plan will:

1. Create an arterial trail system that connects parks, open spaces, and communities;
2. Connect local/neighborhood trail networks to the regional (“arterial”) trail system;
3. Connect trail and transit systems;
4. Link colleges and universities to each other and to the greater community;
5. Create a large “circle and spoke” system connecting communities throughout Spokane County;
6. Identify smaller trail loops and trail connections for local use and neighborhood access to existing park and trail facilities;
7. Encourage co-location of trails and conservation corridors in locations where a trail and the activities associated with it will not adversely impact the conservation qualities the corridor is intended to protect; and
8. Promote a variety of implementation methods applicable to trails on public and private lands.

The Spokane County Regional Trail Plan (Plan) identifies existing and future trail connections necessary to complete an integrated network of trails. The Plan takes a comprehensive view of trail resources by including an inventory of the entire existing trail system within Spokane County as well as an inventory of existing, adopted trail-related plans. Planning goals and policies for a comprehensive trail system, as well as specific project priorities, are included in the Plan.

Chapter 2 – Planning Context

The Regional Approach

Trails are like rivers: they don't respect political boundaries. For a regional trail plan to be effective it needs to provide a comprehensive review and analysis of the region-wide trail system. **Spokane County does not intend with this plan to direct cities or towns in making decisions concerning trail development within their jurisdictions.** The intent is, rather, to provide a comprehensive planning document that will be a tool and guide for making informed decisions for the greater Spokane region. The Plan is intended to serve as a catalyst for funding and legislative action. By identifying specific trail improvements that transcend municipal boundaries, the plan gives the Spokane region a distinct advantage when seeking grant funding or state legislative funding for local trail improvements.

The principal partners collaborated on the technical aspects of trail planning, from inventory existing trails, parks, and conservation areas, to researching and consolidating goals and policies on trails, and preparing and presenting the draft Spokane County Regional Trail Plan.



A destination map from the Five Mile Prairie Pathways Plan (2008).

Planning Framework

The planning framework for trail and bikeway planning is defined through Growth Management Act (GMA) requirements and County Wide Planning Policies. As reflected in the Growth Management Act (and reality), trails serve multiple purposes within a community, as a key part of the growing transportation network and as a recreation and open space service. The Washington State Legislature has long recognized the importance of trails and open space, providing several funding mechanisms including the Conservation Futures property tax and the Washington Wildlife and Recreation Program to fund the preservation and development of trails. In 1971, the Washington State Legislature found that:

“Such areas and spaces, if preserved and maintained in their present open state, would constitute important assets to existing and impending urban and metropolitan development, at the same time that they would continue to contribute to the welfare and well-being of the citizens of the state as a whole.”

(Source: Revised Code of Washington 84.34.200)

Growth Management Act

The following goals of the GMA were adopted to guide the development and adoption of comprehensive plans and development regulations:

3. *Transportation.* Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.
9. *Open space and recreation.* Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.

The importance of trails and pedestrian networks was additionally recognized by our state legislators in 2005 with Senate bill ESSB 5186 which:

1. Requires communities to consider urban planning approaches that promote physical activity.
2. Requires a bicycle and pedestrian component be included in the Transportation Element of a comprehensive plan.

County Wide Planning Policies

The Countywide Planning Policies within the Spokane County Comprehensive Plan provide a unified framework from which county and city comprehensive plans are developed and adopted. The following Countywide Planning Policies relate specifically to non-motorized trails in Spokane County (Found in the Spokane County Comprehensive Plan):

Parks and Open Space Chapter:

3. All jurisdictions shall cooperate to identify and protect regional open space lands, natural areas and corridors of environmental, recreational and aesthetic significance to form a functionally and physically connected system which balances passive and active recreational uses.
5. Each jurisdiction should encourage cooperation with both utilities and users for the purpose of including compatible passive recreational and open space uses with existing utilities or when siting new utilities.

Transportation Chapter:

10. Each jurisdiction should coordinate its housing and transportation strategies to support existing, or develop new, public multimodal transportation systems.
11. Each jurisdiction shall address land use designations and site design requirements that are supportive of and compatible with public transportation, including, but not limited to:
 - a. pedestrian-scale neighborhoods and activity centers;
 - b. mixed-use development; and
 - c. pedestrian-friendly and non-motorized design.
16. Each jurisdiction shall address energy consumption/conservation by:
 - a. designing transportation improvements for alternatives to the single-occupant vehicle;
 - b. locating and adopting design standards for new development to support pedestrian or non-motorized travel;
 - c. providing regulatory and financial incentives to promote efforts of the public and private sector to conserve energy; and
 - d. reducing the number of vehicle miles traveled and number of vehicle trips.



Ben Burr Trail section near 57th Avenue

Chapter 3 – Demand and Needs Analysis

National and Regional Recreational Trends

Recreation activities, like hobbies, fashion, and architecture, rise and fall in popularity with time. One of the best State-wide gauges for tracking recreation trends is the SCORP – Washington State Comprehensive Outdoor Recreation Plan provided by the Washington State Recreation and Conservation Office.¹ When asked which outdoor activities survey participants would like to do more of in Washington, hiking, walking, and bicycling were in the top six most frequent responses – all trail-related activities. In the Northeast Region, which includes Spokane County, the report found that the highest participation rates for trail activities were: walking without a pet (70%), walking with a pet (63%), observing or photographing wildlife (53%), hiking (58%), and bicycle riding (36.8%).

The “Outdoor Participation Topline Report 2012,” published by the Outdoor Foundation to help outdoor recreation companies (private sector) adapt to changing recreational trends, found that participation rates for outdoor recreation continue to grow rapidly. Among the most popular (and fastest growing) activities identified by the report were running, camping, and bicycling – all of which can be (and our often) related to trail use.



Dog walking is a very popular trail activity (Minnehaha Park, City of Spokane).

The United States Forest Service produces a Resource Planning Act (RPA) Assessment Report periodically to help direct long-term management goals and objectives for public land as well as inform various industries associated with outdoor recreation. The “Outdoor Recreation Trends and Futures” report (Cordell 2010) provides “...an extensive overview of outdoor recreation participation, regional variation in participation, and differences in participation by demographic groups.” (p. 5). The Report finds that the overall trend for outdoor recreation continues to grow, especially “nature-based” recreation and in particular, “viewing and photographing nature.”

The report also found that contrary to the national discussion regarding childhood obesity and an overreliance on indoor or sedentary activities, youth do spend time outdoors – in some cases, that time is substantial. The report also identifies a common theme/reason why people seek outdoor activities: “to get away from the demands of everyday life.” Finally, between 1994 and 2009, “Walk for pleasure” grew by 14%, “Day Hiking” grew by 15.4%, and “View wildflowers and trees” grew by 29.4% (Cordell 2010).

All of these indicators point to growth in trail use outpacing population growth as the percentage of population participating in these activities is projected to grow as well as the number of days participants spend on a trail annually.

¹ Only the “Results of General Population Survey in Support of the Development of the Washington SCORP (2012)” publication was available in 2013. 3,114 Washington State residents completed the interviews.

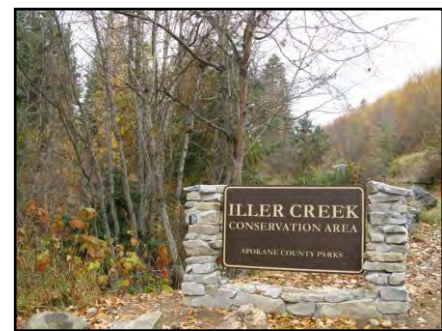
Spokane County Public Input & Trends

Spokane County has seen growth in trail use that mirrors national trends. While statistics and trail counts may not be available to quantify use, many jurisdictions including Spokane County have seen increasing use of existing trailheads, including the new trailheads at Stevens Creek Road (Dishman Hills Conservation Area) and Henry Road (Saltese Uplands Conservation Area). The exception to this growth may be Washington State Parks (both Riverside State Park and Mount Spokane State Park), where parking fees [through the Discover Pass] are required and have been since 2010. At the Iller Creek Trailhead (Dishman Hills Conservation Area), where trails have been improved substantially and marked with signs (to make them more inviting), use has grown from a handful of vehicles parked at any one time to 20-30 vehicles parked at the trailhead, on both summer and winter days. That example and others may indicate not only growth in trail-related recreation activities as discussed previously, but an unmet demand for quality trails in Spokane County.

Public input received for the update of the Spokane County Parks, Recreation & Open Space Plan (Park Plan) in fall of 2012 this Plan's update in 2013 found that the community desires:

- More trails that connect communities, neighborhoods, employment centers, and parks;
- More multiple use trails in a natural setting; and
- A well-maintained trail system that is interconnected;

“Trails” were identified as the number one facility participants would like to see more of in Spokane and “Develop Trails” ranked highly in budget priorities after “Maintain and Enhance Existing Parks.”



Installing signage and improving trails made Iller Creek (now Dishman Hills Conservation Area) more inviting, leading to a spike in daily use.

Population Growth in Spokane County

Spokane County's current estimated population is 480,000 with a bulk of people residing in incorporated County (City of Spokane and City of Spokane Valley, among other cities). The bulk of the County's population is centered along the I-90 corridor, south of Downtown Spokane to 57th Avenue, and north to Five Mile Prairie and Francis. Urban growth has historically been constrained to the west by the Spokane River Gorge and Latah Creek Valley (formerly Hangman Creek). Development patterns in Spokane County have also generally been restricted to flatter portions of county, particularly along the Spokane River, leaving large areas of forested open space (some public, some private) on steeper terrain above the Spokane River Valley. Only recently has development begun to occur in some of the steeper, high elevation locations.

The Spokane County Board of County Commissioners has adopted a project population of 618,226 for Spokane County through 2031. Should population growth also follow projected recreational trends, local demand for trail use will grow as areas for trails and open space continue to shrink (becoming new housing for new residents). Without community investment in trails and open spaces, growing demand will likely outstrip supply.

Summary

Demand for trails and trail related activities has grown substantially since 1994 and is projected to continue growing over the next several decades. When considering Spokane County's adopted population growth and its subsequent effect on the availability of open space and trails, trail demand and need is likely to outpace the supply of trails. Not providing an adequate supply of trails could lead to over-use, which in turn often leads to the degradation of the trail itself, user conflict between user groups and activities, and a lower quality experience that may turn away residents looking to maintain a healthy lifestyle. Demand for trails and trail related activities indicate a current and future need to invest in the quality and quantity of Spokane County's trail network (and associated facilities) to keep up with rising population growth and outdoor recreational trends.

Chapter 4 - Current Inventory and Resources

Introduction

Any plan requires an inventory. That inventory answers two essential questions: how many trails are there and where? The trail inventory tries to answer both of these questions effectively in the following pages. In an effort to accurately reflect Spokane County's trail network, official designated trails as well as unofficial user trails were mapped and included in the inventory.

Spokane County's trail system consists of the Centennial Trail, which forms the main East-West arterial through Spokane County, much the same as I-90 serves vehicular traffic. The Centennial Trail has a system of "collector" trails that feed into the trail at various locations (e.g. The Fish Lake Trail). These trails are in various conditions. Single track, user built trails often feed into these collector trails at various points. Together, this system forms a connected network of trails. In addition, there are isolated "island" trail systems (e.g. Dishman Hills Natural Area) that provide trails and could someday be connected to the larger interconnected regional trail system.

Inventory Methods

The inventory was conducted by three approaches:

1. Obtaining trail data from agencies, departments, and jurisdictions managing trails;
2. County Parks staff using a GPS unit to map trails where data was incomplete or non-existent; and
3. Reaching out to and accepting trail data submitted from community members that bike, hike, and ride trails throughout Spokane County.

While all approaches yielded data, reaching out to the community was one of the most interesting aspects of the inventory. Unlike government agencies and departments, community members hike, bike, and ride trails that take them through public *and* private property. If the trail exists, the public often uses it. A prime example is the Trolley Trail. While the southern half of the trail has been preserved by the City of Spokane Parks Department, the northern half that feeds into Milton Avenue and Government Way is on private property. Yet, because the trail exists and is well-located, it's used heavily by the public. And because it has been identified, mapped, and noted as a well-used trail on private property, the Trolley Trail can be identified as a trail strategy.

Trails inventoried generally fall into two categories, but can be defined as follows: **A non-motorized pathway that for the majority of its route, is physically separated from roadways and does not resemble and function primarily as a sidewalk.** The two main categories inventoried include:

1. "Single Track Recreational Trail" - This trail type includes hiking, mountain biking and equestrian trails. These trails generally exist in established parks or conservation areas and consist of native surface pathways. These trails often serve a primary function of providing recreation, but can often provide important neighborhood access to larger Major Trails (see below) or other parts of the community. An example of a popular Single Track Trail is the Liberty Lake Loop Trail in Liberty Lake Regional Park.

2. “Major [Transportation] Trails” – This type of trail includes pedestrian/bicycle facilities which are generally paved pathways (otherwise known as shared use pathways) that may be separated from or adjacent to existing roadways. These trails serve as both transportation and recreational facilities. An example of a Major Trail in Spokane County is the Spokane River Centennial Trail.

Additionally, trail-related plans were inventoried and used as a resource. That plan inventory can be found in Exhibit A.

Trail Facility Inventory

The residents of Spokane County are fortunate to have numerous trails that provide a variety of recreational opportunities and experiences. Along with hiking, many of these trails allow mountain biking and equestrian uses and can serve as important components of our transportation network. The trails in these areas range from two track dirt roads to single track trails to 12-foot wide asphalt trails.

While a vast majority of trails occur within publicly owned areas such as state parks, county parks, and municipal parks, there are also trails which exist in part or wholly within private property. This issue is not unique to Spokane County, but often a symptom of larger areas of undeveloped private land that have in the past served as defacto open space areas. Using trails on this private land is no different than trespassing, enforceable by law.

In some instances, major trail systems such as those on the High Drive Bluffs are bisected in several areas by private property. While these property owners appear willing (and have been generous to this point) to allow recreation on and across their property, they have the legal right at any point to erect fencing and signs, develop their property, and/or enforce trespassing laws – effectively disconnecting a well-used, advertised trail system that serves the community.

The inventory covered in the next several pages includes trails on public and private property. The intent of including all trails within the inventory is not to condone trespassing, but in part to highlight these areas to assist jurisdictions in addressing the widespread issue of trails (and their users) trespassing through private property. The inventory strives to paint an accurate, complete picture of the current trail system within Spokane and in some instances existing connections to parks, open space and existing trails exist on private property. By having knowledge of and understanding how the entire regional trail system functions, jurisdictions may begin to focus efforts on preserving trail connections, re-routing trails in some instances, and/or acquiring property from willing sellers to accomplish the former and create new connections.

The following inventory should not be construed as a trail guide for recreationists. For trail information and maps on public property, please contact the park/trail facility managing agency/jurisdiction.

Map Index #	Trail Network	Managing Agency	Description	Connectivity Assessment
1	Columbia Plateau Trail	Washington State Parks & Recreation	An unimproved gravel abandoned railroad right of way. That extends from the west end of the Fish Lake Trail out of Spokane County.	Considered one of the State's future long-distance trails, access, signage, and trail surface should be improved.
2	Fish Lake Trail	City of Spokane	This paved pathway runs from Government Way to Cheney. Currently, the trail is paved for 7 miles more or less to the Town of Marshall.	Remaining portion of the trail should be asphalted to Fish Lake Regional Park.
3	Centennial Trail	Washington State Parks & Recreation	A paved, 10-foot wide trail where separated. Some sections remain on roadways. Follows the Spokane River from Nine Mile Falls to the Idaho State Line, where it continues to Coeur D'Alene.	Remaining roadways portions of the trail should be relocated or redeveloped into separate pathways. Intersections with busy roads should be addressed to improve safety. Connections with "feeder" trails such as the Fish Lake Trail and Ben Burr Trail should be improved.
4	Children of the Sun Trail	Washington Department of Transportation	A paved, 10-foot wide shared use pathway along the complete section of the North Spokane Corridor freeway project. Current southern terminus is just north of Frances on Freya.	Could be extended to the Centennial Trail where a connection could be developed.
10	Turnbull Wildlife Refuge	United States Fish and Wildlife Service	Contains a limited local trail system. The 4-mile Bluebird Trail is one of the main recreation trails.	Could provide future connection to the City of Cheney and expand and/or connect existing trails.
11	Cheney Wetlands Trail System	City of Cheney	City of Cheney owns the 110-acre wetlands complex that includes the City's waste water treatment plan. Trails are well-used by Cheney residents. No signage currently.	Could be connected to the City of Cheney via a shared use pathway along Cheney-Spangle Road. Shared parking access with the Columbia Plateau Trail.
12	Mount Spokane State Park	WA State Parks and Recreation / Inland Empire Paper / WA DNR	Contains numerous miles of backcountry trail with only maintained cross-country ski trails in Spokane County. Some trails are separated by use.	Potential connectivity opportunities include connections with the Newman Lake Area and north to DNR-owned property.
13	Bear Lake Regional Park	Spokane County	A closed network of trails. A paved loop trail and several single track trails that lead onto adjacent private property.	Contained local trail system serving Bear Lake visitors and neighboring residences. Could be expanded to connect to DNR property to west.
14	Antoine Peak Conservation Area	Spokane County	Trail system is based on an old logging road network. Some user developed single track exists.	Local, contained trail system. Could serve as southern access point for a North-South primitive trail to Mount Spokane S.P.
15	McKenzie Conservation Area	Spokane County	A mix of old access roads and more recent user-built single track trail.	Contained, local trail system. Limited connectivity opportunities exist at this time.
16	Hauser Conservation Area	Spokane County	A system of old logging/access roads used as trails.	Could provide connectivity between Hauser Lake and Newman Lake through adjacent DNR property. Contained local trail system.

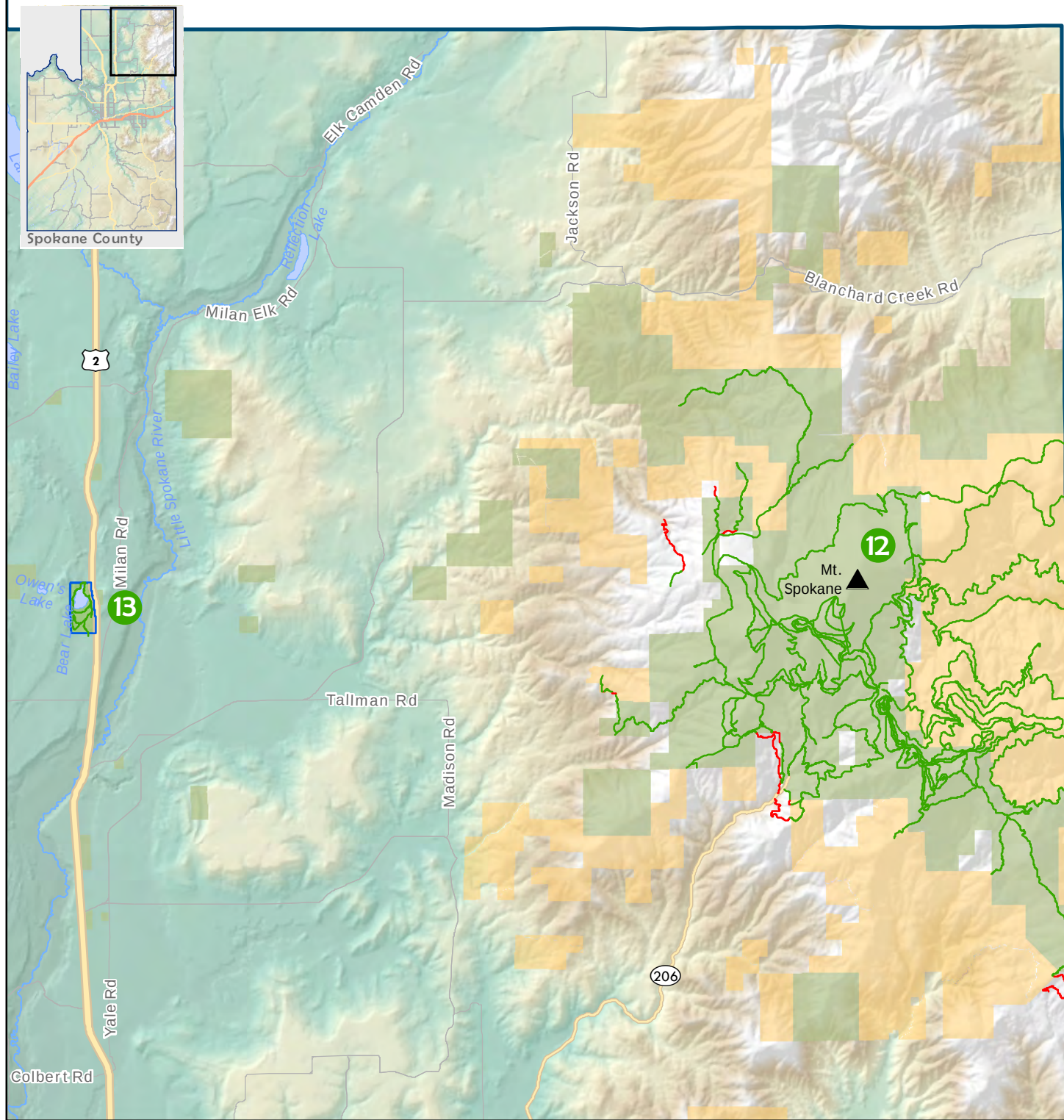
Map Index #	Trail Network	Managing Agency	Description	Connectivity Assessment
17	Cannon Park	City of Spokane	User worn single track trail along the perimeter at the park. Old park bridges imply that a more permanent trail system once existed in this neighborhood park.	Isolated long ago by development, but many walk between Cannon Park and Manito Park via shade tree lined boulevards.
18	Saltese Uplands Conservation Area	Spokane County	Contained local trail system with several loop trails.	Future connections could include Liberty Lake Regional Park and the Saltese Flats planned trail system.
19	Liberty Lake Regional Park	Spokane County	Contains numerous miles of backcountry trail including the popular 7.4 mile Liberty Lake Loop Trail. Many trails lead off onto adjacent private property.	Potential connectivity opportunities include connections with the City of Liberty Lake, Saltese Uplands Conservation Area, and Mica Peak Conservation Area.
21	Gateway Regional Park	Spokane County	Provides east-west connect for the Centennial Trail at the Idaho State Line as well as several unimproved trails within the park.	Trailhead should be improved. Because of physical constraints (I-90 and the Spokane River), there is little room for expansion of existing trail system.
22	North Bank Trails	Washington State Parks, City of Spokane Valley, Private Property	Several sections of single track user built trail exist along the North Bank of the Spokane River from Spokane Valley to State Line. Some signage does exist.	Potential for connections where individual sections are bisected and access points could be improved and signed. Could serve as the nature trail alternative to the Centennial Trail in Spokane Valley.
23	Valleyford Park	Freeman School District	Contains a short natural trail along California Creek. Has not been maintained.	Some potential extend trail along California Creek through easement/acquisition. Should be maintained and improved with tread improvements, brushing, and signage.
24	Morrow Park	Spokane County / Private Property	Trails appear to follow old road beds. Access has historically been restricted to walking up gated Morrow Park. Adjacent property owners appear to use the trail system more than the general public.	Expansive territorial views and ridgeline beyond Morrow Park property. May be able to connect Morrow Park to Sullivan. A well used trail leaves the park property and appears to descend to near Sullivan Road.
27	Dishman Hills Natural Area	Jointly managed by Department of Natural Resources, Spokane County, and Dishman Hills Conservancy	A network of single track trail open to hikers only.	Could serve as Southern access to a future north-south "Dream Trail" (Stevens Creek Trailhead). Other trail connections could be made to Jamieson Road and Hallett Roads.
28	Riverside State Park / Downriver Park Trail System	Washington State Parks & Recreation / City of Spokane	Provides for a miles-long corridor of connectivity between neighborhoods and the Spokane River, miles of the Centennial Trail (and access points to it), as well as connections to other trail systems such as the Little Spokane Natural Area.	Connections to Palisades Park and adjacent neighborhoods should be considered and pursued. The Indian Bluff section of the BNRR right-of-way should be fully acquired and improved.

Map Index #	Trail Network	Managing Agency	Description	Connectivity Assessment
29	Haynes Conservation Area	Spokane County	A closed network of trails that includes an access point to the Little Spokane River.	Provides some neighborhood connectivity between Shady Slope and Little Spokane Drive. Contained, local trail system surrounded by development. Could serve as an access point for a future, expanded "Little Spokane River Trail."
30	Lower Little Spokane River Natural Area	Washington State Parks & Recreation	Includes the popular Little Spokane Water Trail, the Knothead Valley Loop Trail, and the St. Georges to Rutter Parkway Trail. No dogs, horses, or bicycles allowed.	The Little Spokane Valley trail could be expanded up river with additional easements/acquisitions. Numerous trails on private property lead into and out of the Natural Area to Five Mile Prairie. Those connections should be preserved.
31	Holmberg Park and Natural Area	Spokane County	Currently, user built single track trails exist throughout the park that feed from Five Mile Prairie down to Wall Street.	Connections to Five Mile Prairie and adjacent neighborhoods should be preserved.
32	Dwight Merkel Sports Complex Trail System	City of Spokane / Fairmount Cemetery	Contains a 3.1 mile perimeter trail as well as a 1 mile "Riverside State Park" connector trail through Fairmount Cemetery property.	Provides neighborhood access to Riverside State Park, though lack of signage makes the connector trail difficult to find.
33	Drumheller Springs Park	City of Spokane	Local, contained trail system.	Isolated, closed network trail system with limited connectivity options.
34	Underhill Park	City of Spokane	A network of local trails with connections to Ben Burr Trail.	Serves as eastern "anchor" for Ben Burr Trail (Northern Section)
35	Lincoln Park	City of Spokane	Includes an asphalt loop trail and connection to 17th Avenue. Also contains numerous user-built single track trail.	Provides a non-motorized transportation connection between 17th and SE Blvd. Also provides connectivity between Lincoln Heights and East Central neighborhoods. Closed trail network. Some popular trails on private property.
36	Manito Park and Boulevard	City of Spokane	Includes a series of trails within the park and a north-south connection to 35th Avenue. The trail disappears after that.	Contained, local trail system with a spur up Manito Boulevard to 40th Avenue. A permanent improved trail on the Boulevard should be considered and extended to High Drive with an obvious connection the High Drive Bluffs Trail System.
37	Mica Peak Conservation Area	Spokane County / WA DNR / Inland Empire Paper	Most of the trail system currently is a network of logging roads. Some user-built single track exists through the property, leading off onto adjacent land.	Trail system could be connected to the Liberty Lake Regional Park system. May consider working with Inland Empire Paper on a long-term recreation plan for the area.
38	Tiger Trail	City of Spokane	A short steep trail connecting Cannon Hill Neighborhood with the lower South Hill / Medical District. Spur trails created a small series of loops below the cliffs.	Isolated by development. Some improvements could be made to reroute the Tiger Trail to a longer, more gradual climb that could serve more as a transportation/commuter trail.
39	Palisades Park - Indian Canyon	City of Spokane	A vast network of user improved single track trail.	Contained local trail system. Connections to Riverside State Park should be considered and pursued.

Map Index #	Trail Network	Managing Agency	Description	Connectivity Assessment
40	Trolley Trail	City of Spokane / Private Property	Contains a 1.5 mile trail over an abandoned electric trolley line bed. Trail extends through private property to Milton Avenue.	Could provide a trail connection to Milton if property/easements were acquired. Could serve as a transportation type trail linking future development in West Plains to Downtown Spokane.
41	Lower Latah Creek - Peoples Park - High Bridge Park	City of Spokane, WSDOT ROW, Private Property	Single track trail as well as wide, old gravel road trails. Some improvements have been made from the west side of Browne's Addition to Latah Creek.	This corridor has potential to develop a "collector" trail into the Centennial Trail, providing a connection to the Vinegar Flats Neighborhood. A section of trail between Riverside Avenue and 11th Avenue could feasibly be improved into a 10-12 foot wide asphalt trail, which then would feed into the Centennial Trail at the west end of the Kendall Yards Development.
42	High Drive Bluffs Trail System	City of Spokane	Includes: High Drive Park, Hangman Park, High Drive Conservation Area, Polly Judd Park, and Private Property.	Provides a north-south corridor for conceptual "Latah Valley Trail." Also known as the "High Drive Bluffs Trail System." Connects adjacent South Hill Neighborhoods with Latah Creek and Riverside State Park.
43	Hamblen Natural Area	City of Spokane	Contained, local trail system.	An "island" trail system with no future off-street trail connections.
46	James T. Slavin Conservation Area	Spokane County	A closed trail network of single track trail.	Limited opportunity to connect with other public recreational lands/trails.
47	Willow Lake Natural Area (Riddle Hill)	Spokane County / Washington Department of Natural Resources	Contains an unmaintained single track loop trail.	A connection between Willow Lake (Silver Lake Rd. Access) and Medical Lake - Four Lake Rd through WA DNR and FAA property could be considered.
48	Medical Lake Trail System - Waterfront Park	City of Medical Lake / Washington State	Contains a paved, 10-12' wide path that run along the south and west side. There's also a short single track trail.	Provides a trailhead and access to the Medical Lake Loop Trail. Potential expansion of trail system into adjacent Washington State land.
49	Beacon Hill Trail System	City of Spokane, Spokane County, Private Property, Avista	A network of single track, user built trails on private and public property. A trail plan was created with a National Park Service Planning Grant.	Many of the trails are on private property with public access points. If private property was acquired, a large, viable trail system would be created that could also serve as connections between neighborhoods.
50	Plantes Ferry Sports Stadium / Myrtle Point Natural Area	Spokane County / City of Spokane Valley	Myrtle Point contains a section of the Centennial Trail. Plante's Ferry contains an access trail to the Centennial Trail as well as an internal paved trail system.	More or less isolated by development and geographical barriers.
51	Mirabeau Point Park	City of Spokane Valley	A series of loop trails. Asphalt, gravel, and natural surface trail.	Increasingly isolated by rapid development in the area. Inclusion of adjacent DNR-owned property and subsequent development of trails could make this area a hiking destination.

Map Index #	Trail Network	Managing Agency	Description	Connectivity Assessment
52	McLellan Conservation Area	Spokane County	Contained, local trail system based on old access roads.	Potential water trail access site (along with Fisk Property) and connectivity options with adjacent DNR property.
53	Iron Bridge Spur Trail	City of Spokane	Completed in 2012, the renovated Union Pacific bridge provides a non-motorized river crossing and connection to the Centennial Trail.	This spur trail could be expanded to the east along the left bank of the Spokane River or could be connected to the future Ben Burr Trail.
54	Fancher Trail System	Washington Department of Natural Resources	A system of user built single track and old access roads. Well used by the Columbia Drive neighborhood.	Could eventually be connected to the Beacon Hill trail system, but rapid development in the area is quickly isolating this trail system.
55	Liberty Lake Trail System (City of)	City of Liberty Lake	Includes a network of asphalt paths. Many of the paths are adjacent to local streets. Some are separated from roadways with native vegetation.	Opportunities to expand, improve, and connect the existing system. Improving connections with the Centennial Trail, future Appleway Trail, and Liberty Lake Regional Park are just a few options.
56	Tuffy's Trail	City of Spokane	Located in the Chief Garry Neighborhood, this scenic trail along the South Bank of the Spokane River provides a 1.4 mile easy walk between Mission and SCC. Currently not fully utilized probably due to past crimes occurring to trail users (i.e. 2012 Stabbing Death).	The trail surface could be improved, the corridor brushed, and new trail signage added to make it more inviting. Although the City of Spokane recently developed an asphalt bike route along South Riverton Avenue, it terminates on both ends, never making a connection with nearby trails or roads.
25	Dishman Hills Conservation Area - Iller Creek Unit	Spokane County, Dishman Hills Conservancy, Private Property	A network of single track trails. Iller Creek Loop Trail is a popular trail. Many trails have been built or improved by Washington Trails Association.	A contained trail system with a popular loop trail. Provides north-south corridor for "Dream Trail" and provides several trailhead access points. Trails on private property lead into the DHCA that could provide access for adjacent residential areas.
26	Dishman Hills Conservation Area - Glenrose Unit	Spokane County, Private Property, Department of Natural Resources	A network of unimproved single track and ORV trails. Access via Theirman Road (Glenrose) or through Private Property from 12 th & Eastern.	Could serve as a "hub" for the Dishman Hills Trail Corridor. Provides access to that corridor from the South Hill/Glenrose Area. Could also provide a trail connection between 12th/Eastern and 44 th /Thierman.
34/45	Ben Burr Trail (Northern and Southern Segments)	City of Spokane / Spokane County	Situated on sections of Ben Burr Railroad ROW line. Currently exists in two sections with the main section running between 8th Ave and 6th Ave, between Underhill Park and Liberty Park. Gravel surface. Another section is managed by Spokane County near 57th and Palouse Highway. All other ROW sections have been sold off to private parties.	The Ben Burr Trail could be connected to the Centennial Trail with access improvements to the adjacent neighborhoods and Underhill Park. Extending the Ben Burr Trail south to the southern section at 57th Ave could be accomplished through following the old ROW alignment, MOL, to Glenrose Road, then developing the trail as a separated shared use pathway within the existing road ROW.

Map Index #	Trail Network	Managing Agency	Description	Connectivity Assessment
44	Hazel Creek	City of Spokane	A series of gravel trails through a stormwater treatment/wetland area. Used by neighborhood to walk dogs, etc.	Isolated, local trail system. Could serve as a hub connection between Freya, Ferris High School, and Regal.
20	Liberty Lake ORV	Spokane County	A system of motorized trails, many steep, used for non-4x4 ORVs.	Many trails at this ORV Park could be eliminated in favor of a planned trail system



Mt Spokane

- | | | |
|--|---|-------------|
| Major Trail | Spokane County Parks | Interstate |
| Single Track Trail | Other Public Lands ² | Highway |
| Trail on Private Property ¹ | Federal Wildlife Refuge | State Route |
| Municipalities | Inland Empire Paper Property ³ | Other Roads |

Trails:

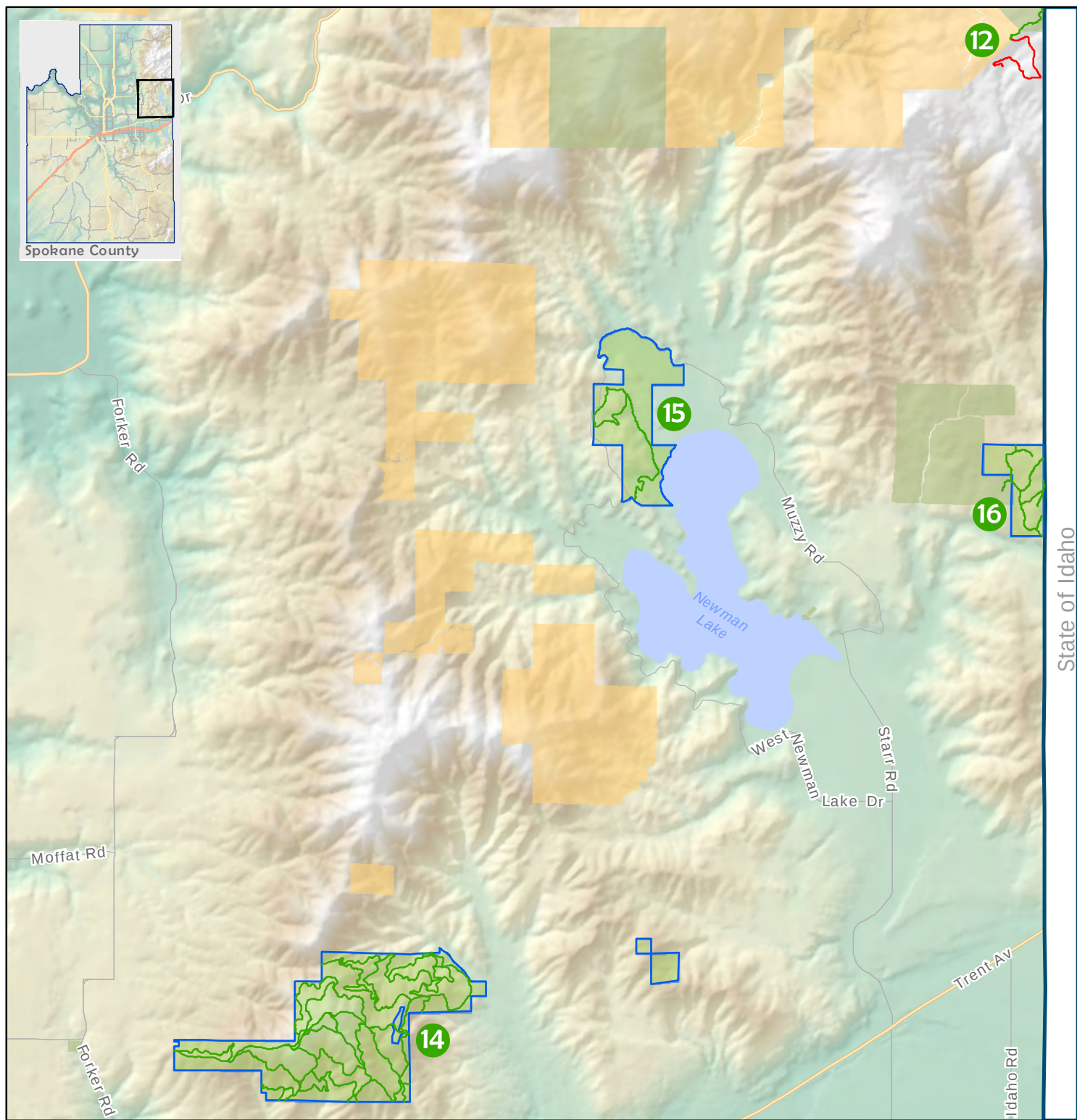
- Mount Spokane State Park
- Bear Lake Regional Park

¹Please respect property owners and stay off this trail.

²Incl. City Parks, County Property, WA DNR.

³Certain trail activities allowed with permit.





Newman Lake

- | | | |
|--|---|-------------|
| Major Trail | Spokane County Parks | Interstate |
| Single Track Trail | Other Public Lands ² | Highway |
| Trail on Private Property ¹ | Federal Wildlife Refuge | State Route |
| Municipalities | Inland Empire Paper Property ³ | Other Roads |

Trails:

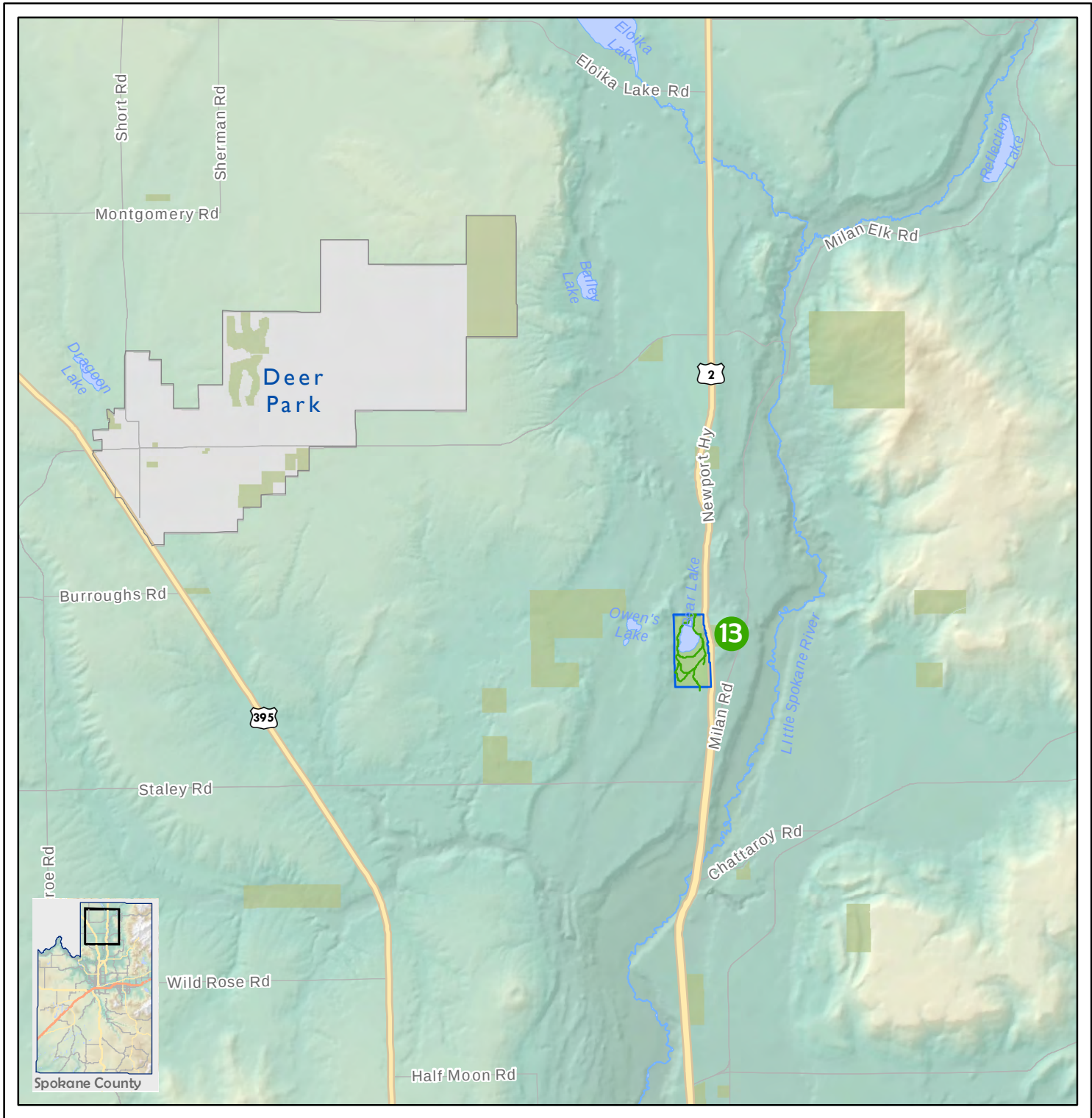
- Mount Spokane State Park
- Antoine Peak Conservation Area
- McKenzie Conservation Area
- Hauser Conservation Area

¹Please respect property owners and stay off this trail.

²Incl. City Parks, County Property, WA DNR.

³Certain trail activities allowed with permit.





Deer Park

- Major Trail
- Single Track Trail
- Municipalities
- Spokane County Parks
- Other Public Lands ²
- Federal Wildlife Refuge
- Inland Empire Paper Property ³
- Interstate
- Highway
- State Route
- Other Roads

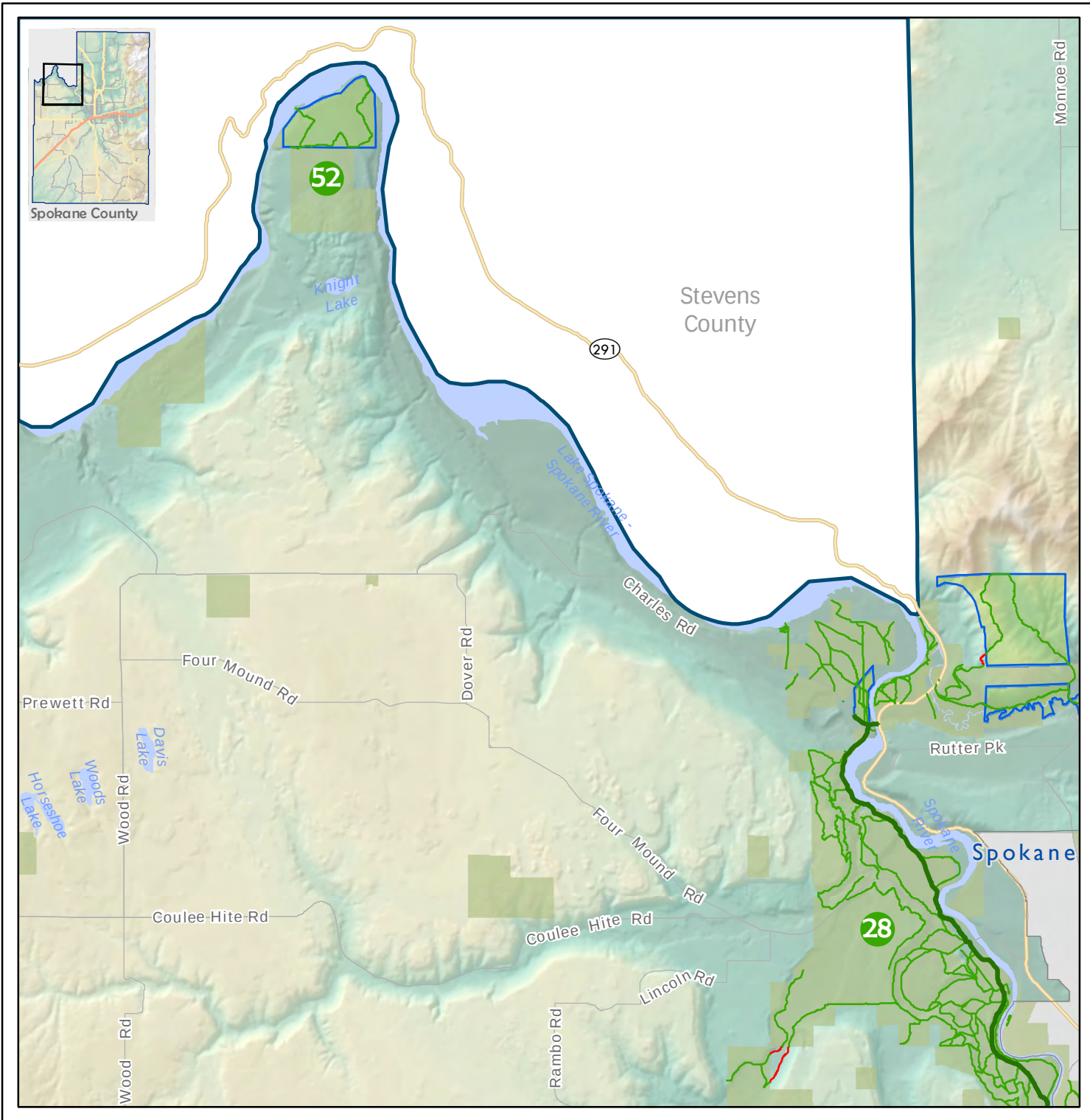
²Incl. City Parks, County Property, WA DNR.
³Certain trail activities allowed with permit.

Trails:

- 13 Bear Lake Regional Park



Map Produced: Spokane County GIS
 January 2014



Nine Mile Falls

- Major Trail
- Single Track Trail
- Trail on Private Property ¹
- Municipalities
- Spokane County Parks
- Other Public Lands ²
- Federal Wildlife Refuge
- Inland Empire Paper Property ³
- Interstate
- Highway
- State Route
- Other Roads

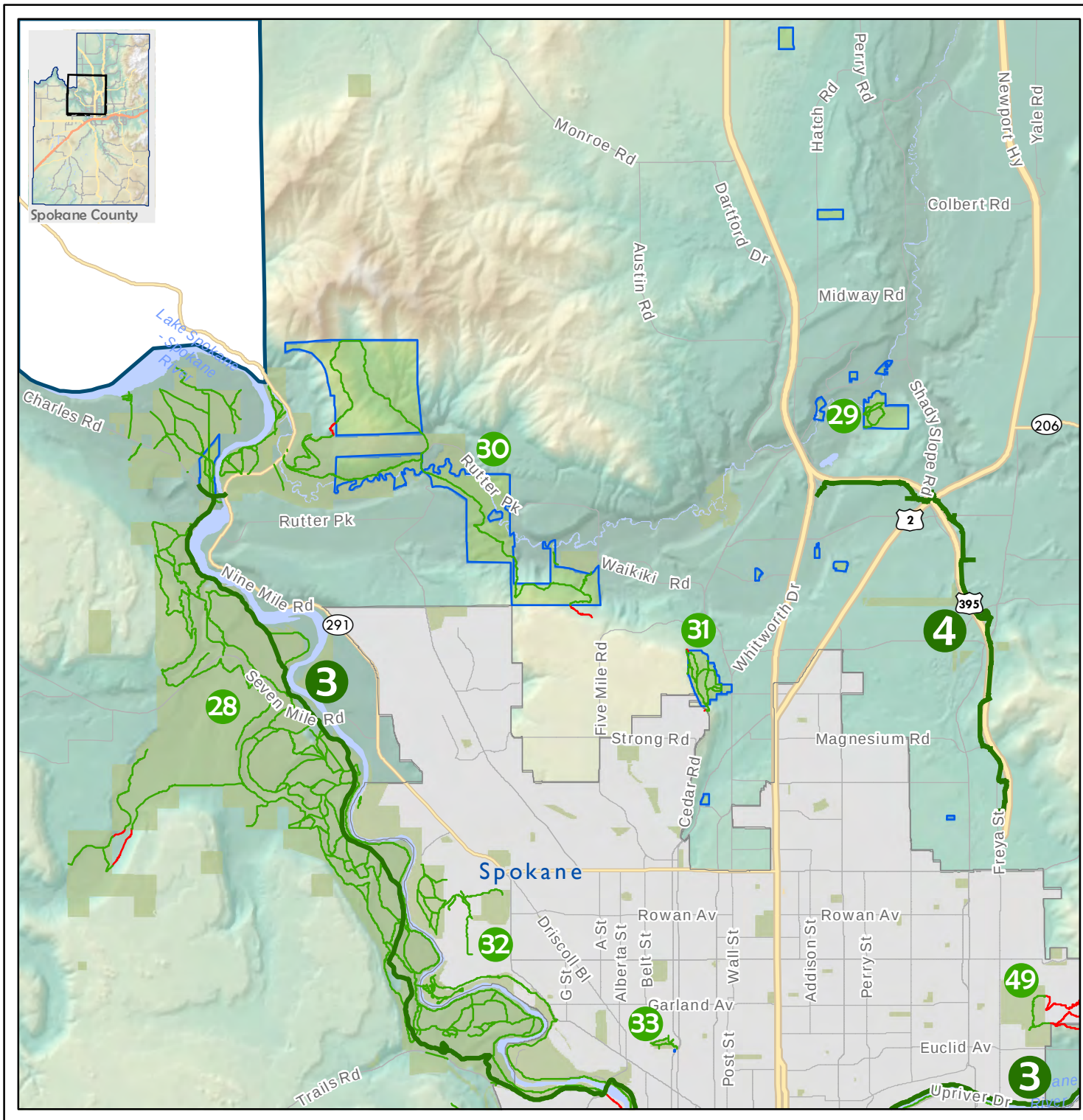
¹Please respect property owners and stay off this trail.
²Incl. City Parks, County Property, WA DNR.
³Certain trail activities allowed with permit.

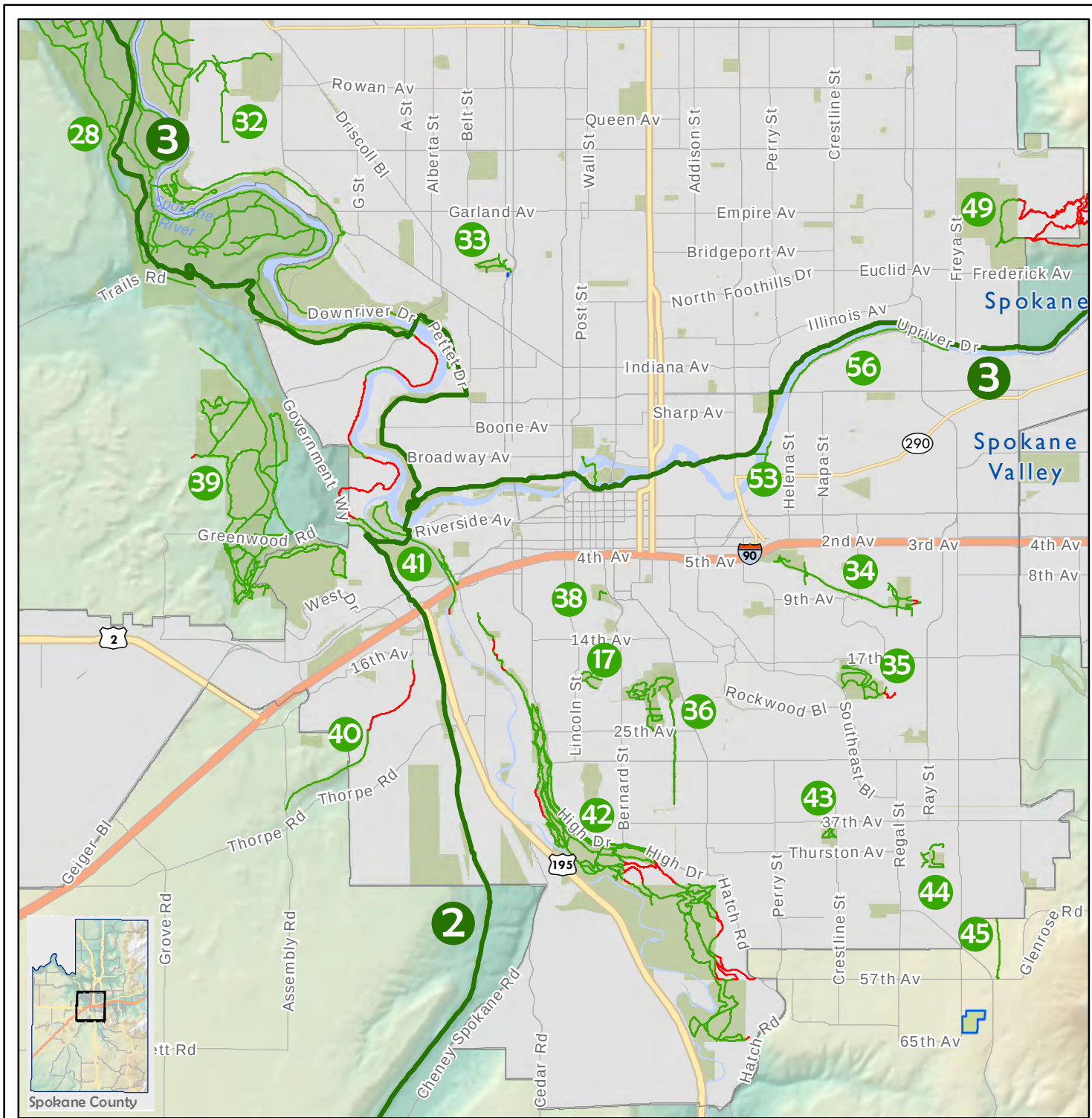
Trails:

- Riverside State Park
- McLellan Conservation Area



Map Produced: Spokane County GIS
 January 2014





Urban Core

- Major Trail
- Single Track Trail
- Trail on Private Property ¹
- Municipalities
- Spokane County Parks
- Other Public Lands ²
- Federal Wildlife Refuge
- Inland Empire Paper Property ³
- Interstate
- Highway
- State Route
- Other Roads

¹Please respect property owners and stay off this trail.

²Incl. City Parks, County Property, WA DNR.

³Certain trail activities allowed with permit.

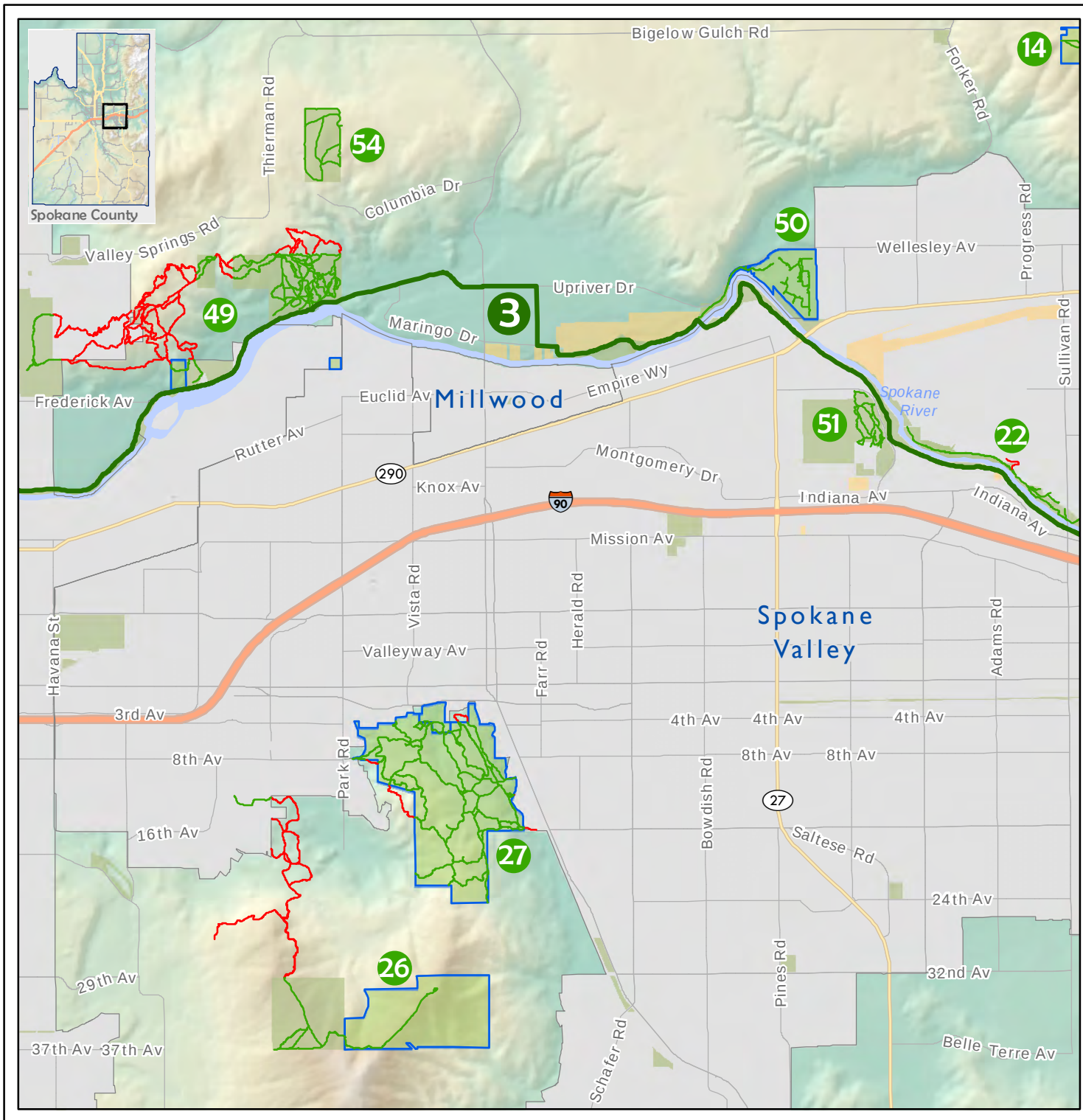
Trails:

- 2** Fish Lake Trail
- 3** Centennial Trail
- 17** Cannon Hill Park
- 28** Riverside State Park
- 32** Dwight Merkel Sports Complex
- 33** Drumheller Springs Conservation Area
- 34** Ben Burr / Underhill Park
- 35** Lincoln Park
- 36** Manito Park
- 38** Tiger Trail
- 39** Palisades Park - Indian Canyon
- 40** Trolley Trail Conservation Area
- 41** Lower Latah Creek/Peoples Park
- 42** High Drive Bluffs
- 43** Hamblen Park
- 44** Hazel Creek Stormwater
- 45** Ben Burr South
- 49** Beacon Hill
- 53** Iron Bridge
- 56** Tuffy's Trail

0 0.375 0.75 1.5
Miles

Map Produced: Spokane County GIS
January 2014

Map Page # 6



West Spokane Valley

- Major Trail
- Single Track Trail
- Trail on Private Property ¹
- Municipalities
- Spokane County Parks
- Other Public Lands ²
- Federal Wildlife Refuge
- Inland Empire Paper Property ³
- Interstate
- Highway
- State Route
- Other Roads

¹Please respect property owners and stay off this trail.

²Incl. City Parks, County Property, WA DNR.

³Certain trail activities allowed with permit.

Trails:

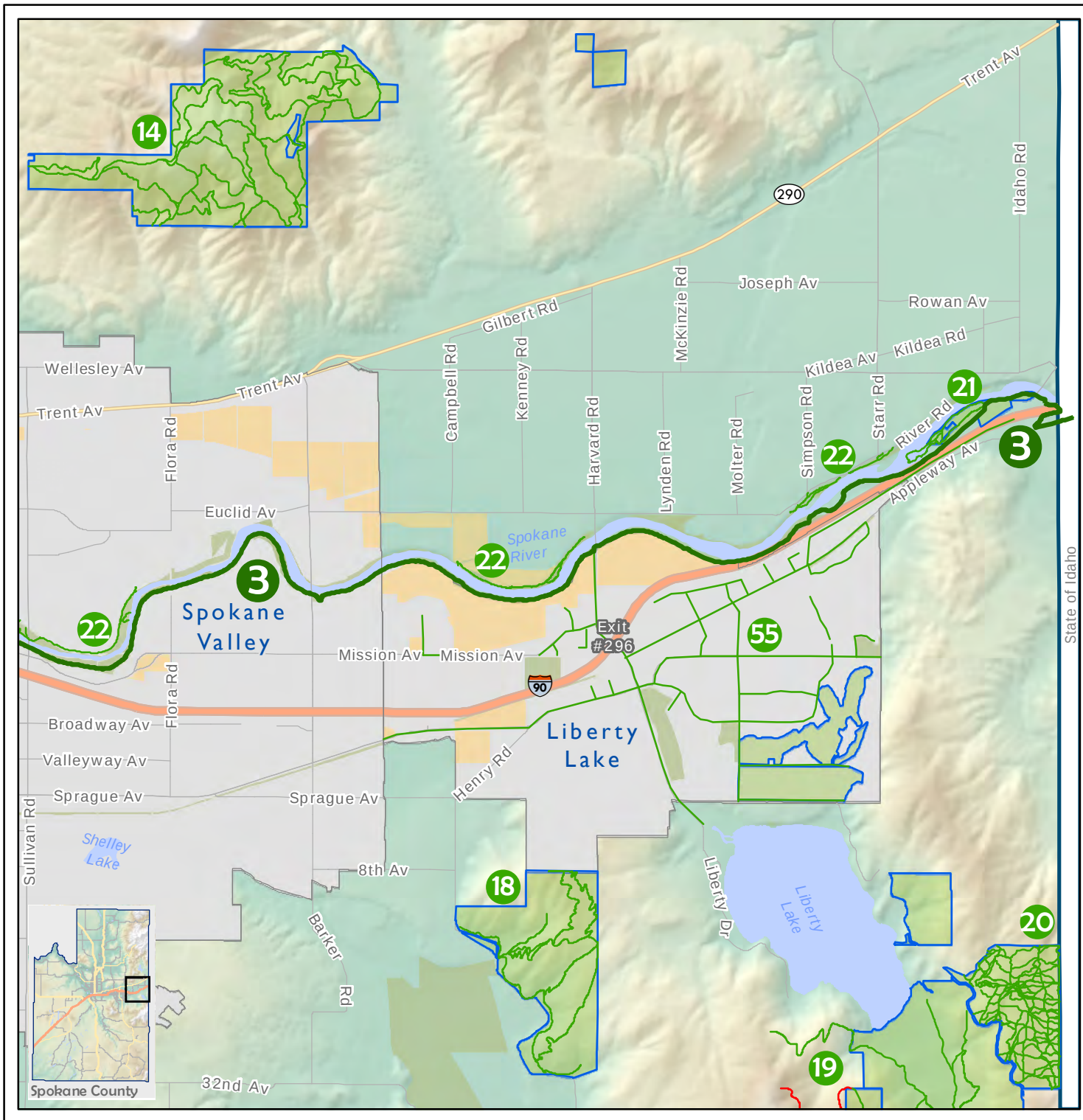
- 3** Centennial Trail
- 14** Antoine Peak Conservation Area
- 22** Spokane River North Bank
- 26** Dishman Hills Cons. Area - Glenrose
- 27** Dishman Hills Natural Area
- 49** Beacon Hill
- 50** Plante's Ferry Sport Complex
- 51** Mirabeau Park
- 54** DNR Fancher

0 0.375 0.75 1.5 Miles



Map Produced: Spokane County GIS
January 2014

Map Page # 7



East Spokane Valley

- Major Trail
- Single Track Trail
- Trail on Private Property ¹
- Municipalities
- Spokane County Parks
- Other Public Lands ²
- Federal Wildlife Refuge
- Inland Empire Paper Property ³
- Interstate
- Highway
- State Route
- Other Roads

¹Please respect property owners and stay off this trail.

²Incl. City Parks, County Property, WA DNR.

³Certain trail activities allowed with permit.

Trails:

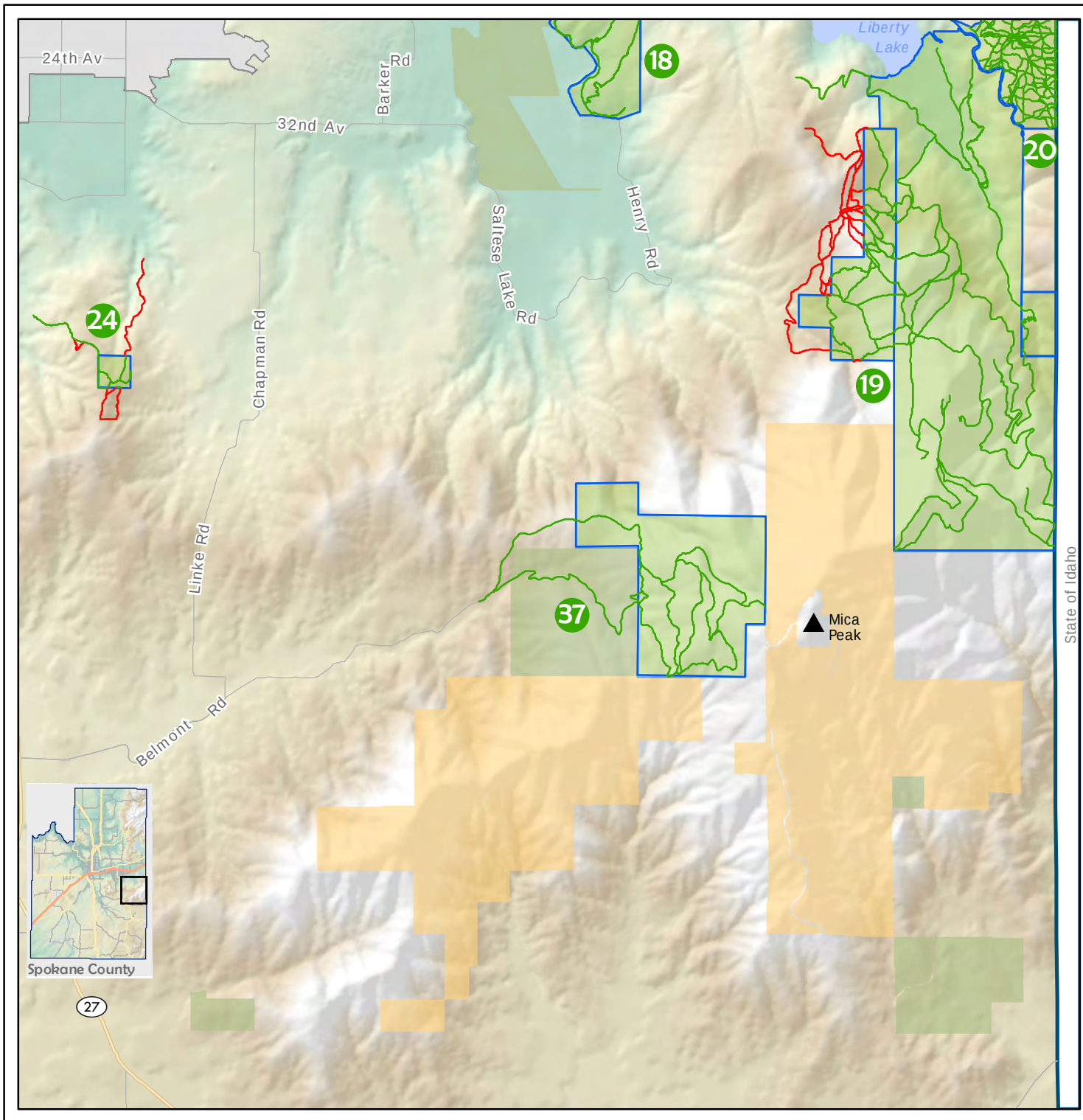
- 3** Centennial Trail
- 14** Antoine Peak Conservation Area
- 18** Saltese Uplands Conservation Area
- 19** Liberty Lake Regional Park
- 20** Liberty Lake ORV Park
- 21** Gateway Regional Park
- 22** Spokane River North Bank
- 55** City of Liberty Lake Trail Network

0 0.375 0.75 1.5
Miles



Map Produced: Spokane County GIS
January 2014

Map Page # 8



Mica Peak

- Major Trail
- Single Track Trail
- Trail on Private Property ¹
- Municipal Boundaries
- Spokane County Parks
- Other Public Lands ²
- Federal Wildlife Refuge
- Inland Empire Paper Property ³
- Interstate
- Highway
- State Route
- Other Roads

¹Please respect property owners and stay off this trail.

²Incl. City Parks, County Property, WA DNR.

³Certain trail activities allowed with permit.

Trails:

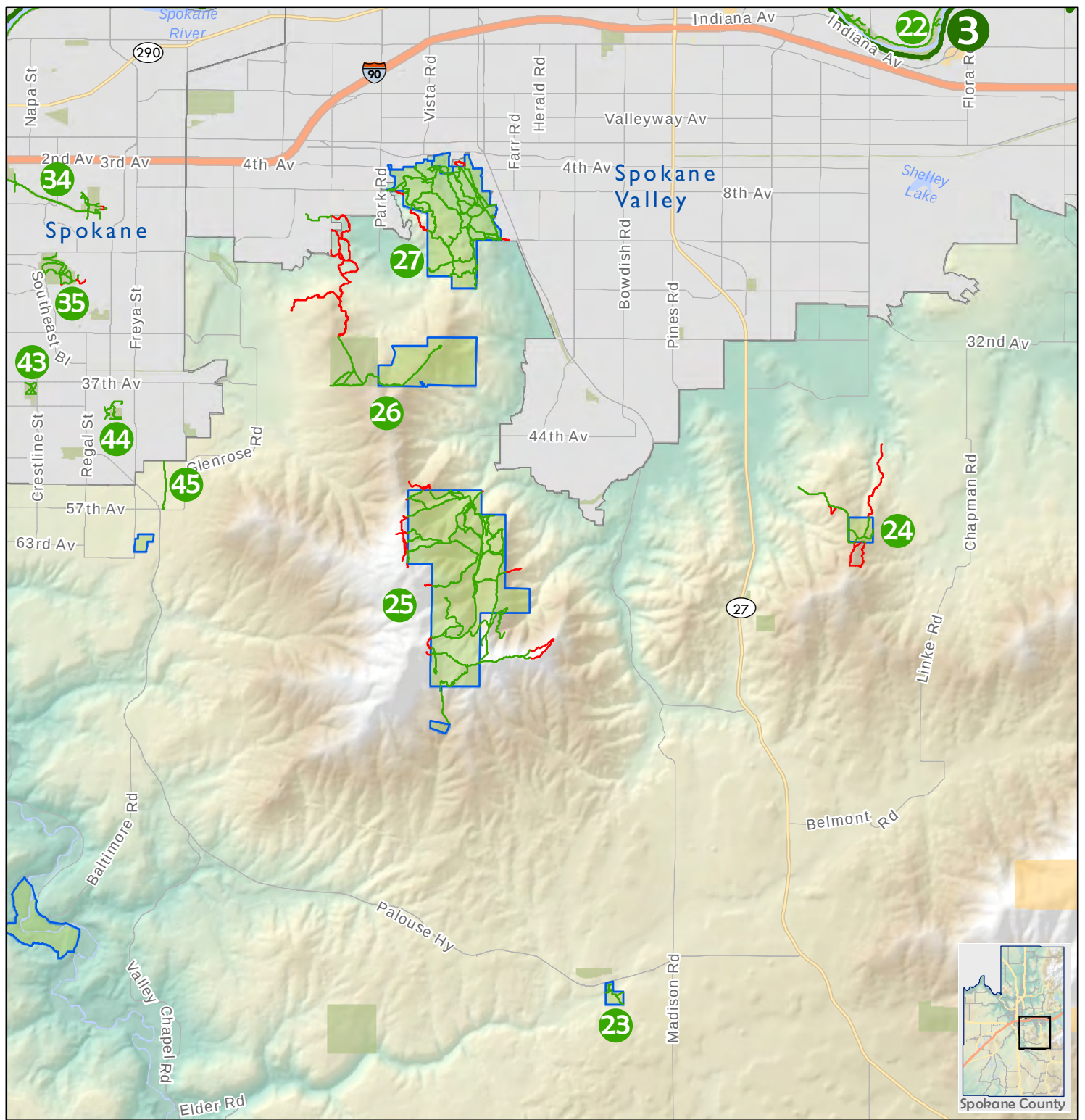
- 18** Saltese Uplands Conservation Area
- 19** Liberty Lake Regional Park
- 20** Liberty Lake ORV Park
- 24** Morrow Park
- 37** Mica Peak Conservation Area

0 0.375 0.75 1.5
Miles



Map Produced: Spokane County GIS
January 2014

Map Page # 9



Dishman Hills

- | | | |
|--|---|-------------|
| Major Trail | Spokane County Parks | Interstate |
| Single Track Trail | Other Public Lands ² | Highway |
| Trail on Private Property ¹ | Federal Wildlife Refuge | State Route |
| Municipalities | Inland Empire Paper Property ³ | Other Roads |

¹Please respect property owners and stay off this trail.

²Incl. City Parks, County Property, WA DNR.

³Certain trail activities allowed with permit.

Trails:

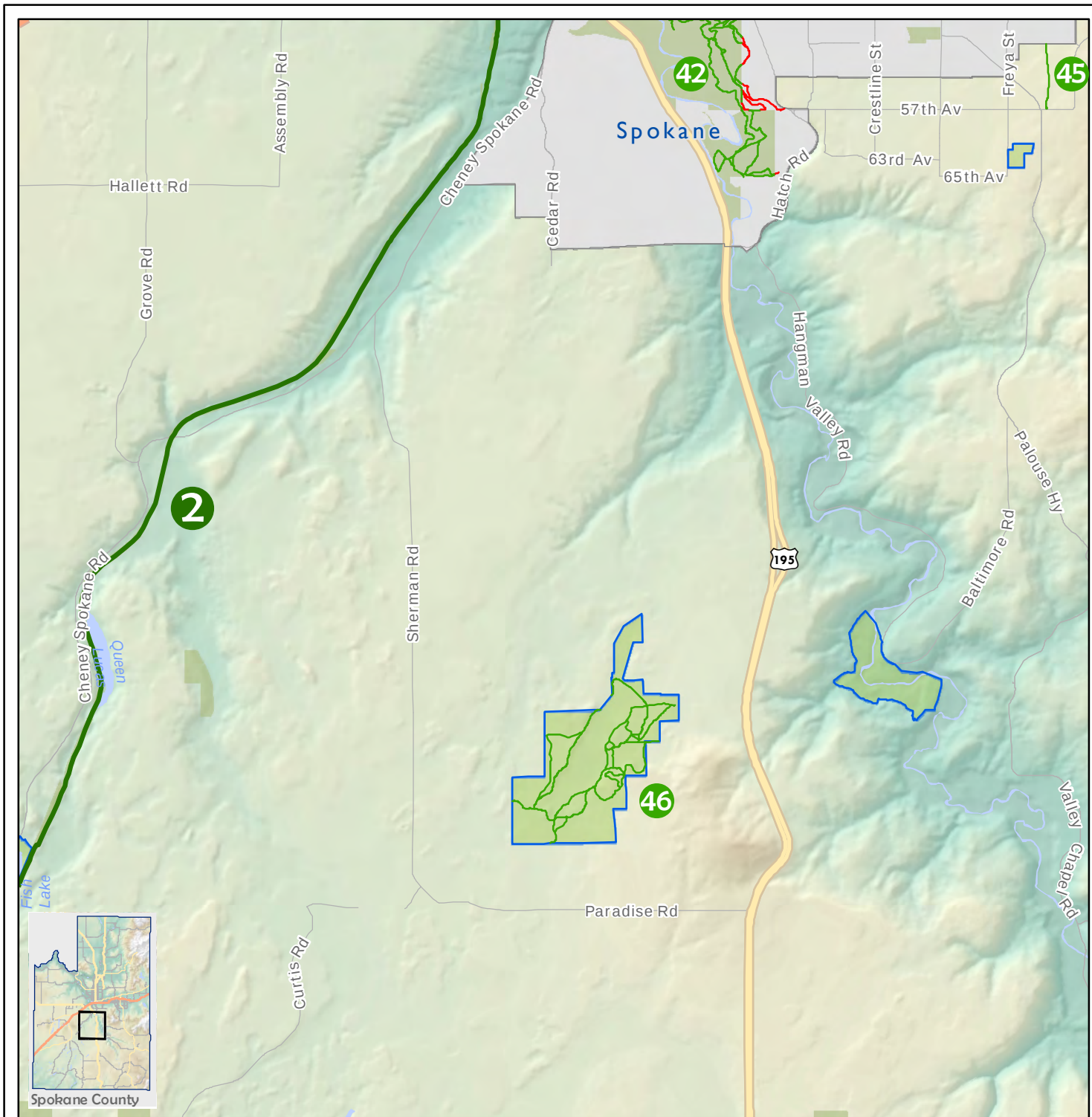
- Centennial Trail
- Spokane River North Bank
- Valleyford Park
- Morrow Park
- Dishman Hills Cons. Area - Iller Creek
- Dishman Hills Cons. Area - Glenrose
- Dishman Hills Natural Area
- Ben Burr / Underhill Park
- Lincoln Park
- Hamblen Park
- Hazel Creek Stormwater
- Ben Burr South

Map Produced: Spokane County GIS January 2014

Map Page # 10

0 0.5 1 2
Miles





Channeled Scablands East

- Major Trail
- Single Track Trail
- Trail on Private Property ¹
- Municipalities
- Spokane County Parks
- Other Public Lands ²
- Federal Wildlife Refuge
- Inland Empire Paper Property ³
- Interstate
- Highway
- State Route
- Other Roads

¹Please respect property owners and stay off this trail.

²Incl. City Parks, County Property, WA DNR.

³Certain trail activities allowed with permit.

Trails:

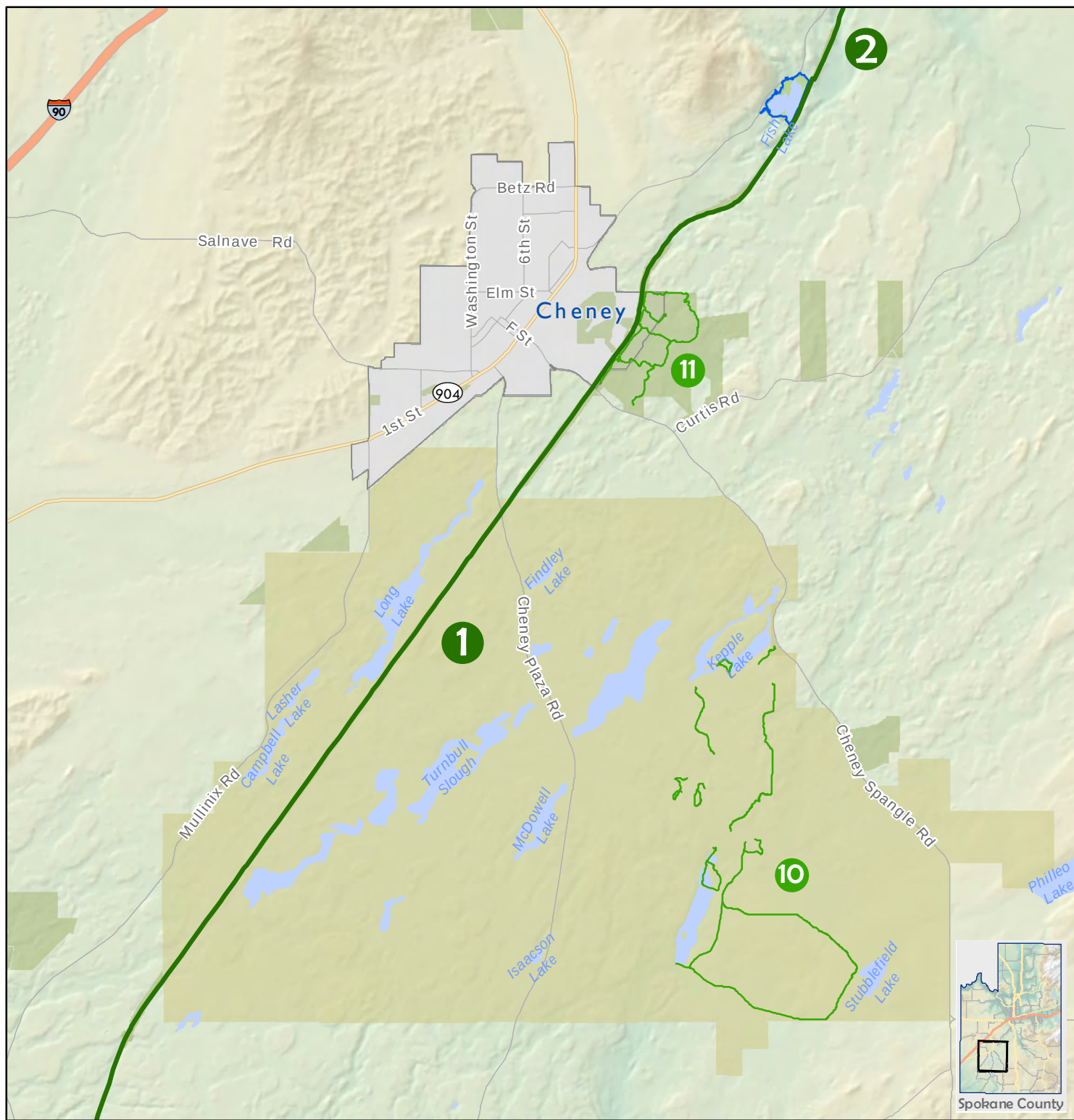
- Fish Lake Trail
- High Drive Bluffs
- Ben Bur South
- James T. Slavin Conservation Area

0 0.375 0.75 1.5
Miles



Map Produced: Spokane County GIS
January 2014

Map Page # 11



Channeled Scablands West

- | | | |
|--------------------|---|-------------|
| Major Trail | Spokane County Parks | Interstate |
| Single Track Trail | Other Public Lands ² | Highway |
| Municipalities | Federal Wildlife Refuge | State Route |
| | Inland Empire Paper Property ³ | Other Roads |

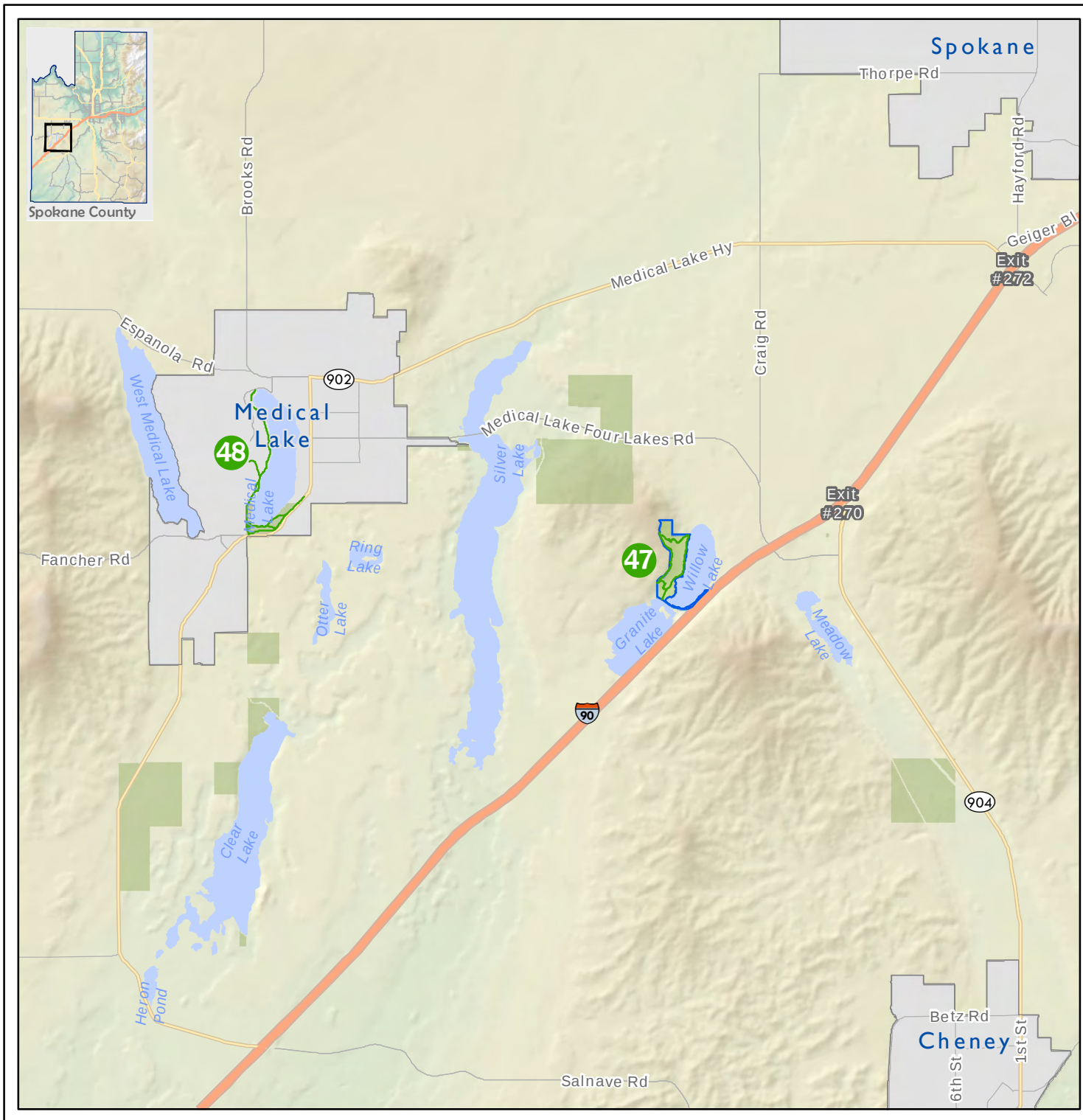
Trails:

- 1 Columbia Plateau Trail
- 2 Fish Lake Trail
- 10 Turnbull National Wildlife Refuge
- 11 Cheney Wetlands

²Incl. City Parks, County Property, WA DNR.

³Certain trail activities allowed with permit.





Four Lakes

- Major Trail
- Single Track Trail
- Municipalities
- Spokane County Parks
- Other Public Lands ²
- Federal Wildlife Refuge
- Inland Empire Paper Property ³
- Interstate
- Highway
- State Route
- Other Roads

²Incl. City Parks, County Property, WA DNR.
³Certain trail activities allowed with permit.

Trails:

- Willow Lake Natural Area
- Medical Lake

0 0.375 0.75 1.5
 Miles



Map Produced: Spokane County GIS
 January 2014

Map Page # 13

Other Trail-related Facilities

While out of the focused scope of the Regional Trail Plan, sidewalks and bike lanes play an important role in the regional trail system. In many cases, these facilities serve to convey non-motorized trail users to trails systems and can reduce the need for large trailhead parking areas, which can be expensive depending on size and engineering requirements. Sidewalks and bike lanes feed trail users safely onto local and “arterial” trails.

Sidewalks

Sidewalks are important facilities that promote pedestrian movement through our urban areas and safely convey non-motorized traffic to and from trails, neighborhoods, parks, schools, and other daily destinations. While most current road standards now require sidewalks on roadways, past standards have often allowed road construction without adjacent sidewalks. A comprehensive sidewalk inventory is outside the scope of this plan, however, local jurisdictions should be encouraged to conduct comprehensive sidewalk inventories that help identify sidewalk needs and direct funding to deficient areas.

Bike Lanes and Routes

Bike lanes are an integral part of a trail network. In many ways, these facilities, like sidewalks, provide safe non-motorized connections between the home and trail, between schools and neighborhoods. Bike lanes and routes are bicycle facilities built **on and are a part of** existing roadways. They normally include an extension of the outside vehicle lane by 5.5 feet to accommodate bicycles. These facilities are also called Class II trails. Since 1995, all new construction on arterials in unincorporated Spokane County have required 5.5 feet of additional width on the outside lanes to accommodate bicycles. A limited number of bike lanes and routes were built by the County prior to 1995. The City of Spokane Valley, which incorporated in 2003, has been working to add bike lanes and routes throughout the city, guided by the Bike and Pedestrian Element of their Comprehensive Plan (Chapter 11).

The City of Spokane has numerous bike lanes throughout the City. In 2001, the City adopted a new comprehensive plan which outlined a regional bikeway network and implemented new road standards for the inclusion of bike lanes in the construction of new arterials. In 2009, the City of Spokane adopted a Bike Master Plan to further detail routes, policies, and details concerning the development of bike routes throughout the city. A number of the small cities in Spokane County also incorporate bike lanes adjacent to existing roadways.

The City of Liberty Lake, incorporated in 2001, requires alternative transportation connections on new development to continue the extensive existing trail system. All new development has to provide, sidewalks, pathways, bike lanes, etc. as applicable to the interconnected system. Sidewalks are 6’ wide minimum; pathways are 10’ wide minimum. The City of Airway Heights has also adopted a complete streets ordinance, mandating sidewalks and bike lanes as part of new street construction.

Chapter 5 - Goals, Policies & Trail Specific Strategies

Development of goals and policies in the Spokane County Regional Trail Plan has involved extensive public outreach and participation over a number of years. Outreach and public involvement relied on public events, public and inter-jurisdictional meetings, an on-line survey, presentations to interested groups, and outreach by each of the member organizations within the Inland Northwest Trails Coalition (INTC).

Goals & Policies

Goal 1 - Develop a comprehensive, interconnected system of off-street shared-use trails that will serve as a vital component of our region's transportation and recreation network.

- Policy 1.1 Provide linkages from the regional trail system to public transit, schools, parks, neighborhoods, employment centers, and open spaces.
- Policy 1.2 Identify and prioritize future improvements to the regional trail system to ensure that new trail improvements will best benefit the public.
- Policy 1.3 Utilize innovative funding techniques for the development and maintenance of trails. *(See Appendix 'A' for discussion of available funding mechanisms.)*
- Policy 1.4 Ensure coordination between regional trail planning and neighborhood or subarea trail plans.
- Policy 1.5 Acquire railroad right-of-way (ROW) through Public Use Condition under 49 U.S.C. 10906 and Interim Trail under Section 8(d) National Trails System Act in the event any railroad company files a Letter of Intent to Abandon with Surface Transportation Board for development of non-motorized recreation trails.
- Policy 1.6 Prior to the sale of publicly owned lands, review and consider the potential of the site for park or trail purposes.
- Policy 1.7 Develop facilities that support and provide opportunities for canoeing and kayaking on Spokane County's lakes, rivers, and creeks (water trail facilities).
- Policy 1.8 Develop equestrian trails / facilities to meet equestrian user needs and when appropriate provide soft equestrian trails adjacent to paved trails.
- Policy 1.9 Encourage local jurisdictions to inventory existing sidewalk facilities and to prioritize sidewalk improvements that improve walkability throughout communities.
- Policy 1.10 Local jurisdictions should consider and adopt tax incentive provisions for property owners who allow trail easements across private property.
- Policy 1.11 Encourage local jurisdictions to adopt regulations and/or incentives that allow development approval to be conditioned to accommodate the construction of proposed trail alignments, consistent with adopted plans.
- Policy 1.12 Encourage development of a public benefit tax rating system for off road trail linkages for equestrian, pedestrian or other non-motorized uses. Tax benefit rating systems should include criteria for applicability, trail easements, and public access. *(Reference [King County Code 20.36.105](#) for an example.)*

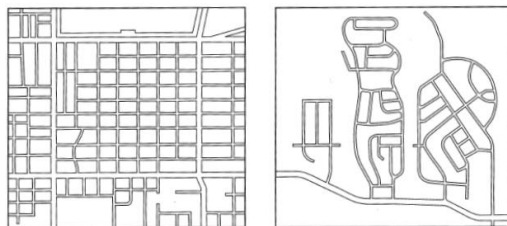
- Policy 1.13 Encourage private and public property owners to allow public recreation uses, such as trails, on their property by making property owners aware of the liability protections provided by state law ([RCW 4.24.210](#)).
- Policy 1.14 Monitor the effectiveness of the Regional Trails Plan, update and revise as necessary. Develop performance measurements that evaluate the effectiveness of the Plan on a regular basis.
- Policy 1.15 Encourage the establishment of a “trail access fund” whereby private donations and public funding could be collected and utilized to acquire trail access points and trail connections.
- Policy 1.16 Pursue and coordinate increased collection of trail use data to help determine where, when, and how much trail use is occurring.

Goal 2 - Ensure adequate maintenance of the region’s trail system.

- Policy 2.1 Jurisdictions should consider provisions for trail maintenance when planning for new trail development.
- Policy 2.2 Encourage, develop, and support a volunteer program to support annual trail maintenance through coordination between user groups, non-profit organizations,, local jurisdictions as well as State and Federal agencies.
- Policy 2.3 Design trails and trail facilities for sustainability, and long-term low maintenance needs (e.g. landscaping with native and xeric plant species and using durable materials for structures).
- Policy 2.4 Encourage sweeping of bike paths on roadways so rocks and debris do not interfere with rider safety.
- Policy 2.5 Consider design elements that will encourage trail use when building or renovating sections of trail (e.g. shade availability, grade, water, restroom facilities).

Goal 3 - Ensure that road and trail standards for new construction incorporate safe, efficient, ecologically sound, and logical route provisions for development of regional trails.

- Policy 3.1 Encourage jurisdictions to adopt road and trail standards that provide for safe and efficient bicycle and pedestrian access and, when appropriate, for equestrian use.
- Policy 3.2 Encourage jurisdictions to adopt road and trail standards that are consistent with each other and provide for seamless connections between jurisdictions.
- Policy 3.3 Encourage local jurisdictions to adopt street design standards for new development that limit the use of cul-de-sacs and gates and provide for open connected streets throughout the neighborhood and connections to adjacent neighborhoods.



Left image is an example of a “gridiron” street pattern that facilitates connectivity and pedestrian travel. Right image is of a “loops and lollipops” street pattern typical of suburban areas that facilitates dependence on the car for travel.

- Policy 3.4 Ensure the preservation of ecological functions when incorporating trails into greenways, wetlands, and/or wildlife corridors through design provisions and route alignment.
- Policy 3.5 Development projects proposed on lands upon which a regional trail is planned and the alignment has been determined, should dedicate and improve the land for trail purposes where a nexus exists between the impacts of the planned development and the proposed or existing regional trail.
- Policy 3.6 Educate the community about shared use and safety on trails, streets, and waterways.
- Policy 3.7 Preserve existing bikeways and ensure that new development does not ‘capture’ bike lanes to provide for turn lanes or other road widening improvements.
- Policy 3.8 Incorporate and utilize the regional trail inventory as a resource to city, county and state planners so that trails may be reviewed as zoning and utility availability are during typical development/subdivision reviews.

Goal 4 - Promote the regional trail system as an economic tool to promote tourism and for its contribution to active, healthy living.

- Policy 4.1 Develop and provide adequate, consistent trail signage to raise the “visibility” of trail facilities.
- Policy 4.2 GPS and map existing trails, access points, and other amenities to update and improve public information (maps, brochures, etc.) and decision-making.
- Policy 4.3 Pursue public outreach avenues to improve local and visitor knowledge of existing and future trail opportunities in Spokane County.

Trail Specific Strategies

This plan identifies specific trail improvements throughout Spokane County that will facilitate the development of a unified, interconnected non-motorized regional trail system. The suggested improvements identified in this chapter were generated from the numerous member organizations of the Inland Northwest Trails Coalition, comments for local jurisdictions, from public input gathered through various outreach efforts, and a thorough analysis of the existing trail inventory.

Right: Tuffy’s Trail along the Spokane River in the Chief Garry Neighborhood.



Trail Strategy Category	Strategy Number	Strategy
Strategy 1 - Spokane River Centennial Trail Improvements		
	1-A	Complete the section between Riverfront Park and Riverside State Park.
	1-B	Make crossing improvements at Mission Avenue.
	1-C	Reroute the Centennial Trail off of Upriver Drive through the Maringo neighborhood to the new Argonne Bridge, and then continue the trail under the bridge to Maringo Drive on the east.
	1-D	Connect the Centennial Trail at the Sandifur Memorial Bridge with the Fish Lake/Columbia Plateau Trail.
	1-E	Connect the Centennial Trail with the Ben Burr Trail.
Strategy 2 - Urban Connections		
	2-A	Provide for separated bike/pedestrian bridge(s) over Interstate 90 linking the north and south sides of the Spokane Valley to allow for safe travel and encourage non-motorized commuting.
	2-B	Improve access points to the existing Ben Burr Trail on Spokane's lower south hill and improve the connection with Underhill Park per the East Central Neighborhood Trails Priorities Plan.
	2-C	Provide a safe bicycle/pedestrian route in the area of Hatch Road between Highway 195 and 57th Avenue.
	2-D	Develop the Latah Valley Trail running from High Bridge Park to Hatch Road.
	2-E	Continue to support the Washington State Department of Transportation's plans to finish the Children of the Sun Trail, which will run 10.5 miles between Wandermere and the Ben Burr Trail when completed.

Trail Strategy Category	Strategy Number	Strategy
	2-F	Acquire and preserve trail [corridors] through private inholdings within the High Drive Bluffs area to preserve existing connections between 57th & Hatch Road and High Bridge Park.
	2-G	Acquire and preserve existing trail corridors between High Bridge Park and Riverside State Park.
	2-H	Acquire and develop a trail corridor along Saltese Creek, connecting the future Saltese Flats Trail network with Appleway Trail.
	2-I	Develop a shared use pathway between Airway Heights and the City of Spokane, generally paralleling US Highway 2 and Sunset Highway.
Strategy 3 – Rails to Trails		
	3-A	Preserve and connect a trail along the abandoned Ben Burr rail right-of-way in Southeast Spokane County for trail use and improve to provide non-motorized connections between South Spokane County communities and eventual connections to other regionally significant trails such as the John Wayne Trail and Idaho's Trail of the Coeur D' Alenes. (This may include developing portions of shared use pathway along Glenrose Road and other corridors where the Ben Burr ROW corridor is obstructed and obliterated by construction, development, and other planning actions).
	3-B	Acquire, preserve, and develop a trail [where feasible] along the abandoned railroad right-of-way generally paralleling the Little Spokane River from Chattaroy to the Spokane County line.
	3-C	Develop the abandoned BNSF railroad grade adjacent to Riverside State Park on the west border from Trails Road extending to the north and acquire the remaining BNSF-owned portion of the railroad right-of-way along the west side of Indian Bluff, connecting the Washington State Parks owned portion to Trails Road.
	3-D	Encourage development of the Cross State Trail (designated Iron Horse State Park – Palouse Section) and its eventual connection to the Columbia Plateau Trail (the Cross State Trail currently includes a 3-mile trail segment in Spokane County along Pine Creek near the community of North Pine).

Trail Strategy Category	Strategy Number	Strategy
	3-E	Improve the Fish Lake Trail between the City of Spokane and Fish Lake to include a paved bicycle/pedestrian path and separate soft surface equestrian trail. Ensure access at numerous points along the trail to facilitate ease of trail use.
	3-F	Develop the Appleway Trail upon the abandoned Milwaukee Railroad Right-of-Way as a paved shared use pathway.
	3-G	Develop the Spokane Valley – Millwood Trail along the abandoned Spokane International Railway rail line in the Spokane Valley. The line lies south of the Spokane River and north of Interstate 90. The Trail’s western terminus would be at Spokane Community College.
	3-H	Complete the Trolley Trail from the northern terminus of the publicly owned trail (running from Assembly northeast for 1.5 miles) to Milton Street.
	3-I	North Green Acres Trail - Develop this trail on an abandoned railroad right-of-way and connect with the Centennial Trail.
Strategy 4 – Connecting Parks and Communities		
	4-A	Develop pedestrian shared use pathway along the south side of Lake Spokane to ultimately provide connections between the Spokane River Centennial Trail, the McLellan Conservation Area and the Fisk Conservation Area (WA Parks).
	4-B	Develop a shared pathway connecting Airway Heights and Palisades Park consistent with the Palisades Subarea Plan.
	4-C	Encourage the expansion of Palisades Park and Riverside State Park to connect the parks and allow for the linkage of trails between the two parks.
	4-D	Preserve and improve trail access to Holmberg Park and the Little Spokane Natural Area from Five Mile Prairie (Per the Five Mile Prairie Pathways Plan (2012))
	4-E	Preserve through acquisition and/or trail easements the Beacon Hill Trails Network.
	4-F	Retain public ownership of lands adjacent and north of the Spokane River that are currently owned by Washington State Parks and improve and connect existing trails along the North Bank throughout Spokane Valley as a “nature trail” alternative to the Spokane River Centennial Trail (generally on the South Bank).

Trail Strategy Category	Strategy Number	Strategy
	4-G	Develop a multi-use trail, including equestrian uses where feasible, between Mt. Spokane State Park and the Spokane River Centennial Trail. Possible routes include providing facilities along Highway 206 or developing a separate route in the vicinity of the Thompson Creek Valley between Newman Lake or Antoine Peak Conservation Area and Mt. Spokane State Park.
	4-H	Connect Mt. Spokane State Park on its northern boundary to Department of Natural Resources land on the northeast.
	4-I	Develop a trail connection between the Columbia Plateau Trail and the public-use area at the Turnbull Wildlife Refuge. The trail would be approximately 2.7-miles long and may be located adjacent to Cheney - Plaza Road (as a shared use pathway).
	4-J	Ensure that future roadway improvements on the Cheney-Spokane and Highway 195 interchange include shared use pathway facilities where physically possible and financially feasible.
	4-K	Develop a multiple use natural surface trail between Spokane Valley (near Appleway) and Stevens Creek Trailhead (Part of Dishman Hills Conservation Area).
	4-L	Provide a shared use pathway between the City of Liberty Lake and Liberty Lake Regional Park.
	4-M	Expand Morrow Park where feasible to preserve existing trail system.
	4-N	Connect Bear Lake Regional Park with Washington State Department of Natural Resources land to the west.
	4-O	Connect Willow Lake Natural Area with Washington State Department of Natural Resources land to the north (along Medical Lake – Four Lakes Road).
	4-P	Expand the Medical Lake Trail to/along West Medical Lake creating a loop trail.
	4-Q	Expand the Little Spokane Trail system upstream towards US-395.
	4-R	Develop trail corridors that connect Belmont Road to Mica Peak to Liberty Lake Regional Park and Liberty Lake Regional Park to Saltese Uplands Conservation Area.

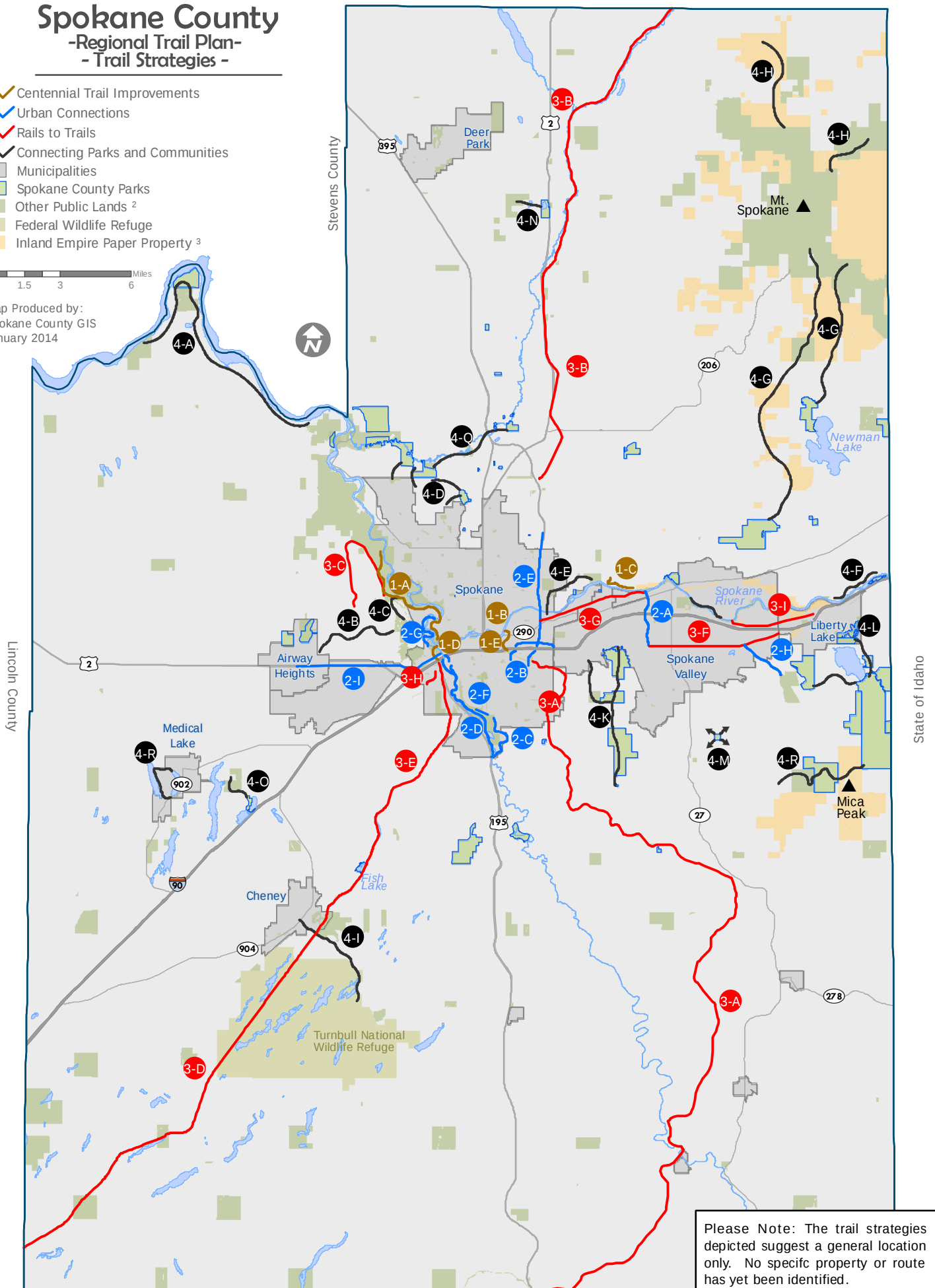
Spokane County

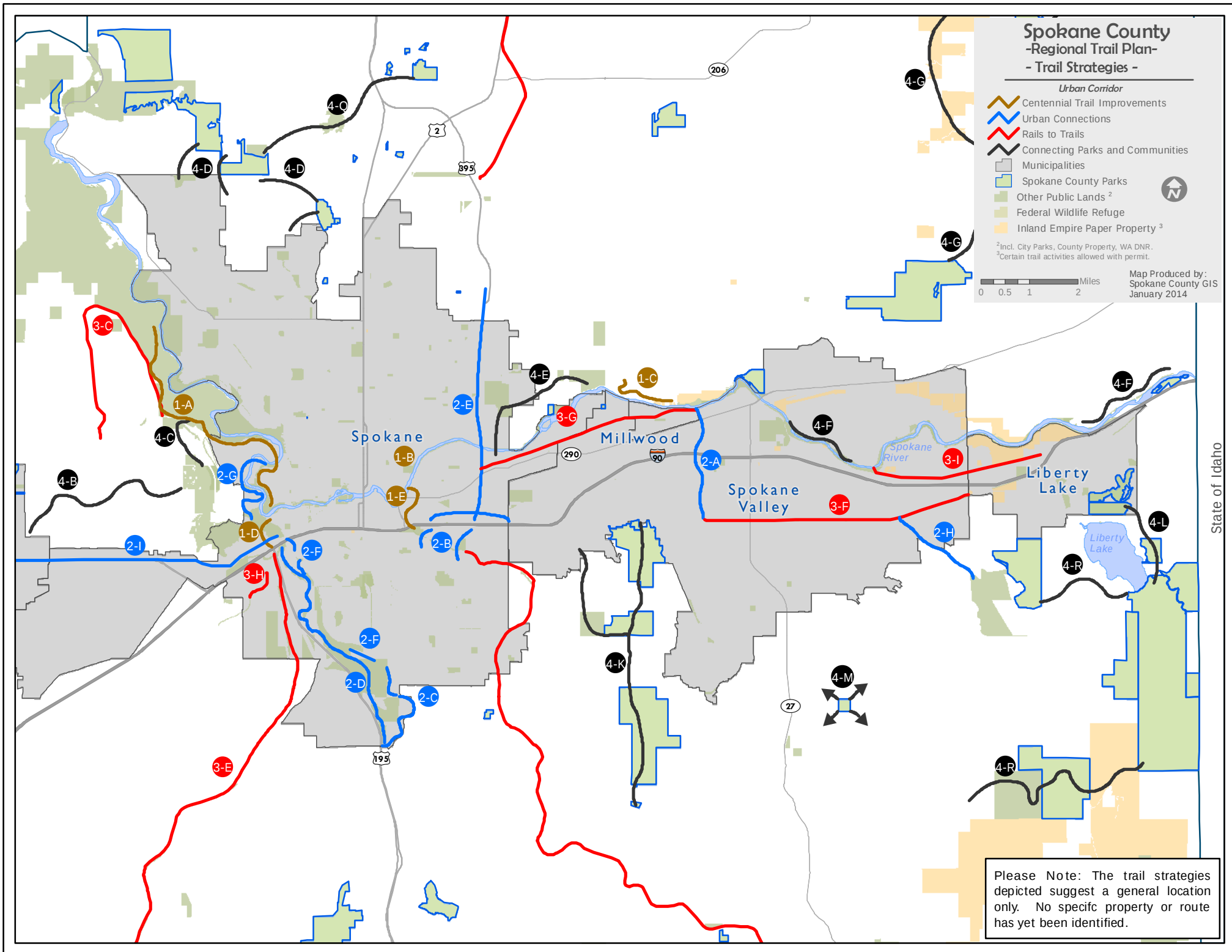
-Regional Trail Plan- - Trail Strategies -

-  Centennial Trail Improvements
-  Urban Connections
-  Rails to Trails
-  Connecting Parks and Communities
-  Municipalities
-  Spokane County Parks
-  Other Public Lands ²
-  Federal Wildlife Refuge
-  Inland Empire Paper Property ³

0 1.5 3 6 Miles

Map Produced by:
Spokane County GIS
January 2014





Chapter 6 - Funding Sources

Like other recreation and transportation facilities provided by Spokane County, acquisition, development and maintenance of a regional trail system will require funding from a number of sources, both public and private. While not comprehensive, the following list describes commonly used public and private funding sources.

Public Funding: Local and Regional

Spokane County: appropriations, regulations, and grants – Trail planning, acquisition, and development will need to be coordinated between departments and with other jurisdictions, including:

- Parks, Recreation & Golf Department
- Public Works Department
- Planning Department.

Dedicated Revenues from Local Taxes and Fees – Sometimes subject to the approval of voters, the County may authorize the use of local taxes to pay for the costs associated with acquisition and development of trail corridors. Examples of local taxes and fees that could be used for a regional trail system include:

- Dedicated Road Funds – A Senior Taxing District provides funds dedicated to roadways and has provided match monies for federal and TIB grants that include non-motorized [bike/ped] facilities;
- Impact or Mitigation Fees - GMA and SEPA grant authority to impose fees to mitigate the impacts of development, including the need and availability of recreation facilities. The ability to impose impact fees would require the County to adopt a specific impact fee ordinance, and collected funds may only be used to mitigate the identified impact. Funds collected to meet the demand created for recreational opportunities can be used as part of an overall strategy develop trails. Impact fees can be used to leverage funds from other funding sources and are considered “local” funds for the purpose of meeting most requirements for match. Coupled with the direction provided in the Comprehensive Plan, these fees may become a normal part of what is considered when approving new developments.
- Property or sale taxes – The Board of County Commissioners may allocate these funds in the annual budgeting process to pay for acquisition, development or maintenance of trails. These funds may also be used as local share to leverage and match funds from outside sources. (Spokane County has established a successful precedent with the Conservation Futures Program, funded by county-wide property taxes.);
- Bonds may be authorized by the County when annual tax revenues are insufficient to meet identified budget needs, especially for significant capital projects. The proceeds of the sale of bonds may be targeted for regional trails and used to acquire land or purchase easements, or construct trail facilities;
- Voter-approved Property Tax Levies can be requested by the County, to increase the property tax in a specific amount over a specified period of time. Revenues generated may be used to augment existing funds or to retire the debt on a bond;



*Walkers at Corbin Park circa 1910
(Courtesy of Washington State Archives)*

- Visitor service tax, for example, the hotel/motel tax, may provide funds for trails to the extent these facilities contribute to tourism (a meals tax in Ashland, Oregon, was established to fund open space acquisitions);
- Real Estate Excise Tax (REET) can be imposed by the County on the conveyance of real estate. Acquisition and development of trails through purchase or easement is an eligible activity for funds from REET;
- Self-taxing park or transportation service areas – Transportation benefit districts, like Liberty Lake's, are approved by property owners to leverage funding to implement projects identified in adopted trail plans; and
- User Fees may be charged for the use of some facilities, and is a commonly accepted means to help pay the costs of providing and maintaining a facility where possible or practical.

Other resources include:

- Transportation Improvement Plan (TIP) Paths & Trails Fund -- A percentage of the State's gasoline tax is returned to cities and counties for local projects.
- Capital Facilities Plan – organizes capital facilities, programs and their related funding mechanisms, and identifies priorities for funding. Projects not in the county's CFP generally can't be funded. Trail projects should be incorporated into each jurisdiction's CFP to be in line for funding and implementation.
- Land-use Regulations – Mechanisms that have been used to support acquisition and development of trails include transfer of development rights; requirements of developers as condition of approval for planned development/clustering and granting density bonuses.

Public Funding: Washington State

The State appropriates funding for trails through recreation and transportation budgets, Local Assistance Grants, and Safe Routes to Schools funds, and administers a number of federal grant programs through the departments listed below. Many of these departments also offer technical assistance.

The Washington State Recreation and Conservation Office (RCO) administers several major state and federal grant programs supporting trails, including:

- [Non-highway and Off-Road Vehicle Activities Program \(NOVA\)](#) activities supported by NOVA must be accessed via a "Non-highway Road" (NHR), roads that are open to the public but not constructed with gasoline tax revenues (for example, NHRs are found in National Forests and National Parks, and across the state, NHRs are used by recreationists to access rivers and forest lands);
- [Washington Wildlife and Recreation Program \(WWRP\)](#) funds trails, local and state parks, water access sites, critical habitat and natural areas, and riparian and urban wildlife habitat;
- [National Recreational Trails Program \(N RTP\)](#) provides federal funds to rehabilitate and maintain recreational trails and facilities that provide a backcountry experience (more detail below under "federal"); and
- [The Land and Water Conservation Fund \(LWCF\)](#) provides federal funding to assist in preserving, developing, and assuring accessibility to outdoor recreation resources including trails and other lands and facilities desirable for individual active participation.

Details on these programs are available on the RCO website: www.rco.wa.gov/

Washington State Department of Transportation (WSDOT) administers state and federal grant programs that support trails.

- [Pedestrian and Bicycle Safety Program](#) -- Engrossed Substitute Senate Bill 6091 included a state funding commitment to support a program to aid public agencies in funding cost-effective projects that improve bike/ped safety through engineering, education and enforcement. Projects include safe routes to school, transit and pedestrian and bicycle paths.
- The [Safe Routes to School Program](#) provides children a safe, healthy alternative to riding the bus or being driven to school. Eligible projects address engineering, education, and enforcement within two-miles of primary and middle schools (K-8). See.

[Washington State Transportation Improvement Board](#) distributes grant funding, which comes from the revenue generated by three cents of the statewide gas tax, to cities and counties for funding transportation projects (www.tib.wa.gov or (360) 586-1140).

[Washington State Department of Commerce](#) has a number of grant and loan programs for capital projects.

Public Funding: Federal

[MAP-21](#) - Moving Ahead for Progress in the 21st Century, approved October 2012, is the current federal legislation for surface transportation. The funding programs contained in MAP-21 are a significant revenue source for bicycle and pedestrian facilities.

- Surface Transportation Program (STP) – provides a flexible funding source for States and localities that may be used on a variety of transportation projects, including pedestrian and bicycle infrastructure and programs and recreational trails. A portion of these federal funds are administered by WSDOT for State highway projects. Regional allocations of STP funds are also distributed on a competitive basis to jurisdictions within Spokane County through the Spokane Regional Transportation Council, SRTC.
- Transportation Alternatives Program (TAP) – provides for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. TAP replaces the funding from pre-MAP-21 programs including Transportation Enhancements (TE), Recreational Trails (RTP), Safe Routes to School (SR2S), and several other discretionary programs, wrapping them into a single funding source. The regional allocations of TAP funds are distributed on a competitive basis to jurisdictions within Spokane County by SRTC. SRTC awards TAP funds primarily to sidewalks and bicycle facilities, but other eligible project types include: traffic calming projects, projects that bring a facility into compliance with the Americans with Disabilities Act (ADA), conversion of rail corridors for non-motorized users, scenic overlooks and viewpoints, historic preservation, environmental mitigations, Safe Routes to School projects, and recreational trails. Although SRTC administers the regional TAP program for Spokane County, the State continues to administer a statewide RTP and SR2S program for local projects.
- Congestion Mitigation Air Quality Improvement Program (CMAQ) – provides a flexible funding source to state and local governments for transportation projects and programs that improve air quality by increasing the efficiency of existing transportation facilities or reducing travel demand. Eligible projects for CMAQ funding include bicycle or pedestrian improvements. Regional allocations of CMAQ funds are distributed on a competitive basis by SRTC.

- Highway Safety Improvement Program (HSIP) – the purpose of the HSIP is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. WSDOT administers the HSIP program and distributes funds to cities and counties for projects that meet the goals of Target Zero: Strategic Highway Safety Plan. Eligible projects include bicycle and pedestrian safety improvements.

Other programs in MAP-21 may support trail development, including: bridge funds to renovate historic bridges for trail uses, Youth Corps for construction and maintenance of recreational trails, National Highway Performance Program (NHPP) for bike/ped facilities on land adjunct to the National Highway System (NHS).

State and regional administrative contacts for these federal programs are located below:

[Spokane Regional Transportation Council](#) has the lead role in the distribution of these federal transportation funds locally. Contact: Spokane Regional Transportation Council (SRTC); (509) 343-6370.

Washington State Department of Transportation:

<http://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/funding.htm> or WSDOT's Eastern Region Highways & Local Programs Office at (509) 324-6080.

Washington State Recreation and Conservation Office – www.rco.wa.gov or (306) 902-3020.

Private/Non-profit Funding

Funding and donations by organizations, businesses, and individuals should not be overlooked for acquisitions, donations of land, right-of-way or easements, as well as contributions of materials, labor, or expertise. Partnerships and contributions, in some cases, fully support an entire project and in other projects help fulfill the requirement for local match. Long term, the establishment of endowments or trust funds to support ongoing and cyclical maintenance has been suggested.

Volunteer programs, for example the Fat Tire Trail Riders' Club trail maintenance at RiverFest, enhance existing department and user group programs and can be a significant source of in-kind contributions and help fulfill requirements for match on financial grants.

Trail partnerships bring together the resources of several groups and may be ad hoc, project-by-project or part of a sustained and coordinated effort that may necessitate the establishment of a new organization or body. Land Trusts partner on negotiations, purchases and easements to preserve lands and waters for recreation, conservation, and alternative transportation. The Inland Northwest Land Trust serves Spokane County (<http://www.inlandnwlandtrust.org>) or (509) 328-2939). "Friends of" groups, like the Inland Northwest Trail Coalition, the Friends of the Centennial Trail, and the Friends of Riverside State Park form to provide the necessary support to plan, develop and maintain through volunteer programs trails in partnership with the cooperating public agencies.

In Pierce County, Washington, trail partners with shared goals and projects established the ForeverGreen Council, a partnership with the Pierce Conservation District (PCD) and Foothills Trails Coalition to assist local communities and the County in developing a regional trails system. The PCD provides technical assistance to partner jurisdictions, and oversees grants, acquisition, and development, while the Council sets policy and priorities. Board members include elected officials, leaders from business and

organizations, and park and recreation directors from city, county, state and federal agencies in Pierce County.

Corporate and Foundation grants – Many corporations provide direct funding for specific projects when the project benefits them or the communities in which they do business. Foundations are established as an extension of a corporation or as independent organizations.

Chapter 7 – Public Participation

Development of the Spokane County Regional Trail Plan has involved extensive public outreach and participation. The planning team (representing Spokane County Parks, Spokane County Department of Building and Planning, Inland Northwest Trail Coalition, Bicycle Alliance of Washington, National Park Service, Washington State University, and the Spokane Chamber of Commerce) identified stakeholders and interested parties, approaches for engaging citizens and jurisdictions in the region, and a timeline for gathering input at events. Outreach and public involvement for this update relied on public events, an online survey, comments and input from local jurisdictions/agencies, individual interviews with key residents involved and knowledgeable about trails, and outreach by each of the member organizations within the Inland Northwest Trails Coalition (INTC).

For the 2014 update, a survey was conducted over a 2 ½ month period beginning on June 25th, 2013. The survey was emailed out to Inland Northwest Trails Coalition (INTC) member groups, the Spokane County Commissioners mailing lists, and was advertised on the Spokane County website as well as through the Spokesman Review report and several radio appearances by the INTC Chair, Lunell Haught (Survey is included as Appendix B). The survey received 228 responses for each of the nine questions asked. Among some of trends identified in the survey were:

1. Most trail users use area trails for hiking, exercise, wildlife viewing, road biking, and mountain biking;
2. Respondents use trails on average of 13 times per month in warm seasons and about half of that in cold seasons.
3. Top concerns regarding trail use were: safety, trail condition/maintenance, and trailhead access; and
4. Many of trail strategies proposed in this plan were suggested by survey respondents.

All applicable jurisdictions within Spokane County were contacted for comment and input on this update. Comments were received from the City of Spokane, City of Spokane Valley, Friends of the Centennial Trail, City of Liberty Lake, other Spokane County Departments, City of Cheney, and several other trail-related organizations.

In addition to these traditional avenues for public participation, Spokane County Parks collaborated with Out There Monthly, a local monthly outdoor magazine, to get the community involved in building the trail inventory of the Plan. Because trail data for every jurisdiction is incomplete, Spokane County needed to develop a complete inventory of trails for this update. Due to GPS trail apps and hand held GPS units being common place for many households, Spokane County sought the help of the community to collect and submit trail data.

The completed draft Plan was posted on the Spokane County and the Inland Northwest Trails Coalition websites for additional comment prior to adoption. Two displays consisting of inventory and strategy maps (and associated tables) were installed on the campus of Gonzaga University as well as at Spokane Transit Authority's Bus Plaza (Downtown Spokane). An advertised open house was conducted at REI on January 7th, 2014 to generate final comments on the draft Plan. In addition, there was press coverage by the Spokesman Review and KXLY News (TV and Radio).

“That land is a community is the basic concept of ecology, but that land is to be loved and respected is an extension of ethics” - Aldo Leopold

Appendix A – Local Trail-Related Plans

This inventory identifies plans related to the development of trails in Spokane County.

1. *Spokane County Parks, Recreation & Open Space Plan* - An updated Spokane County Park Plan was adopted in 2014 as a supplemental plan to Parks Element of the Spokane County Comprehensive Plan. The plan included includes a comprehensive inventory of existing park facilities, analysis of future needs, and cost projections to meet those and detailed planning for future park development.
2. *Spokane Regional Transportation Council Spokane Regional Bike Plan* - In 1993 the Spokane Regional Transportation Council (SRTC) prepared The Spokane Regional Pedestrian/Bikeway Plan for Spokane County. The purpose of the plan was to provide a comprehensive bicycle and pedestrian transportation plan that is built on previous plans. In 2006 SRTC published a Spokane Regional Bicycle Map which classified and illustrated bicycle routes in the Spokane area. The map additionally identifies suggested commuter and recreation routes. The Plan was last updated and adopted in May 2008 and is consistent with this Plan.
3. *Local Jurisdiction Comprehensive Plans* - Each of the major cities in Spokane County has adopted comprehensive plans that include policies related to trails and bicycle/pedestrian transportation. The City of Spokane, Spokane Valley and Liberty Lake have each adopted plans that illustrate the location and types of bicycle and pedestrian facilities that exist and are planned within their communities.
4. *Centennial Trail Master Plan* - The Spokane River Centennial Trail Master Plan published in 1986 identified a continuous 69-mile trail alignment from the state line to Spokane House, with extensions upstream to Wolf Creek on Lake Coeur d’Alene and downstream to Fort Spokane on Lake Roosevelt. Many segments of the trail have been built, totaling 37 miles and with very few exceptions the alignment has been completed as a shared use pathway (Class I trail) completely separated from motor vehicles.
5. *Liberty Lake Community Trail System Plan* - The Liberty Lake Community Trail System Plan is a community based plan for non-motorized trails in the area from Liberty Lake north to the Spokane River. The Plan was developed in 1999 by the Liberty Lake Trails Committee in cooperation with public and private agencies. The trail plan involved a two-year effort by over 50 community volunteers and is supported by community residents and local businesses. Following the trail plan, a transportation benefit district was established by public vote in the same year. The district encompasses an area roughly equivalent to the Liberty Lake Sewer District boundaries. Approval of the district allows a small property tax assessment that enables bond funding for trail development and construction. The City of Liberty Lake has incorporated the trail plan into its Comprehensive Plan and Parks, Recreation, Open Space & Trail Plan. In 2007, Liberty Lake received the prestigious “Bicycle Friendly Community” award by the League of American Bicyclists. Liberty Lake is the smallest city to receive this award in the award’s history.
6. *Columbia Plateau Trail Master Plan* - The Columbia Plateau Trail State Park is comprised mainly of 130 miles of rail-trail connecting an area east of Pasco to Fish Lake County Park near

Cheney. The Columbia Plateau Trail is a rail-banked property obtained by Washington State Parks from Burlington Northern Railroad in 1991 (rail-banking allows alternative uses for a rail corridor but reserves the right for future use of the corridor for rail service as determined by the transportation needs of rail carriers). A 7.5 mile section of asphalt trail, from Fish Lake to Cheney, was completed in 1997 by the City of Cheney as a result of a previous agreement with State Parks. The remainder of the trail consists of a graveled surface suitable for hiking, mountain biking or equestrian uses.

7. *SE Spokane Trails Master Plan* - The SE Spokane Trails Master Plan is a community-based plan adopted by Spokane County that identifies existing and planned trail routes in an area defined by 29Th to the North and 65th Avenue to the south. The plan is multi-jurisdictional, including areas in both the City of Spokane and Spokane County.
8. *Little Spokane River Valley Trails and Pathways System Concept Plan* - The Little Spokane River Valley Trails and Pathways System Concept Plan was adopted by Spokane County as part of its Comprehensive Plan in 2002. The Plan was a collaborative effort of the Friends of the Little Spokane River Valley Trail Committee and the National Park Service. The plan developed detailed concepts for trails throughout the Little Spokane River Valley.
9. *Parks to Peaks* - The Parks to Peaks program was a regional effort began in 2002 to establish a network of green spaces connecting suburban backyards and urban parks to rural open spaces and public lands. Through a collaborative effort the program established conceptual open space linkages between urban areas and natural areas.
10. *Spokane River Gorge Strategic Master Plan* - The Spokane River Gorge Strategic Master Plan is a detailed plan initiated by the Friends of the Falls. The plan includes both sides of the Spokane River from the Lower Falls to the confluence of Hangman Creek, including High Bridge Park. The master plan identifies guidelines, projects and strategies to provide enhanced educational, recreational, cultural, and aesthetic opportunities, increased environmental awareness, and will serve as a driver for regional economic development. The plan identifies a number of new facilities within the planning area including trails and a white water park.
11. *State Park Centennial 2013 Cross State Trail Plan* - Beginning in 1984 Washington State Parks acquired the entire 110 miles of railroad corridor between North Bend and the Columbia River. In 1985 it was named the John Wayne Pioneer Trail and part of Iron Horse State Park. The State Park goal is to create a Cross state trail from Puget Sound to Idaho, extending the John Wayne Pioneer/Iron Horse State Park to Idaho. Recently added linkage to the eastern portion of this trail includes a section from Lind to Tekoa (designated Iron Horse State Park – Palouse Section). This includes a 3-mile trail segment in Spokane County along Pine Creek near the community of North Pine. The Cross State Trail will connect to the Columbia Plateau Trail.
12. *Beacon Hill Trails System Concept Plan* - The Fat Tire Trail Riders Club is in the initial stages of planning an official recognized dirt trail network on Beacon Hill, a mountain biking and hiking destination in northeast Spokane. The Fat Tire Club envisions a multi-trail network that will encourage trail users from all around the region to visit. When complete, the project will connect John Shields Park (Minnehaha Rocks), Camp Sekani and the Centennial Trail. It will incorporate the existing 20-miles of trails, as well as create an estimated 10 miles of new trails. The initial concept includes preservation of up to 600 acres of open space.

13. *City of Spokane Bike Master Plan* – Adopted in 2009. – The Spokane Master Bike Plan creates a vision for enhancing bicycling opportunities for all citizens of Spokane. Its goals are to establish actions intended to make Spokane a more bicycle- friendly city. Communities that embrace active living principles provide healthy environments for its citizenry and are more economically vital.
14. *Five Mile Prairie Pathways Plan* – Adopted by the Spokane County Board of County Commissioners in October 2012 as an appendix to the Comprehensive Plan, the Pathways Plan identifies several improvements to that part of Spokane County, including bike lanes and paths, sidewalks, and securing connections between the neighborhood and Holmberg Park as well as the Little Spokane Natural Area.
15. *South Gate Neighborhood Plan – Parks and Open Space Element (2010)* – A neighborhood plan of a portion of the upper South Hill of the City of Spokane that addresses connectivity issues/concerns in this rapidly developing part of Spokane County.

Appendix B – Sample Survey Used

Survey: Spokane County Regional Trails Plan 2013 Update

The **Spokane County Regional Trails Plan** provides guidance for developing and maintaining trails in Spokane County. It has also been a helpful in securing more than \$7,000,000 in funding for local trails and conservation areas. The plan inventories existing trails, identifies conceptual trail corridors/routes, and proposes specific trail improvements. The current Plan (2008) is available at the Spokane County Parks website, www.spokanecounty.org/parks

The plan is being updated in 2013 and public input is an essential aspect of the update process. This survey seeks your input about the trails you use for recreation or non-motorized transportation. Please take a few minutes to respond so that the updated Plan reflects what YOU think is important. Please use the back of this sheet if you need more space!

For more information on the Spokane County Regional Trails Plan:

Spokane County Parks, Recreation & Golf Department: <http://spokanecounty.org/parks>

Inland Northwest Trails Coalition: <http://www.inlandnorthwesttrails.org/>

Completed surveys can be mailed to: INLT P.O. Box 3331 Spokane, WA 99220-3331

1. Please check (all) the reasons you currently use trails:

- | | |
|--|---|
| ☐ Hiking | ☐ Horseback Riding |
| ☐ Mountain Biking | ☐ Dog Walking |
| ☐ Road Biking | ☐ Exercise – running or walking |
| ☐ Roller Blading | ☐ Snowshoeing |
| ☐ Wildlife Viewing | ☐ XC Skiing |
| ☐ Bird Watching | ☐ Canoeing/Kayaking (water trails) |
| ☐ Quality of life | ☐ Transportation |
| ☐ Other (Please Specify): _____ | |

2. On average, how frequently do you use a designated trail (not a bicycle lane)?

___Times per month during cold seasons ___Times per month during warm seasons

If less in the cold seasons, why? _____

3. What are the most successful aspects of the area's trails?

4. What are your concerns regarding the trail(s) you use? Please indicate specific trails if possible.

- | <u>Concern</u> | <u>Location(s)</u> |
|--|--------------------|
| ☐ Safety | _____ |
| ☐ Other Users | _____ |
| ☐ Condition/Maintenance | _____ |
| ☐ Restroom Availability | _____ |

☐ Trailhead Access _____

☐ Boat Access (Water Trail) _____

☐ Other _____

What would you recommend to address your concerns?

5. What new trails and/or trail connections you would like to see developed and/or improved in Spokane County?

From: _____ To: _____ From: _____ To: _____

6. Please enter your zip code: _____

If you are interested in learning about future volunteer events to maintain and improve trails throughout Spokane County, please write your name and email address on the back of this form.

Appendix C – Public Input Summary

Online Survey Response Summary

Spokane County Regional Trail Plan Survey posted on Survey Monkey between June 25th and September 18th, 2013. 228 Responses Collected)

1. Check all the reasons you currently use the trail:
 - a. Hiking (80%)
 - b. Exercise/Running (78%)
 - c. Quality of Life (64%)
 - d. Road Biking (57%)
2. When folks use the trail?
 - a. Winter: 6 times per month
 - b. Summer: 12 times per month
3. Why do trail users use the trail less in the winter?
 - a. Cold/Snow/Ice/Weather
4. Most successful aspects of area's trails?
 - a. Good Access
 - b. Beauty
 - c. Connectivity
 - d. Variety
5. Concerns regarding trails?
 - a. Condition/Maintenance (41%)
 - b. Safety (35%)
 - c. Trailhead Access (28%)
6. What and where have those concerns been?
 - a. Car break-ins and safety at trailheads (Various – Centennial Trail)
 - b. Dogs (uncontrolled)
 - c. General User Conflict (Equestrian>Mountain Bike>Hiker)
 - d. Trail Condition (Centennial Trail asphalt issues)
7. Recommendations to address concerns?
 - a. Cameras at trailheads
 - b. More funding for maintenance
 - c. Improve signage, maps, and public information
 - d. Provide better connections throughout the trail system
8. What new trails or trail connections would you like to see?
 - a. Complete the Centennial Trail
 - b. Between Downtown and Riverside State Park
 - c. Children of the Sun to Centennial Trail

- d. Five Mile Prairie to Little Spokane Natural Area
 - e. Complete the Fish Lake Trail
 - f. Liberty Lake > Saltese Uplands > Mica Peak
 - g. Dishman Hills Natural Area w/ Dishman Hills Conservation Area (i.e. Dream Trail)
 - h. Trolley Trail w/ Fish Lake Trail
 - i. Columbia Plateau Trail
 - j. High Drive Bluffs > Latah Creek > High Bridge Park
 - k. Sekani > Minnehaha (i.e. Beacon Hill)
 - l. Ben Burr to Centennial Trail
9. Which zipcode do survey responders reside?
- a. 99203 (26) – South Hill (South of 14th Ave, North of 44th)
 - b. 99205 (20) - Northwest Spokane
 - c. 99224 (14) – Palisades, Indian Bluff, Grandview Neighborhood
 - d. 99208 (13) – Indian Trail, Five Mile, Little Spokane
 - e. 99202 (13) – Lower South Hill, Sprague, Chief Garry Neighborhood
 - f. 99223 (11) – Upper South Hill, Palouse Highway, Moran Prairie

Other Public Input (VIA INTC Interviews)

- 1. Needed trail connections and trail systems:
 - a. 57th Ave to Stevens County Trail
 - b. Palisades and Riverside State Park
 - c. Developing a Mica Peak / Liberty Lake Trail System
 - d. Develop and improve trail system at Hog Lake and Fish Trap Lake
 - e. Develop more shared use pathways along County Roads – incorporate as new road standard
 - f. Expanding the Little Spokane Water Trail
 - g. Develop a trail along the old Spokane – Newport RR.
 - h. Connect the City of Liberty Lake with Liberty Lake Regional Park

Local Jurisdiction Comments

- 1. **City of Spokane** (Grant Wencil)
 - a. Page 16: 7.5 miles (not 3.5 miles)
 - b. Page 17: Add: Spokane Master Bike Plan - The Spokane Master Bike Plan creates a vision for enhancing bicycling opportunities for all citizens of Spokane. Its goals are to establish actions intended to make Spokane a more bicycle- friendly city. Communities that embrace active living principles provide healthy environments for its citizenry and are more economically vital. (map attached, if you wish to include it)
 - c. Page 27: I-C Remove and replace with: Make crossing improvements at Mission Avenue.
- 2. **City of Spokane Valley** (Inga Note)
 - a. For Completed Projects:
 - i. The WSDOT Children of the Sun Trail is built from Wandermere to Francis
 - ii. The County built a section of Ben Burr near Moran Prairie elementary

- iii. A section of the Appleway Trail was constructed from Corbin Road to the east Spokane Valley City Limits. It parallels Appleway Avenue.
- b. Under Construction:
 - i. Spokane received funding to build part of the Centennial Trail near Monroe (I think) and then Kendall Yards is building another segment.
 - ii. I think WSDOT received funds to extend the Children of the Sun Trail down to Hillyard. Check with Mike Bjordahl to verify.
- c. For Planned Projects:
 - i. We should update all the graphics in there for the Valley. We have a newer version that Mike Basigner can provide to you.
 - ii. Strategy 3-A, a bike/pedestrian bridge over I-90, is being studied through the University Road Overpass study. We will probably have a recommendation on a specific location by the end of the year.
 - iii. Strategy 3-B. You can label it the Spokane Valley-Millwood Trail. It would be nice to show the whole length of it. We are writing the scope of work with a consultant right now to start on the SCC to Felts Field segment in Spokane and head east from there.
 - iv. Strategy 3-C. I'm not sure if this Flora Road improvement is still on our plan.
 - v. Strategy 3-D. It would be interesting to show that map updated with the Riverside Avenue extension.
 - vi. Strategy 3-G. Trail paralleling the proposed light-rail line. Should this be removed since the light-rail isn't being discussed? Our Appleway Trail will cover a good section of that route.
 - vii. Need to add our Appleway Trail. The current route is on the Old Milwaukee ROW from University to the east city limits. The section from Corbin east has been built. We are looking to add another segment going west from Appleway/University that would connect to Balfour Park. Ask Mike B for details. I think he has a map that was being used for the comprehensive plan amendment.
 - viii. Our North Greenacres Trail would be nice to include too. We aren't currently pursuing it but I'd like to see it kept in the plan for the long-term.
 - ix. I've been talking with Grant Wencel and WSDOT about extending a section of the Children of the Sun Trail eastward to the Valley. See attached for a conceptual drawing. WSDOT and Spokane are both open to the idea, but it's a long-term project that would be constructed with the NSC completion.
 - x. I've heard some talk about building an urban path on the south side of the Spokane River through Peaceful Valley. I don't think that's on the plan.
 - xi. Strategy 4-A. Hasn't most of the Ben Burr route been abandoned and turned over to adjacent property owners?
 - xii. Strategy 4-C. I didn't know this was out there. Still owned by BNSF too. You should include a map.
 - xiii. Strategy 4-E. A map of Ben Burr/Centennial Trail connections to the Iron Bridge would be good. Since Iron Bridge comes onto private property on the east side I'm not sure how it's supposed to work.
 - xiv. Strategy 5-K. This should be updated to match the Cheney-Spokane/195 interchange that's under construction. It does not bridge Latah Creek. And is there a route for the mountain bike trail from Marshall to Thorpe? Not sure where that would be other than Fish Lake Trail.

- xv. Strategy 5-L. Can you put a statement about acquiring the privately owned sections of the Trolley Trail? And include a map? And connecting to 16th/Milton and the neighborhood? I can give you some ideas on the connections.

3. **Friends of the Centennial Trail** (Loreen McFaul)

- a. Page 14 1. Change Centennial River Trail title to Spokane River Centennial Trail in title throughout document.
- b. 1st sentence: The Spokane River Centennial Trail is a 37.5 mile paved path running west along the Spokane River from the Washington/Idaho state line to Nine Mile Falls. The Trail welcomes 2.4 million users annually and 5% of all users commute to work by bike or foot on the Centennial Trail.
- c. Page 15 Riverfront Park
 - i. Paragraph update (written to include completion of Veteran's Park work currently underway): Riverfront Park in downtown Spokane provides paved bicycle/pedestrian trails throughout the 100 acre park. The Spokane River Centennial Trail is located on the south side of the river from the Don Kardong Bridge, along the south side of Riverfront Park to the Bloomsday Runner statues at the Spokane Falls Boulevard and Post Street intersection. The Trail proceeds north over Post Street Bridge and turns left (west) at Veteran's Park.
- d. Page 20 1.
 - i. Change title Summit Properties on the map to Kendall Yards
 - ii. Show Spokane River Centennial Trail as completed instead of proposed at Kendall Yards.
- e. Page 25 1. Show Centennial Trail running through Kendall Yards and delete Howard Street and Maxwell Streets.
- f. Page 27
 - i. Delete 1-A since Kendall Yards will be complete
 - ii. Delete 1-B. The Centennial Trail does not follow Government Way. There are access trailheads from Government Way, but it's not the actual Trail...
 - iii. Update 1-C: delete solution 1 and 2.
 - iv. Delete 1-G

4. **City of Liberty Lake** (Amanda Tainio)

- a. Update Pedestrian/Bicycle Facilities– Existing Conditions (Page 14)
- b. Update Sidewalks– Existing Facilities
- c. Update Bike Lanes and Routes – Existing Facilities
- d. The City of Liberty Lake, incorporated in 2001, requires alternative transportation connections on new development to continue the extensive existing system. All new development has to provide, sidewalks, pathways, bike lanes, etc. as applicable to add to our extensive interconnected system mentioned under Shared Use Pathways – Existing Facilities below. Sidewalks are 6' wide minimum; pathways are 10' wide minimum. Feel free to word it how you like.
- e. E. Liberty Lake Community Trail System Plan - The City of Liberty Lake has incorporated the trail plan into its Comprehensive Plan and Parks, Recreation, Open Space, and Trails Plan.

General Public Input Received For 2014 Regional Trails Plan Update

Summary

Input from the general public was received via email, generated through public outreach (the evening news, newspaper coverage, an exhibit at the Spokane Transit Authority Plaza, an open house (at REI), or through email “blasts” from organizations such as the Friends of the Centennial Trail and the Inland Northwest Trails Coalition.

Summarized, the comments include:

1. Provide a goal in the plan to increase data collection on trail use (volume and patterns);
2. Ensure that trail projects proposed in the Regional Trail Plan will facilitate increased commuting via bicycle and other non-motorized means;
3. Inline skating is not explicitly addressed in the Plan (**Staff note:** *Many of the goals and policies in the Plan will expand opportunities for inline skating.*);
4. Concerns raised over identifying trails that lead on to / travel over private property (**Staff note:** *consensus was reached that depicting and identifying trails [in the Plan] that are on private property is helpful to jurisdictions and agencies for identifying and resolving trespassing issues either through purchasing property or easement from willing sellers or by rerouting trails and installing signage to eliminate the issue.*);
5. Support for maintenance of major trails year-round, including sweeping and de-icing;
6. Look into connecting trails to retirement homes/communities with growing population of older more active residents to consider; and
7. General support for the Plan.

Sample of Detailed Comments (Below)

Commenter 1

I reviewed the Spokane County Regional Trail Plan and my major comment is that it lacks inclusion of the opinions of people whose interest is other than completely in trails as recreation areas.

The report is almost totally oriented towards recreational use of trails. This makes sense – it is written as a joint product of the Inland Northwest Trails Coalition and the Spokane County Department of Parks, Recreation and Golf. BUT, the report does show some hints that there are other uses of trails, in particular for commuting and doing business, but then fails to use data available that could support these uses. This is an important omission because there is economic value to providing linkages that get people to work and places of business and highlighting these could open up new sources of funding to support trail development and maintenance, or may provide a rationale for putting more money into trails than may otherwise be available.

For example, on p. 5, authors note the fundamental function of trails of “connecting ‘Point A’ with ‘Point B’.” On p. 6, authors cite Spokane County’s Parks, Recreation and Open Space Plan (2002) which envisions a trail network that will connect “population centers, community

facilities, **work places**, neighborhoods, schools, recreation areas, open space and cultural/historical areas.” (emphasis added). On p. 7, where the components of the regional trail system are envisaged, work places is absent from the list and there is no additional serious thought given in the report to trails as ways by which people can get to work.

An important data set that could shed light on whether people do commute via trails to their workplace (or would like to if these were available) is data reported in the Commute Trip Reduction (CTR) Program. I walk to work almost every day and report this via the CTR Program. When I walk, I use the Ben-Burr Trail and route through Underhill Park. I suspect I am not the only one, whether by bike or foot, views trails as a valuable and primary transportation corridor on which they commute access their workplace.

This report is incomplete without information from people whose objective is to use trails to reach their place of work and connect to stores and community centers. Although the data available from the CTR is not designed to answer many questions about how people hope to use trails for non-recreational purposes, it can at least provide evidence that people do in fact walk and bike to work. Further, the interests and opinions of recreational trail users has been plumbed extensively to create this report via contact with trail, bicycle, mountaineering groups and others. Yet, no effort has been made to identify non-recreational users, e.g. commuters who prefer to get to work by means other than driving, and finding out what interests they have. Individuals who report that they walk or bike to work could be surveyed to find individuals like myself that get to work, at least in part via trails, and more information obtained from them. This would likely add insights to different from those whose focus is purely recreational. This report is incomplete as a comprehensive plan without considering the interests of people who want efficient ways to navigate cities that provide them distance from traffic and noise.

Commenter 2

Thanks. I quick review of this submission exhibits that you have not in any way taken into consideration the sport of inline skating. I discovered this trail network through my participation in a skate marathon that used to be an annual event which began at the YWCA and went to the Idaho Border and returned. It was a wonderful race and a great trail. I have returned twice since the last race held 4 years ago, to stay overnight in Spokane, shop, and skate.

Your lack of attention to this aspect of trail use is disappointing and it is unlikely I will become a return tourist to Spokane unless the race again becomes an annual event. My current plans include regular returns to the Trail of the Coeur d'alene cross Idaho trail which is much better maintained and skater friendly.

Please feel free to incorporate my comments in your planning considerations.

Commenter 3

Fantastic work! Very well-articulated. Thank you for all of your work. Keep on trekking.'

Commenter 4

I won't be able to attend the meeting this week. Please accept these comments for consideration in the final plan. Thank you.

As I was reading over the Spokane Regional Trail Plan, I saw several things that I believe should be addressed and/or changed. These include:

- That the trail plan should address the need for increased trail use data (p. 11). This is a HUGE problem for regional trail policy.
- "Population growth, outdoor recreation and TRANSPORTATION trends" (pg. 12). Please consider adding the word transportation.
- It should mention the Fish Lake Trail future connection to Centennial Trail and the Trolley Trail (pg. 15). The Grandview Thorpe Neighborhood Council has been very active in trying to connect these trails and Spokane Parks has purchased a small amount of land to do this.
- It should be Cannon Hill Park not Cannon Park (pg. 16).
- Tuffy's Trail continues east past the Greene Street Bridge and has the potential to connect to Felts Field and Millwood on-street trails and the Millwood trail. This connection needs to be made. (pg. 20).
- It should mention connections to Bike Lanes and on street facilities, Riverfront Park bike/ped bridges, I-90 Bike/Pedestrian bridges, Spokane International Airport closed loop trail and the U-District Bike/Pedestrian Bridge (pg. 20). WSDOT is required rebuild the I-90 bike/ped bridges, and ANY bike/ped facility that is disrupted by a WSDOT road project by state law.
- It should mention Airway Heights Complete Street Ordinance (pg. 34).
- The City of Spokane's Transportation Benefit District Program has a 10% allocation for pedestrian improvements that can be used on trails. The City of Spokane's Photo Red program also provides a funding source that can be used on trails. (pg. 44).
- The Southgate Neighborhood Trails and Open Space plan should be mentioned (pg.51):
http://www.spokaneplanning.org/docs/Long_Range/Neighborhood_Planning/Southgate/SouthgateParksOpenSpaceJan2012.pdf

Trails, sidewalks, and bike facilities are the #1 priority of this plan and the plan refers to the previous Spokane County trails plan.

I hope you will consider incorporating these changes into the Trail Plan document.

Commenter 5

Have read the report/plan and will be coming to the meeting at Mountain Gear (if travel back home from Seattle cooperates)

Missed all public notice of - meetings and cannot be at the REI event (in Seattle on business)

In case there is not time to address this at the Mountain Gear meeting

The inland Northwest Trails Coalition website indicates "*Some activities the Coalition may engage in or assist with ...*) are:

1. *Identify trails and corridors*
2. *Create Guides and maps*

Page 55 (appendix) of the new plan details the responses to question 7 of the Survey -

"What are your concerns regarding the trail(s) you use?/What would you recommend to address your concerns?"

7. *Recommendations to address concerns?*
 - a. *Cameras at trailheads*
 - b. *More funding for maintenance*
 - c. *Improve maps, signage, and additional information*
 - d. *Provide better connections throughout the trail system*

Are there any plans to address this via web technology/mobile platform?

From the look of the report - all the material is there, and can be leveraged to the web in a number of effective ways.

Example: Interactive map at the Friends of the Centennial Trail Website

Commenter 6

The trails plan should not show trails that are closed to the public especially if they are on private property. Good examples are the closed trails to the west of the Dishman Hills Natural Area. The land managers (DNR, Spokane County Parks and DHC) re-routed those trails onto the Natural Area. The trails are shown on the draft Trails Plan maps. The trails cross private property and by showing them, the Plan encourages trespass.

As a recreation advocate, I find the biggest reason private property owners do not support trails across their property is the past trespassing and, in some cases, the righteous attitude of some recreationists about their "right" to park on, travel on or otherwise do whatever activity they choose on private property. The reason most often cited is that they have been conducting the illegal activity for many years and will continue until forced to stop.

Showing trails on private property encourages a few to inspect those areas. And encourages a very small number to actively demand access.

Moreover those so-called trails are actually logging roads, abandoned driveways or access roads or user-built trails that are seldom in optimum locations for a regional trail system. Mapping illegal trails that are in the wrong locations is counter-productive.

Instead, I would show the connections between existing parks and conservation areas with a broad 35% transparent swath labeled potential trail corridor.

The DHC owns property to the east of the Iller Creek/Big Rock area and while the 240-acres currently has no access, DHC is willing to allow recreational trails in that area if a connection is made. Please add that connection to the prospective trail connections. However please do not show a trail extending to the DHC property because it would cross private property for which no permission has been granted.

Commenter 7

I am responding to the draft Spokane Regional Trail Plan. I really appreciate the opportunity to participate in the review process. Overall, I really like the plan. I just have one question comment regarding the non-motorized transportation goals. As a bicycle commuter I really value the Policies targeting maintenance of the trail system; especially Policy 2.4 "Encourage sweeping of bike paths on roadways so rocks and debris do not interfere with rider safety", which is very applicable during summer commuting/recreation, however I also think winter use should be considered. The primary arterials (Centennial) are hit and miss for snow/ice removal; this makes recreation and transportation oriented walking/running/cycling very difficult following thaw-freeze cycles (extremely un-even and dangerous trail surface). Is this something that could be included in the arterial trail policy goal(s)?

Commenter 8

As a 70 year old, active retiree and frequent user of Centennial Trail on both bicycle and walking, I heartily endorse the comprehensive trail plan that has been fashioned for Spokane County. As one who is on the cusp of a boomer population of retirees, I wonder if any thought has been given to linking the trail system to existing and newly constructed retirement homes and centers.

One of the attractions of Riverview Terrace is that it is adjacent to the Centennial Trail. The burgeoning population of elders are likely not to be content to sit in front of TVs in their declining years. Many retirement homes and facilities do provide walking and even biking trails and I think linking these communities along with newer 55+ and other boomer ready housing development should be a part of the strategy along with linking Parks and Recreation Centers.

Separation from traffic would be ideal for these populations. In the less advantaged communities, creating vocational paths between jobs and housing should also be another pattern so the working poor would not have to bear the cost of a car. I have seen an increase of commuter traffic along Centennial trail in this regard, so I think this idea bears some consideration in the plan. Thank you for your diligent work on this plan. I am in overall agreement with most of its directions, but I also think some consideration to the retirement

communities and the commute lines for the working poor would be great additions to the plan. If the plan seems to have a focus, it is in its recreational, rather than practical bias.

Appendix D – Parks to Peaks Map

Parks to Peaks A Regional Analysis to determine connections between protected lands

Goals of Parks to Peaks

Establish a network of green spaces connecting suburban backyards and urban parks to rural open spaces and public lands; protect linkages between the built environment and natural places.

Promote the preservation of unique natural areas, showcase treasured natural places and support efforts to protect water resources, forests, wetlands, wildlife habitat and open spaces.

Collaborate with conservation, recreation, government, and economic development organizations to achieve the regional Parks to Peaks vision.

Analyze data, including public input, to determine priority projects.

Project Purpose

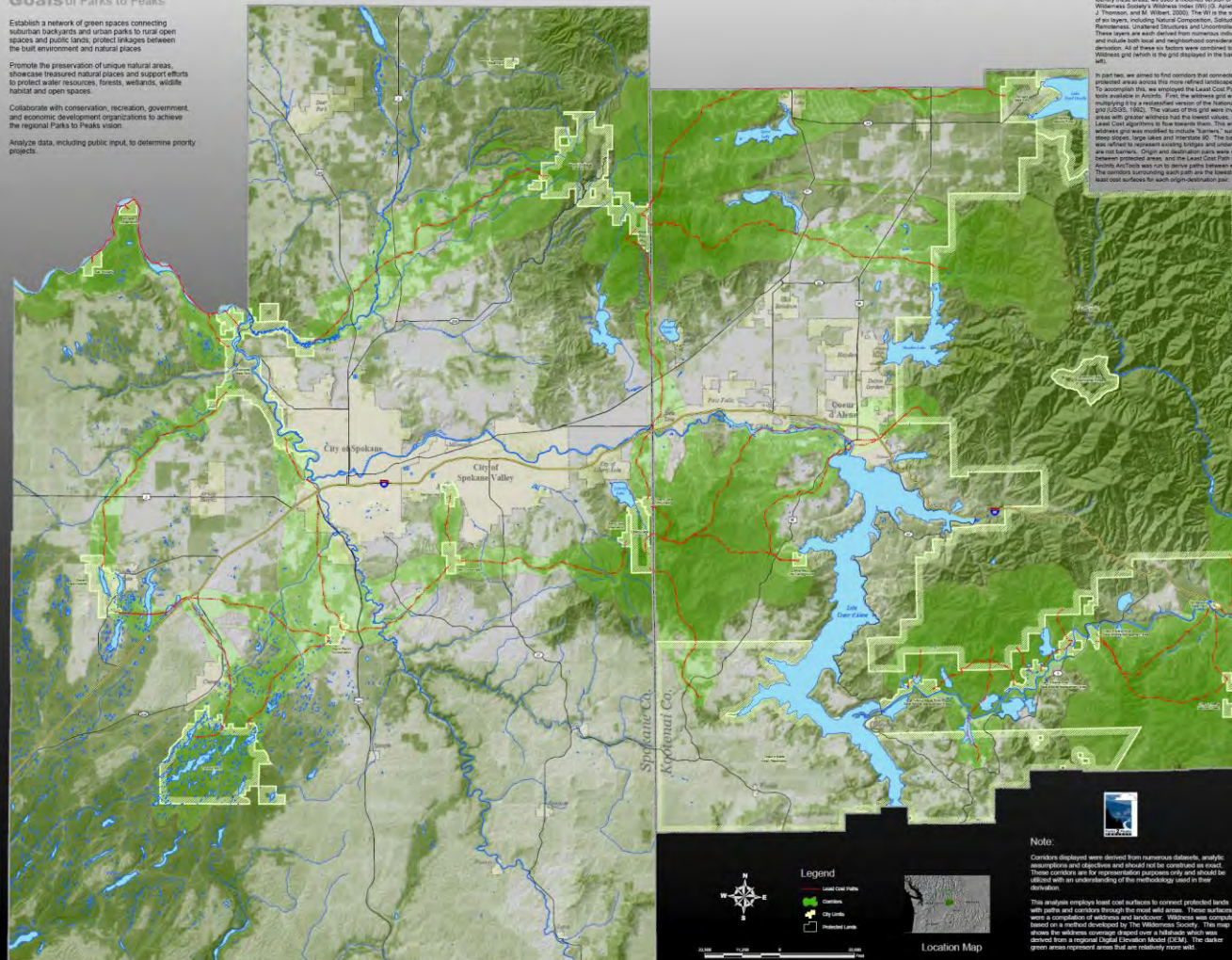
The Purpose of this project was to determine corridors in the Spokane and Kootenai County regional landscape that met the goals of the Parks to Peaks initiative.

Methodology

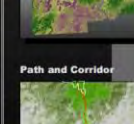
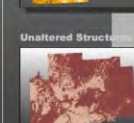
Our analysis methodology was a two-part process:

In part one, we aimed to identify the relatively most natural land cover area on the terrain that the park corridors, between parks and reserves would include these areas. To identify these areas, we used a modified version of the Williams Society's Wilderness Index (WSI) (2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100).

In part two, we aimed to find corridors that connected existing protected areas across the more refined landscape characterization. To accomplish this, we employed the Least Cost Path modeling technique available in ArcInfo. First, the wilderness grid was modified by overlaying it with a rasterized version of the National Wetlands Inventory (NWI) (2001, 2002). The values of this grid were inverted so that areas with greater natural habitat had the lowest values, meaning the Least Cost algorithm is less likely to select them. This watershed wilderness grid was modified to include "barriers," such as very steep slopes, large lakes and interstate 90. The barriers coverage was added to the wilderness grid and the Least Cost Path model was run. The output of the model was a map showing the corridors connecting protected areas and the Least Cost Path route in the watershed. The corridors connecting each park are the lowest 1% of the path least cost surfaces for each high-resolution park.



Natural Composition



Note:

Corridors displayed were derived from numerous datasets, analysis, assumptions and objectives and should not be construed as exact. These corridors are for informational purposes only and should be utilized with an understanding of the methodology used in their derivation.

This analysis employs least cost surfaces to connect protected lands with paths and corridors through the regional landscape. These surfaces were a compilation of various land cover, wilderness, and other data based on a method developed by The Wilderness Society. This map shows the wilderness coverage derived from a wilderness index which was derived from a regional Digital Elevation Model (DEM). The darker green areas represent areas that are relatively more wild.