Maya Johnson

From: Robert Beachler <Robert.Beachler@itd.idaho.gov>
Sent: Thursday, September 17, 2026 6:20 PM
To: Planning
Subject: CUP 0008-25 Comments

Bonner County Planning Department,

The Idaho Transportation Department is aware of the proposed marina expansion and the potential traffic and safety impacts associated with additional traffic at the Lakeshore Drive/US-95 intersection. As an adjacent property owner, ITD has participated in the public process and has communicated our concerns regarding the potential impacts of the proposed expansion to the Idaho Department of Lands and Bonner County. ITD also exercised our right to request a public hearing regarding the impacts of the proposed project, and that hearing was conducted on March 6, 2025. During that process, ITD raised concerns regarding the potential impacts to US-95 and the surrounding transportation network.

Long Bridge Holding Company LLC, Commercial Marina Expansion. Encroachment No. L96S0884G
AGENCY Case No. PH-2024-NAV-202-003
OAH Case No. 24-320-10

The Bonner County Planning Commission has directed the applicant to complete a formal traffic study as part of the Conditional Use Permit (CUP) appeal process. ITD is an adjacent property owner, and the proposed development could affect the state highway system.

Traffic Can Cause Congestion at Certain Times of The Day
The Average Annual Daily Traffic volume along this portion of the US-95 corridor is 18,500 vehicles which is comprised of 17,200 passenger vehicles and 1,300 commercial vehicles. During peak summer months US-95 average daily traffic raises to 23,447 vehicles in July.

1. During certain times of the day, traffic on the side streets can experience a lack of gaps to make their turns. This could lead to increased intersection delay.
2. Drivers tend to then take riskier and brazen moves to reduce the delay they experience. This poor judgement can lead to an increased chance of a crash.
3. Lack of storage space for queues and turning traffic.

4. Vehicles with trailers using turns onto Lakeshore could find it difficult to turn due to lack of adequate gaps, leading to increased queueing. The southbound right turn should be adequate for any development placed on Lakeshore Drive.
5. The northbound left turn bay, on the other hand, is substandard. Due to the proximity to Greenwood Drive, the left turn bay for Lakeshore Drive cannot be extended without eliminating the much-needed left turn refuge for Greenwood Drive. The queue space is limited and there is a greater chance these drivers will be unable to find a gap to turn, leading to traffic potentially backing up into, or past, the Greenwood intersection.

Access Location too Close to Busy Intersection

Bonner County Road Standards Manual, Section 3.3 Standards, specifies that whenever possible, no new access on collectors or arterial roads shall be located within three hundred and thirty (330) feet of an existing access, or the intersection of two public road rights-of-way, and to locate accesses directly across from existing accesses where possible. Bonner County Road and Bridge Department granted the Long Bridge Marina an approach only 60 feet from the intersection of US-95 and Lakeshore Drive because the marina parcel was separated from the larger development of The Lodge at Sandpoint. The approach distance from the intersection for the marina is substandard.

ITD has reviewed the Traffic Study which evaluated the addition of 45 boat slips to the existing 47 boat slip marina for traffic generation. The Traffic Study collected new traffic counts at the intersection of US-95 and Lakeshore Drive to determine the level of service for weekday and weekend AM and PM peak hours. The proposed addition of 47 slips increased US-95 south bound right turns onto Lakeshore Drive by 9% during weekday AM peak traffic and 13% during weekend peak traffic. The proposed PM weekday and weekend peak traffic increases by 5%.

Recent Safety Improvements

Crashes at US-95 and Lakeshore Drive cause traffic to back up on the Long Bridge into Sandpoint. ITD Maintenance Operations personnel in coordination with local law enforcement and emergency services, routinely have to close traffic in one direction to allow response vehicles to travel down the opposing traffic direction. If ITD is unable to get through traffic on the Long Bridge, Operations personnel from the Ponderay Maintenance Shed will divert onto US-2 and head west to Priest River to the next bridge crossing and proceed to Dufort Rd to get to US-95 creating significant delay in incident response.

To address safety concerns at the intersection of US-95 and Lakeshore Drive, ITD Maintenance Operations crews have installed pavement markings and tubular delineators which require all east bound Lakeshore Drive traffic to proceed south on US-

95. North bound US-95 traffic is directed to utilize the U-Turn facility located north of Bottle Bay Road. ITD will continue to monitor this intersection's safety and operations and may require future improvements such as a raised concrete island and longitudinal curb with delineators along the south bound US-95 acceleration from Lakeshore Drive to ensure compliance.

US-95 Corridor Improvements

US-95 is a Principal Arterial that provides critical transportation and freight corridor from the Canadian to the Mexican borders. ITD is completing an environmental re-evaluation for future expansion of the US-95 Corridor from Dufort Road to Lakeshore Drive of approved Final Environmental Impact Statement alignments. This re-evaluation of proposed highway corridor improvements will expand US-95 from two to four lanes and control access through the corridor and limit access to US-95 to proposed interchanges at Dufort Road and Brisboys Road.

The highway expansion and access control design proposed action would remove direct access to US-95 at Lakeshore Drive and would route traffic back to the proposed interchange at Brisboys Road along existing and future state highway right-of-way on the west side of US-95 which will include Smokehouse Road. The US-95 corridor expansion is in the environmental re-evaluation phase, and construction funding has not been identified at this time. For more information please visit: https://itd.idaho.gov/project/us-95-dufort-to-lakeshore-drive/

ITD will continue to participate in the process within our authority and established processes and do everything we can to ensure the decision-makers have complete information about the potential impacts to the transportation network. ITD recognizes the concerns raised regarding traffic and safety, and the potential impacts of the proposed expansion. ITD will continue to advocate for the safety and functionality of the transportation system and provide the appropriate decision-makers with information regarding the potential impact.

Respectfully,

Robert Beachler
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