

Maya Johnson

From: Jeannie Welter
Sent: Thursday, September 24, 2026 12:38 PM
To: Maya Johnson
Subject: Fw: Long Bridge Marina Traffic Impact DRAFT for Agency Review

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From: Matt Mulder <matt.mulder@bonnercountyid.gov>
Sent: Thursday, September 24, 2026 12:37 PM
To: Alexander Feyen <alexander.feyen@bonnercountyid.gov>; Jeannie Welter <jeannie.welter@bonnercountyid.gov>; Robert.Beachler@itd.idaho.gov <robert.beachler@itd.idaho.gov>; Jason Topp <jason.topp@bonnercountyid.gov>
Subject: Re: Long Bridge Marina Traffic Impact DRAFT for Agency Review

Planning,

The Bonner County Road & Bridge Department has the following comments regarding the Traffic Impact Study.

1. I reviewed the previous draft of the TIS and made numerous comments which have now been addressed in this final version.
2. One of the surprising things to come out of this TIS was the traffic counts on Lakeshore Drive at 2433 ADT (Average Daily Traffic). Bonner County's own traffic counts showing ~400 ADT using our own radar traffic counter devices were clearly erroneous in this instance, so we are glad to get corrected data and a clearer understanding of the traffic volumes on Lakeshore Drive. I personally sat at the intersection for a Thursday morning peak hour (8am-9am) to observe traffic behavior and count vehicles to verify that there are in fact 130+ vehicles per peak hour on Lakeshore Drive.

During that hour of observation, I saw that the protected right turn south onto Hwy 95 and the corresponding acceleration lane are being well used and it seemed to be functioning well, greatly reducing the queue at the intersection that existed previously. Eliminating this queue improves visibility for all traffic using the intersection.

The vehicles which were turning off of the highway and into Lakeshore Drive all did so in controlled manners at reasonable speeds. At no point did I witness any car making the turns at excessive speeds.

3. The sight distance analysis performed in the TIS correlates with my own observations regarding available sight distance when we previously permitted the location of the commercial driveway, and the sight distances are adequate to allow drivers to stop comfortably for conflicts. This issue

specifically is the one that I've heard the most concerns from the public about. 250ft is adequate even for loaded semi trucks to come to comfortable stops for conflicts from 35mph.

4. I concur with their conclusions that no additional safety or capacity improvements are necessary at this time for the *current* phase of the expanded use of the marina. We will want to re-evaluate for safety concerns of any future phases.

Matt Mulder, PE
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