Bonner County Area Transportation Plan

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Executive Summary

Note: To be completed following Draft review by the agencies and the Project Steering Committee members.

Introduction

The Bonner County Area Transportation Team (BCATT) has spearheaded the effort to prepare a twenty year Transportation Plan for the time period of 2002 to the year 2022. The Transportation Plan establishes overall guidance for meeting the county-wide transportation needs and provides the basis for which future growth and associated impacts are addressed. The population of Bonner County has increased approximately 38 percent growth since 1990 and is projected to continue to grow within the study timeframe. The adopted Transportation Plan provides an avenue for future direction for transportation capital improvements and allows the County and cities to qualify for federal and state funding of transportation improvements. A public involvement program was included in the Plan development. BCATT and its member agencies have participated in the Plan development through a Project Steering Committee and coordination with ongoing planning efforts for ITD projects in Bonner County: Sand Creek Byway; US 95 Garwood to Sagle Coridor study; US 95 Garwood to Long Bridge Corridor Study; and the US 2 Dover to Sandpoint project.

The 1978 Bonner County Comprehensive Plan served as a guide for development of Bonner County through the late 1970's into the year 2000 and is currently in the process of being updated. While the Comprehensive Plan is a general guide for county development, a more detailed analysis is warranted to document the impacts of traffic and land use growth. Traffic movement throughout the County is impacted by the large volume of truck traffic, rail operations, and natural barriers created by mountain ranges, lakes, and the rivers within the County. Seasonal and recreational traffic has a significant impact to circulation and network connectivity within the County and provides another reason for concern. Given the pivotal development of the proposed Sand Creek Byway and other improvements and anticipated developments planned within the County, documented changes in the existing transportation system will aid in developing a regional transportation plan including goals and policies, financing, and implementation strategies.

In addition to street and highway improvement projects, a Bike and Pedestrian Master Plan Report has been developed by the Planning Committee of the North Idaho Bikeways. A second group is the West Bonner County Bicycle Group. A third group is the Sandpoint Pedestrian Advisory Committee. PAC consists of a group of citizens (disabled, mobility challenged, student, etc.) that have been requested by the Sandpoint City Council to conduct a survey of sidewalk conditions and recommend an improvement schedule. PAC has assisted the City of Sandpoint in researching and formulating a frontage improvement ordinance that requires sidewalks under most construction scenarios. PAC has prepared a listing of Sandpoint streets prioritized by their importance for pedestrian movements. The list has been adopted by the Sandpoint City Council. These groups actively pursue the enhancement of bicycle/pedestrian ways in Bonner County. The plan is included by reference in the Bonner County Area Transportation Plan and considered in future roadway network improvements. The plan, developed in 1995, calls for the inclusion of plan recommendations in the Bonner County Comprehensive Plan and within Idaho Transportation Department planning efforts.

Two Scenic highways link the Washington state line: Highway 2 – Panhandle Historic Rivers Passage and State Highway 200 – Pend Oreille National Scenic Byway to the Montana state line.

Rail operations (Burlington Northern/Sante Fe and the Spokane International (Union Pacific) within the county impact traffic as well as provide significant connections to both local and

interstate commerce. Passenger rail service is provided by AMTRAK. The Port of Pend Oreille/Pend Oreille Valley Authority provides local service for industries within Bonner County.

Public transit is provided in Bonner County by North Idaho Community Express, White Tail Transportation, and Moose Express. Service is provided primarily by Dial a Ride service.

Airports within the county are located in Sandpoint, Priest River, Priest Lake, Cavanaugh Bay (Priest Lake), as well as several public and private landing strips. Some of the airports are actively managed and maintained, while others are unattended. Four heliports are also provided in Bonner County.

As transportation projects continue to become more challenging and expensive, it is more difficult to fully fund the desired improvement projects. At the direction of the Project Steering Committee, the Plan includes a list of both corridor and spot transportation improvements to be implemented as development occurs or as funding is available. The improvements list is not prioritized to allow the County and its member agencies the most flexibility in seeking partnerships with other agencies or by combining projects to meet funding categories. Experience suggests that more projects will need to be left on the budget cutting room floor as areas grow without an equivalent increase of transportation funding. This will work against achieving goals for mobility, accessibility, air quality, and use of alternative travel modes. Therefore, the Plan encourages the use of non-traditional funding sources and creating partnerships to maximize opportunities. The Plan flexibilities also allow regional priorities to shift to meet changes within Bonner County.

The Plan details the existing conditions of the transportation system, forecast conditions based upon projected development and regional traffic growth within the County, corridor level and spot improvements for both existing transportation system deficiencies and forecast conditions, cost estimates, implementation strategies, policy direction for implementing the plan, and a financing summary. The Plan also designates key transportation corridors and spot improvements to serve new growth areas and address current and future transportation needs. This is needed to assure that right of way corridor preservation is maintained to adequately support future growth without adversely impacting existing corridors. The public involvement program was designed to seek input on issues, general policy direction, and to educate public stakeholders about the existing and future transportation system.

Several regional issues impact transportation within Bonner County and were used as guidance to formulate transportation goals, policies, and implementation strategies:

- Continued progress with the Sand Creek Byway project and the impacts to and effects upon not only the Cities of Sandpoint, Kootenai, Dover, and Ponderay; but the impact to future area transportation alternatives and land uses;
- Impacts to traffic operations and parking impacts related to community events, such as the Festival at Sandpoint, Lost in the 50's, Priest River Timber Days, holiday weekends at Priest and Pend Oreille Lakes, and the Clark Fork 4th of July celebration;
- Impacts to the transportation network from the seasonal fluctuation related to recreational uses and its 'associated traffic;
- Impacts associated with new development and funding for mitigation improvements;
- Traffic operations and congestion through downtown Sandpoint and the impact to local businesses;
- Implementation of the Idaho Transportation Department's access management policy as it relates to state highways and the improvements along US 95;

- Coordinating transportation system improvements with growth and railroad crossings to minimize impacts to the traveling public, assess alternative routes, and maintain public safety;
- Inclusion of pedestrian/bicycle facilities in transportation planning efforts and construction projects;
- Assessment of enhanced/additional travel routes to reduce the impacts of local traffic on State highway facilities;
- Preservation of historical/scenic byways within Bonner County and mitigation of new development impacts within the Byway corridors, such as State Route 2 west of the City of Sandpoint and State Route 200 from Ponderay to the Montana state line; and
- Stormwater management as it relates to the Plan improvements and its 'impact on adjacent land uses.

Throughout the Plan development, a number of issues were identified that were of concern to specific communities within Bonner County. Some of these issues were the result of project meetings or public input from interested stakeholders. These issues and concerns served to form the basis of Plan policies and improvement options; however, will need to be monitored and/or revised throughout the Plan implementation and as conditions change within the County and may serve as future improvements options:

Clark Fork

- No sidewalks within the community
- Drainage / stormwater management issues for existing and new streets
- Pedestrian access across Highway 200
- Condition of existing roads / surfaces
- Bike path connections to the Clark Fork River Bridge
- Turn movements from Highway 200
- 25 mph zone needed on Highway 200 within the city limits
- Highway 200 / Lightning Creek Bridge replacement w/ bike path
- Pend Oreille Scenic Byway Corridor preservation / enhancement
- Signage for alternate bike route on old Highway 200
- Bike route designation for River Road to Montana state line

Hope / East Hope

- Old Highway 200, which serves as main arterial, needs adequate lanes, sidewalks, and parking
- Parking needs accommodated in the Central Business District area along old Highway 200, possibly off-site or either end of downtown
- Towns divided by rail lines and Highway 200
- Right of way may be an issue for possible improvements
- Topography limits available improvements
- Thompson Park Bridge replacement
- Pend Oreille Scenic Byway corridor preservation / enhancement
- Passing lane needed on Highway 200 at Trestle Creek

- Signage for alternate bike route on old Highway 200
- Access to boat launch – turn lanes on Highway 200 and need for additional parking area

Selle Valley / Colburn Area

- Cut through traffic from Highway 200 to Highway 2 / US 95
- Freight mobility on back haul roads
- Residential growth on Upper Pack River Road
- Oden Peninsula / Sunnyside / Sunnyside Cutoff Road - grade separation with railroad, height limitations on access, alternative routes
- Access issues by railroad due to high speed through area
- Sunnyside Cutoff Road - alternate routes needed, drainage issues
- High residential growth areas - Hidden Lakes
- Whiskey Jack / West Oden Bay growth area impacts

Sandpoint

- Byway impacts to area traffic circulation
- Byway south access at Long Bridge
- Traffic operation impacts from community wide events
- Seasonal traffic impacts
- Division or Boyer Avenues- potential west alternate routes for Highway 2
- Emergency and circulation issues due to at-grade railroad crossings - future work will stress grade separated crossings
- Potential traffic signal at Baldy/Boyer
- Sand Creek Byway construction in 2006
- Central Business District circulation
- Pedestrian access issues at Division / Highway 2; Division / High School; and bike path west of Westwood
- Central Business District traffic calming
- Return Central Business District to two-way traffic
- Access problems at Bridge Street due to growth north of the Edgewater Inn
- Signals warranted at Pine / Division and Larch / Boyer

Dover

- Seasonal traffic impacts
- Pine Street Loop improvements
- Improve streets within Dover
- Increase in local traffic due to proposed developments
- US 2 relocation to railroad R/W (Dover to Sandpoint project) impacts to intersecting streets / access management

- Pedestrian / bicycle pathway expansion – Dover Trail
- Panhandle Historic Rivers Passage Scenic Byway corridor preservation / enhancement
- Update city bikeway map
- Westside Bike Group – Expand path at Dover and to Wetlands / Sewer Treatment Plant

Ponderay

- Kootenai Cutoff Road – not a freight route
- Mall area commercial growth
- US 95 improvements
- Schweitzer community expansion - year-round impacts of traffic growth, direct access to US 95, trip reduction on Boyer Road – possible more direct access
- Pend Oreille Scenic Byway corridor preservation / enhancement

Kootenai

- Ponder Point Drive and the West Oden Bay Road - at-grade railroad crossings
- High residential growth areas - Ponder Point, Whiskey Jack
- Pend Oreille Scenic Byway Corridor preservation / enhancement
- Consideration of connection of west Oden, Kanisku Shores, and Sunnyside Road – possible underpass

South Sandpoint / Sagle Area / Cocolalla / Careywood

- Dufort Road- alternate route to Long Bridge access
- Access issues on Highway 95 - ITD access management policy implementation conflicts with County Zoning Ordinance
- "Urban" area type development (Commercial and Residential) growth area south of the Bridge
- Pedestrian / bicycle pathway expansion - Sagle Community Trail
- Pedestrian facilities needed to Sagle school for US 95 / Ivy Drive and Sagle area

Priest River

- Intersection of Highway 57 and Highway 2 has tight curve radius, needs pedestrian crosswalks / signals
- Seasonal traffic impacts
- Pedestrian connections to park on the south side of Highway 2
- Old Priest River Road to Highway 41 has sloughing areas - alternate routes
- Pedestrian / bikeway needed on Old Priest River Road
- Gaps in current pedestrian ways or methods of delivery -designated crosswalks
- Gap in pedestrian trail to Mud Hole area
- Path on west side of Highway 57 is striped – adequate?
- Panhandle Historic Rivers Passage Scenic Byway Corridor preservation / enhancement

- Trucks detour through residential neighborhood 1-2 blocks north to 11th Street on the west side of the Junior High School
- No truck routes or truck restrictions within the city
- Intersection of US 2 and the "Mud Hole" recreation area entrance - needs westbound left turn lane
- Intersection of US 2 / Wisconsin Street is the most heavily used access to the public truck scales and Stimson Lumber Mill
- Street signage needed throughout town
- Street surfacing - most streets are not constructed to withstand loaded trucks
- Access improvements to the county boat launch at West Bonner County Park
- Future use of county roads by snowmobiles
- Hairpin turn on Dickensheet Road
- Highway 57 should be a designated byway and widened
- Need better interstate coordination between Idaho and Washington
- Safety issues relating to congestion by the Priest River High School

Priest Lake

- Access roads and parking areas for all season recreational uses including snowmobile and cross country ski trails
- All weather connector road to Pend Oreille County - Bear Paw Road
- Intersection at Highway 57 and Highway 2 has restrictive curve radius
- Pedestrian crossings / bicycle facilities in Coolin
- Seasonal traffic impacts
- Boat ramp parking conflicts, congestion at Stockton (Bishop's) Marina
- Lamb Creek pedestrian access
- East side growth area – Huckleberry Bay

Oldtown

- Lack of consistent pedestrian ways
- Old Priest River Road- sloughing areas
- Better signage on streets at Washington State line
- Panhandle Historic Rivers Passage Scenic Byway Corridor preservation / enhancement
- Millennium Trail to Sandpoint – designated bike path

Blanchard Area

- Street surfaces need improving
- Pedestrian crossings on Highway 41 and Blanchard - Elk Road
- Spirit Lake Cutoff Road and Highway 41 curve near south County line – safety issues?
- Increase in residential growth with Stoneridge development expansion
- Access to Mount Spokane from Idaho - enhance recreation trail

According to the recently completed Pavement Management Plan (May, 2003) Bonner County includes approximately 681.30 centerline miles of both paved and gravel major and minor collector

roadways, and local access roadways. Several roadways are private roads. The majority of paved arterials roadways are state highways maintained by the Idaho Transportation Department and include US 95, US 2, SH 200, SH 57, and SH 41. Individual cities and communities have various paved and gravel roadways. Notably, a majority of roadways in Bonner County are contained within national forests, state forest and park lands, BLM lands, and other public designations. These roads serve as the major backbone of the Bonner County recreational opportunities.

Goals and Policies

The Bonner County Area Transportation Plan is comprised of several components. In order to effectively implement the Plan, the County and its Cities and towns have identified overall goals. This Plan also identifies more specific policies for addressing current and future transportation related issues and needs within Bonner County. The goals and policies provide a framework for decision making related to transportation improvement projects and programs. The transportation goals and policies will be used to implement plan projects and programs, review land use development regulations, and coordinate with other County, State, and City planning processes.

Overall Transportation Goal -

The overall transportation goal for the County is as follows:

> ***Provide a balanced transportation system that meets the needs of the community by accommodating the movement of people, goods, and services at an optimum level of safety, economy, and efficiency.***

By creating an overall goal, which addresses county-wide needs, the agencies of jurisdiction within Bonner County have come together to meet the growth needs of the community and address the next twenty year timeframe. Specific policies are listed to implement the Plan goals. Policies are numbered to correspond to the applicable Plan goal category (e.g. AC for Agency Coordination).

Agency Coordination and Public Participation –

? **Goal 1 - Develop a Comprehensive Transportation Plan that compliments, supports and is consistent with the land use and transportation plans of other jurisdictions and agencies within Bonner County.**

Policies: AC

A. Encourage and solicit public participation in transportation-related decisions to help ensure that planning and implementation have public support.
B. Provide programs and forums to help the public and stakeholders understand transportation issues, requirements, planning concepts, and funding programs.
C. Coordinate the preparation and consistency of the Bonner County Area Transportation Plan and updates with the Idaho Transportation Plan, the Bonner County Comprehensive Plan, Cities of Sandpoint, Ponderay, Kootenai, Dover, Priest River, Clark Fork, Hope and East Hope Comprehensive Plans and Transportation Improvement Programs, and the potential future of a more formalized public transit authority within the County.
D. Develop new or modify existing subdivision and development regulations to address transportation impacts for all jurisdictions.
E. Coordinate with the Idaho Transportation Department (ITD) regarding improvements and funding for future roadway projects which will impact Bonner County and its member jurisdictions including the Sand Creek Byway; US 95 Corridor project (Garwood to Sagle); US 95 (Sagle to Long Bridge); and the US 2 widening project (Dover to Sandpoint).

F. Coordinate with Bonner County, and the Cities of Sandpoint, Kootenai, Ponderay, and Dover to preserve options for future roadways within the cities areas of impact to serve future growth.
G. Coordinate with ITD to identify possible locations for future collector roads intersecting with state highways to provide for access and circulation to help reduce the impact of future development and regional traffic growth on the state highways.

Land Use Planning, Development Review, and Standards –

- **Goal 2 - Assure a plan that maintains and preserves the existing transportation system and provides the means to address regional growth and system connectivity.**
- **Goal 3 - Address growth areas within the County with an adequate transportation infrastructure and preservation of key transportation corridors.**
- **Goal 4 - Develop a project coordination process for transportation impacts, which addresses new development or redevelopment of land uses.**
- **Goal 5 - Develop access management standards, which provide for the safe movement of pedestrians and vehicles and reduce impacts to property owners.**

Policies : LU

A. Review land use policies and implementing regulations, standards, and incentives to ensure they support infrastructure improvements to mitigate transportation related impacts and encourage alternative transportation modes such as bicycling, walking, and transit programs.
B. Ensure that transportation policies, projects, and programs are coordinated and consistent with land use plans and further the agencies 'land use, economic development, connectivity, and environmental goals.
C. Ensure that public and private projects systematically implement the policies of the Transportation Plan through the development review process.
D. Require new development projects to comply with the Plans 'Transportation Impact Study process.
E. Implement an agency coordination process for development review in areas of City impact to mitigate regional impacts of development and assure coordinated improvements.
F. Provide urban development 'standards for roadway improvements within the Area of City Impact.
G. Incorporate ITD Access Management standards for development standards on projects with frontage on state highways.
H. Consider the limitation of access on major and minor collector roads.

Streets and Highways

- **Goal 6 - Ensure roadway systems are designed to preserve and enhance community character.**
- **Goal 7 - Maximize Transportation System Management strategies within the County to improve safety and capacity.**

- **Goal 8 - Provide for the efficient movement of freight and goods within and through the County.**
- **Goal 9 - Provide a transportation system that addresses rail crossings and related impacts to the transportation system.**
- **Goal 10 - Address urban congestion within the Sandpoint area as it relates to local circulation and through movement within Bonner County.**
- **Goal 11 - Examine alternate transportation routes to provide for local circulation that is off of the State route system.**

Policies: SH

A. Maintain a level of service (LOS) C or better for intersections in rural areas and LOS D or better for intersections in urbanized areas within the areas of city impacts.
B. Require transportation improvements to be constructed or require funding strategies for new projects to ensure that the highway, arterial, and collector road systems are adequate to serve increased travel demands concurrent with new development.
C. Require urban street standards on roadways serving urban development within the City (in accordance with each City's requirements). The urban street standards will be defined based on street classification.
D. Require street standards on roadways serving development within the County (in accordance with Bonner County Road standards).
E. Classify streets and roads to reflect their desired use.
F. Street standards for major and minor collectors and local access streets should be revised as needed and provide guidance on number and width of lanes, intersection spacing, driveway access, right-of-way width, setbacks, lighting, landscaping, and other appurtenances. The street standards should identify design needs for accommodating pedestrians and bicyclists as appropriate for each roadway classification. Future transit consideration should be included as needed.
G. Connectivity of adjacent developments and redeveloping areas should be encouraged to minimize impacts to collectors and state highways.
H. Maintain the existing and future collector and local access street system and associated facilities (e.g., sidewalks, traffic signs) through a systematic Pavement Management System and operations program.
I. Maximize the efficiency of the collector road, arterial, and state highway system through use and coordination of suitable traffic control, including signs, signals, lane markings, and coordination of signals, as appropriate.
J. Increase capacity of major collector streets through the elimination of on-street parking (as appropriate) or the provision of turn lanes in preference to adding capacity through major street widening projects.
K. Provide adequate system-wide capacity on collector streets to avoid diversion of excess traffic to local streets and through neighborhoods.
L. Limit and provide access to the street network in a manner consistent with the function and purpose of each road. The street standards should define driveway spacing standards and encourage use of shared driveways, where practical.
M. New access points to state highways should comply with ITD access management guidelines. All new accesses to the state highways must be approved by ITD.

N. Establish truck routes to encourage through trucks to use the most appropriate routes through appropriate signage.
O. Encourage transportation related improvements, which enhance freight mobility within Bonner County and preserve the function of state highways for freight and goods movement.
P. Allow cul-de-sacs where topography, parcel size, or locations do not provide a practical alternative.
Q. As appropriate, consider traffic calming measures to discourage through traffic in residential areas, while maintaining the local street network for access and circulation.
R. Encourage local agencies to address traffic calming measures, when warranted to enhance local circulation.

Multi-modal Transportation

- **Goal 12 - Provide a range of transportation choices within Bonner County.**
- **Goal 13 - Promote pedestrian and bicycle transportation county-wide and increase safety, mobility, and convenience for non-motorized modes of travel.**
- **Goal 14 - Provide transportation alternatives, which address community needs.**

Policies: MT

A. Consider the installation of pedestrian and bicycle facilities in new developments, at the discretion of the agency, in accordance with applicable standards.
B. Coordinate with appropriate groups to address missing links in the pedestrian and bicycle facilities within the County and cities. Consider a program that works to construct missing sidewalk links, repair existing sidewalks, improve crosswalk markings, and install curb ramps at intersections to improve safety and connectivity. Major and minor collector streets and highways should be a high priority.
C. Encourage pedestrian and bicycle connections between adjacent developments even when topographic or other constraints prevent connections for motorized vehicles. Where cul-de-sacs are allowed, they should be designed to encourage or support pedestrian connectivity.
D. Develop both street-oriented and separate pedestrian and bicycle connections to encourage non-automobile access from residential areas to schools, sports facilities, and commercial areas.
E. Ensure that new sidewalks or pedestrian facilities meet ADA requirements and that existing ones are upgraded (e.g., ramps at intersections).
F. Encourage transportation related improvements to enhance access to other modes within Bonner County, such as rail and air.

Parking

- **Goal 15 - Provide a Transportation Plan, which supports economic development within the County and sustains the viability of existing businesses.**

Policies: P

A. Encourage shared use of parking lots in the downtown area and other areas of high use.
B. Minimize curb cuts, including limiting the number of driveways permitted for each parcel, and encourage shared driveways to maximize the amount of curb space that could be used for parking, if roadway width and volumes allow on-street parking.
C. Promote the use of alternatives to the single-occupant automobile as a means of reducing the demand for construction of new streets and highways (rideshare and transit alternatives, as appropriate).

Implementation and Financing

- **Goal 16 - Examine strategies for funding for the existing and future system.**
- **Goal 17 - Provide a list of fundable transportation improvements for implementation in the County, which improves traffic circulation.**

Policies: IF

A. Fund and implement the Transportation Plan based on available funding sources and as development occurs within Bonner County. Funding of transportation improvements and programs will include state and federal grants, agency transportation and general funds, developer improvements, developer mitigation, and other traditional or non-traditional funding programs.
B. Continue to partner with local and state agencies to maximize funding sources.
C. Work with ITD to fund safety and operational improvements along state highways.
D. Ensure that new growth pays a proportionate share of the transportation improvements needed to support growth and adequately mitigate its impacts to the transportation system.
E. Require that new developments be financially responsible for street improvements adjacent to and internal to the development.
F. Develop the annual Transportation Improvement Program so it is financially feasible, leverages available agency funds, and is consistent with the overall Transportation and Comprehensive Plans.
G. If probable funding falls short of meeting the needs identified in the Transportation Plan, the agencies will review and reassess the improvement needs, and LOS standards in the Plan, as needed. As a final measure, the agencies will reassess land use plans to ensure that new development will be supported by adequate infrastructure.

Evaluation Criteria

As part of the planning process, a list of evaluation criteria was developed to analyze the proposed transportation improvements for the plan. From the criteria, alternative corridor and spot improvements would be assessed as to how well they met the criteria in furthering plan goals. As a result of the evaluation criteria review, it was determined that all of the criteria were important to the

meeting both existing and future deficiencies and were used as qualitative measurements of how well each project met the criteria. The following list is the criteria developed for the planning process:

- Freight Mobility
  - Improves through Movement of Freight and Goods
  - Improves Regional / Local Freight and Goods Mobility
- Safety
  - Addresses High Accident Locations
  - Railroad Crossings
- Pedestrian / Bicycle
  - Provides New Facility
  - Enhances Current Facility
  - Connectivity Enhancement
- Performance / Levels of Service (LOS)
  - Provides for Improvement in Intersection LOS
  - Provides for Road LOS
  - Improves Travel Time
  - Supports business development, retention, and enhancement
- Significant Environmental Issues
  - Minimizes Land Use Impacts
  - Minimizes Project Impacts and Potential Mitigation
  - Improves business climate through infrastructure improvements
- Tourism
  - Enhances Recreational Interfaces with Transportation System
  - Improves Recreational Access and Signage
- Cost
  - Minimizes Cost for Right of Way Acquisition
  - Minimizes Cost of Construction
- Funding
  - Identified Funding Sources
  - Availability of Local Matching Funds

Inventory of Existing Transportation System

The transportation system within Bonner County consists of various transportation facilities, including streets and highways, pedestrian and bicycle facilities, and limited transit service. An inventory of the existing transportation system was conducted and summarized in the August 15, 2002 update of the Transportation Component for the Bonner County Comprehensive Plan. The transportation system inventory and associated analyses help identify needed transportation improvement projects that support the goals and policies of the Comprehensive Plan. The updated inventory reviewed the street and highway system, traffic volumes, traffic operations, traffic safety, pedestrian and bicycle system, and transit service.

Roadway System and Traffic Controls

The functional classification of the Bonner County street system establishes four types of streets: arterials, major collectors, minor collectors and local access streets. These classifications are further broken down into hard surface (paved or chipseal) and gravel categories. Arterials, by definition, include only hard surface facilities. Table 1 provides the general descriptions for the Bonner County roadway functional classification. Figures 1A and 1B illustrate the classification of primary roadways within the County. The functional classification of a street affects the planning, design, funding, and operation for each roadway.

Table 1. Functional Roadway Classifications

Arterial Classification	Classification Description
Arterial (Hard Surface)	Arterials are transportation facilities that connect local points of interest within the study area, provide connections with other cities or outlying areas, or have relatively high traffic volumes within the County. Arterial facilities are generally intended to serve predominantly "through" traffic with minimum direct service to abutting land uses.
Major Collector (Hard Surface/Gravel)	Major Collectors are routes that serve lesser points of traffic than arterials, provide connections to outlying districts, or distribute traffic to/from arterials. Major Collectors serve trips of moderate length and may provide more direct access to abutting properties than arterials.
Minor Collector (Hard Surface/Gravel)	Minor Collectors provide for movement within the County or Cities, including connecting neighborhoods with smaller community centers. They also provide connections to Major Collectors and Arterials. Property access is generally a higher priority on Minor Collectors than on Major Collectors or Arterials.
Local Access (Hard Surface/Gravel)	Local Access streets provide for movement between land uses, including connecting neighborhoods with the commercial areas. They also provide connections to principal, major, and minor collectors. Through traffic is typically discouraged, with property access generally a higher priority on local access streets than on principal or collector roadways.

Figure 1A. Functional Roadway Classification

Figure 1B. Functional Roadway Classification (Urban Areas)

Arterials

Bonner County is served by two major US highways, which are currently classified by Bonner County as arterials. These are: US 95 and US 2.

US 95 provides regional north-south access connecting southern Idaho and Canada. Within Bonner County, the highway runs through Sandpoint and Ponderay to Boundary County. US 95 generally has two travel lanes. The arterial is undivided and currently has at-grade intersections throughout all of its length in Bonner County.

US 2 provides regional east-west access in the western portion of Bonner County between Oldtown and Sandpoint. Within Sandpoint, US 2 and US 95 become a shared highway (i.e. both names assigned to the same highway). This arterial has generally two asphalt travel lanes, except for a short section in Sandpoint, which has four travel lanes.

Major Collectors

Major collectors provide connections to the state highways and the regional arterial system. They are primarily intended to connect to major community centers and generally serve through travel functions instead of direct property access. The following briefly describes the hard surface major collectors identified by the County's current classification map.

SH 200 provides regional east-west access in the eastern portion of Bonner County between Sandpoint and the Montana boarder. The two-lane asphalt highway has been designated as the Pend Oreille National Scenic Byway by the State of Idaho.

SH 41 provides north-south access through the southwestern portion of the County between the Spirit Lake area and Oldtown. South of the Bonner/Kootenai County line, SH 41 intersects with SH 54, which in turn provides access to US-95. Towards its northern terminus SH 41 intersects with US 2 near the Idaho/Washington border. This highway also generally has two travel lanes.

Pine Street is an east-west two- to three-lane street through the City of Sandpoint. This roadway is identified as major collector and provides access between US 2, west Sandpoint and beyond. The City of Sandpoint's downtown grid system results in many intersections along Pine Street within the downtown core. Most of these intersections are stop controlled on the side-street approaches; however, a traffic signal controls traffic movements at the intersection of Pine Street/US 95.

Baldy Mountain Road serves east-west traffic north of downtown Sandpoint and south of the Bonner County Airport. The roadway has two lanes and has few intersecting roadways.

Division Avenue provides one of two primary north-south major collector routes through the City of Sandpoint. This roadway provides access between Ontario Street and Baldy Mountain Road. Division Avenue has two to three lanes and provides stop controls on the side street approaches to most intersections. A traffic signal exists at the intersection of Division Avenue/US 2.

Boyer Avenue is the second primary north-south major collector route through the City of Sandpoint. Boyer Avenue provides access between Ontario Street and Schweitzer Mountain Cutoff Road. This roadway accommodates two to three lanes and provides stop controls on the side street approaches to most intersections. A traffic signal exists at the intersection of Boyer Avenue/US 2.

Schweitzer Cut-off Road and Kootenai Cut-off Road provide east-west access along the northern boundary of the City of Sandpoint between Boyer Avenue and SH 200. This two- to three-lane roadway has a traffic signal at the intersection of Schweitzer Cut-off Road/Kootenai Cut-off Road/US 95.

The functional classification map also identifies a number of major collector routes with gravel driving surfaces. These include Kelso Lake Road, Clagstone Road, Eastside Road and East River Road.

Minor Collectors

Minor collectors direct traffic from neighborhoods to major collectors, the arterial system, and the state highways. They can provide a higher level of direct access than major collectors and Arterials. Due to their nature, minor collectors are mostly located within incorporated areas that have somewhat higher development density than the more rural unincorporated portions of the County. The following describes some of the primary minor collectors serving traffic within the incorporated and unincorporated areas of Bonner County.

SH 57 provides north-south access north of Priest River in the western portion of the County. This highway provides basic connections between recreational and residential land uses north of Priest River and the wider transportation system via US 2. SH 57 does not currently connect to any other regional facility at its northern terminus, and due to terrain, it is unlikely that any such connection would be made in the future. This minor collector has generally two asphalt travel lanes, with some passing lanes.

Syringa Heights Road primarily provides north-south connections between US 2 and Ontario Street through the City of Dover.

Ontario Street serves east-west traffic through the northeast portion of the City of Dover and the southwest portion of the City of Sandpoint. Ontario Street connects with several of the north-south arterials that provide access to the Sandpoint downtown core such as Division Avenue and Boyer Avenue.

Lincoln Avenue provides north-south access between Ontario Street and Larch Street through the southeast portion of the City of Sandpoint.

Boyer Avenue south of US 2 is classified as a minor collector. The southern section of Boyer Avenue provides connections between Ontario Street and US 2. The northern section provides connections from the northern edge of the Bonner County airport north to the Ponderay city limits, with an east-west connection to US 2/US 95.

Main Street (Sandpoint) runs along a diagonal alignment from the northwest portion of the Sandpoint downtown area to Cedar Street within the downtown core.

Cedar Street provides east-west access through the Sandpoint downtown between Division Avenue and US 2/US 95.

Larch Street serves east-west traffic toward the north end of the Sandpoint downtown. This roadway is classified as a local access street between Division Avenue and US 2/US 95.

Main Street (Kootenai)/Kootenai Road provides north-south local access from SH 200 northward through the eastern portion of the City of Kootenai.

Several other gravel surfaced minor collector facilities exist throughout Bonner County. These include:

- Upper Pack River Road
- South Center Valley Road
- Hickey Road
- Jacobson Road
- Mountain View Drive
- West Pine Street
- Gun Club Road
- East Dufort Road
- Kelso Lake Road
- Clagstone Road
- Blanchard Cut-off Road
- Freeman Lake Road
- East Settlement Road

Local Access Roads

Local access streets are defined as land service streets and primarily serve access to abutting property. They are tributary to collector streets and generally discourage through traffic. Within Bonner County, local access streets are typically facilities with widths capable of accommodating one or two travel lanes. Where intersection controls exist along local access roads, it is limited to stop or yield signs on the side street approaches.

Traffic Volumes

Daily and PM peak hour traffic volumes were collected from a variety of sources including the City of Sandpoint, Idaho Transportation Department (ITD), and Bonner County. Additional traffic counts were collected in September of 2002 to supplement those gathered from other sources. Traffic counts collected prior to 2002 were increased by applying a growth rate determined by reviewing historic traffic count trends within the County. The 2002 average daily traffic (ADT) volumes are shown in Figure 2.

Principal arterials such as US 95 and US 2 carry higher traffic volumes than facilities of lower classification. Daily traffic volumes on US 95 and US 2 range from 11,000 in Sandpoint to approximately 5,000 east and west of the City. Minor arterials within the region generally carry 300 to 2,400 ADT (average daily traffic) with the highest measured volumes occurring along Sagle Road in the Bottle Bay area.

Traffic Operations and Levels of Service

Traffic volumes were used to evaluate traffic operations throughout Bonner County as part of the Transportation Plan. Traffic operations were evaluated based upon the LOS (level of service) methodologies of the *Highway Capacity Manual* (HCM) (Transportation Research Board, 2000). The HCM is a nationally recognized and locally accepted method of measuring traffic flow and congestion. Criteria range from LOS A, indicating free-flow conditions with minimal vehicle delays,

to LOS F, indicating extreme congestion with significant vehicle delays. At signalized intersections, LOS is defined in terms of average delay per vehicle. The procedure also calculates a volume-to-capacity (v/c) ratio; a v/c ratio of 1.0 or greater represents an intersection at its theoretical capacity. At unsignalized intersections, LOS is measured in terms of the average delay per vehicle and is typically reported for the worst traffic movements instead of for the whole intersection. A more detailed description of LOS is provided in Appendix A.

Bonner County has identified a specific LOS standard: in rural areas LOS C is generally considered acceptable, while LOS D is considered acceptable in urban areas. For the planning purposes of this study LOS C will be used as a guideline for identifying the need for transportation improvements in rural areas. Similarly, a guideline of LOS D will be used for incorporated (urban) areas of the County.

The intersection LOS analysis was performed for major intersections within the study area based on 2002 conditions. A cross-section of intersections, primarily focused in the Sandpoint area were chosen for the operations analysis, as this area represents the most densely populated and highest traffic-generating region in the county. The turning movement counts collected at key intersections during September 2002 were used for the analysis. Table 2 summarizes the LOS results, v/c ratio, worst movements, and delay at the study intersections within Bonner County. Figures 3A and 3B show the existing intersection levels of service at study intersections.

With the exception of four locations, all intersections are currently operating at LOS D or better. The intersection of US 95/Lakeshore Drive (#20) is currently at LOS E, and the intersections of Cedar/US 95 (5th Avenue) (#48), SH 200 and US 95 (#67), and SH 200/Kootenai Cutoff Road (#73)are at LOS F. These intersections are all located along regional state highways, which accommodate a significant amount of through traffic. ITD has ongoing planning or improvement projects which may mitigate these conditions as improvements come online.

Traffic Safety

The traffic safety analysis included accident data for a five-year period (January 1, 1998 through December 31, 2002) from the City of Sandpoint, ITD, and Bonner County. Accident data were evaluated to identify moderate, medium and high incident locations, primarily based on Bonner County ranking only. Additionally, the top 20 incident locations within the County were identified. These are summarized in Figures 4A and 4B. The accident data were insufficient to categorize accidents by cause and are only provided for informational purposes only.

Figure 2. 2002 Average Daily Traffic Volumes

Table 2. Existing Weekday PM Peak Hour Intersection Level of Service

Jurisdiction/Intersection	2002 LOS	Signalized/ Unsignalized
Bonner County		
1. Bottle Bay Road/Lignite Road	A	U
2. Colburn Culver Road/Gold Creek Road	A	U
3. Colburn Culver Road/Selle Road	A	U
4. Colburn Culver Road/Rapid Lightning Road	A	U
5. Dickensheet Road/Cavanah Bay Road	A	U
6. Dufort Road/Wisconsin Street	A	U
7. Dufort Road/Spirit Lake Cutoff Road	B	U
8. Dufort Road/Vay Road	A	U
9. Colburn Culver Road/Samuels Road	A	U
10. Sagle Road/Lignite Road	B	U
11. US 2/Eastside Road	B	U
12. SH 41/Dufort Road (Priest River Road)	B	U
13. SH 41/Spirit Lake Cutoff Road	B	U
14. SH 41/Blanchard-Elk Road	A	U
15. SH 57/Dickensheet Road	A	U
16. SH 57/Peninsula Road	A	U
17. US 95/Samuels Road	B	U
18. US 95/Colburn Culver Road	B	U
19. US 95/Selle Road	C	U
20. US 95/Lakeshore Drive	**E**	**U**
21. US 95/Bottle Bay Road	B	U
22. US 95/Monarch Road	**D**	**U**
23. US 95/Sagle Road	C	U
24. US 95/Algoma Spur Road	C	U
25. US 95/Dufort Road	C	U
26. US 95/Cocolalla Road (North)	C	U
27. US 95/Westmond Road	B	U
28. US 95/Southside School Road	B	U
29. US 95/Cocolalla Road (South)	B	U
30. US 95/Blacktail Road	B	U
31. US 95/Bayview Road	B	U
32. SH 200/Kootenai Bay Road	C	U
33. SH 200/Shingle Mill Road	B	U
34. SH 200/West Oden Bay Road	B	U
35. SH 200/Sunnyside Road	B	U
36. SH 200/Colburn Culver Road	B	U

Table 2 Existing Weekday PM Peak Hour Intersection Level of Service - Continued

Jurisdiction/Intersection	2002 LOS	2002 Signalized/ Unsignalized
City of Sandpoint		
37. Baldy Road/Division Avenue	B	U
38. Baldy Road/Boyer Avenue	D	U
39. Larch Street/Division Avenue	B	U
40. Larch Street/Boyer Avenue	D	U
41. Larch Street/US 95	C	S
42. Main Street/Boyer Avenue	B	U
43. Main Street/Lincoln Avenue	A	U
44. Main Street/Division Avenue	B	U
45. Cedar Street/Lincoln Avenue	A	U
46. Cedar Street/Division Avenue	C	U
47. Cedar Street/Boyer Avenue	B	U
48. Cedar Street/US 95 (5th Avenue)	**F**	**S**
49. Pine Street/Lincoln Avenue	B	U
50. Pine Street/Division Avenue	D	U
51. Pine Street/Boyer Avenue	B	U
52. Pine Street/US 95 (5th Avenue)	C	S
53. Pine Street/US 95 (1st Avenue)	D	S
54. Ontario Street/Lincoln Avenue	A	U
55. Ontario Street/Division Avenue	B	U
56. Ontario Street/Boyer Avenue	A	U
57. Schweitzer Cutoff Road/Boyer Avenue	B	U
58. US 2/Syringa Heights Road	B	U
59. US 2/Division Avenue	B	S
60. US 2/Boyer Avenue	B	S
61. US 2/Pine Street	C	U
City of Hope & City of East Hope		
62. SH 200/Old SH 200	A	U
63. SH 200/Centennial Road	A	U
64. SH 200/Pennensula Road	B	U
City of Clark Fork		
65. SH 200/Main Street	B	U
66. SH 200/Stevens Street	B	U
City of Kootenai		
67. SH 200/Kootenai Cutoff Rd	**F**	**U**
68. SH 200/Main Street/Kootenai Road	B	U
City of Oldtown		
69. SH 41/US 2	A	S

Table 2 Existing Weekday PM Peak Hour Intersection Level of Service - Continued

Jurisdiction/Intersection	LOS	2002 Signalized/ Unsignalized
City of Priest River		
70.US 2/SH 57	B	S
71.US 2/Wisconsin Street	A	S
City of Ponderay		
72. US 95/Schweitzer Cutoff Road	D	S
73. SH 200/US 95	**F**	**S**
74. SH 200/McGhee Road	A	S

1. Level of Service based on 2000 HCM.
2. Bold indicates intersections operating below the guidelines described above (LOS C for rural areas, LOS D for urban areas).

Pedestrian and Bicycle Facilities

Bonner County does not currently have a formal adopted pedestrian or bicycle facility map. A Bike and Pedestrian Master Plan Report was prepared by the North Idaho Bikeways and is included by reference in this document. The City of Sandpoint has adopted the North Idaho Bikeways plan. The City of Sandpoint also has a Pedestrian Facilities Plan that is included by reference in this document. However, several pedestrian and bicycle facilities throughout the County are identified on ITD's Idaho Bicycling Map (February 2004). These facilities primarily consist of paved shoulders along major highways. In addition to the paved shoulders, Round Lake State Park and Priest Lake State Park both provide some pedestrian and bicycling amenities. Table 3 summarizes the facilities shown on this map within Bonner County.

Table 3. Bonner County Pedestrian and Bicycle Facilities

Roadway	Paved Shoulder Width[1]
SH 57	0-2 Feet
SH 41	0-4 Feet
SH 200	0-4 Feet
US 95	2-4+ Feet
US 2	2-4+ Feet

1. Data obtained from *Idaho Bicycling Map* (ITD, February 2004)

Figures 10A, 10B, 10C, and 10D illustrate existing and planned pedestrian and bicycle facilities in Bonner County.

Transit

Within Bonner County, public transit is provided by the North Idaho Community Express, White Tail Transportation, and Moose Express. Service is primarily provided as a dial-a-ride service.

Figure 3A. 2002 PM Peak Hour Intersection Levels of Service

Figure 3B. 2002 PM Peak Hour Intersection Levels of Service (Urban Areas)

Figure 4A. Accident Data Summary (1999-2002)

Figure 4B. Accident Data Summary (1999-2002) (Urban Areas)

Travel Forecasts and Alternatives Evaluation

The Transportation Plan is partially developed based on the evaluation of existing conditions, as presented in the previous section. To provide a framework for future transportation system needs, the plan must also consider the transportation needs of future growth. Bonner County has selected a 2022 horizon year to provide a sufficiently long range evaluation of the County's needs in order to support anticipated growth and to assure adequate sizing and design of the transportation system. The analysis focuses on future average weekday conditions during the PM peak hour. The weekday PM peak hour typically has the highest overall traffic volumes in the community and thus provides a basis for identifying potential improvement needs.

The following provides an overview of the travel forecasting process. This is followed by documentation of the anticipated growth in land uses which drive most of the increase in future traffic volumes. This includes allocating the land use growth to various subareas of the study area. Historical traffic growth for highways and arterials at the edge of the study area are then presented. The growth rates at these external locations provide a check-point for evaluating the overall growth in traffic for the region. Evaluation of alternatives to meet the 2022 traffic needs are then presented.

Travel Forecasting Process

The traffic projections for the Bonner County Area Transportation Plan were developed in a process that combines existing travel demands with future traffic growth. The future traffic growth is estimated based on projected land use development within the County. In addition, the forecasting process accounts for increases in traffic through the study area. The resulting traffic forecasts are moderately conservative as they exceed historical growth trends for most highways and roadways within the County, but are considered reasonable and appropriate for evaluating forecast capacity conditions within the County. If the traffic growth occurs at a slower rate than identified in this analysis, the horizon year will be extended.

A systematic process was defined to establish the 2022 travel forecasts. The traffic forecasts were developed by adding traffic associated with new growth to existing traffic volumes. Growth traffic is comprised of traffic generated within the Bonner County study area and traffic generated external to the County. Internally generated traffic growth is derived from estimates of the growth in land use between 2002 and 2022. Growth in external traffic was developed based on historical growth rates.

Transportation Analysis Zones and Districts

In order to estimate land use and associated traffic growth throughout the region, 29 Transportation Analysis Zones (TAZs) were identified. These TAZs essentially provide a greater resolution with which to estimate changes in land uses, as described later in this section. To simplify reporting the data, the 29 TAZs are aggregated into 10 internal Transportation Analysis Districts (TADs), which reflect definable regions within the County. These districts are illustrated in Figure 5. The land use data for each district are summarized later in this section of the Plan.

Figure 5. Transportation Analysis Districts

Trip Tables

Trip tables represent the travel from each zone to all other zones (both internal and external TAZs). The increase in travel demands for each TAZ are estimated based on the changes in land uses in that zone between the 2002 existing and 2022 forecast years. Trip generation equations, which convert the land use data to trips, and trip distribution, which is used to connect the trips between zones, are the basic tools for developing the trip table. The Bonner County travel forecasting process used trip generation rates based on national data to estimate the total number of trips for each zone based on the existing and forecast land uses. Trips for each zone were distributed using a process that seeks to maintain existing trip patterns based on existing traffic volumes, travel times and distances.

Roadway System

The resulting traffic generation between each pair of zones is then assigned to the roadway system. The assignment to specific roadways is based on the origin and destination of the trip and the alternative routes available to make the trip. For purposes of this plan, the forecasting process focused on the arterials and collector road system, although some local access streets were also included to ensure more reasonable assignments. The assignment of traffic considers the functional classification, number of travel lanes, distance, and speeds along individual road segments.

The development of the forecast traffic volumes assumed completion of currently committed transportation projects. This included reassigning existing traffic to new or improved corridors. Improvements included in developing the baseline 2022 forecasts included the following ITD planned improvements:

- US 2 - Dover to Sandpoint (Cedar)
- US 95 - Westmond Road to Dufort Road
- US 95 - Sandpoint to Kootenai Cutoff Road
- US 95 (Sand Creek Byway) - South Sandpoint City Limits to Bronx Road
- US 95 - Lakeshore Drive to City of Sandpoint
- SH 200 @ Trestle Creek Bridge - Bridge Replacement
- SH 200 @ Kootenai Cutoff - Signalization and Channelization Modifications
- SH 200 @ Mosquito Creek Bridge - Bridge Replacement
- SH 200 @ Lightning Creek Bridge - Bridge Replacement

Access management is a critical element of an efficient transportation system, and is supported by affected jurisdictions as a technique to promote continual traffic flow with minimal turning movements. ITD has adopted State Highway Access Control Policy in August 2001 (see Appendix G). The Policy sets forth ITD's effort and intent to provide access control on State highways. The Policy sets limits on access and provides for access decisions to be determined by the State Traffic Engineer.

Land Use Forecasts

Census data were used to project housing and employment growth based upon a comparison of year 1980 and 2000 data. Bonner County had an estimated 20,000 households and employment of approximately 16,000 according to the most recent census statistics available. Based on historic growth trends, a projected 6,600 additional housing units and 7,700 additional employees will be added to Bonner County in the next 20-years.

There are nine census tracts located in Bonner County. Future housing and employment allocations were initially assigned to each census tract based on historical growth trends within each tract. Table 4 summarizes the growth allocations by census tract. Growth trends were based on historical growth; current growth trends within the City and county may exceed earlier historical trends.

Table 4. Land Use Growth Allocation by Census Tract

Census Tract	Growth in Households (Dwelling Units)	Growth in Employment (Employees)	Percent of Total Growth[1]
9501 – Hope/Clark Fork Area	305	390	5%
9502 – Ponderay/Kootenai Area	1,230	1,835	20%
9503 – Sandpoint urban area	150	690	25%
9504 – N. County, west of US 95	1,815	1,360	10%
9505 – Priest River	300	1,110	10%
9506 – Priest Lake	600	470	5%
9507 – SH 41/Blanchard	400	695	5%
9508 – S. County, west of US 95	1,150	565	10%
9509 – Sagle area, east of US 95	750	585	10%

1. Percentage of total land use growth allocated to each census tract.

The housing and employment projections were further defined by the type of land use. This provides for a better estimation of the trip generation characteristics of the projected growth. Table 5 summarizes the specific land use types associated with the housing and employment figures identified for the Bonner County area.

Table 5. Housing and Employment Details by Land Use Category

Housing	Employment
65% - Single Family Units	55% - Retail Service
25% - Multi Family Units	25% - Industrial/Manufacturing
10% - Senior Housing Units[1]	15% - Government
	5% - Recreational

1. Includes single family (detached) senior housing units, and multi family (attached) senior housing units.

Projected growth areas within each census tract were identified for the land use types listed above through coordination with Bonner County staff in collaboration with the Cities of the urban area of Sandpoint. Agency staff indicated that much of the future development will be targeted within areas that can be readily served by utilities such as sewer and water. Some of this growth will occur through infill of vacant areas of the developed community (vacant lots or parcels within, or adjacent to, the Cities and County), but most is forecast to occur within undeveloped areas of the County and particularly, within the Sandpoint/Ponderay/Kootenai/Dover areas of City impact. The location and development of these areas (i.e. land use types, development boundaries, etc.) were identified through interviews with staff and through field investigations of the community. In general, the largest growth areas are projected to occur surrounding the Sandpoint/Ponderay/Kootenai/Dover areas.

This process resulted in approximately 60-percent of the growth in housing and employment being allocated to specific growth areas within the various census tracts. The remainder of the growth was assigned as infill development throughout the County. Table 6 summarizes areas identified for specific types and/or levels of growth.

Table 6. Defined Land Use Growth Areas

- (Area of City Impact- ACI) over 1,000 acres are available for residential growth east of Sandpoint, between Sandpoint and Dover, north of Sandpoint, and north of Kootenai and Ponderay, cumulatively.
- (ACI) several hundred acres are available for commercial and industrial development near the Sandpoint airport, along SH 2 within Sandpoint, and north of Ponderay.
- Residential homes and some commercial growth on the Hope/East Hope area.
- Residential development within the Whiskey Jack/Ponder Point areas.
- Various residential projects along Samuels Road, Colburn Culver Road, and Selle Road.
- Residential growth along Upper Pack River Road, west of US 95.
- Commercial and industrial development between Ponderay/Kootenai and Selle Road.
- Schweitzer Mountain residential and commercial projects.
- Commercial developments along the highway and residential developments in Sagle area.
- Various residential developments projected along the extents of Dufort Road.
- Residential and resort development projected along Blanchard-Elk Road.
- Commercial, residential and resort development along Priest Lake and near Coolin.
- Commercial and industrial development east and south of Priest River
- Residential development west of Priest River.
- Highway commercial development in Oldtown.

To assist in the travel forecasting process, the defined growth was allocated to each of the the 29 TAZs. For reporting purposes, the 29 TAZs were aggregated into 10 internal Transportation Analysis Districts (TADs), which reflect definable regions within the County. These districts are illustrated in Figure 5. Table 7 summarizes the growth applied to each of the TADs.

Table 7. Development Growth Allocation to TADs

TAD No.	TAD Name	Housing (Dwelling Units)	Employment (Employees)
1	Priest Lake	600	470
2	Oldtown/Priest River	300	1,110
3	Blanchard	400	695
4	Low Density Rural	1,000	475
5	Sandpoint West	900	695
6	Sandpoint South	425	595
7	Sandpoint Central	1,820	2,320
8	Sandpoint North	900	950
9	Hope/East Hope	185	285
10	Clark Fork	70	105
	Total	6,600	7,700

Traffic Forecasts

The traffic generated by the land uses identified above, was estimated based upon data available from the Bureau of Transportation Statistics (BTS) and ITE *Trip Generation* (6th Edition, 1997). Trip generation associated with the forecast growth was determined by multiplying the growth in housing units and employees forecasted within each of the 29 TAZs by the appropriate trip rate. This process resulted in approximately 9,800 additional PM peak hour trips being generated in 2022 within Bonner County compared to 2002 conditions. These growth trips were distributed between TAZs based on current travel patterns and relative accessibility between TAZs. The growth trips were assigned to specific roadway segments along with existing travel demands. Appendix B summarizes the existing and forecast growth in traffic for each TAD.

The 2022 baseline forecasts were finalized by adding in traffic growth associated with highways and arterials at the edge of the study area. This accounts for through traffic (trips that do not have an origin or destination in the study area) and for trips that have one end in the study area and one end

external to the study area. The volume of the "external" traffic was estimated base on historical traffic data for the primary routes into/exiting the planning area, as described below.

Historical traffic count information was obtained for State Highways, County and City roadways during the initial phases of this project. Average daily traffic (ADT) volumes were available from the Idaho Transportation Department (ITD), City of Sandpoint, and Bonner County for most principal and minor arterials within the County. In general, ITD counts were available on an annual basis for a period extending back from 9 to 14-years (1995 to 1990). Data on City and County roadways were not as available and extended back a minimum of 3-years (2000) to a maximum of 8-years (1995). New daily traffic counts were conducted for arterials within the City and County to provide a basis for computing growth rates, and to provide base year volumes for the forecasting process itself. Existing daily traffic volumes were previously shown on Figure 2.

Historical traffic growth was determined for study arterials, where a reasonable range of historical count data was available. The historical trend information was used to compare to the results of the forecasting process. As noted above, the trend-line information was used to estimate "external" traffic growth. For the purpose of developing base 2022 forecasts, external trips were primarily anticipated to occur on State Highways. Traffic counts conducted near the County borders on US 95, SH 41, US 2, SH 200, River Road, and Bayview Road were projected to 2022 based on historical growth/trend-line information. The resulting traffic forecasts were primarily assumed to be external-to-external trips. This assumption results in slightly conservative traffic forecasts since some of the external traffic growth could also connect with developments within the study area. Table 8 provides a summary of the resulting annual growth rates at "external" roadways based on historical traffic counts and anticipated traffic growth patterns.

Table 8. Summary of Average Annual Growth Rates Utilized for 'External" Trip Growth on County Highways and Roadways

Corridor	Applied Rate
US 95 (near County southern limits)	2.0%
US 95 (near County northern limits)	2.0%
State Highway 41 (Oldtown)	2.0%
State Highway 41 (near County southern limits)	4.0%
US 2	2.0%
State Highway 200	1.0%
River Road	1.0%
Bayview Road	2.0%

The resulting 2022 PM daily traffic forecasts are shown on Figure 6. Forecast daily traffic volumes on US 2 and US 95 are expected to increase to more than 17,000 and 36,000 vehicles per day, respectively. This compares to daily traffic volumes of 11,300 and 17,000 for these facilities in 2002. Within the Sandpoint area, these volumes are approximately 50 to 111 percent higher than the 2002 levels of traffic. This represents a 2.0- to 4.0-precent annual growth rate.

Forecast traffic volumes along Boyer Avenue north of the airport are in the range of 8,200, which represents an increase of about 40-percent. This growth is primarily driven by anticipated development north of the City of Sandpoint. Mounting congestion on US 2/US 95 in the City also makes Boyer Avenue a potentially attractive alternate route, as vehicles look for alternate routes to bypass the City.

Alternatives Evaluation

Based on the traffic growth described above and the anticipated operations of the transportation system under forecast conditions, a number of transportation improvements were identified to support Bonner County's transportation goals and policies as described in a previous section of this Plan. These various improvements were divided into three alternate improvement packages, which represented projects in the east county area, projects in the west county area, and projects in the urban areas, respectively. After evaluating the benefits of the individual improvement packages, all three packages achieved the objectives identified. As such, a fourth alternative package was evaluated, which contained all proposed improvement projects. The level of service results from the fourth alternative package are summarized in Table 9 and on Figures 7A and 7B.

Figure 6. Forecast 2022 Average Daily Traffic Volumes

Table 9. Alternative 4 - Weekday PM Peak Hour Level of Service

Jurisdiction/Intersection	2022 LOS	2022 Signalized/ Unsignalized
Bonner County		
1. Bottle Bay Road/Lignite Road	A	U
2. Colburn Culver Road/Gold Creek Road	A	U
3. Colburn Culver Road/Selle Road	A	U
4. Colburn Culver Road/Rapid Lightning Road	B	U
5. Dickensheet Road/Cavanaugh Bay Road	B	U
6. Dufort Road/Wisconsin Street	C	U
7. Dufort Road/Spirit Lake Cutoff Road	C	U
8. Dufort Road/Vay Road	B	U
9. Colburn Culver Road/Samuels Road	A	U
10. Sagle Road/Lignite Road	B	U
11. US 2/Eastside Road	**D**	**U**
12. SH 41/Dufort Road (Priest River Road)	C	U
13. SH 41/Spirit Lake Cutoff Road	B	U
14. SH 41/Blanchard-Elk Road	B	U
15. SH 57/Dickensheet Road	B	U
16. SH 57/Peninsula Road	B	U
17. US 95/Samuels Road	C	U
18. US 95/Colburn Culver Road	C	U
19. US 95/Selle Road	**F**	**U**
20. US 95/Lakeshore Drive	A	S
21. US 95/Bottle Bay Road	**E**	**S**
22. US 95/Monarch Road	B	S
23. US 95/Sagle Road	A	S
24. US 95/Algoma Spur Road	B	S
25. US 95/Dufort Road	B	S
26. US 95/Cocolalla Road (North)	A	S
27. US 95/Westmond Road	B	U
28. US 95/Southside School Road	B	U
29. US 95/Cocolalla Road (South)	**D**	**U**
30. US 95/Blacktail Road	B	U
31. US 95/Bayview Road	C	U
32. SH 200/Kootenai Bay Road	**F**	**U**
33. SH 200/Shingle Mill Road	C	U
34. SH 200/West Oden Bay Road	C	U
35. SH 200/Sunnyside Road	C	U
36. SH 200/Colburn Culver Road	C	U

Table 9 Weekday PM Peak Hour Level of Service - Continued

Jurisdiction/Intersection	2022 LOS	2022 Signalized/ Unsignalized
City of Sandpoint		
37. Baldy Road/Division Avenue	A	U
38. Baldy Road/Boyer Avenue	C	U
39. Larch Street/Division Avenue	**F**	**U**
40. Larch Street/Boyer Avenue	C	U
41. Larch Street/US 95	D	S
42. Main Street/Boyer Avenue	C	U
43. Main Street/Lincoln Avenue	B	U
44. Main Street/Division Avenue	**F**	**U**
45. Cedar Street/Lincoln Avenue	A	U
46. Cedar Street/Division Avenue	**F**	**U**
47. Cedar Street/Boyer Avenue	B	U
48. Cedar Street/US 95 (5th Avenue)	**E**	**S**
49. Pine Street/Lincoln Avenue	B	U
50. Pine Street/Division Avenue	**F**	**U**
51. Pine Street/Boyer Avenue	D	U
52. Pine Street/US 95 (5th Avenue)	A	S
53. Pine Street/US 95 (1st Avenue)	C	S
54. Ontario Street/Lincoln Avenue	B	U
55. Ontario Street/Division Avenue	C	U
56. Ontario Street/Boyer Avenue	A	U
57. Schweitzer Cutoff/Boyer Avenue	**F**	**U**
58. US 2/Syringa Heights Road	C	U
59. US 2/Division Avenue	**F**	**S**
60. US 2/Boyer Avenue	B	S
61. US 2/Pine Street		U
City of Hope & City of East Hope		
62. SH 200/Old SH 200	B	U
63. SH 200/Centennial Road	B	U
64. SH 200/Penninsula Road	B	U
City of Clark Fork		
65. SH 200/Main Street	B	U
66. SH 200/Stevens Street	B	U
City of Kootenai		
67. SH 200/Kootenai Cutoff Road	B	S
68. SH 200/Main Street/Kootenai Road	**E**	**U**
City of Oldtown		
69. SH 41/SH 2	A	S

Table 9 Weekday PM Peak Hour Level of Service - Continued

Jurisdiction/Intersection	LOS	2022 Signalized/ Unsignalized
City of Priest River		
70. US 2/SH 57	B	S
71.US 2/Wisconsin Street	B	S
City of Ponderay		
72. US 95/Schweitzer Cutoff Road	C	S
73. SH 200/US 95 (West Ramp)	C	S
74. SH 200/US 95 (East Ramp)	B	S
74. SH 200/McGhee Road	C	S

1. Level of Service based on 2000 HCM
2. Bold indicates intersections operating below the guidelines described above (LOS C for rural areas, LOS D for urban areas).

Forecast intersection traffic LOS which does not meet LOS standards are anticipated in the future condition to be improved as alternative routes and traffic controls are implemented within the County. As private development occurs, these intersections are likely to see development related impacts and mitigations required for these intersections. Traffic Impact Study guidelines for the area are provided in Appendix C and D. System improvements provided by ITD, will also shift traffic patterns for both local and through traffic and should improve local traffic operations.

Figure 7A. 2022 Forecast Baseline Intersection Levels of Service

Figure 7B. 2022 Forecast Baseline Intersection Levels of Service (Urban Areas)

Transportation System Plan

The transportation system plan section identifies projects and programs to address existing and future transportation deficiencies. Transportation system improvements are required to accommodate the projected growth in population and employment. The improvement projects and program are intended to support the overall vision for the community and other elements of the area's long-range plan.

The core of the transportation systems plan covers streets and highway improvements. The street system serves the primary movement of automobiles and truck traffic. The street system also provides the framework for other travel modes in the community, including pedestrian and bicycle modes.

The transportation improvement program is organized into corridor level and spot improvement categories. Individual projects may cover a range of travel modes. For example, construction of bike routes or sidewalks may be included as part of street improvement projects.

Streets and Highways

Streets and highways serving Bonner County provide for the general movement of people and goods. They also serve other travel modes, including pedestrians and bicyclists and should include the provision for future transit service. The street and highway section identifies the functional roadway system, and improvement projects and programs needed to maintain and expand the system. Appendix E summarizes the Bonner County area Road Standards.

Transportation Improvement Projects

A recommended list of transportation improvement projects and programs were defined based on the existing and forecast traffic volumes, traffic operations, and safety. Local agencies will use these transportation improvement projects to form the basis of their respective Capital Improvement Programs (CIP) based on the evaluation of existing and forecast traffic volumes, traffic operations, and safety. The improvements address safety, existing and forecast capacity deficiencies. They also cover upgrades to existing roads and preservation and construction of new corridors to support the forecast economic development and growth in the County. A total of 15 corridor and 18 spot improvement projects were identified as local agency improvements. Table 10 summarizes the local agency corridor improvements and Table 11 presents the local agency spot improvement projects. Figures 8 and 9 show the locations of the corridor and spot improvements, respectively. Tables 10 and 11 also include a planning level cost estimate for each project based on 2003-2004 construction project costs. The cost estimates do not include right-of-way acquisition. Costs for ITD projects are included in the State Transportation Improvement Program and are refined as design plans are finalized. Identification numbers have been applied to each project to assist in referencing the projects shown on Figures 8 and 9. The project identification number does not identify the priority or need for the improvement.

Table 10. Corridor Transportation Improvement Projects

Table 11. Spot Transportation Improvement Projects

Figure 8. Corridor Transportation Improvement Projects

Figure 9. Spot Transportation Improvement Projects

The corridor and spot improvements were ranked in how each improvement met the evaluation criteria set for the Plan improvements. The key criteria included freight mobility, safety, pedestrian/bicycle improvements, performance/LOS, tourism, and environmental issues. Improvements were assessed by the Project Steering Committee as making a marginal-notable improvement over existing conditions and also having a marginal-notable impact as it related to environmental issues which could be associated with the project. Relative costs (magnitude) were also assigned to the projects for comparison purposes. Tables 12 and 13 summarize the evaluation of local agency corridor and spot improvements, respectively. The evaluation tables provide insights into the relative benefits, impacts, and costs of each improvement.

The projects were not prioritized. This allows the County and local agencies the most flexibility to seek partnerships with other agencies or to combine projects to match funding categories. Project priorities may change during the life of the plan based on actual changes in traffic volumes, safety, and maintenance requirements.

Corridor Improvement Projects

Corridor improvements are needed primarily in and around the City of Sandpoint to serve the growth of the County. A total of 15 local agency corridor projects are listed in Table 10. All 15 projects reflect new projects introduced in this Plan. Five additional corridor projects within Bonner County are proposed by ITD in other Plans and are in the conceptual or design phases.

Projects C-1 through C-15 focus on the construction of new or improved roadways needed to facilitate access and circulation within the existing and forecast population and employment centers of Bonner County. Nine of the 15 projects focus on the greater Sandpoint area and are intended primarily to serve local traffic. Five projects (C-1, C-2, C-6, C-9, and C-10) focus on improving connections south of the Sandpoint area between the Lake, SH 41 and US 95. One project (C-7) focuses on improving mobility and capacity east of the US 95 alignment, south of Lake Pend Oreille.

Projects C-16 through C-20 represent improvements to the State Highway system, as identified by ITD. These projects would include local access improvements to/from the highways, however they are primarily intended to facilitate through traffic. The Sandpoint Byway (C-19) represents the single largest currently planned project on the list. This project includes construction of a new limited access US 95 alignment through Sandpoint including two new interchanges located on the south side of the Central Business District at Superior Street and on the north connection with SH 200 and US 2.

Spot Improvement Projects

Spot improvements are needed within the County to increase capacity, improve peak hour traffic operations, and resolve existing or potential safety problems. The 18 local agency projects listed in Table 11 were identified to address those needs.

Thirteen of the spot projects are located within the City of Sandpoint urban area. Most of these include installation of turn lanes, traffic control revisions, or channelization modifications. Two projects are located in east Bonner County along Highway 200, one project on US 2 east of Priest River, and two projects located in south Bonner County. Four projects (S-19, S-20, S-21, S-22) represent spot improvements identified by ITD along State highways and include operational or traffic control improvements as well as recommended bridge replacements.

Table 12. Corridor Improvement Projects Evaluation

Table 13. Spot Improvement Projects Evaluation

A number of at-grade railroad crossings have been identified for further evaluation and potential improvements by BCATT and impacted jurisdictions/agencies within Bonner County for alternate routes and extended delays due to railroad switching operations:

- SH 200 at the Golf Course
- SH 200 at Kootenai Cutoff Road
- SH 200 at Bonner Mall access
- Boyer Avenue at Baldy (high-speed rail crossing)
- .25 miles south of Boyer Avenue at Baldy (low speed rail crossing)
- Division Avenue, south of Baldy (low speed rail crossing)
- Baldy and Great Northern Road (low speed rail crossing)
- Mountain View at Great Northern Road (high speed rail crossing)
- Woodlin Drive at Great Northern Road (high speed rail crossing)

Future improvements may include alternative route signage and information; grade separated crossings; additional traffic control; improvement in alternate routes.

Transportation System Management Plan

Public Transit

Future provision of mass transit services on a more formal scale should not be precluded from the Bonner County Area Transportation Plan. As Bonner County continues to grow and the State of Idaho considers funding for transit, Bonner County should investigate service provision.

Transportation Demand Management

In addition to potential future provision and increases in transit services, transportation demand management (TDM) programs can support the mobility needs of the community. The TDM programs target travel behavior rather than the transportation infrastructure. These programs should be coordinated with major employers and city jurisdictions to provide a broader basis for reducing single-occupant vehicles and expanding alternative transportation choices.

Bonner County includes growing communities in a rural setting. TDM strategies are typically most effective in denser and larger urban settings. However, TDM program strategies coordinated with local authorities can provide alternatives for residents and employees within the County. Potential TDM strategies for Bonner County include the following options:

- **Transportation Coordinators.** Transportation Coordinator (TCs) can be designated for employment centers. The TC would assist employees in coordinating carpools or other ridesharing programs. They would be a focal point for providing educational and promotional materials to the employees. One TC could serve several employers or the County.

- **Flexible/Alternative Work Schedules.** Flexible work schedules allow employees to adjust start/end times to accommodate carpools, vanpools, or transit options. Alternative work schedules may be used to reduce the number of days an employee commutes during peak travel periods. These programs help reduce the need for adding capacity to highways and arterials, and reduce the levels of peak hour congestion.

- **Telecommuting.** The use of telecommunications technologies can allow some employees to work from home. This reduces the need for travel to/from a work site for some weekdays.

- **Site and Street Design.** Sidewalks and/or other hard surface pathways that connect a development to adjacent pedestrian and bicycle facilities should be provided. Site designs should provide reasonably direct pedestrian and access to arterial or collector streets.

Pedestrian and Bicycle System Plan

There are currently three organized non-governmental groups within Bonner County actively soliciting funding for the construction of pedestrian and bicycle pathways. The North Idaho Bikeways is based in the Sandpoint area of Bonner County, Sandpoint's Pedestrian Advisory Committee, and the Newport, Washington/Priest River, Idaho Rotary Club located in the western portion of the county.

North Idaho Bikeways has developed a Bonner County Bike and Pedestrian Master Plan, dated September 7, 1995. The Master Plan indicates both existing and proposed pathways by location and type. North Idaho Bikeways has made significant progress since their Master Plan was adopted. The *Sagle Bike Path* has been developed and the *Dover to Sandpoint Community Trail* has been constructed. Both of these separated pathways receive substantial use year around. The North Idaho Bikeways Master Plan has not been officially adopted by most of the local governments (with the exception of the City of Sandpoint) or agencies within Bonner County.

The Newport /Priest River Rotary Club is proposing The Great Pend Oreille River Passage Trail System. The proposed trail would connect Oldtown, Priest River and Dover/Sandpoint with a 33-mile long separated trail, which would generally follow the north side of Pend Oreille River. The Club has submitted grant applications for funds for portions of the proposed trail system.

The trails proposed by these groups are shown on the attached maps (Figures 10A through 10D). The figures indicate the approximate locations of existing and proposed pathways located within various jurisdictions of the county. These jurisdictions include Bonner County, the Cities of Oldtown, Priest River, Dover, Sandpoint, Ponderay, Kootenai, Hope, East Hope and Clark Fork. The majority of the roadways ROWs within Bonner County are within the jurisdiction of the Bonner County Road and Bridge Department. The other agencies with jurisdiction over road ROWs include the Idaho Transportation Department, the Independent Highway District, and the Cities of Priest River, Sandpoint, Hope, East Hope and Clark Fork. The Independent Highway District administers the roadways for the cities of Dover, Ponderay and Kootenai. Other cities administer their own ROWs. Each of these agencies has different priorities established by their constituents.

Although a number of these agencies share common boundaries, the priorities may be significantly different. An acceptable roadway section in one jurisdiction may not be acceptable in another jurisdiction; which happens to share a common boundary and roadway which crosses from one jurisdiction to the other. A similar issue may take place unless a county-wide standard can be adopted for the planning, design, and construction of a county-wide pathway system. Adoption of a common Master Plan by the Cities, the Independent Highway District, and the County would be a major step for the development of a county-wide pathway system. The adoption of a county-wide

Master Plan must include the above noted agencies; and should include the various user groups (North Idaho Bikeways group and the Newport/Priest River Rotary Club) within the County. Emerging or newly formed groups may include walking or hiking interests and should be encouraged to participate in the Master Plan efforts.

There is another rather large user group of the Bonner County roadways and trail systems; the Adventure Cycling (a nation-wide long distance cycling group). Adventure Cycling is based in Missoula, Montana. This group provides maps, itineraries, and tours for long distance touring. Adventure Cycling has three trans-continental routes across the United States; one of these routes is the Northern Tier Route which passes through Bonner County. The current designated route through Bonner County is as follows: from Oldtown southerly on Highway 41 to Old Priest River Road; easterly along Old Priest River Road; Dufort Road to the intersection of Highway 95; then northerly along Highway 95 to Sandpoint; through Sandpoint, Ponderay and Kootenai on Highways 95 and 2; and, continues easterly on Highway 200 through East Hope, Hope and Clark Fork. The route then crosses the Clark Fork River at Clark Fork and continues easterly along River Road to the Idaho/Montana state line. Adventure Cycling estimates that there are approximately 300 to 500 cyclists who use this route through Bonner County on a yearly basis. Adventure Cycling indicates that there are additional users of this transcontinental route who do not use the route through an Adventure Cycling tour group and/or route map or guide book. The current route used by Adventure Cycling is the only portion of the route which is currently a portion of the designated separated trail system though Bonner County (on a portion of the trail north from Sagle to Sandpoint).

Figures 11A though 11D indicate various types of bike and/or pedestrian pathways recommended by AASHTO for use in different applications. Appendix F summarizes Bonner County's standards for walkways, bikeways and trails. Figure 11A shows Shared Lanes. This type of pathway is an acceptable use in many areas, which have limited ROW; slower traffic speeds; and, more rural applications. In this application it would be assumed that the vehicle travel lane would be approximately 11 feet in width providing a 3-feet travel lane for pedestrians and cyclists. The proposed West Pine Street Loop and Gun Club Road path would be an acceptable example of a roadway on which this application could be used. Currently, West Pine Street Loop is classified as a minor collector road with an average daily traffic volume of approximately 400 trips per day.

Figure 11A – Shared Lanes

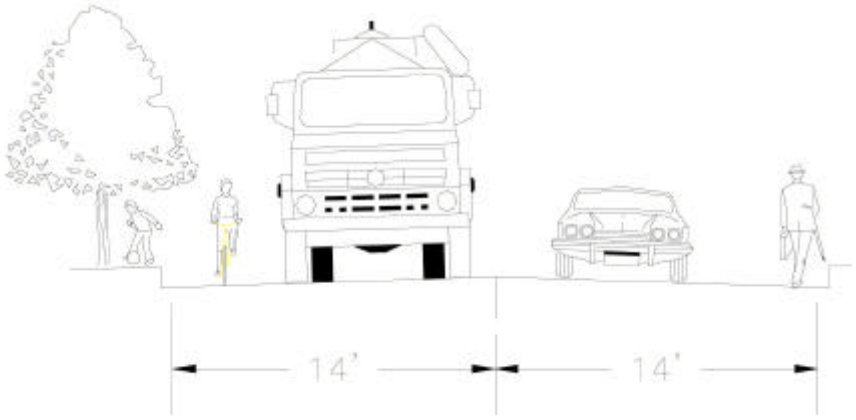


Figure 11B indicates a Shoulder Pedestrian/Bikeway. This application should be used on State Highways and roadways, which have higher traffic speeds. The vehicle travel lanes are shown as

being 12 feet in width with a 6 feet wide bike lane. This configuration provides able separation between vehicular traffic and pedestrians and/or cyclists. At a minimum, a 5-feet shoulder may be adequate in some cases. Shoulder areas and guard rails should be provided with a minimum 5-feet width. An example of this type of trail application would be the trail proposed for Dufort Road. This roadway is currently classified as an arterial roadway with an existing traffic volume of over 1,000 vehicles per day.

Figure 10A. Bicycle and Pedestrian Facilities – Countywide

Figure 10A. Bicycle and Pedestrian Facilities – Countywide

Figure 10B. Bicycle and Pedestrian Facilities – Sagle

Figure 10C. Bicycle and Pedestrian Facilities – Dover/Sandpoint/Ponderay

Figure 10D. Bicycle and Pedestrian Facilities – Priest River

Figure 11B – Shoulder Bikeway

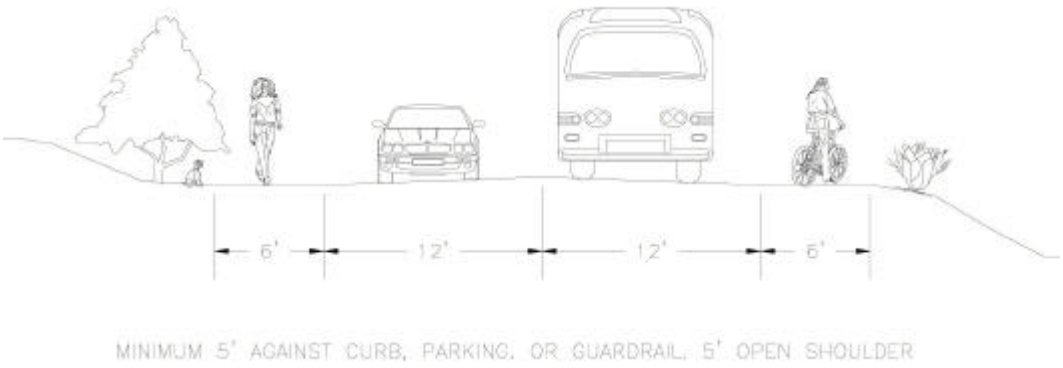
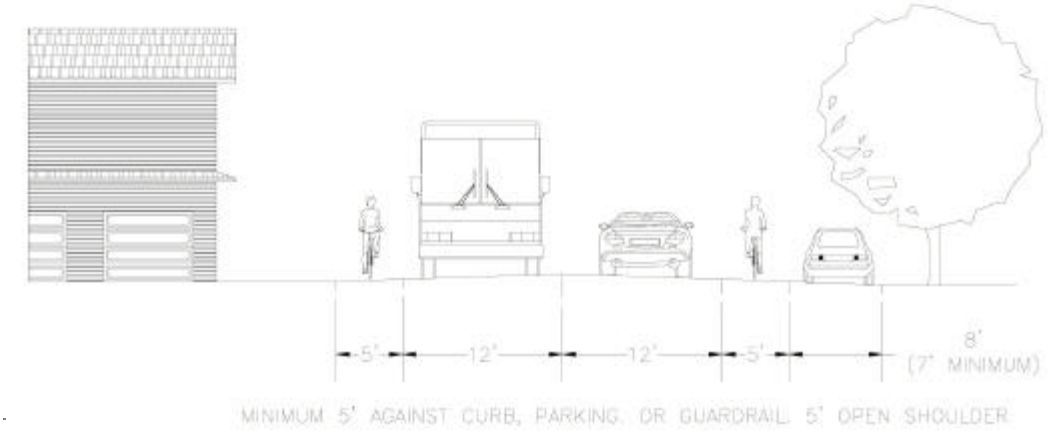


Figure 11C shows a Bicycle Lane facility. This type of bikeway should be used in applications, which are located in urban areas with substantial demand and on-street parking. Bike lanes should always be well marked and signed to draw attention to their use by pedestrians and cyclists. Pavement markings and signage should meet the minimum requirements established by the MUTCD (current edition). The minimum width for bike lanes is 4 or 5 feet from the face of curb or guard rail with a travel lane of a minimum width of 12 feet. If on-street parking is permitted, the lanes must be placed between the travel lane and the parking area. An example of an application for this type of bike lane would be the proposed Boyer Avenue widened shoulder pathway northerly from East Mountain View to Schweitzer Cutoff Road. This roadway is currently designated as a major collector street.

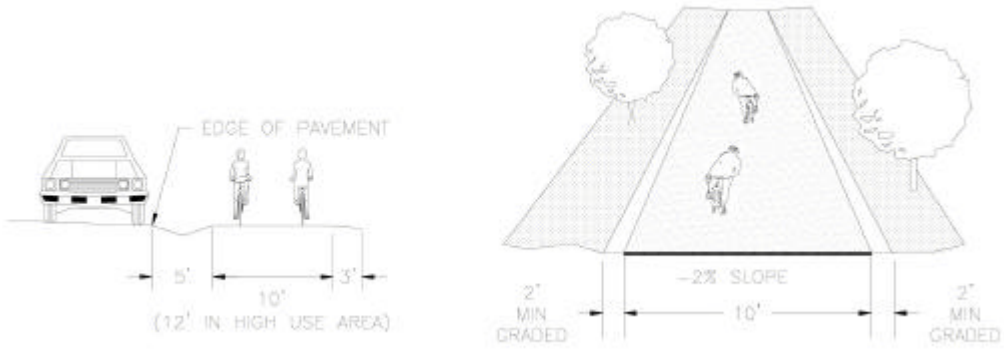
For use where bicycle travel and demand are substantial, a portion of the roadway is designated for preferred use by bicyclists. Bike lanes (see Figure 11C) must always be marked and signed to call attention to their preferential use by cyclist. Bike lanes are established on urban major and minor collector streets. The minimum width for a bike lane is 4 to 5 feet from curb face.

Figure 11C – Bicycle Lanes



A multiple-use path (see Figure 11-D) is a bicycle facility that is physically separated from vehicular traffic by an open space or barrier, and may be within the roadway or independent ROW. Separated paths are typically two-way facilities. Special care must be taken to limit the number of at-grade vehicular crossings with streets, railroads, and driveways.

Figure 11D – Separated, Multi-Use Pathway



Aside from the pathways proposed by the local bike/trail system, various groups are proposing other local roadways for inclusion as increases in bicycle traffic and facilities are requested. Cyclists tend to ride routes they are comfortable with and prefer lower traffic volumes, scenery, improved roadway surface conditions, and are physically commensurate with cyclist's abilities or desires. Of all of the local roadways which experience significant bike traffic, the following is a partial listing of those not proposed as designated pathways but should be considered for future designation:

a. South from Sandpoint to Bottle Bay Road; easterly to Bottle Bay Cut-Off Road; southerly to Sagle Road; and return on Lignite Road back to Sandpoint. This is approximately a 32-mile loop. The ride has views of the Long Bridge, Lake Pend Oreille, Bottle Bay, and interesting scenery along the return on Sagle Road.

b. From Sandpoint: Highway 2 westerly to Priest River; cross the Pend Oreille River; return on Dufort Road and Highway 95 to the Sagle/Long Bridge Trail. This is approximately a 50-mile ride. The ride provides views of the Pend Oreille River from the north and south banks and the Cocolalla Creek Slough area, with a nice finish of the ride with the crossing of Long Bridge.

c. Highway 95 north from Sandpoint to Colburn Culver Road; south to the intersection of Highway 200; and westerly to Sandpoint. This is approximately a 26-mile loop. This ride provides mountain views of Schweitzer Mountain, the Selkirk Range, and rural farmland scenery.

The construction cost estimates provided for proposed improvements included below are based upon the pathway sections shown and four inches of crushed rock and two inches of asphalt (Asphalt Portland Cement - ACP). The estimates do include the cost of ROW acquisition, cost escalation, or environmental mitigations.

Pathway Projects

Bonner County

The countywide non-motorized projects are shown in Figure 10A.

a. Great Pend Oreille River Passage Trail – Develop a separated trail system westerly for the City of Oldtown and connect with the Dover/Sandpoint Trail system which currently extends westerly to Dover. The separated trail system would be on the northerly bank of the Pend Oreille River. Located on this bank are three rights of way (ROWs) that present opportunities and constraints for potential trail development. The three entities, which have ROWs, are the BNSF Railroad, the Bonneville Power Administration, and ITD. The ROWs generally parallel each other from Oldtown to Dover. Various portions of each ROW could be used to develop the proposed trail. The proposed trail would be approximately 24.5 miles in length. The proposed trial has a number of physical constraints which include steep slopes, creeks, and wetlands crossings. All of these constraints could be mitigated within the existing ROW options, which are present. There are too many unknowns at this time to develop an approximate cost estimate for the proposed trail system.

Sagle Area - South of the Long Bridge

The existing and planned non-motorized system plan for the Sagle area is shown on Figure 10B.

a. Highway 95 - Underpass beneath the southern end of Long Bridge to provide access to Lakeshore Drive. This project is in the conceptual design phase, which has been submitted to ITD for review and comment. The proposed pathway would pass under Long Bridge between the bridge abutment and the lakeshore.

b. Lakeshore Drive - Develop a widened shoulder on each side of Lakeshore Drive from Highway 95 to the intersection of Dufort Road. This project will be approximately 11.95 miles in length. The development cost for this project would be approximately $1.1 million dollars. The proposed pathway would be based upon Figure 11A.

c. Highway 95 – Develop a separated path south of Sagle Corner to the intersection of Dufort Road. The proposed pathway could be placed in either the ITD highway right-of-way (ROW) or the Burlington Northern/Santa Fe Railroad (BNSF) ROW. This project will be approximately 3.5 miles in length. The approximate development cost for this project would be $369,000. The pathway proposed for development for this portion of the pathway system would be based upon Figure 11D.

d. Gun Club Road - This pathway is proposed as a widened shoulder pathway westerly from Highway 95 to Spades Road. This project would be approximately 4,300 feet in length. The proposed pathway would be based on Figure 11A. The approximate development cost for this project would be $77,400.

e. Spades Road - Develop a widened shoulder pathway northerly from Gun Club Road to Lakeshore Drive. This project would be approximately 6,320 feet in length. The proposed pathway would be based on Figure 11A. The approximate development cost for this project would be $113,800.

Sandpoint and Vicinity

Planned pedestrian and bicycle facilities in the Sandpoint area are discussed below. They are shown on Figure 10C.

a. Boyer Avenue - Develop a separated path northerly from Poplar Street to East Mountain View Drive and easterly to the Popsicle Bridge. This project would be approximately 7,600 feet in length. The proposed pathway would be based on Figure 11D. Constructin slated for 2005. The approximate development cost for this project would be $152,000.

b. Boyer Avenue - Develop a widened shoulder pathway northerly from East Mountain View Drive to Schweitzer Cutoff Road. This project would be approximately 5,500 feet in length. The proposed pathway would be based on Figure 11C. The approximate development cost for this project would be $165,000. The City and ITD will reconstruct Boyer Avenue between Ebbett Way (hi-speed BNRR) to East Mountain View. Project funded in FY 2004.

c. Lincoln Avenue - Develop a widened shoulder pathway southerly from Pine Street to Ontario Street. This project would be approximately 2,575 feet in length. The proposed pathway would be based on Figure 11C. The approximate development cost for this project would be $77,250. Construction slated for 2005.

d. Division Avenue - Complete the separated pathway adjacent to Division Avenue northerly to Baldy Road. This project would be approximately 1,550 feet in length. The proposed pathway would be based on Figure 11D. The approximate development cost for this project would be $31,000.

e. Division Avenue - Develop a separated pathway along Division Avenue southerly to the North Shore Development. This project would be approximately 2,500 feet in length. The proposed pathway would be based on Figure 11D. The approximate development cost for this project would be $50,000. Project 80% complete at this date. Remaining section between US 2 and Ontario.

f. Sand Creek Marina Basin - separated (Boardwalk) path from the northern end of the Long Bridge approach around the western side of the Sand Creek Basin to Bridge Street and northerly to the Panida Theater (approximately Main Street, funded in FY 2007). A portion of this project has been completed southerly from Bridge Street to the Power House development. This project has been financed by the City of Sandpoint primarily through grants and donations and slated for construction in FY 2007.

g. Baldy Road – Develop a separated pathway easterly from Division Avenue to the Boyer Avenue pathway. This project would be approximately 2,620 feet in length. The proposed pathway would be based on Figure 11D. The approximate development cost for this project would be $52,400. An option to the Baldly Road route would be to develop a separated pathway through the McFarlin Pole Yard. This optional portion of the project would be approximately 1,400 feet in length. This proposed portion of the pathway would be based on Figure 11D. The approximate development cost for this optional portion of the project would be $28,000.

h. Baldy Road – Develop a widened shoulder pathway easterly from Upland Drive to the intersection of Division Avenue. The approximate development cost for this project would be $126,000. This project would be approximately 7,000 feet in length. The proposed pathway would be based on Figure 11A.

i. Separated bike path crossing north side of Sand Creek at Bridge Street (Bridge Street Pedestrian Bridge) to City Beach. Development cost for a separated pathway spanning Sand Creek would have an approximate cost of $3,000 to $5,000 per linear foot. The cost variation would be dependent upon width of the structure, type of structure used, and the location of the proposed crossing. The approximate length of a new structure placed in the vicinity of the existing span would be approximately 225 feet; therefore the range of costs for a new structure would be approximately $675,000 to $1,125,000. Project funded for FY 2005.

j. Sand Creek Pathway System – Develop a separated pathway southerly from the Popsicle Bridge southerly to the intersection of Highway 95 and Highway 200. This pathway would then cross Sand Creek to the westerly side adjacent to Sand Creek and continue southerly to Larch Street. The approximate pathway development cost for this project would be $82,000. This project would be approximately 4,100 feet in length. The proposed pathway would be based on Figure 11D.

   Spanning Sand Creek in this area could prove to be an expensive project. The approximate cost for the Popsicle Bridge project was $36,000. There was a significant amount of work and materials, which were donated for the project and the bridge span to cross Sand Creek was significantly narrower. The approximate cost of a bridge to span Sand Creek would range from approximately $ 3,000 to $ 5,000 per linear foot.

k. Pine Street – Develop either a separated pathway or widened shoulder path westerly from Travers Park to Upland Drive. The approximate development cost for this project would be $120,600. This project would be approximately 6,700 feet in length. The proposed pathway would be based on Figure 11A.

l. Schweitzer Cutoff Road – Develop a widened shoulder path or separated pathway westerly and northerly from the intersection of Highway 95 and Schweitzer Cutoff Road to Schweitzer Basin Road. The approximate development cost for this project would be $118,800. This project would be approximately 1.25 miles in length. The proposed pathway would be based on Figure 11A.

m. Ontario Street - Develop a widened shoulder pathway easterly from Syringa Heights Road to War Memorial Field. The approximate development cost for this project would be $219,000. This project would be approximately 7,300 feet in length. The proposed pathway would be based on Figure 11C.

n. Oak Street - Develop a widened shoulder or a separated pathway westerly from 5th Avenue to Division Avenue. The approximate development cost for this project would be $68,000. This project would be approximately 3,400 feet in length. The proposed pathway would be based on Figure 11D.

o. Upland Drive - Develop a widened shoulder path southerly from Baldy Road to Pine Street Loop Road. The approximate development cost for this project would be $84,600. This project would be approximately 4,700 feet in length. The proposed pathway would be based on Figure 11A.

p. Long Bridge Trail – Develop a separated pathway southerly from the Condo Del Sol development, which would connect to the existing Long Bridge Trail at the northern end of Long Bridge. The approximate development cost for this project would be $10,000.

This project would be approximately 500 feet in length. The proposed pathway would be based on Figure 11D.

q. Railroad Avenue/Black Rock Trail – Develop a widened shoulder pathway on Railroad Avenue easterly of the Burlington Northern/Sante Fe Railroad ROW, northerly through the Season at Sandpoint development to the City of Sandpoint Water Treatment Facility. Northerly of the Water Treatment Facility develop a separated pathway along the lake shore one mile toward Ponderay. The developer of the Seasons at Sandpoint has proposed to develop a pathway though the project to the northerly boundary. The Army Corps of Engineers completed a riprap and shoreline stabilization project in this area and a significant portion of the pathway has been developed.

Dover

Planned pedestrian and bicycle facilities in the Dover area are shown on Figure 10C and are discussed below:

a. Pine Street Loop Road – Develop a widened shoulder pathway westerly and southerly from Upland Drive to the intersection of Highway 2. The approximate development cost for this project would be $266,112. This project would be approximately 2.8 miles in length. The proposed pathway would be based on Figure 11A.

b. Sandpoint to Dover Pathway – Extend the separated pathway from the current westerly terminus westerly from Dover, crossing Highway 2 and then westerly along Railroad Avenue to the Sewer System Park. The approximate development cost for this project would be $60,000. This project would be approximately 3,000 feet in length. The proposed pathway would be based on Figure 11D.

c. Syringa Heights Road - Develop a widened shoulder pathway from the intersection of Pine Street and Syringa Heights Road southerly to Highway 2. The approximate development cost for this project would be $133,056. This project would be approximately 1.4 miles in length. The proposed pathway would be based on Figure 11A.

Ponderay/Kootenai

Planned non-motorized system improvements in the Ponderay/Kootenai area are shown on Figure 10C. They include the following:

a. Highway 95 – Develop a separated pathway from the Popsicle Bridge northerly to Kootenai Cutoff Road. The approximate development cost for this project would be $104,000. This project would be approximately 5,200 feet in length. The proposed pathway would be based on Figure 11D.

b. Sand Creek Byway Pathway System – Develop a separated pathway from the easterly end of Bridge Street, northerly and adjacent to Sand Creek along the east bank to Highway 200. The path would extend northerly to the easterly side of the Popsicle Bridge pathway. A significant portion of this pathway is proposed for construction as part of the Sand Creek Byway project, which is proposed to start in 2006. This project would be approximately 1.5 miles in length. The proposed pathway would be based on Figure 11D.

c. Highway 200 – Develop a separated bike path from westerly from McGhee Road to the intersection of Kootenai Cutoff Road, connecting with the existing pathway on Kootenai Cutoff Road. The approximate development cost for this project would be $24,000. This project would be approximately 1,200 feet in length. The proposed pathway would be based on Figure 11D.

d. Highway 200 – Develop a separated bike path on the south side of Highway 200 from the intersection of McGhee Road westerly to the Ponder Point development. The approximate development cost for this project would be $80,000. This project would be approximately 4,000 feet in length. The proposed pathway would be based on Figure 11D.

e. Bonner Mall Drive – Develop a widened shoulder pathway from Highway 95 easterly to Highway 200 and northerly to Triangle Drive. The approximate development cost for this project would be $93,600. This project would be approximately 2,600 feet in length. The proposed pathway would be based on Figure 11B.

f. Highway 95 – Develop a separated pathway northerly from Kootenai Cutoff Road to the Field of Dreams Sports Complex. The approximate development cost for this project would be $1,332,000. This project would be approximately 6,600 feet in length. The proposed pathway would be based on Figure 11D.

g. Triangle Drive - Develop a widen shoulder pathway easterly and northerly from the intersection of Highway 95 to the intersection of Kootenai Cutoff Road. The approximate development cost for this project would be $72,000. This project would be approximately 3,600 feet in length. The proposed pathway would be based on Figure11D.

Priest River

Existing and planned pedestrian/bicycle facilities in the Priest River subarea are shown on Figure 10D. Planned facilities include:

a. Extension of the existing wider shoulder from the Priest River Bridge to Eastside Road to the Mudhole Recreational Area along US 2.

Implementation and Funding

Implementation of the Bonner County Area Transportation Plan will be over a 20-year period or may happen sooner if development interests continue at the present level. It is intended that the transportation improvements will be funded through a combination of local agency funding, ITD funding in conjunction with state facility improvements, and by the private sector providing infrastructure improvements as a direct result of development or project related impacts. The local agencies each have an annual Capital Improvement and Maintenance Program; however additional funding for capacity improvements will be needed to fully implement the program.

Funding for Bonner County roads is provided through federal forest apportionment monies, state highway users (gas) tax, Idaho Transportation Department exchange program, and county property taxes. The Bonner County Area Transportation Plan identifies *planning level* cost estimates for each of the improvements identified and evaluated. The planning level cost estimates were based on 2003-2004 construction costs and include preliminary costs of any necessary highway, connecting roadways, on-facility bicycle/pedestrian system improvements, and traffic control devices. Future funding of improvements do not include cost escalation or contingencies and should be updated prior to seeking funding.

As the Bonner County area continues to grow, updates of the Plan will be necessary to reflect revised existing and future conditions and to be flexible to adjust to changes in land use development patterns. At a minimum, the Plan should be updated at five years intervals to be consistent with current local trends. This update will also allow for changes in regional priorities and allow communities to focus on current needs and deficiencies.

Changes within Bonner County are also subject to changes within the adjacent counties (Kootenai and Boundary) and states (Washington and Montana) and should be coordinated with ongoing planning efforts by agencies outside of Bonner County. By forming ongoing and strong partnerships with outside jurisdictions, opportunities for cross border improvements which benefit both jurisdictions can be furthered. Regional economies can benefit from these liaisons and can serve to open broader opportunities than can be realized individually. BCATT is the group which should serve to coordinate and plan for future transportation improvements within Bonner County. BCATT Bylaws are included as Appendix H.

The following is list of currently available funding for transportation related improvements within Bonner County. As new or revised funding sources become available, it will serve the agencies well to review planned improvements for potential funding assistance.

Pending the current reauthorization of the Transportation Bill, the following funds are anticipated to continue to be available to the local agencies:

FEDERAL HIGHWAY ADMINISTRATION FUNDS

? **Congestion Mitigation and Air Quality Improvement (CMAQ)** funds are for transportation programs and projects that will contribute to the attainment of a National Ambient Air Quality Standard. The primary purpose of Idaho's CMAQ Program is to fund projects, planning, and programs in air quality non-attainment and maintenance areas, as well as areas of concern for ozone (0^3), carbon monoxide (CO), and particulate matter (PM)

which reduce transportation-related emissions. Geographic areas of concern will be identified in cooperation with the Idaho Division of Environmental Quality (IDEQ) as having identified air quality problems or the potential for air quality problems.

? **Forest Highway** funds are administered by the Western Federal Lands Highways Division. They are for improvements on any federal, state, or local roadway designated as a forest highway and serving a national forest.

? **Indian Reservation Roads** funds are administered by the Bureau of Indian Affairs. They are for the maintenance, rehabilitation, or reconstruction of reservation roads and bridges.

? **National Highway System** funds are for the reconstruction or rehabilitation of roadways on the congressionally designated National Highway System. This system includes the Interstates and most of Idaho's major U.S. and state highways.

? **Recreational Trail** funds are administered by the Idaho Department of Parks and Recreation. They are for the development and maintenance of motorized and non-motorized recreational trails.

? **State Planning and Research** funds are allocated to the state and used to perform statewide transportation planning.

? **Surface Transportation Program (STP) - Enhancement** funds are available to fund three primary categories of "enhancement" projects- (1) bicycle and pedestrian, (2) historic, and (3) scenic and environmental. Projects must be related to the surface transportation system.

? **Surface Transportation Program (STP) - Hazard Elimination / Rail** funds are for safety projects to reduce accidents at identified hazardous locations and for bicycle and pedestrian safety improvements, including on-road facilities, public trails, and traffic calming activities, or for projects that improve motorist protection at railroad crossings. These funds are available for any state or local public road.

? **Surface Transportation Program (STP)-Local Rural** funds are for projects in rural areas, and in cities with populations below 5,000. They are primarily used for reconstruction or rehabilitation of roadways functionally classified as rural major collectors or higher. These funds may also be used for planning, enhancement, transit, bridge, or safety activities. The Local Highway Technical Assistance Council (LHTAC) assists ITD in the administration of this federal program.

? **Surface Transportation Program (STP)-Local Urban** funds are for projects in urban areas (5,000 population or greater). They are primarily used for reconstruction or rehabilitation of roadways functionally classified with FHWA as urban collectors or higher. These funds may also be used for planning, enhancement, transit, bridge, or safety activities. The Local Highway Technical Assistance Council (LHTAC) assists ITD in the administration of this federal program.

? **Surface Transportation Program (STP)-State** funds primarily provide funding for reconstruction or rehabilitation of roadways on the State Highway System (Interstate, U.S.,

and State routes). These funds may also be used for planning, enhancement, transit, bridge, or safety activities.

? **Surface Transportation Research Program** funds are used to support research, technology development, and technology transfer.

DISCRETIONARY FEDERAL-AID FUNDS - Awarded by the U.S Department of Transportation or Congress

? **Borders and Corridors** funds are for planning, constructing, or operating projects in international Border States and nationally recognized high-priority corridors.

? **Demonstration (ISTEA) or High Priority (TEA-21)** funds are for U.S. Congress-designated projects. These funds cannot be used for any other purpose without congressional action.

? **Public Lands Highways** funds are available for any kind of transportation project eligible for assistance under Title 23, United States Code that is within, adjacent to, or provides access to public lands. These highways may be under federal, state, or local jurisdiction.

? **Scenic Byways** funds are for highways that have been designated as a national or state scenic, historic, or back-county byway.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION (NHTSA)

? **NHTSA** highway safety grant funds are administered by the ITD Office of Highway Safety and the Idaho Traffic Safety Commission to fund statewide and local safety projects that address Idaho's eight most critical traffic-safety problems.

FEDERAL TRANSIT ADMINISTRATION FUNDS

? **Discretionary Capital Program** (49 U.S.C. 5309) funds are allocated directly by Congress to state and local public agencies for eligible transit capital projects.

? **Elderly and Persons with Disabilities Program** (49 U.S.C. 5310) funds are allocated to the state and distributed based on elderly and persons with disabilities in the state. Funds may be used only for capital purchases or to purchase services that directly benefit the elderly or persons with disabilities.

? **Intercity Bus Service** (49 U.S.C. 5311(f)) funds are allocated to the state, to be used to provide fixed-route connections with a larger regional or national system of intercity bus service. Funds may be used for administration, operations, planning, and capital costs to provide links between rural areas and regional centers.

? **Job Access and Reverse Commute Program** funds were authorized in TEA-21 (1998) to provide transportation in partnership with the welfare-to-work initiatives around the country.

? **Rural Area Formula Program** (49 U.S.C. 5311) funds are allocated to the state and distributed to meet the needs identified in small cities (pop. under 50,000) and rural areas. Funds may be used for administration, operations, capital and planning costs associated with providing services to the general public.

? **Rural Transit Assistance Programs** (49 U.S.C. 5311(b) (2)) funds are allocated to the state for transit research, technical assistance, training, and related support services to benefit Rural Transportation Providers. The state directly administers the program to provide training and technical support to those providers receiving Section 5311 funds.

? **State Planning and Research** (49 U.S.C. 5313) funds are allocated to the state and used to perform statewide transit planning.

FEDERAL AVIATION ADMINISTRATION and STATE AVIATION FUNDS

Airport projects are funded from a combination of federal, state, and local sources. Federal funds are basically available to Idaho airports in two categories, generally by airport function:

? Primary service airports have regularly scheduled air service and enplane over 10,000 passengers annually (7 Idaho sites).

? General aviation airports provide service for small aircraft (34 Idaho sites).

Federal Aviation Administration funds are passed directly to the recipient and do not pass through the Idaho Transportation Department. The state funded aeronautics grant program is administered by ITD's Division of Aeronautics and can be used to assist local governments with matching the federal funds (10% match required) or for airport improvements not eligible for federal assistance.

STATE FUNDS

State funded projects have no federal-aid participation and are primarily used to fund construction and maintenance on state highways. Economic Development Administration, Idaho Community Development Block Grants, Urban Renewal Agency, and Local Improvement Projects are also available to local agencies.

LOCAL FUNDS

Local agency funds are available at the discretion of the jurisdiction to fund local improvements. Impact fees should be considered by the agencies to mitigate local development impacts.

Consistency with Other Planning Efforts

Consistency with Other Planning Efforts

Other agencies within Bonner County have continuing responsibility for ongoing transportation planning improvements and maintanence, these include: the Idaho Transportation Department, member cities of the County, BCATT, and the Independent Highway District. Coordination of the agency efforts, as well as continued private development will provide transportation infrastructure improvements.

As planning continues, the agencies involved need to create ongoing partnerships to provide complementary improvements consistency in meeting regional needs. Coordination of standards and processes will serve to intregrate the transportation system and lessen gaps in the multi-modal network.

Major projects which will impact local circulation needs will be some of the most visible improvements in Bonner County, such as: the Sand Creek Byway, the US 95 Garwood to Sagle Corridor Plan, the US 95 Sagle to Long Bridge Corridor Plan, and the US 2 Dover to Sandpoint project. The intent of the Bonner County Area Transportation Plan was to provide improvements for off-corridor circulation needs and enhance local connectivity and circulation.

As improvement and revitalization projects are developed that impact the City of Sandpoint Central Business District, a secondary analysis of traffic circulation in the CBD needs to be undertaken which shold be based on community purpose and function of the downtown street system. Currently, the core area serves as the nexus of the major state highways and has a significant amount of through traffic that is not destined for the core area. Major streets within the core area are one-way streets which function primarily for through traffic. Once improvement projects are completed such as the Byway and the US 2 Dover to Sandpoint project, several issues concerning local access and parking needs will be remaining. Access along Highway 2 needs to be consolidated and new intersections created with adequate sight distances, while still serving local parcel access and pedestrian needs. Parking within the downtown area will need to be reviewed for consistency with the circulation plan.

Whether the street system stays as primarily one-way or changes to two-way will be a function of desired circulation patterns. Changing to two-way streets will improve direct access to parcels, but will decrease travel times and increase potential traffic conflicts. On-street parking also increases potential traffic conflicts; however, it is generally viewed by merchants as preferable. One-way streets also increase out of direction travel and can be confusing to the casual users or tourists. Levels of service should improve as through traffic has routes other than through the core area, thereby again going back to the question of function and propose of the core street system. Tourism/recreation is vital to the economic development of the area and should be a driving force in maintaining accessibility to the core area. By providing a core street system which enhances local access needs, maintains parking within close proximity of businesses, is pedestrian and bicycle friendly; the core will remain accessible with connections to state highways at key junctures.

As projects advance through the planning phases to construction, accommodations should be made for including Plan recommendations such as pedestrian facilities and bikeways, future potential transit accommodations, appropriate drainage facilities for the improvements, and future maintainability of the improvements. Development interests in Bonner County will continue as the area grows and will require an implementation plan for funding that includes a more varied approach to infrastructure improvements. Increasingly, public/private partnerships will form the basis of improvements to the multi-modal transportation system.

Public Involvement

As required for regional transportation plans, the public needs to be a part of the process. Public involvement for the Plan is the key to public acceptance and the future of transportation improvements in Bonner County. Provision of a variety of ways in which the public can participate and provide input was the cornerstone of the public involvement plan. Taking advantage of pre-existing infrastructure to utilize technology, web-based data, and reaching out to neighbors were the key elements of the public involvement process. Broad opportunities for involvement can effectively help build public support and consensus for the plan findings and recommendations. The overall themes for the public involvement process were:

- To relate the transportation system to existing and future land use and comprehensive plans.
- Enhancement of regional multi-modal circulation.
- Safety ? How transportation system enhancements can improve safety conditions.
- Access and Mobility ? How the transportation system design impacts future land use and vice versa.
- Message Delivery ? Provide clear, easily understood information to the public, to assure a broad level of public understanding.

As part of the project, an initial public involvement scoping was undertaken to address project needs and set a course of action for the entire plan process. Information flow was coordinated through the Project Steering Committee.

Plan Elements

The Project Steering Committee **identified key participants**. The list of stakeholders and interested groups was used to advise the group of public open house opportunities. Other agencies, which have a direct and continuing interest in the process included area school districts, emergency services, police and fire, and local, state, and federal agencies. These agencies were invited to coordinate development of plan alternatives, findings, and recommendations.

A **list of issues were developed** by BCATT and maintained throughout the planning process (see sub area issues list in Plan Introduction section) to serve as the foundation of plan recommendations. While not all the issues identified were addressed within this process, the issues served to form the initial scoping process and the resulting plan recommendations. Some of the issues were:

- Strategies for funding enhancement or expansion of the existing system
- Regional growth and its impact to the system
- Area needs and concerns regarding improvements to all modes of the transportation system
- Land use plans and their impact on the transportation system
- Maintenance and preservation of the existing system
- Coordination and expansion of alternative modes within the region
- Access management and the impact on properties and development
- Freight mobility

? System connectivity

As with any planning process, the key was to provide a **variety of formats** which can convey the message in a clear and understandable format for a continuous flow of information. Often, a single approach fails to reach key segments of the population. The Project Steering Committee used the following to reach the public:

1. Project information included on agency's websites, along with a timeline and public open house opportunities;
2. Project links on other related websites/agency information centers;
3. Local media information pieces (print- Bonner County Daily Bee, River Journal, Priest River Times, and the Newport Miner, and radio- KPND,KSPT, and KMJY); and
4. Public Information Open Houses at sub area locations, such as Hope/East Hope/Clark Fork; Sagle/Cocolalla/Careywood; Priest Lake; Priest River/Oldtown/Blanchard; and Sandpoint/Ponderay/Kootenai/Dover.

The adoption of the Plan by the agencies begins the implementation phase of the plan. As development occurs or funds are available for projects, the agency of jurisdiction can select plan recommendations to advance for funding approval.

Bonner County Area Transportation Plan Appendices

The following appendices are intended to provide background data and guidance for the agencies for Plan implementation. In all cases, the data presented herein is intended to supplement agency adopted guidelines, standards, and regulations (current edition). Each agency within Bonner County has varied levels of development regulations and ordinances which are included by reference in this document. For additional guidance and development requirements, please consult the agency of jurisdiction.

Appendix A: Level of Service Definitions

Signalized intersection level of service (LOS) is defined in terms of the average total vehicle delay of all movements through an intersection. Vehicle delay is a method of quantifying several intangible factors, including driver discomfort, frustration, and lost travel time. Specifically, LOS criteria are stated in terms of average delay per vehicle during a specified time period (for example, the PM peak hour). Vehicle delay is a complex measure based on many variables, including signal phasing (i.e., progression of movements through the intersection), signal cycle length, and traffic volumes with respect to intersection capacity. Table A-1 shows LOS criteria for signalized intersections, as described in the *Highway Capacity Manual* (Transportation Research Board, Special Report 209, 2000).

Table 14. Level of Service Criteria for Signalized Intersections

Level of Service	Control Delay Per Vehicle (Seconds)	General Description (Signalized Intersections)
A	?10	Free Flow
B	>10 - 20	Stable Flow (slight delays)
C	>20 - 35	Stable flow (acceptable delays)
D	>35 - 55	Approaching unstable flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)
E	>55 - 80	Unstable flow (intolerable delay)
F	> 80	Forced flow (jammed)

Unsignalized intersection LOS criteria can be further reduced into two intersection types: all-way stop-controlled and two-way stop-controlled. All-way, stop-controlled intersection LOS is expressed in terms of the average vehicle delay of all of the movements, much like that of a signalized intersection. Two-way, stop-controlled intersection LOS is defined in terms of the average vehicle delay of an individual movement(s). This is because the performance of a two-way, stop-controlled intersection is more closely reflected in terms of its individual movements, rather than its performance overall. For this reason, LOS for a two-way, stop-controlled intersection is defined in terms of its individual movements. With this in mind, total average vehicle delay (i.e., average delay of all movements) for a two-way, stop-controlled intersection should be viewed with discretion. Table A-2 shows LOS criteria for unsignalized intersections (both all-way and two-way, stop-controlled).

Table 15. Level of Service Criteria for Unsignalized Intersections

Level of Service	Average Total Delay (sec/veh)
A	0 - 10
B	?10 - 15
C	?15 - 25
D	?25 - 35
E	?35 - 50
F	?50

Appendix B: Existing and Forecast Trip

Appendix B: Existing and Forecast Trip Generation by Transportation Analysis District

Appendix C: Traffic Impact Study Guidelines

Bonner County Traffic Impact Study Guidelines

This section describes the traffic impact study requirements of Bonner County and those agencies that wish to adopt Bonner County traffic study requirements. Traffic impact study requirements will be identified by County or Agency Planning and/or Public Works staff during pre-application discussions/reviews, and submittal will be required prior to project approval. Improvements or strategies identified by the traffic impact study to mitigate traffic and transportation impacts will become a condition of building and/or occupancy permits, and shall be constructed prior to the issuance of said permits; unless specified otherwise by the agency.

An applicant wishing to pursue a land use action within Bonner County shall first submit a ***trip generation and distribution letter*** to the County for review. The Public Works Department will use this letter to help determine whether a ***traffic impact study*** should be required for the proposed land use action/project.

Trip Generation and Distribution Letter

A trip generation and distribution (TG&D) letter shall be required of all applicants wishing to pursue land use actions within Bonner County. This includes actions for both new and redevelopment land use actions. The purpose of the TG&D letter is intended to help the Public Works Department determine whether a traffic impact study will be required for the development. The letter should be submitted shortly following pre-application discussions/interviews, as to provide the applicant sufficient time to develop a traffic impact study, if required by the Public Works Department, prior to project approval. The information provided within a TG&D letter should include:

- **Project Location.** A written description of the project location in relation to state highways, major, and/or minor arterials located within the vicinity of the project site. The site should also be displayed graphically on an attached figure.
- **Project Action.** A written description of the land use actions should be provided. The description should include: use and size of the project (both site area and, as available, building area); existing and proposed zoning; project access locations; and development/phasing and completion schedules. A graphical site plan is desired as an attached figure, when possible.
- **Trip Generation.** The study should identify the number of trips anticipated with project development. Trip generation should be determined based upon the methodologies of the most current, Institute of Transportation Engineers (ITE) Trip Generation Manual (current edition); unless trip generation data more applicable to the proposed land use can be presented by the applicant. The Public Works Department will determine whether supplemental trip generation data can be utilized. When relevant, total project trips will be separated into trip types (i.e. new, pass-by, diverted, and shared) to better describe the traffic characteristics of retail and commercial developments. Trip types shall also be identified using ITE resources or some other means acceptable to the Public Works Department. Project trip generation shall be provided for the typical weekday, weekday AM peak hour, and weekday PM peak hour only; unless the Public Works Department specifies some other time period for analysis (i.e. Saturday or Sunday peak hours).

- **Trip Distribution and Assignment.** A description of project trip distribution and assignments will be provided in the study. The methodologies used to distribute and assign project trips will be discussed/provided in the TG&D letter. As a guide, trip assignments should be provided for site access and key intersections located within the direct vicinity of the site, and for those key intersections projected to support more than 25 peak hour trips beyond the immediate site vicinity during the typical weekday or other time period specified by the Public Works Department.

Traffic Impact Study

A traffic impact study (TIS) is intended to forecast and, as needed, mitigate the transportation and traffic impacts of a proposed land use development or redevelopment project. A TIS will be required at the discretion of the Public Works Department; however, the Public Works Department will typically require a TIS when one or more of the following conditions are met:

- Project is projected to generate more than 50 trips during the AM and/or PM peak hours (or some other time period specified by the Public Works Department).
- The Public Works Department anticipates that project driveway trips will significantly impact traffic operations on adjacent arterials.
- The project is proposed along a route(s) that historically experiences or is projected to experience traffic safety issues.
- The project is proposed within the vicinity of a school, Community Park, or some other area with high levels of pedestrian and neighborhood activity.

The scope and extent of the TIS is also established at the discretion of the Public Works Department. Generally, the TIS will address traffic conditions/operations during the single hour of peak traffic activity during the typical weekday (i.e. peak "rush hour") on adjacent streets. In some instances, adjacent street activity will not vary significantly throughout the day, thus requiring the analysis of multiple peak hour conditions. Similarly, the project may generate significant levels of traffic during multiple periods of the day; thus, the Public Works Department may require additional analysis periods. The Public Works Department also may request an analysis of other time periods such as peak hours during the typical Saturday or Sunday, when relevant.

For those land use projects that generate between 50 and 99 peak hour trips, the Public Works Department will typically require the TIS to address traffic operations/conditions at site driveways and at key intersections located immediately upstream/downstream of the project site. For those projects that generate greater than 100 peak hour trips, the Public Works Department may elect to include additional intersections that experience a net increase of more than 25 peak hour trips.

The TIS will be developed and submitted prior to project approval. Any improvements/mitigations required of a project will be expected prior to the issuance of a building and/or occupancy permit as project phasing thresholds are realized or the project is completed and ready for occupancy. Project mitigations will be required at the discretion of the Public Works Department; however, the Public Works Department will work to assure that improvements are proportionate to the level of the projects impact. Typically, the applicant can expect one or more of the following:

- **Frontage Improvement:** Frontage improvements provide the Public Works Department the opportunity to progress road, drainage, and pedestrian/bicycle accommodations in a manner consistent with current Bonner County Road Standards. Frontage improvements would extend along roadways within property boundaries and can include, but would not be

limited to, half-road improvements, sidewalk/pathway construction, bike lanes, parking lanes, drainage areas, and landscape buffers.

- **Direct Mitigation:** The Public Works Department may require a project to directly improve a street or intersection that experiences a proportionate increase of traffic, as the result of project development. Typical improvements include, but are not limited to, channelization/turn lane construction/extension, signal implementation, road widening, sidewalks, bike lanes, parking lanes, drainage areas, etc.
- **Partial Mitigation.** The Public Works Department may allow an applicant to participate proportionately with other applicants and/or other public entities to construct improvements that are not exclusively the responsibility of any single applicant or entity. The applicant could share a proportionate percentage of the costs associated with turn lane construction, signal implementation, road widening, sidewalks, bike lanes, parking lanes, drainage areas, etc. The projects proportionate share of an improvement is typically determined by dividing project trip assignments along a roadway section or at an intersection by total projected volumes.

In addition to the project location, project action, trip generation, and trip distribution/assignment information required of the TG&A letter, a TIS report must also include the following:

- **Introduction.** The introduction must define the purpose of the TIS, provide a project description, discuss the scope and extent of the study, and discusses methodology and assumptions. The introduction should also provide the site location and description information, as highlighted by the TG&D section, for the TIS. Site location and site plan figures are required with the TIS.
- **Roadway Inventory.** A TIS must provide a description of the transportation network located within the project study area, as established by the Public Works Department. These descriptions include roadway classifications, roadway channelization, speed limits, intersection controls (signal, stop-controlled, traffic calming techniques, etc.), intersection channelization (includes turn lane storage), etc. A figure highlighting roadway characteristics (class, lanes, and speeds), and intersection channelization and controls is recommended.
- **Traffic Counts.** Recent weekday and peak hour traffic counts must be secured for study arterials and intersections. Average daily traffic/24-hour (weekday) counts must be secured for at least one location on primary study arterials. Intersection turn movement counts must be obtained for study intersections identified by the Public Works Department for peak study hours. Counts conducted 2-years prior to study initiation cannot be used in the TIS and must be updated. A figure that summarizes existing turn movement counts is required in the TIS. Weekday counts can either be summarized graphically or in a table within the TIS. Raw count data should be included in an appendix to the TIS.
- **Accident Histories (Discretionary).** The Public Works Department may require collision histories for roadways and intersections located within the study area. Typically, the most current, 3-years period of collision activity is requested from ITD and/or local officials. The data is examined to summarize accident and severity activities; highlight the reoccurrence of particular accident types; and sometimes to examine accident frequency/rates as compared with Idaho State averages.
- **Programmed Improvements.** The TIS must describe any improvements that are programmed by agencies or other developments, as they may influence travel patterns or capacity within the study area. Programmed improvements must be factored, as necessary, within traffic forecasts and the future operations analysis. A figure highlighting programmed improvements is recommended. The County and State Engineer, local transportation

improvement program documentation, and other TIS traffic studies are typical resources to identity future improvements. The source for each improvement must be identified within the TIS.

- **Baseline (Without-Project) Forecasts.** Baseline traffic volumes should be developed for the forecast horizon/build-out year of the proposed project. Forecast traffic volumes will be developed by using a specific annual growth rate, as identified through historical traffic counts and confirmed by the Public Works Department or as obtained directly from the Public Works Department. As necessary, the trips generated by recently approved, concurrently developing projects should be included into baseline forecast projections. The Public Works Department will identify these "pipeline" projects and should typically be able to provide trip assignments from other relevant TIS studies. In some instances, pipeline trip assignments may need to be assumed for the study area. A figure that summarizes pipeline project locations and pipeline project trip assignments is required with the TIS. A figure that highlights future baseline traffic volumes is also required.
- **Future Project Volumes.** Project trip generation, distribution, and assignment must also be summarized in the TIS, as specified by the TG&D section. Future with-project traffic volumes will be developed by combining project trip assignments with baseline traffic volumes. Figures that highlight project trip assignments and future with-project traffic volumes are required with the TIS.
- **Traffic Operations.** Traffic operations shall be gauged according to the intersection/driveway level of service (LOS) methodologies of the most current Highway Capacity Manual (HCM), as developed by the Transportation Research Board. A range of software options is acceptable for LOS calculations so long as methodologies are consistent with the HCM. LOS worksheets providing summary assumptions (channelization, controls, peak hour factors, heavy vehicle assumption, etc.) must be provided in the appendix to the TIS.

  The LOS analysis will be provided for the existing, future baseline, and future with and without project conditions at site driveways and at study intersections. Note that LOS D is the threshold for traffic operations at signalized intersections, unsignalized intersections, and at project driveways within Bonner County; unless specified otherwise by the Public Works Department.
- **Capacity Improvements.** As needed, improvements should be recommended to mitigate capacity issues within the study area (those intersections/driveways projected to operate below LOS D). It is expected that proposed transportation improvements operate effectively at LOS D or better for a period of 5-years. Forecasts and analyses confirming that said improvements would operate effectively for this timeline should be provided in the TIS. The estimated projects responsibility towards improvements should be provided based upon the general criteria summarized previously by this document. MUTCD (Manual on Uniform Traffic Control Devices) warrants should be utilized to support the need for 4-way stops and signals, as needed. AASHTO (American Association of State Highway and Transportation Officials, current edition) and/or ITD standards should be used to support the need for acceleration/deceleration lanes.
- **Queuing Analysis.** 95th-percentile queues should be summarized for existing and proposed intersection turn lanes based upon the future project and improved/mitigated conditions. Per the discretion of the Public Works Department, turn lanes would be extended, as necessary, to accommodate forecast traffic volumes with the development of the project. The project plus 5-year analysis is only required for those lanes or intersections that are proposed for improvement.

- **Additional Analysis (Discretionary).** The Public Works Department may require additional analyses with the TIS that may include, but would not be limited to, weekday traffic forecasts, turn lane warrants, sight distance assessment, heavy vehicle characteristics (forecasts, operating times, turning pathways, etc.), special analysis conditions, pedestrian/bicycle facilities, air quality, noise, etc.
- **Summary and Conclusion.** The TIS must contain a summary section that clearly highlights the conclusions and recommendations of the study. This summary section should, if separated from the document for cursory review by members of the public or a public agency, would provide sufficient detail to convey a description of the project, provide a summary of trip generation and study results, and provide a clear understanding of proposed improvements and requirements/conditions of the project.

The attached spreadsheet summarizes the primary checklist that will be used for reviewing TIS reports. The spreadsheet also shows the preferred contents of a TIS; although, Bonner County is flexible so long as the required information is provided by the report. The following checklist is intended to serve as a guide for Traffic Impact Study reviews.

Appendix D: TIA Review Checklist

Appendix E: Road Standards

Bonner County Road Standards

This section summarizes physical road standards proposed for Bonner County for new streets or reconstruction of existing roadways. These standards define design guidelines that provide for streets that meet functional, safety, and aesthetical requirements. Road standards have been categorized according to functional classifications and meet or exceed state requirements, so that street projects are eligible for state and federal grants. The City of Sandpoint and Bonner County have adopted road standards regarding road improvements, streetscape improvements, and drainage facilities for new or redeveloped roadways. This section is intended to incorporate both agencies adopted standards by reference.

General Considerations

The proposed street standards, here after referred to as "Standards", are intended to apply to all newly constructed public and private streets. As required by the agency, these Standards would also apply to the reconstruction of roadways as outlined in the current capital improvement program. They would also be required, at the discretion of the agency, as land development-related improvements for the following situations:

1. A development that is anticipated to impact the level of service or safety of an existing roadway would be responsible for roadway improvements in accordance with the Standards. The extent of responsibility towards improvement would be based upon an assessment of development impacts as identified by the project traffic impact study and the agency.

2. A proposed development abutting an existing roadway would be responsible for frontage improvements in accordance with the Standards. The extent of responsibility towards the frontage improvements would be based upon an assessment of development impacts as identified by the project traffic impact study and the agency.

3. Any proposed development that contains internal roadways would be constructed to meet Standards, or improve the existing internal roadways to meet the Standards.

The Standards are not intended to apply to the resurfacing, restoration, or rehabilitation of existing roadways. Any deviation, variance, or dispute to the Standards may be presented to the agency in writing based upon sound engineering principles that maintain safety, function, appearance, and maintainability as priorities.

Functional Classification

Functional classification is the grouping of highways according to the services they provide. This classification system aids planners in identifying the most appropriate roadway facility to meet current or projected transportation demands.

Bonner County roadways are grouped into 5-classifications based upon an assessment of existing roadway functionality, in conjunction with the existing street classification system. The functional classifications proposed for agencies include Principal Arterial, Major Collector, Minor Collector, and Local Access Streets. These classifications are described as follows:

- **Principal Arterial.** A principal arterial permits relatively unimpeded traffic flow between the largest community centers and facilities. They are the highest traffic volume corridors and have the longest trip desires. The principal arterial is typically divided and has very limited controlled access to fronting properties. Within Bonner County the primary arterials are State Highways.
- **Major Arterial.** A major arterial provides a link between higher classified arterials and community centers. It provides trips of moderate length at a lower level of travel mobility than principal arterials. They are partially controlled with infrequent access to abutting properties.
- **Minor Collector Arterial.** A minor collector arterial connects residential neighborhoods with community centers and facilities. They are partially controlled with infrequent access to abutting properties.
- **Local Access Street.** Local Access Streets are local streets providing access to homes connecting to collector arterials or other residential access streets. Typically, these streets do not support through traffic.

Urban versus Rural

Urban and rural areas have several fundamental differences and therefore require a distinction of classification and associated design values. As such, urban and rural street standards have been developed for this Plan according to the arterial classifications identified above.

Summary

The design standards should be used as a planning guide for the development or redevelopment of agency roads. The design standards should not be used to supercede the recommendations of agency Public Works Department.

Appendix F: Bikeways, Walkways, and Trails Standards

Separated Walkways, Bikeways and Trails

Separated pedestrian walkways, bikeways, and trails shall be provided where designated in the Bonner County Area Transportation Plan or where required by the County/Cities because of anticipated significant public usage. Separated facilities are typically located on an easement or within the right-of-way when separated from the roadway by a drainage ditch or barrier. Where separate walkways or bikeways intersect with motorized traffic, sight distance, signage, and signalization (if warranted) should be as provided as detailed in the Manual on Uniform Traffic Control Devices (MUTCD, current edition) or as modified by the agencies. Facilities shall be designed as follows:

A. Separated asphalt walkways designed primarily for pedestrians and are typically located within the right-of-way or easement. Minimum width shall be six feet with asphalt surfacing.

B. At the discretion of County or agency officials, neighborhood pathways are soft surface facilities designed for pedestrians. Such pathways shall be a minimum of six feet wide with at least one and one-half foot clearance to obstructions on both sides and 10-foot vertical clearance. Pathways shall be designed and located to avoid drainage and erosion problems. Pathways shall be constructed of two and one-half inches of crushed surfacing top course or wood chips over native material as approved by the County/Cities.

C. Multipurpose trails are typically designated for bicycle and pedestrian use and generally follow a right-of-way independent from any road. Multipurpose Trails shall be designed to bicycle path standards.

School Access

School access required as part of development approval shall be provided by an asphalt walkway, concrete sidewalk, or full width, delineated shoulder unless another alternative is available and approved by the agency through a road variance request.

Bikeways

A. Bikeways are generally shared with other transportation modes, although they may be provided exclusively for bicycle use. Bikeways are categorized based on degree of separation from motor vehicles and other transportation modes. This classification does not denote preference of one mode over another. Bikeways are categorized as follows:

1. Bike Path (Class I): A separate paved multipurpose trail for the principal use of bicycles and other non-motorized modes. Bike paths are 10 feet wide except in high usage areas where they should be 12 feet wide.

2. Bike Lane (Class II): A portion of the road that is designated by striping for exclusive bicycle use. Bicycle lanes may be signed as part of a directional route system. Bicycle lanes are a minimum six feet wide.

3. Wide Curb Lane (Class III): A road that provides a widened paved outer curb lane to accommodate bicycles in the same lane as motor vehicles. Lane width shall be increased at least three feet.

4. Shoulder: A lane contiguous to the traveled way but separated by a stripe. Most common in rural areas. Typically shared with pedestrian and occasional emergency vehicle access.

5. Shared Roadway: All roads not categorized above where bicycles share the roadway with motorized vehicles.

B. A bikeway shall be provided:

1. Whenever called for in the Bonner County Area Transportation Plan, Bonner County Comprehensive Plan, Sandpoint Comprehensive Plan, the North Idaho Bikeways Plan, or wherever called for in local adopted plans at the discretion of the agency.

2. When substantial bike usage is expected which would benefit from construction of a bicycle facility.

C. Striping and signing shall be implemented as follows:

1. Pavement markings shall be used on bike lanes and paths according to MUTCD, current edition.

2. The design of all signalized intersections shall consider bicycle usage and the need for bicyclists to actuate the signal.

D. The planning and design of bikeways in any category shall meet or exceed the AASHTO Guide for the Development of Bicycle Facilities, current edition.

Appendix G: Idaho Transportation Department Access Management Guidelines

ADMINISTRATIVE POLICY A-12-01

State Highway Access Control

To preserve the State Highway System as constructed, to provide reasonable access (where allowed), or to use highway right of way for any purpose other than normal travel, access to the State Highway System shall be regulated in conjunction with the Federal Highway Administration when federal funds are involved, and in urban areas, include coordination with the appropriate local agencies. The Idaho Transportation Department shall regulate highway access control in accordance with pertinent Idaho statutes, IDAPA 39.03.42, Rules Governing Highway Right of Way Encroachments on State Rights of Way, and IDAPA 39.03.43, Rules Governing Utilities on State Highway Right of Way and through department publications – "Access Management: Standards and Procedures for Highway Right of Way Encroachments" and "A Policy for the Accommodation of Utilities within the Right of Way of the State Highway System in the State of Idaho."

Access control for the State Highway System shall be based on the functional classification of the highway. Access control on all segments of the State Highway System shall be upgraded to match the most current functional classification. Each year, the Assistant Chief Engineer (Development) shall present updated functional classifications to the Idaho Transportation Board for their approval.

ACCESS TYPE	RURAL FUNCTIONAL CLASS	URBAN FUNCTIONAL CLASS
I	Minor Collector, Major Collector	
II	Minor Arterial	Collector, Minor Arterial
III	Principal Arterial	Principal Arterial
IV	Principal Arterial (*multiple-lane)	Principal Arterial (*multiple-lane)
V	Interstate	Interstate

Greater Control → ← **Higher Function**

*Multiple-lane implies two or more thru lanes in the same direction of travel. The highway may or may not be divided.

Approval by the Federal Highway Administration is required for new access points or the relocation or modification of existing accesses on any portion of the Interstate System (Type V Access Control), or on any portion of the State Highway System where federal funds were used for either highway construction or the purchase of access.

Each District Engineer shall maintain access controls on state highways within their jurisdiction and post notice of access restriction on the State Highway System. Authority to issue encroachment permits on the State Highway System is delegated to the District Engineers and/or to a local highway agency where Type I through Type III access control exists, if adequate local ordinances are in place. (See Access Management – Standards and Procedures for Highway Right of Way Encroachments for detailed information.) A Cooperative Maintenance Agreement, signed by the department and the local highway agency (per A-01-09, Authority to Sign Contracts, Agreements, or Grants and their Registration), shall be used to empower the local highway agency to issue encroachment permits, however, the department retains final approval for all encroachment permits issued on the State Highway System.

Location/design and design public hearings shall include a discussion of access control and the type of control as applies to the alternatives under consideration. The Roadway Design Section shall coordinate access control actions for each project and obtain the Chief Engineer's approval.

Right of way negotiations shall include a thorough discussion of all access control documents including the type of access control assigned and the impact on the State Highway System. Right of way deeds that provide access to the highway shall indicate the specific stationing for each access point, approach width, and specific use.

Any new access or change in location, size, or use of an existing access on State Highway Types II through IV must be documented by either warranty or exchange deed and approved by the Chief Engineer, providing the changes are not contrary to access control restrictions or approach design requirements. Approved access points shall be recorded by the Districts on the "As Constructed" roadway plans after construction of the approach, and on right of way deeds showing property ownership, access control type, and approach (es) by specific highway station, width, and specific use.

During a highway project, existing access points that are allowed to remain and that do not meet the criteria for the newly established access control type, must be documented on the ITD-00606, Access Control Determination, right of way documents, and the "As Constructed" plans. Any existing access that is removed during a highway project shall be documented on the right of way documents and the "As Constructed" plans.

The Division of Transportation Planning shall maintain a current record of all action taken on all portions of the State Highway System.

Access control types and recommended spacing for approaches, intersections, and signals on the State Highway System are depicted in the following table:

APPROACH / INTERSECTION / SIGNAL SPACING PER ACCESS TYPE

ACCESS TYPE	RURAL / URBAN	TYPE	APPROACHES		SIGNALS	FRONTAGE ROADS
			INTERSECTION SPACING	APPROACH SPACING	SIGNAL SPACING	
I	R	At-grade	0.25 miles (0.4 km)	300 feet (91.4 m)	0.5 miles (0.8 km)	0.25 miles (0.4 km)
	U	Urban sections shall be upgraded to Type II or greater				
II	R	At-grade	0.25 mile (0.4 km)	500 feet (0.15 km)	0.5 mile (0.8 km)	0.25 mile (0.4 km)
	U	At-grade	660 feet (201.2 m)	150 feet (45.7 m)	0.25 mile (0.4 km)	0.25 mile (0.4 km)
III	R	At-grade / Interchange	0.5 mile (0.8 km)	1,000 feet (0.3 km)	0.5 mile (0.8 km)	0.25 mile (0.4 km)
	U	At-grade / Interchange	0.25 mile (0.4 km)	300 feet (91.4 m)	0.5 mile (0.8 km)	0.25 mile (0.4 km)
IV	R	At-grade / Interchange	1 mile (1.6 km)	NA	1 mile (1.6 km)	0.25 mile (0.4 km)
	U	At-grade / Interchange	0.5 mile (0.8 km)	NA	0.5 mile (0.8 km)	0.25 mile (0.4 km))
V	R	Interchange	3 miles (4.8 km)	NA	None	NA
	U	Interchange	1 mile (1.6 km)	NA	None	NA

Type I Is applicable to segments of the State Highway System functionally classified as major collectors. All major collectors shall be upgraded to a minor arterial or higher class once located within an urban area.

Type II Is applicable to segments of the State Highway System functionally classified as minor arterials and some selected segments classified as major collectors that exhibit characteristics of minor arterials.

Type III Is applicable to segments of the State Highway System functionally classified as principal arterials. Type III can also be applied to selected segments classified as minor arterials but exhibiting characteristics of principal arterials.

Type IV Is applicable to segments of the State Highway System functionally classified as principal arterials and have two or more thru lanes in the same direction of travel. The highway may or may not be divided.

Type V Is applicable to State Highways accessible only by interchanges (ramps). All at-grade intersections, including those with railroads are prohibited. These highways typically include the Interstate System and require FHWA approval for any change in access.

Supplemental Data:

? For Type I through Type III access control, public highway connections and new private approaches may be permitted in accordance with department spacing standards. Joint-use approaches are encouraged. As land uses change, existing approaches should be reviewed to encourage development of frontage roads. Right of way for frontage roads will be provided when appropriate and will be obtained in the name of the entity having jurisdiction.

? Landlocked parcels are those land units adjacent to the highway right of way that have no legal right to access due to canals, streams, terrain, other barriers, or were created by property sale or exchange before the original access purchase. A variance allowing access to a landlocked parcel may be considered on a case by case basis for Types I through Type III access control if the property has no reasonable alternative access and the access has no significant impact on safety or traffic operations.

? Variances to signal spacing guidelines should be considered **ONLY** if an engineering study documents the following:

1. The closer signal spacing meets the same operating requirements, and
2. The highway would operate with no significant delays to the major traffic flow, and
3. The variance would confer a benefit to a majority of the highway users on the State Highway System.

signed Date: 8-22-01

DWIGHT M. BOWER
Director

This policy based on:

? Sections 40-310 and 49-109 (5), Idaho Code
? IDAPA Rule 39.03.42, Rules Governing Highway Right of Way Encroachments on State Rights of Way
? IDAPA Rule 39.03.43, Rules Governing Utilities on State Highway Right of Way
? Board Policy B-12-01, HIGHWAY ACCESS CONTROL

Department-wide supervision and coordination assigned to:

? Chief Engineer and Transportation Planning Administrator

Direction for activity and results assigned to:

? Assistant Chief Engineer (Development), Design Engineer, and the District Engineers

Department procedures contained in:

- Access Management: Standards and Procedures for Highway Right of Way Encroachments
- A Policy for the Accommodation of Utilities within the Right of Way of the State Highway System in the State of Idaho
- Traffic Manual, Chapter 12-450

Former dates of A-12-01:

Policy number reassigned (8/01) -- formerly A-12-15--2/9/73, 12/2/76, 11/16/77, 10/18/78, 3/11/81, 5/22/84, 7/25/91, and 10/7/91 (A-12-01 originally Right of Way Use Permits -- 2/9/73, 12/2/76, 11/16/77, 10/18/78, 3/11/81, 5/22/84, 7/25/91, and 10/7/91— the right of way policy information was either combined with the access control policy, and/or placed in "Access Management: Standards and Procedures for Highway Right of Way Encroachments" and "A Policy for the Accommodation of Utilities within the Right of Way of the State Highway System in the State of Idaho.")

Cross-reference to related Administrative Policies:

- A-01-09, AUTHORITY TO SIGN CONTRACTS, AGREEMENTS, OR GRANTS AND THEIR REGISTRATION
- A-03-01, ACQUISITION AND DISPOSAL OF REAL PROPERTIES AND THEIR IMPROVEMENTS
- A-04-02, STANDARD SPECIFICATIONS FOR CONSTRUCTION PROJECTS
- A-05-16, MAINTENANCE OF STATE HIGHWAYS
- A-05-19, RIGHT OF WAY FENCING
- A-07-02, APPEALING DEPARTMENT ACTIONS AND ORDERS
- A-09-02, URBAN LIMITS AND FUNCTIONAL CLASSIFICATION SYSTEMS
- A-09-04, CORRIDOR PLANNING FOR IDAHO TRANSPORTATION SYSTEMS
- A-09-06, STATE HIGHWAY SYSTEM ADJUSTMENTS
- A-12-02, SPECIAL EVENTS ON STATE HIGHWAYS
- A-13-02, PUBLIC INVOLVEMENT FOR LOCATION AND DESIGN DETERMINATIONS
- A-14-02, ROADWAY WIDTHS
- A-14-06, APPROVAL OF PLANS/SPECIFICATIONS/ESTIMATES AND THE AWARD OF CONSTRUCTION PROJECTS
- A-14-08, MOVEMENT OF UTILITIES

State Highway Access Control

The Idaho Transportation Board, in accordance with Idaho Code 40-310 shall:

- *Designate main-traveled highways* in the State of Idaho *as through highways* to provide safe, regulated highway operations with minimum traffic interference from adjacent properties
- *Regulate, restrict, or prohibit state highways, or parts of them, as controlled-access facilities to serve the traffic for which the facility is intended.* Access to the Idaho State Highway System will be regulated to preserve the integrity of the highway system, protect the investment in highway improvements, and enhance the safety for all highway users.
- *Close or restrict the use of any state highway whenever the closing or restricting of use is deemed necessary for the protection of the public.*
- *Locate, design, construct, reconstruct, alter, extend, repair, and maintain state highways when determined to be in the public interest.* The Board reserves the right to change access control, reconstruct or widen the roadway, and arrange for necessary modifications or closure of approaches and/or points of access on the State Highway System.

Access control on the State Highway System shall be based on the type of facility, functional classification, highway safety, vehicle operations, preservation of highway utilities, zoning, and route consistency. Each year, the Director, or a delegate, shall submit updates or changes in the functional classification to the State Highway System to the Board for approval. The functional classification shall determine the access control type to be used in approving and maintaining public and private access. State Highway access control shall also be regulated in accordance with pertinent Idaho statutes, IDAPA 39.03.42, Rules Governing Highway Right of Way Encroachments on State Rights of Way, and IDAPA 39.03.43, Rules Governing Utilities on State Highway Right of Way and through department publications – "Access Management: Standards and Procedures for Highway Right of Way Encroachments" and "A Policy for the Accommodation of Utilities within the Right of Way of the State Highway System in the State of Idaho."

Approval by the Federal Highway Administration is required for changes in access control on any portion of the Interstate System, or any portion of the State Highway System where federal funds were used for either highway construction or the purchase of access.

Approved by the Board on:

signed Date 8/16/01 †

CHARLES L. WINDER
Board Chairman

This Policy based on:

- ? 23 CFR 620
- ? Sections 40-120(5), and 40-310(9), (10), and (11), Idaho Code
- ? IDAPA 39.03.42, Rules Governing Highway Right of Way Encroachments on State Rights of Way
- ? IDAPA 39.03.43, Rules Governing Utilities On State Highway Right Of Way
- ? Decision by the Idaho Transportation Board

Implemented by Administrative Policy:

- ? A-12-01, HIGHWAY ACCESS CONTROL

Former date of B-12-01:

Number reassigned (8/01) formerly B-12-15--10/14/63, 1/24/73, 9/05/74, 12/02/76, 11/16/77, 10/11/78, and 08/29/81 (B-12-01 originally Right of Way Use Permits -- 11/15/71, 9/5/74, 12/2/76, 10/11/78, 8/7/79, 11/24/80, and 06/23/89—the right of way policy information was either combined with the access control policy, and/or placed in "Access Management: Standards and Procedures for Highway Right of Way Encroachments" and "A Policy for the Accommodation of Utilities within the Right of Way of the State Highway System in the State of Idaho.")

Cross-reference to related Board Policies:

- ? B-01-09, AUTHORITY TO SIGN CONTRACTS, AGREEMENTS, OR GRANTS AND THEIR REGISTRATION
- ? B-03-01, ACQUISITION AND DISPOSAL OF REAL PROPERTIES AND THEIR IMPROVEMENTS
- ? B-04-02, STANDARD SPECIFICATION FOR CONSTRUCTION PROJECTS
- ? B-05-16, MAINTENANCE ON STATE HIGHWAYS
- ? B-05-19, RIGHT OF WAY FENCING
- ? B-07-02, APPEALING DEPARTMENT ACTIONS AND ORDERS
- ? B-09-02, URBAN LIMITS AND FUNCTIONALLY CLASSIFIED HIGHWAY SYSTEMS
- ? B-09-04, CORRIDOR PLANNING FOR IDAHO TRANSPORTATION SYSTEMS
- ? B-09-06, STATE HIGHWAY SYSTEM ADJUSTMENTS
- ? B-12-06, TRANSPORTATION IMPACT STUDIES
- ? B-13-02, PUBLIC INVOLVEMENT FOR LOCATION AND DESIGN DETERMINATIONS
- ? B-14-02, ROADWAY WIDTHS
- ? B-14-06, APPROVAL OF PLANS/SPECIFICATIONS/ESTIMATES AND THE AWARD OF CONSTRUCTION PROJECTS
- ? B-14-08, MOVEMENT OF UTILITIES

Appendix H: BCATT Bylaws

BONNER COUNTY AREA TRANSPORTATION TEAM BYLAWS

The following Bylaws are hereby adopted by a majority vote of the membership of the Bonner County Area Transportation Team, hereafter referred to as BCATT.

BCATT will promote the coordination, planning, development and maintenance of the transportation infrastructure in Bonner County. BCATT will also provide a forum for unified decision making, suggest project prioritization, and attendant funding for prioritized projects.

ARTICLE I. NAME AND AUTHORITY

SECTION 1. The name of the team shall be the Bonner County Area Transportation Team and may be referred to as BCATT.

SECTION 2. BCATT shall have the authority to:

A. Represent its member jurisdictions as authorized by the member jurisdiction in conferences, meetings and hearings related to highways, roads and streets and other transportation factors affecting transportation issues in Bonner County.

B. Develop and make available uniform standards and procedures that may be adopted by its member jurisdictions for the construction, maintenance, use, operation and administration of the transportation systems in the county.

C. Make recommendations to the Board of the Idaho Transportation Department (ITD) and the Local Highway Technical Assistance Council (LHTAC) for the distribution and prioritization of federal and state funds for the transportation systems in the county.

D. Assist the legislature by providing research and data relating to transportation matters affecting the transportation systems in the county, as authorized by member jurisdictions.

E. Maintain and disseminate information to local jurisdictions concerning federal and state legislation, administrative rules, regulations, funding and application requirements affecting local jurisdictions.

F. Maintain and disseminate information to local jurisdictions concerning activities relating to ground transportation in other states.

ARTICLE II. MEMBERSHIP, POWERS AND DUTIES OF THE TEAM

SECTION I. The membership of BCATT shall be represented as follows:

A. BCATT shall consist of the following members: one from each highway district within the county; one each from the cities of Sandpoint, Priest River, Ponderay, Kootenai, Oldtown, Dover, Hope, East Hope, and Clark Fork; one from Bonner County; one from the

Idaho Transportation Department. BCATT members shall serve at the pleasure of their respective boards, commissions or councils.

B. Each BCATT member (and an alternate) shall be officially appointed, identified by and represent a single local or state entity with jurisdiction over the public highways or streets of the appointing jurisdiction. Each officially appointed representative is a voting member of BCATT. Each jurisdiction shall have only one vote.

C. The BCATT membership may also designate non-voting members. Non-voting members may participate in all BCATT discussions.

SECTION 2. BCATT shall have the following powers:

A. Provide general supervision over the operation and affairs of BCATT, decide its policies, procedures and goals, direct its activities and issue statements, as authorized by the member jurisdictions.

B Elect the Chair/Facilitator and/or other such positions as the membership determines necessary. At a minimum, the officers shall be: Chair, Vice- two offices can be combined (Sec/Treasurer).Officers need Chair, Secretary and Treasurer. The last not be voting members.

C. Exercise any authority defined in these Bylaws.

D. Represent BCATT before any federal, state or local governmental entity or private organization, as authorized by the member jurisdictions.

E. Prepare an annual report, including a financial statement, outlining its activities for the previous year. Copies of each report shall be provided to each appointing authority.

F. Establish a dues structure among its members to cover administrative costs.

G. Provide for systematic transportation planning in all member jurisdictions. To that end each member jurisdiction shall submit its proposed transportation related projects on a regular basis. BCATT will meet and determine prioritization for BCATT endorsement purposes. Priority will be determined by simple majority vote of the members in attendance at the either regular or special meeting called. Once the priority list is voted on and approved by BCATT, the members agree to cooperate fully to see that the list is achieved or carried out to the fullest extent possible. Cooperation will consist of writing endorsements or approvals of member projects, making personal appearance on endorsements if need be, and assisting members in obtaining financing grants and other financing requirement commitments, as next stated.

H. Technical assistance to members in obtaining grants and other sources of financing shall be provided by BCATT. This assistance will not be financial (i.e., no member shall have to commit finances to another). Rather the assistance to be provided will be of more experienced personnel from one member assisting another member who either is inexperienced in obtaining funding, and/or who does not have staff personnel to prepare, request or otherwise obtain funding application. Assistance shall be requested by the

member jurisdiction in a timely fashion. The members will assist each other in becoming more educated and aware of various funding sources and procedures to be followed.

ARTICLE III. MEETINGS

SECTION 1. Time and place of meetings.

A. Regular meetings of BCATT will be monthly or as needed. The specific date, time and place of these meetings shall be addressed by BCATT as an agenda item at each regular meeting. BCATT or their representatives shall be prepared to make reports on BCATT activities at each appointing association's annual meeting.

B. The annual meeting of BCATT shall be the first regular meeting in the federal fiscal year.

SECTION 2. Special meetings of BCATT may be called by the Chair/Facilitator acting on behalf of BCATT. Each BCATT member shall be notified of the time and place of each meeting.

SECTION 3. Conduct of meetings.

A. A quorum for purposes of conducting business shall consist of five voting members.

B. Proxy voting is not allowed.

C. Notices and minutes of all meetings shall be prepared and sent to each member.

D. Meetings shall be open to the public.

ARTICLE IV. COMMITTEES

SECTION 1. Special committees: BCATT may appoint special or ad hoc committees as deemed needed. Meetings by committees need not be necessarily scheduled nor open to the public.

ARTICLE V. AMENDMENTS

SECTION 1. Amendments to the Bylaws must be approved by a two-thirds majority vote of the total membership of BCATT at any regular or properly called special meeting. Written notice of such proposed change(s) and the nature thereof shall have been given to the membership of BCATT at least thirty (30) days prior to the date of the meeting at which the Bylaws are to be considered.

ARTICLE VI. ELECTIONS

SECTION 1. Officers shall be nominated by and elected at the annual meeting.

DATED AND SIGNED this ____ day of _____, 2004.

_____
Brian Orr, Chairman
Bonner County Area Transportation Team

BCATT ORGANIZATIONAL SUBCOMMITTEE

October 27, 2004

BCATT will promote the coordination, planning, development and maintenance of the transportation infrastructure in Bonner County. BCATT will also provide a forum for unified decision making, suggest project prioritization, and attendant funding for prioritized projects **- BCATT BYLAWS - adopted June 2, 2004**

Consistent with the Bylaws of BCATT, the Organizational Subcommittee recommends the following policies/procedures in order to better meet the purpose and goal of this multi-jurisdictional group.

I. Enhance communication and coordination among members and various transportation authorities and funding sources by:

? Adjusting BCATT mailing list to include the designated representatives, elected officials in each jurisdiction and other public policymakers throughout Bonner County.

? In order to contain costs and reach the larger group, electronic mail shall be used for distribution of agendas, minutes and other correspondence (in addition to US Postal Service).

II. Expand training opportunities and peer technical assistance for all member jurisdictions.

? Encourage and facilitate training provided by ITD and other transportation authorities and funding sources regarding administrative and technical infrastructure issues for all members.

? ITD staff shall meet with any local council or jurisdictional board upon request to provide any information or technical assistance on transportation issues. Any member to another jurisdiction can also offer this same type of technical assistance.

III. Promote transportation planning by all jurisdictions which is consistent with the overall needs of the entire county.

- Acquaint all members with the Bonner County Transportation Plan
- ITD Planning staff shall assist any jurisdiction with the development of a transportation plan.

- Each member jurisdiction shall provide a copy of its updated transportation plan to BCATT on an annual basis.

IV. Assist all jurisdictions in obtaining funding for transportation projects through peer project review and written support to the funding source.

- ? Any jurisdiction shall present a project overview to BCATT prior to obtaining any formal support by BCATT.

- ? BCATT shall support those projects which follow the transportation plan of that particular jurisdiction and general transportation needs of the county.