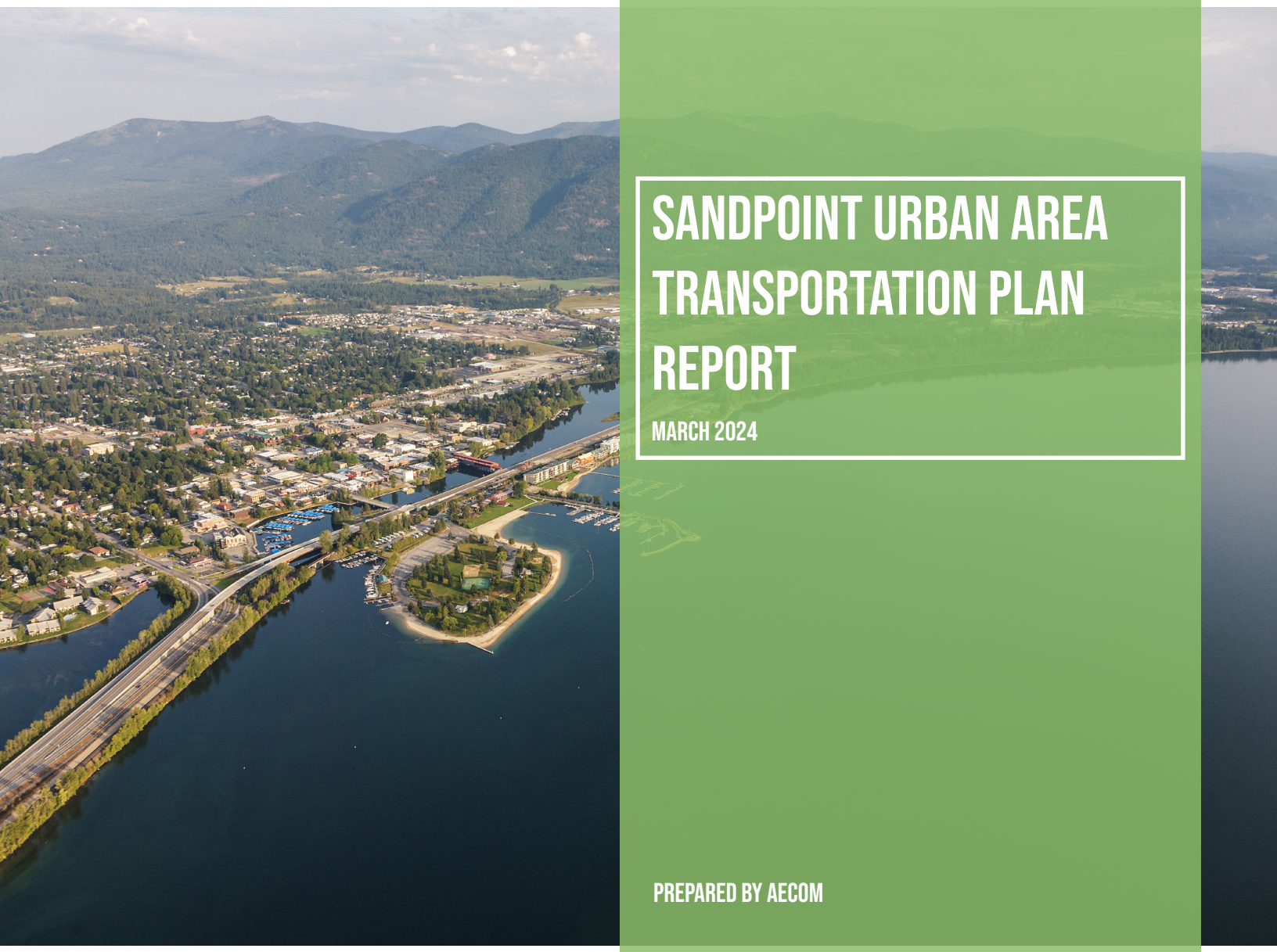

SANDPOINT URBAN AREA TRANSPORTATION PLAN REPORT

MARCH 2024

PREPARED BY AECOM

Project Partners:

the City of Sandpoint, the City of Kootenai, the City of Dover, the City of Ponderay, Bonner County, the Local Highway Technical Assistance Council (LHTAC), RBCI, the Independent Highway District (IHD), and the Idaho Transportation Department (ITD)

ACKNOWLEDGEMENTS

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Matt Mulder – Staff Engineer

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Jay Hassell (JUB) – City Engineer

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Nancy Lewis – Mayor
Ryan Luttmann (Century West) – City Engineer

City of Ponderay
Steve Geiger – Mayor
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EXECUTIVE SUMMARY

Overview

The Sandpoint Urban Area Transportation Plan provides an update to the previously developed Urban Area Transportation Plan (UATP) from 2007. The plan process started in 2022 and is a collaborative effort between jurisdictions across the Sandpoint urban area boundary, known as the Multi-Jurisdictional Planning Group (MJPG), including the following stakeholders: City of Dover, City of Ponderay, City of Kootenai, City of Sandpoint, the IHD, and Bonner County. The MJPG has developed a unified transportation master plan through interactive stakeholder workshops and public engagement strategies. The plan provides a transportation vision focused on the cities and lands adjacent to Sandpoint to ensure adequate resources and activity are directed to the transportation network, activity centers, and public domain within the urban area boundary.

The project includes parts of Bonner County, the City of Dover, most of the City of Ponderay, City of Kootenai, and City of Sandpoint. Sandpoint recently completed the Sandpoint Multimodal Transportation Master Plan (May 2021), so the Sandpoint Urban Area Transportation Plan focuses primarily on the urban areas outside of the City of Sandpoint.

Existing Conditions

The existing conditions of the Sandpoint Urban Area were explored to build context and understanding of the existing transportation landscape and assets. Conditions explored include traffic, crash history, demographics (including population, minority population, zero car households, population with disabilities, and populations with limited English proficiency), transit, and rail. The conditions shared include key facts or information derived from the geospatial data.

Outreach

Outreach included extensive stakeholder coordination as well as multiple opportunities for public involvement. MJPG member cities/agencies included City of Dover, City of Kootenai, City of Ponderay, City of Sandpoint, Bonner County, and IHD. Other stakeholders included Idaho Transportation Department (ITD) District 1, Selkirks-Pend Oreille Transit (SPOT), Bonner County Area Transportation Team (BCATT), Lake Pend Oreille School District, Trail Mix Committee, and LHTAC. Five workshops held included the kickoff meeting, Goals and Visioning Workshop, Project Identification Workshop, Project Evaluation Workshop, and Project Prioritization and Policy Workshop.

Opportunities for public involvement included a community survey, two public events, and a mid-project update provided to each MJPG member to update their respective commission or council.

Goals and Objectives

Goals and objectives were collaboratively developed with representatives from each of the project partners. These goals served as a guide for project identification and prioritization throughout the planning process. The goals include:

Goal 1: Enhance Local and Regional Multimodal Connectivity

Goal 2: Improve the Safety of the Multimodal Network

Goal 3: Identify Projects with the Strongest Potential for Implementation

Goal 4: Plan with Population and Traffic Growth in Mind

Goal 5: Support Cross-Jurisdictional Collaboration

Objectives are discussed later in this plan.

Project Identification and Evaluation

The MJPG members brainstormed potential projects based on their knowledge of local conditions and needs, previous studies, and recent public feedback. The 31 projects identified for further consideration were evaluated based on the criteria established from the goals and objectives. Of those projects, the 10 with the highest scores were identified as priority projects as well as three projects from the Sandpoint Multimodal Transportation Master Plan. See Figure 1 for the secondary projects and recommended priority projects. Cut sheets have been prepared for each of these projects to assist with future planning and funding application efforts.

Policy Recommendations

Policy recommendations are provided for several important transportation topics to assist in coordinating between jurisdictions. The topics include:

- Access Management
- GIS Management
- Design Standards
- Transit
- Traffic Impact Studies

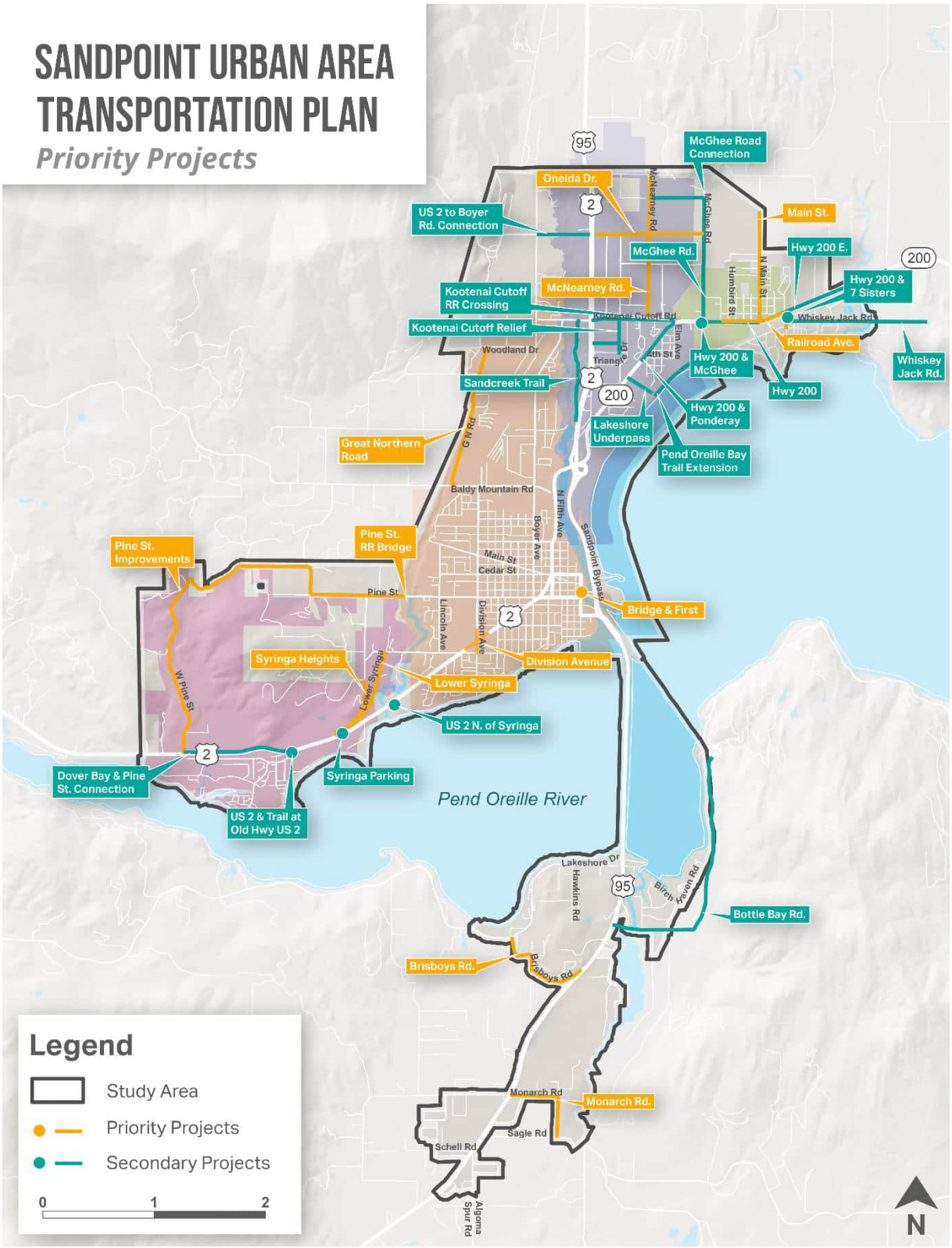

Figure 1. Priority and secondary project locations displayed at the Crazy Days public event.

OVERVIEW

The Sandpoint Urban Area Transportation Plan provides an update to the previously developed UATP from 2007. The plan is a collaborative effort between jurisdictions across the Sandpoint urban area boundary,[1] known as the MJPG, including the following stakeholders: City of Dover, City of Ponderay, City of Kootenai, City of Sandpoint, the IHD, and Bonner County. The MJPG has developed a unified transportation master plan through interactive stakeholder workshops and public engagement strategies. The plan provides a transportation vision focused on the cities and lands adjacent to Sandpoint to ensure adequate resources and activity are directed to the transportation network, activity centers, and public domain within the urban area boundary.

The study area used for this transportation plan is the Sandpoint urban area boundary as shown in Figure 2. The project includes parts of Bonner County, the City of Dover, most of the City of Ponderay, City of Kootenai, and City of Sandpoint. Sandpoint recently completed the Sandpoint Multimodal Transportation Master Plan (May 2021), so the Sandpoint Urban Area Transportation Plan focuses primarily on the urban areas outside of the City of Sandpoint.

The plan followed the process shown in Table 1, with highlighted text corresponding to sections of this plan.

Table 1. Sandpoint Urban Area Transportation Plan Process

Task	Section of the Plan
Data collection	**Existing Conditions Analysis**
Visioning	**Stakeholder Communication; Community Outreach**
Goals and objectives	**Goals and Objectives**
Evaluation	**Preliminary Transportation Improvement Concepts; Evaluation of Transportation Improvement Concepts**
Prioritization	**Recommended Transportation Improvement Concepts**
Documentation of project details	**Policy Recommendations**

[1] An urban area boundary is a tool used to encapsulate the full extent of a community that an urban core is impacting and inversely account for where a local community is contributing to an urban core. The urban area boundary often is designed to encompass areas outside of municipal boundaries that have urban characteristics with residential, commercial, industrial land uses that are consistent with or related to the development patterns within the boundary. (United States Census Bureau, 2021)

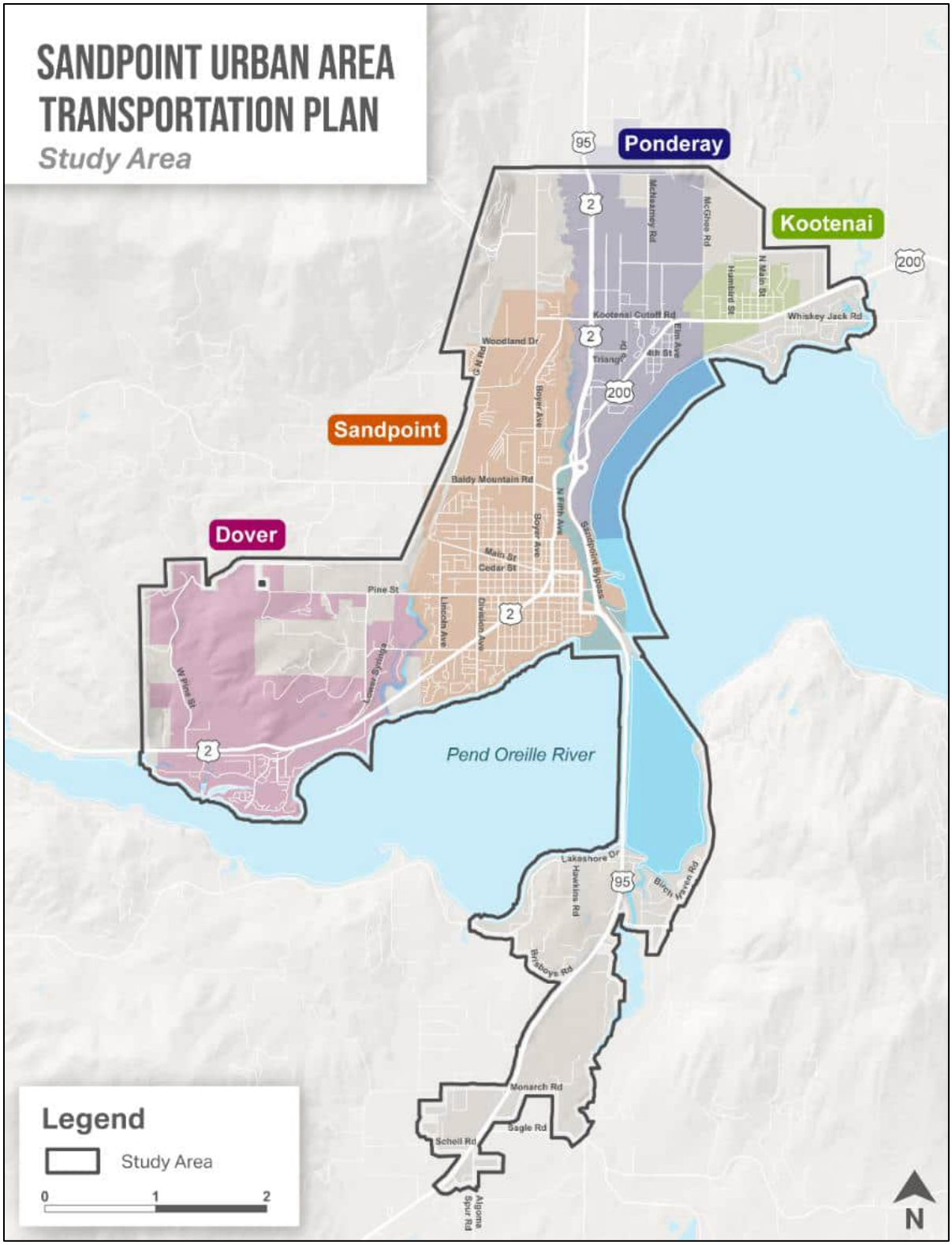

Figure 2. Sandpoint Urban Area Urban Transportation Plan study area.

EXISTING CONDITIONS

The existing conditions of the Sandpoint Urban Area were explored to build context and understanding of the existing transportation landscape and assets. The conditions are shared below with key facts or information derived from the geospatial data.

Traffic

Annual Average Daily Traffic (AADT)

The AADT data shows historical traffic volumes for state highways, interstates, and other key roads in Idaho for 2016 through 2018.[2] Figure 3 shows AADT data for the study area. US 2 and US 95 have the highest levels of traffic within the urban area boundary. The highest levels of traffic locally are shown to be focused on US Hwy 2 also known locally as Fifth Avenue and its parallel route US 95 the Sand Creek Byway. Outside of Sandpoint, traffic is moderate and ranges between 7,000 to 10,500 vehicles per day on SH 200 headed Northeast to Ponderay and then Kootenai as well on Kootenai Cutoff Road.

Safety

Crash Data

Historical crash data in the study area were obtained from ITD and are shown in Figure 4 as a hotspot map.[3]

The data shows hot spots for crashes at the following junctions outside of Sandpoint:

- US Hwy 2 & US Hwy 95 & State Hwy 200 Intersection
- US Hwy 95 & Schweitzer Cutoff/Kootenai Cutoff Roads
- State Hwy 200 & Kootenai Cutoff Roads
- US Hwy 95 & Bonner Mall Way
- State Hwy 200 & Kootenai Bay Road
- US Hwy 95 & Lakeshore Drive
- US Hwy 95 & Woolsey Road
- US Hwy 95 & Sagle Road

[2] https://data-iplan.opendata.arcgis.com/
[3] https://data-iplan.opendata.arcgis.com/datasets/IPLAN::crash-data-2005-present/explore

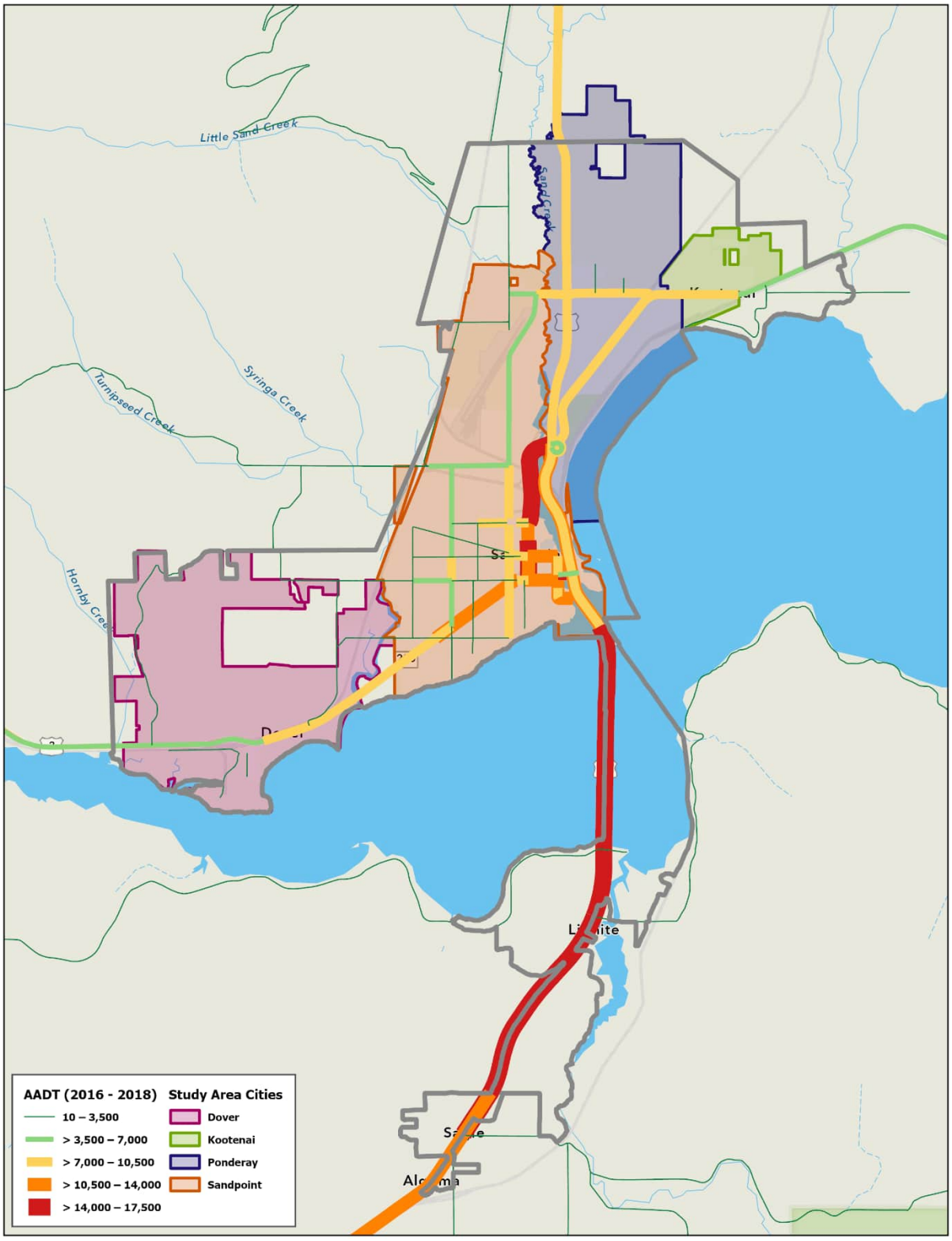

Figure 3. Existing traffic volumes within the urban area boundary.

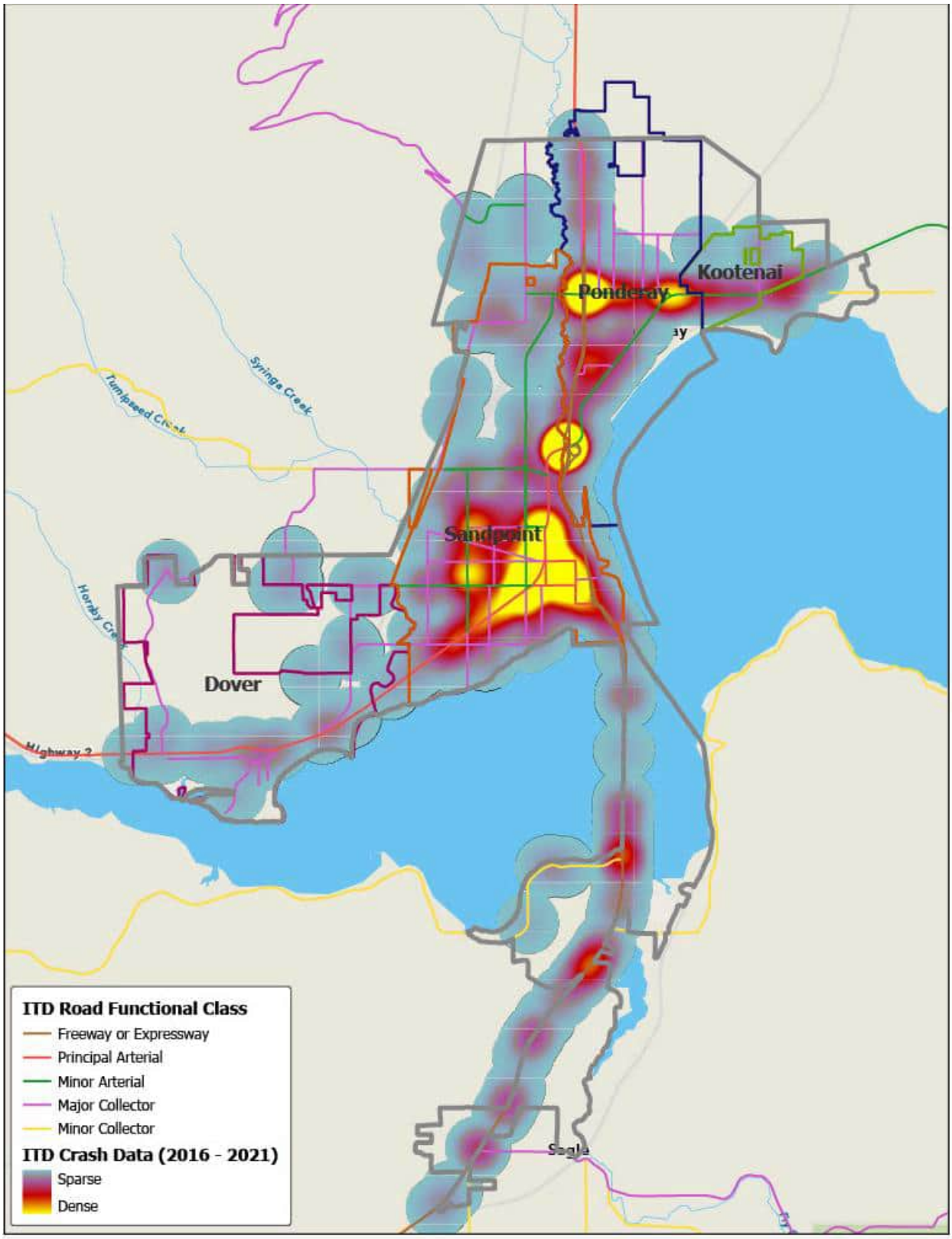

Figure 4. Crash hot spots based on historical crash data.

Demographics

The demographic data shown in the following sections were collected from the United States Census Bureau - American Community Survey (ACS) 5-year data sets. The ACS data are an aggregate estimated average created from previous years' census filings. All data are shown from the 2019 ACS.

These demographics were identified for the existing conditions analysis to better understand populations that may be underserved or who stand to most benefit from inclusive and comprehensive transportation systems:

- Population
- Minority Population
- Zero Car Households
- Population with a Disability
- Population with Limited English Proficiency

Population

Population data are shown in Figure 5 at the block group level. Each block shown is within the Sandpoint Area Urban Area Boundary (UAB). The data have been ratioed to the number of people present in a block group and the size (square milage) of the block group to equate the overall population density.

The population in the Sandpoint Urban Area is centered in Sandpoint but with the highest secondary concentrations in Ponderay, Kootenai, and Dover.

Minority Population

Minority population data are shown in Figure 6 at the block group level. Each block shown is within the Sandpoint Area UAB. The data show the number of minority individuals per square mile and shows higher minority population densities in Sandpoint (especially the western portion of Sandpoint) compared to the surrounding cities.

Zero Car Households

Zero car population data are shown in Figure 7 at the block group level. Each block shown is within the Sandpoint Area UAB. The data show the number of individuals with zero cars per square mile in a given block group. As shown in the figure, higher rates of no car ownership are found in the Sandpoint and Dover areas compared to the surrounding areas.

Population with a Disability

Disabled population data are shown in Figure 8 at the tract level. The data show the percentage of individuals with a disability present in a given census tract. The proportion of people with a disability is fairly consistent through the entire study area with the exception of central Sandpoint, which is lower.

Population with Limited English Proficiency

Limited English proficiency population data are shown in Figure 9 at the block group level. The data show the total number of people present in a block group that was surveyed and responded to having limited English or no English language proficiency. The number of individuals with limited English proficiency is low the study area with only a few identified in each block group.

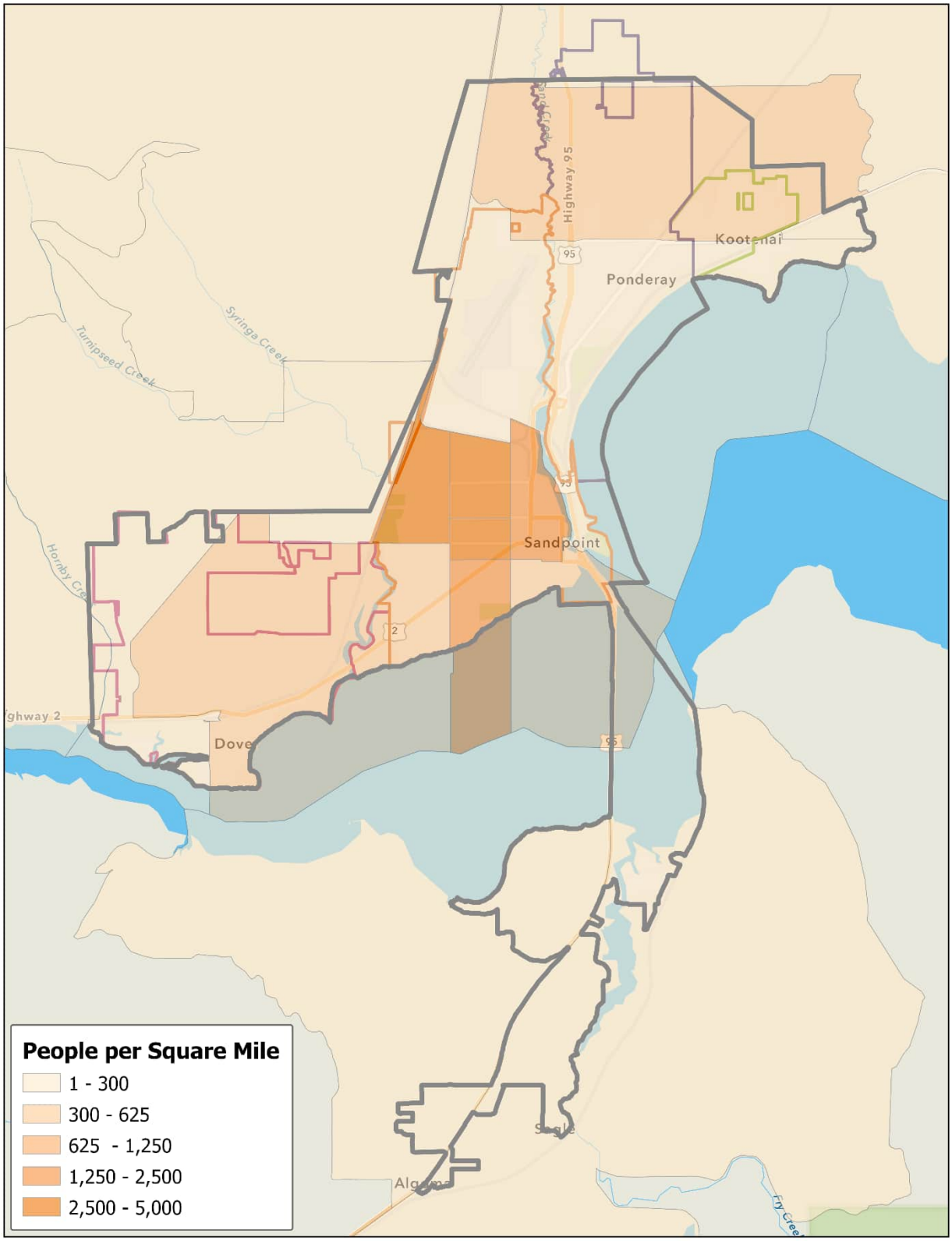

Figure 5. Total population per square mile by block group (2019).

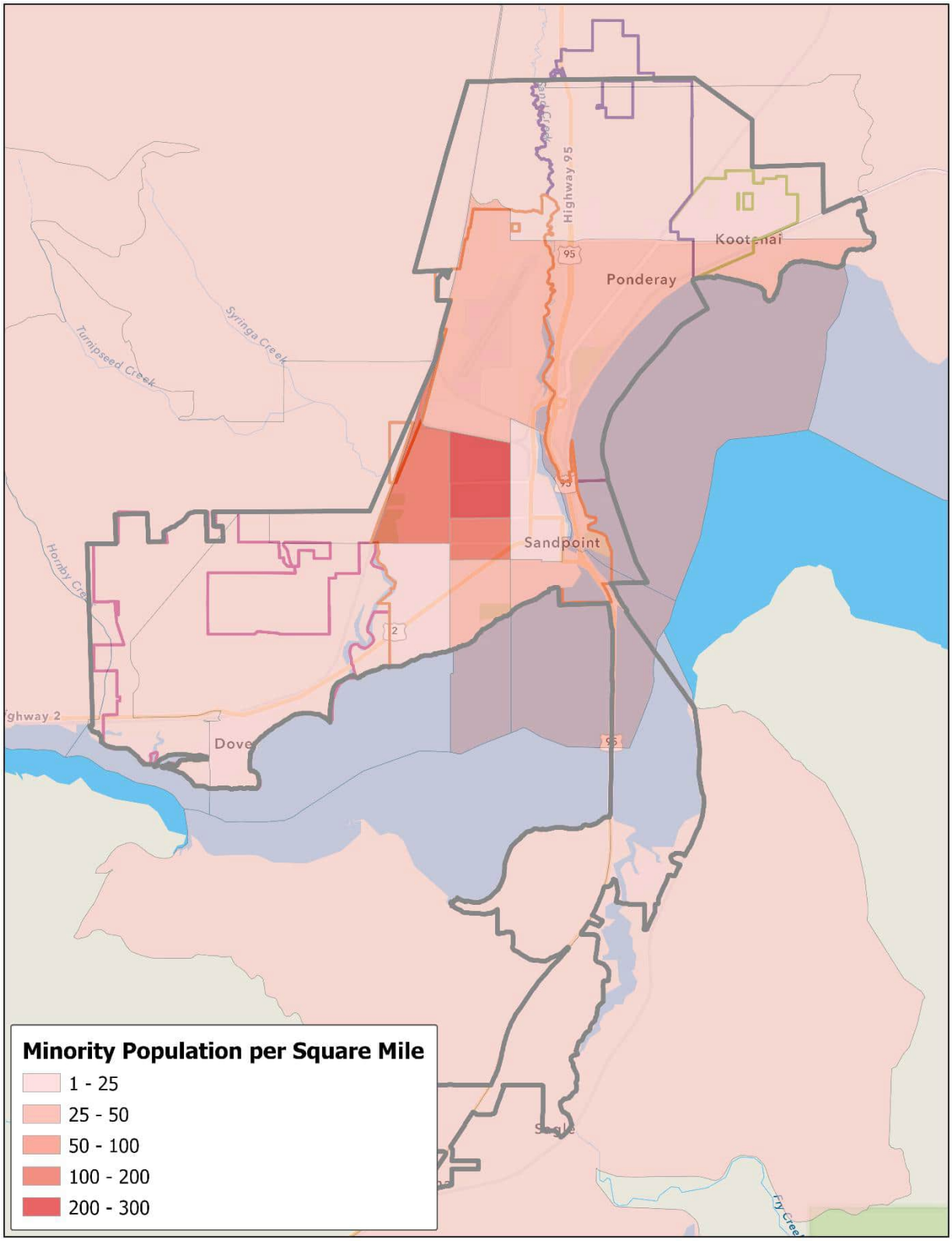

Figure 6. Minority population per square mile by block group (2019).

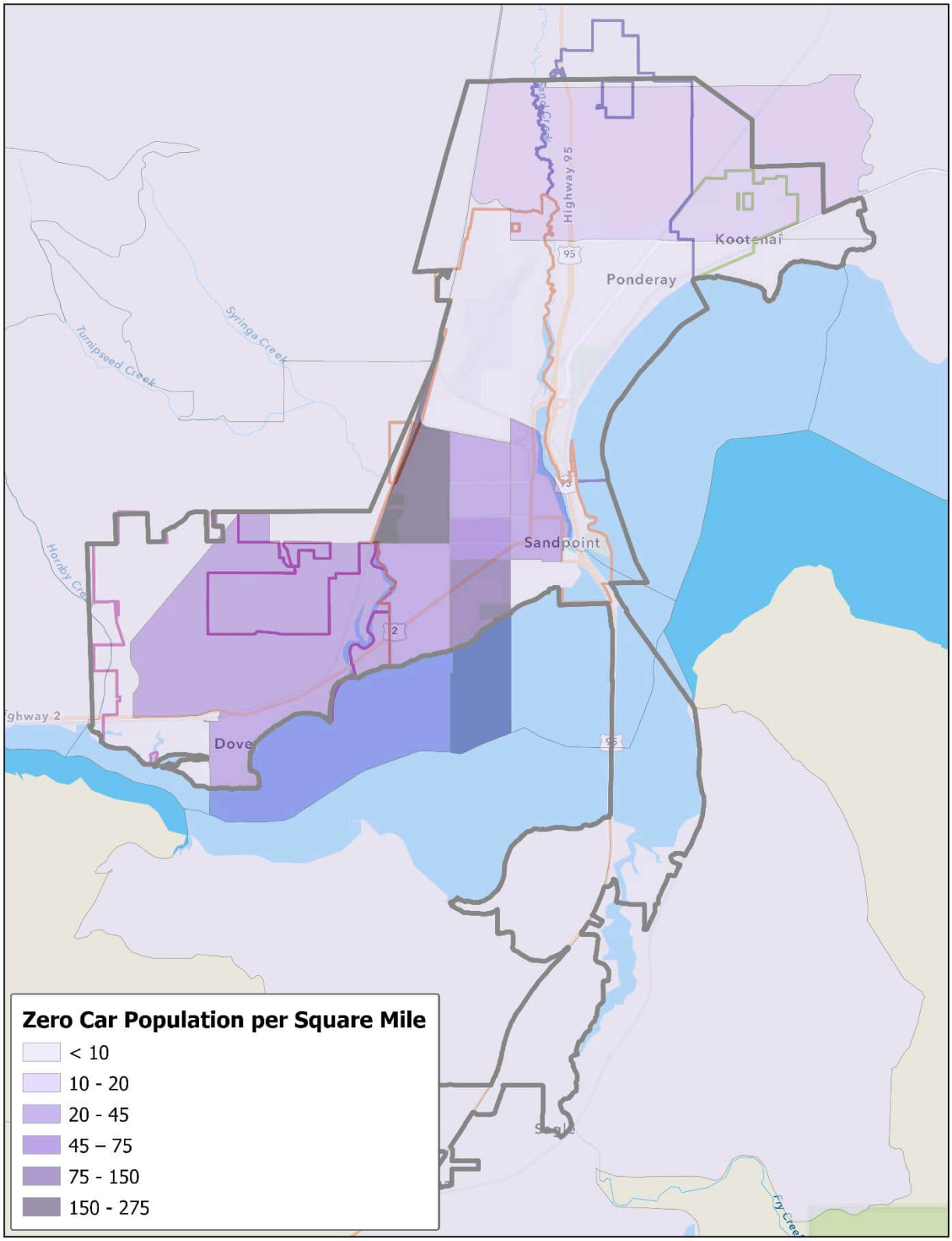

Figure 7. Total zero car population per square mile by block group (2019).

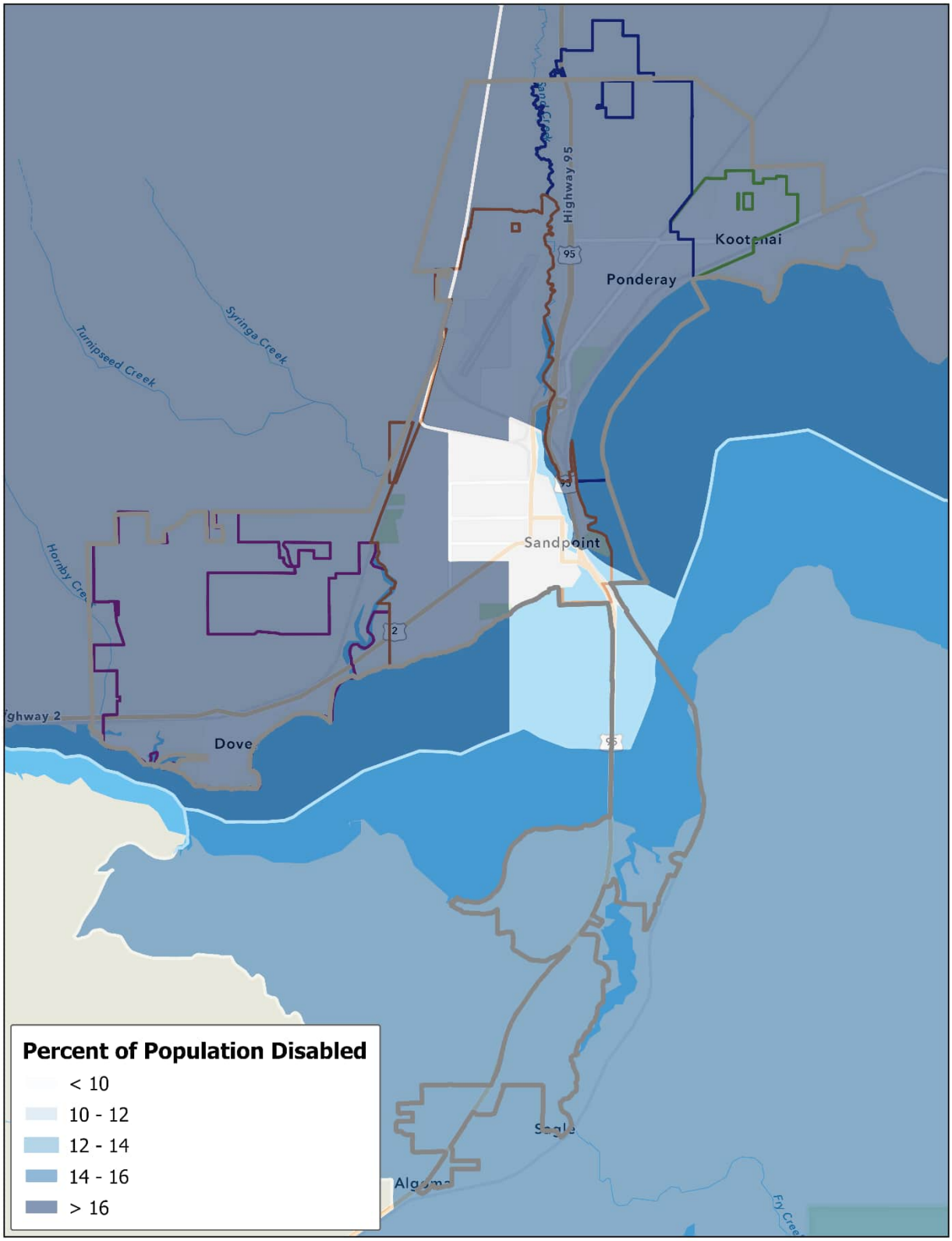

Figure 8. Percent of people with a disability by tract (2019).

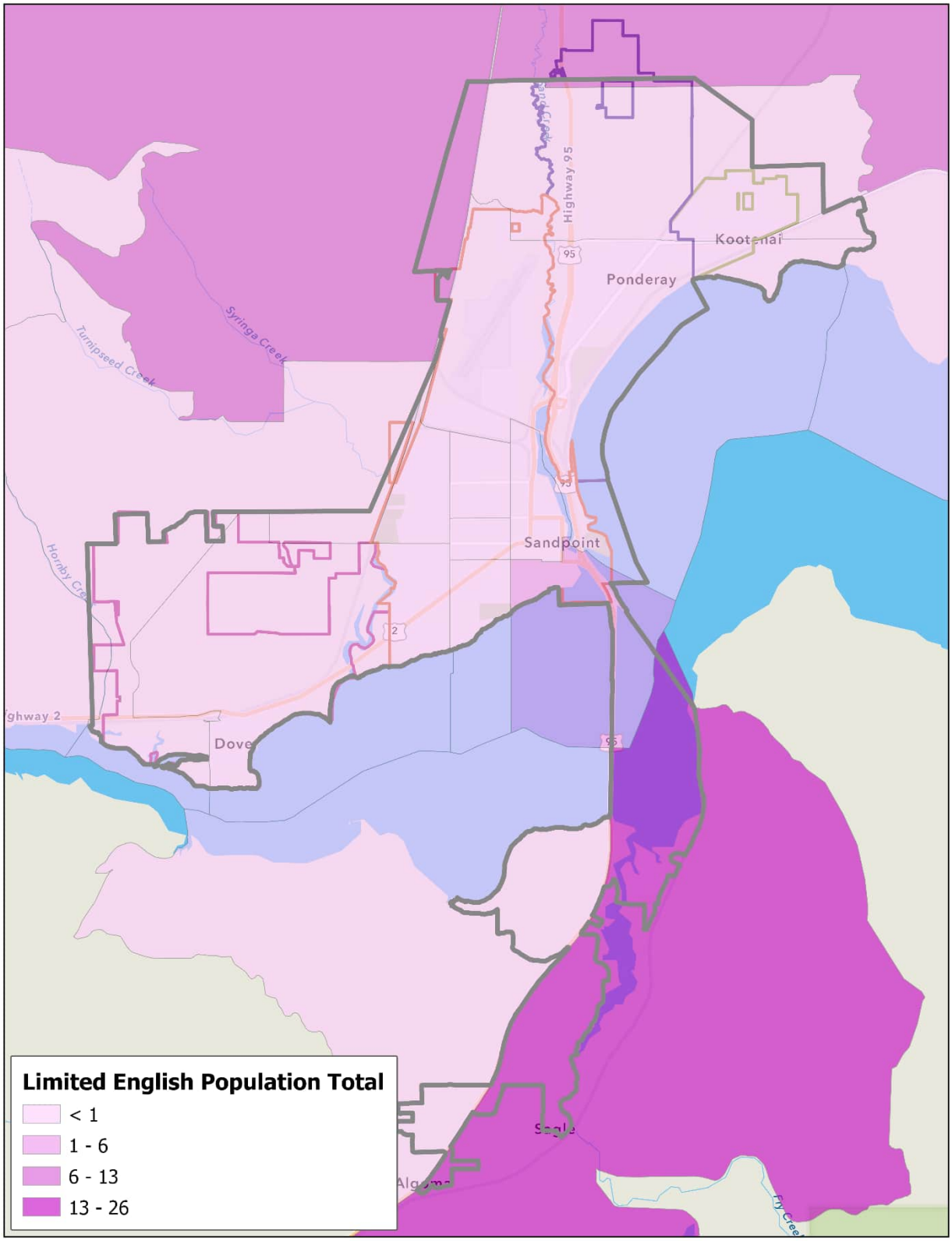

Figure 9. Total people with limited English proficiency by block group (2019).

Transit and Rail Assets

Rail lines and SPOT bus routes and stops are shown in Figure 10.

Several rail lines cross through the study area, some of which negatively impact transportation access. The BNSF crossing along US 2 near Dover Bay in the southwest part of the study area allows only one road crossing to exit the Dover Bay community. The BNSF crossing at Pine Street—specifically the existing bridge—could be a barrier to roadway expansion.

Amtrak runs a daily long-distance route through Sandpoint, the Empire Builder, with trains that travel between Chicago and the Pacific Northwest. The entire route trip length is 2,200 miles with stops in Illinois, Wisconsin, Minnesota, North Dakota, Montana, Idaho, Washington, and Oregon. This route travels on the BNSF route through Sandpoint stopping at Sandpoint Station (SPT) and is the only Amtrak station in Idaho.

SPOT currently has two routes running throughout most of the study area, with a bus traveling on each route every hour. The routes cover the inner portions of the study area but are missing large areas in Dover and the northern sections of Ponderay and Kootenai.

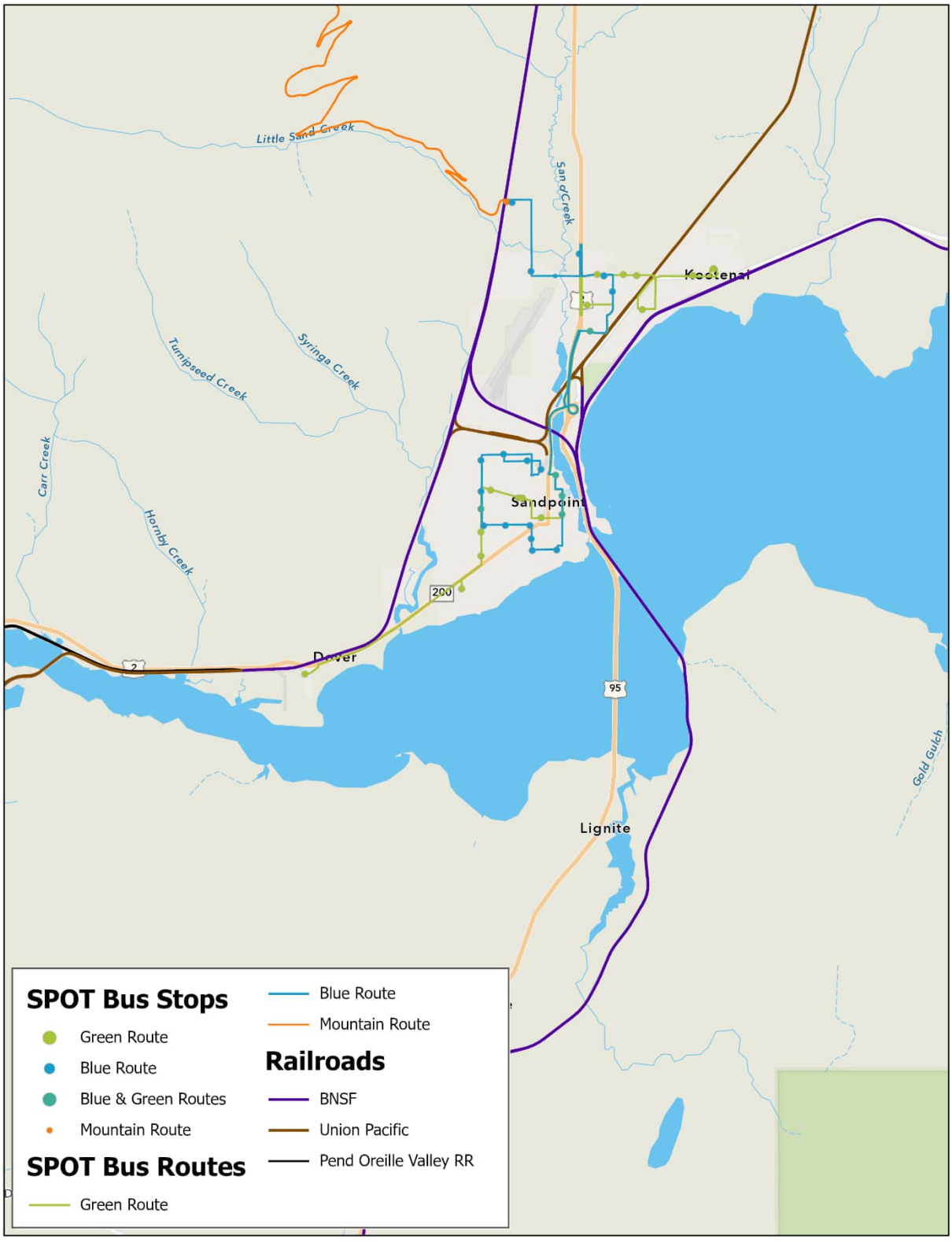

Figure 10. Railroads, bus routes, and bus stops within the study area.

Activity Centers

Activity centers in the Sandpoint UAB, shown in Figure 11, have been identified to acknowledge point locations that draw higher than normal activity, and thus necessitate quality transportation accessibility considerations. These locations draw people by personal automobile, transit, or other modes. Parks and schools are significant as they have a disproportionately high number of pedestrians and cyclists accessing them. Activity centers in the Sandpoint UAB have been identified in the following categories:

Activity Centers

- Walmart Super Center
- Schweitzer Mountain Transit Parking Lot
- Sandpoint Airport
- Springy Point Campground
- Home Depot
- North 40 Outfitters
- Pine Street Woods
- Bonner Mall
- Sandpoint Elks Golf Course
- Downtown Sandpoint

Parks

- Ponderay Field of Dreams
- Cedars Park
- McNearney Park
- Pinecrest Memorial Park
- Ponderay Dog Park
- Hickory Street Park
- Great Northern Park
- Centennial Park
- Travers Park
- Pine Street Park
- Cedar Street Triangle Park
- Farmin Park
- Lakeview Park
- Sandpoint City Beach Park
- Dog Beach Park
- Dover City Park
- Balto Park
- War Memorial Field

Schools

- Sandpoint Christian School
- Kootenai Elementary School
- Farmin Stidwell Elementary School
- Lake Pend Oreille Alternative High School
- Selkirk School
- Little Lambs Preschool
- Sandpoint Junior Academy
- Sandpoint Waldorf School
- Sandpoint Middle School
- Sandpoint High School
- Sandpoint Charter School
- Washington Elementary School
- Sandpoint Children's Learning Center
- Sagle Elementary School

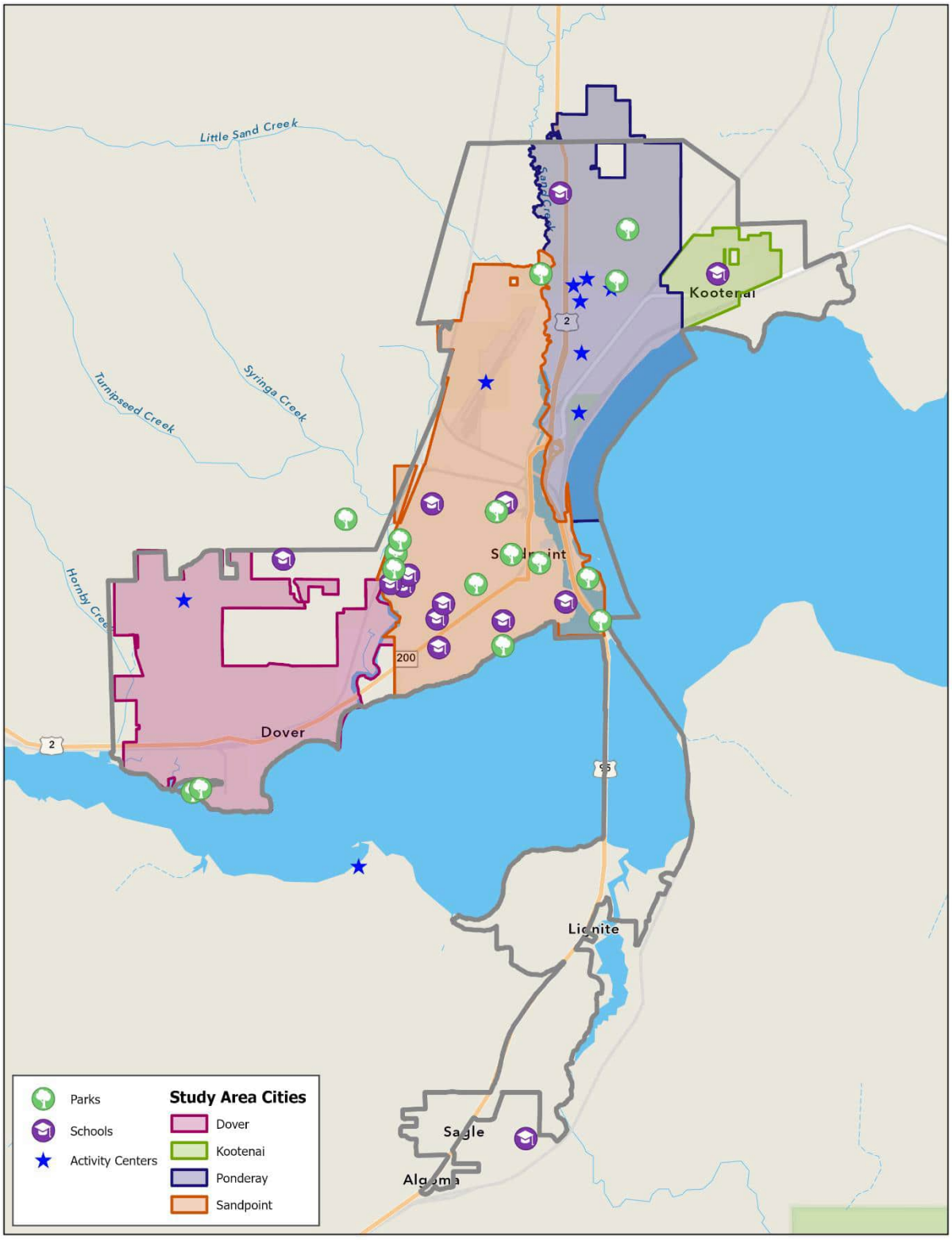

Figure 11. Parks, schools, and other activity centers within the study area.

STAKEHOLDER COORDINATION

Stakeholder coordination included the following groups:

- MJPG member cities/agencies including city staff, and elected and appointed officials between 2022 and 2024:
  - City of Sandpoint
  - City of Dover
  - City of Ponderay
  - City of Kootenai
  - Independent Highway District
  - Bonner County
- Stakeholder groups, primarily in 2022, including:
  - SPOT
  - BCATT
  - Lake Pend Oreille School District
  - Trail Mix Committee
  - Idaho Transportation Department (ITD), District 1
  - LHTAC

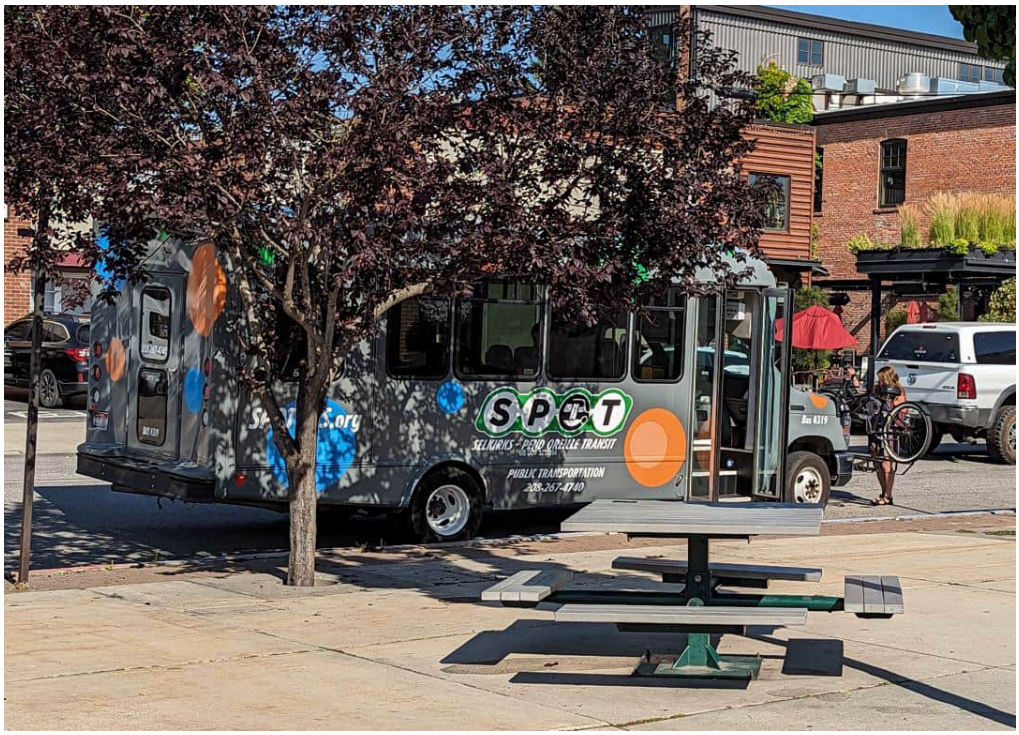

Figure 12. SPOT bus in downtown Sandpoint picking up a passenger with a bike.

The project team met with each of these groups to obtain existing plans, discuss needs, visions, and goals, and learn more about upcoming projects. Meetings with these groups also served as

an opportunity to keep them apprised of the planning process and aware of upcoming opportunities to provide input at various stages of the planning process.

To help the MJPG members keep their respective cities/agencies up-to-date with progress on the planning process, a mid-project slide deck was prepared and distributed in August 2022.

Stakeholder Workshops

Formal workshops were held with the MJPG member cities/agencies at key points during the development of the plan including those shown in Table 2.

Table 2. Stakeholder Workshops

Workshop	Date	Overview
Kick-off Meeting	January 26, 2022	• Overview of roles and responsibilities • Reviewed scope of work • Discussed in-person community engagement ideas • Reviewed proposed schedule • Outlined communication plan • Data and other information request • High-level visioning and problem identification exercise to set the stage for the Goals and Visioning Workshop
Goals and Visioning Workshop	March 23, 2022	• Overview of data collection to date • Small group brainstorming • Goals & objectives based on other studies • Survey responding to draft goals & objectives
Project Identification Workshop	May 31, 2022	• Prioritizing and ranking goals & objectives • Project identification/refinement discussion • Review upcoming public engagement
Project Evaluation Workshop	Aug 1, 2022	• Discuss feedback from public event • Continued engagement opportunities • Review draft evaluation criteria and discuss weighting
Project Prioritization and Policy Workshop	November 9, 2022	• Summary of public feedback • Project prioritization (top 10 projects) • Sample project cut sheets • Policy items discussion
Draft Report Workshop	January 24, 2024	• Review draft report
Final Workshop	February 28, 2024	• Review funding options • Confirm final ranking of projects

Kick-off Meeting

At the kickoff meeting, a high-level visioning and problem identification exercise provided insight from the MJPG members on top priorities for the study, transportation challenges and opportunities in the urban area, and recent challenges in implementing past plans. Regional connectivity and safety were the top two priorities listed (see Figure 13 for ranked priorities).

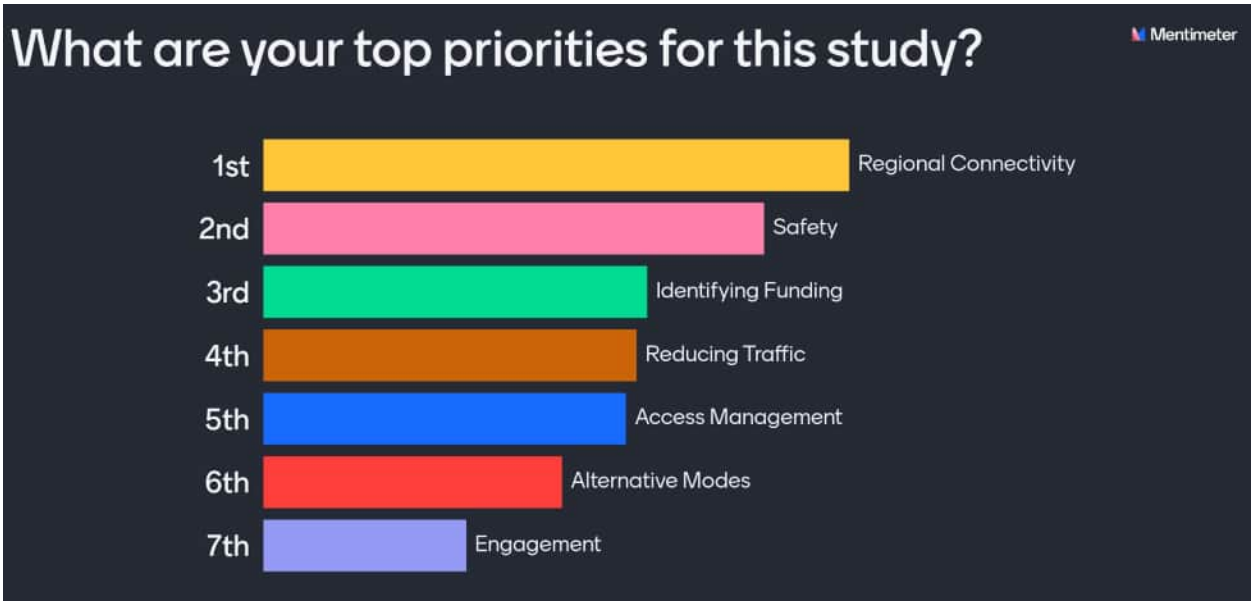

Figure 13. MJPG responses during the high-level visioning and problem identification exercise during the kickoff meeting.

Challenges and opportunities identified during the high-level visioning and problem identification exercise are shown in Table 3.

Goals and Visioning Workshop

The outcome of the goals and visioning workshop are those described in the ***Goals and Objectives*** section near the plan's beginning. The goals were developed by starting with the top priorities shown in Figure 13 and collaboratively refined to goal statements agreed to by the MJPG members. Follow up questions were posed to the MJPG members to better understand why each priority was important and elaborate on how to make it an effective goal. The additional detail provided the basis for the objectives underneath each goal.

Project Identification Workshop

During the prioritization workshop, the project team reviewed the draft goals and objectives and led the MJPG members in an exercise to help prioritize each objective within the goals. Figure 14 shows the ranked voting of each objective by the eight MJPG members in attendance at the workshop and the average ranking. At the time, only four draft goals had been identified. The final goal—"Support Cross-Jurisdictional Collaboration"—was developed later in the process. The final goals and objectives are shown in the ***Goals and Objectives*** section near the beginning of the plan.

The primary activity during this workshop was to identify potential projects for inclusion in the plan. These potential projects are discussed in greater detail in the ***Preliminary Transportation Improvement Concepts*** section of this plan.

Table 3. Transportation Challenges and Opportunities

Challenges	Opportunities
• Terrain/water • Off highway routes • Requires ITD partnership • Keeping up with growth (as soon as a plan is adopted, it's out of date) • Right-of-way • Competing interests • Limited internal connectivity in Ponderay • Having only one bridge over the lake • Angled accesses • Through traffic • Lack of funding options for small cities in urban areas • More people moving in • Funding • Lack of funding for big picture projects • Low density leading to low funding per mile for roads • Winter • Long Bridge • Political priorities not aligning with jurisdiction's priorities	• Increased connectivity • Working well with other jurisdictions • Active ped/bike community • Future infrastructure funding • Truck and traffic byways • Signal timing coordination • Ability to construct roads and paths in less dense areas • Bring in more grant money • All the cities working together • Multimodal connectivity • Connectivity • Opportunity for more collaboration between cities and ITD

Goal 1 - Enhance Local and Regional Multimodal Connectivity	Scoring from Attendees								Summary
East/West	1	3	2	1	2	3	4	2	2.25
Multimodal	3	2	3	2	4	4	2	2	2.75
Mode shift	4	1	4	4	3	2	1	2	2.63
Prioritize Infill	2	4	1	2	1	1	3	4	2.25
Goal 2 - Improve Safety of the Multimodal Network	**Scoring from Attendees**								**Summary**
Channel traffic to higher volume roads	1	1	1	3	1	6	4	4	2.63
Ped/Bike infrastructure	3	2	3	4	2	4	1	1	2.50
Identify gaps	2	4	2	1	3	1	2	4	2.38
Ped bike access to bus stops	4	3	4	2	6	5	3	4	3.88
Access management	5	5	5	5	4	2	5	4	4.38
Design Standards	6	6	6	6	5	3	6	4	5.25
Goal 3 - Funding Potential	**Scoring from Attendees**								**Summary**
Build existing plans	3	3	3	1	3	3	3	1.5	2.56
Prioritize likelihood of funding	1	1	2	2	2	1	1	1.5	1.44
Prioritize collaborative list	2	2	1	3	1	2	2	1	1.75
Goal 4 - Plan for Population and Traffic Growth	**Scoring from Attendees**								**Summary**
Bolster economic opportunities	1	1	2	3	1	3	3	2	2.00
Enhance transit for mode shift	3	2	2	1	3	2	1	2	2.00
Improve multimodal network	2	3	1	2	2	1	2	2	1.88

Figure 14. Results of prioritization of objectives for each goal from MJPG members.

Project Evaluation Workshop

This workshop was held the Monday following the 2022 Crazy Days, so much of the workshop included a discussion of what was heard at the event. The workshop also provided an opportunity for the MJPG members to review and comment on the draft evaluation criteria. These criteria are discussed in detail in the ***Evaluation of Transportation Improvement Concepts*** section later in this plan. At this workshop, it was agreed to that all of the potential projects would be scored based on the evaluation criteria, and the top 10 would be prioritized equally with project cut sheets developed. These 10 projects are discussed in the ***Recommended Transportation Improvement Concepts*** section of this plan. At a later workshop, it was agreed that each of the top 10 projects would be given a ranking.

Project Prioritization and Policy Workshop

This workshop focused on showing the results of the prioritization process and identifying and agreeing on the top 10 projects to be brought forward and be developed into project cut sheets. These projects are discussed in the ***Recommended Transportation Improvement Concepts*** section of this plan. This workshop also included a detailed discussion of five policy items including:

- Access Management
- GIS Management
- Design Standards
- Transit
- Traffic Impact Studies

Policy recommendations for each subject are included in this report's Policy Recommendations section.

Figure 15. Members of the MJPG taking a break during a workshop.

COMMUNITY OUTREACH

Community participation, understanding, and support is integral to the success of the Sandpoint UATP. When community members trust the process of developing and prioritizing projects—and have the opportunity to participate—they tend to be more supportive of the projects and policies themselves. Community outreach included an online survey and two public events.

Community Survey

An online community survey was made available for community members to share feedback, ideas, issues, and concerns. The survey was advertised with the help of each of the MJPG cities using their social media channels, websites, utility bills, announcements and public meetings, and fliers. An article also appeared in the Bonner County Daily Bee which promoted both the public event and the online survey.[4] The survey was live from July through September 2022. The survey asked the following questions, focusing on all modes of transportation:

- How do you travel throughout the region?
- Please rank your preferred travel mode.
- Which travel mode do you think needs the most attention in the project study area?
- What would make you want to ride a bike more?
- What would make you want to walk more?
- What would make you want to take transit more?
- In general, what are your barriers to multimodal travel?
- Through the Urban Area Transportation Plan, representatives from each of the cities and entities have identified several goals to guide project selection moving forward. Please rank these goals in order of your preference.
- Please share any additional comment here.

The survey also asked demographic questions including location of residence, age, ethnicity, and household income.

By **DANIEL RADFORD**
Staff Writer | July 30, 2022 1:00 AM

SANDPOINT — As shoppers are seeking bargains during Saturday's Crazy Days sidewalk sale, Urban Area Transportation Plan representatives hope they will stop by and learn a little more about area transit issues.

Figure 16. A portion of the article that ran in the Bonner County Daily Bee reporting on the then upcoming public event during Crazy Days.

[4] https://bonnercountydailybee.com/news/2022/jul/30/transit-issues-focus-public-outreach-meetings/

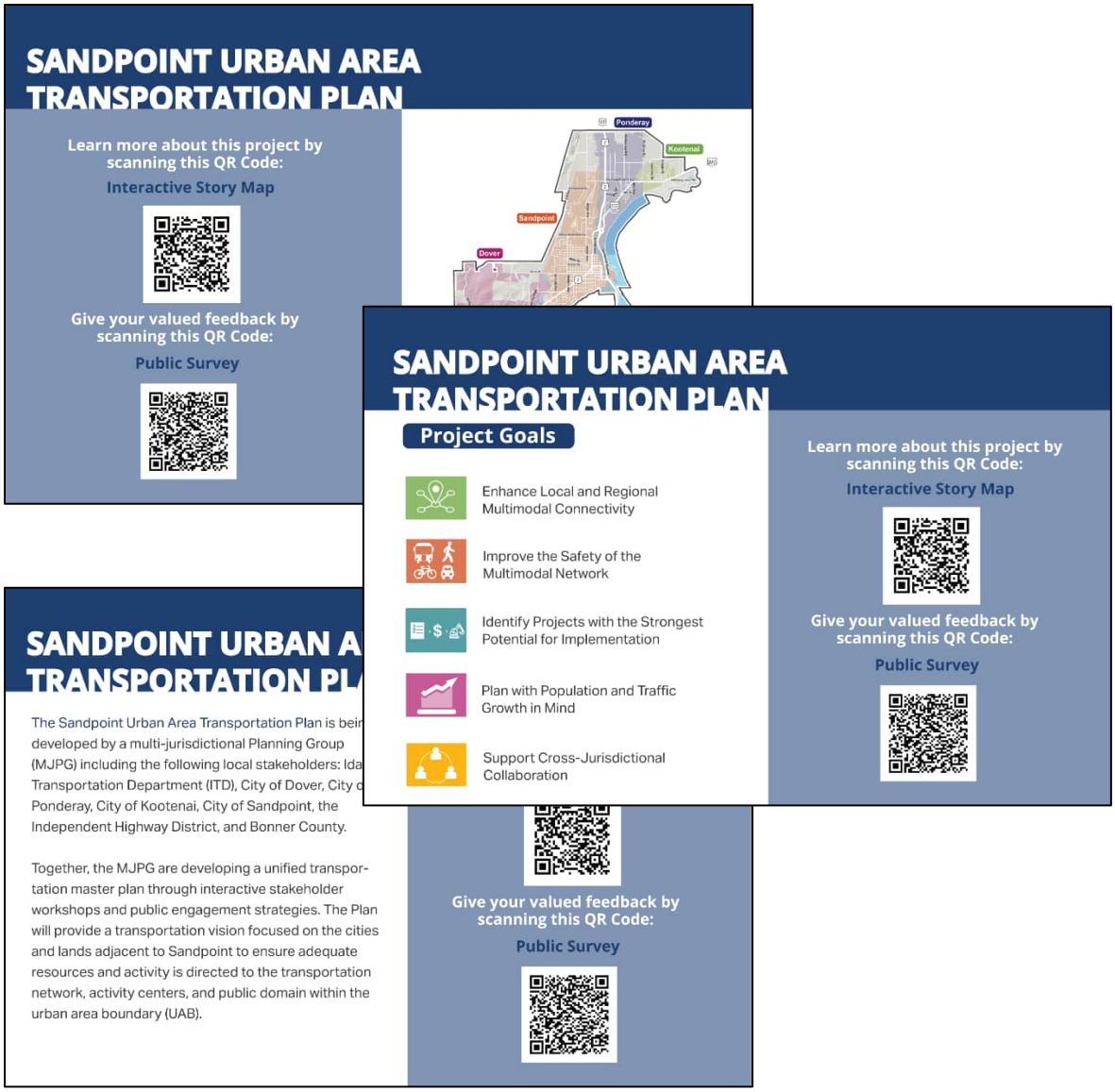

Figure 17. Graphics used by cities and stakeholders to advertise the community survey.

The survey received 80 responses from members of the community. Key themes from reviewing the responses, including the open-ended questions include:

- The majority of respondents traveled by, and preferred to travel by, automobile. Approximately 60% of respondents marked it as their first choice. However, respondents thought biking, driving, and walking all needed priority in the plan.
- Safety was the most stated barrier to multimodal transportation. Respondents listed feeling unsafe when biking, walking, and using transit. Safety measures listed for people riding bikes included safer bike lanes, separated paths and trails, barriers between cars and bikes, sharrows, and lower vehicle speeds.
- Respondents had diverse views on the transportation needs of the Sandpoint Urban Area, but a large majority saw the need for the UATP and more connectivity and interjurisdictional cooperation.

StoryMap

An ArcGIS StoryMap was created to provide an interactive website to show existing conditions about the study area, goals and objectives of the planning process, preliminary projects, and a link to the community survey. The StoryMap provided a one-stop location for both the public and stakeholders to understand the progress of the plan up through the development of preliminary projects.

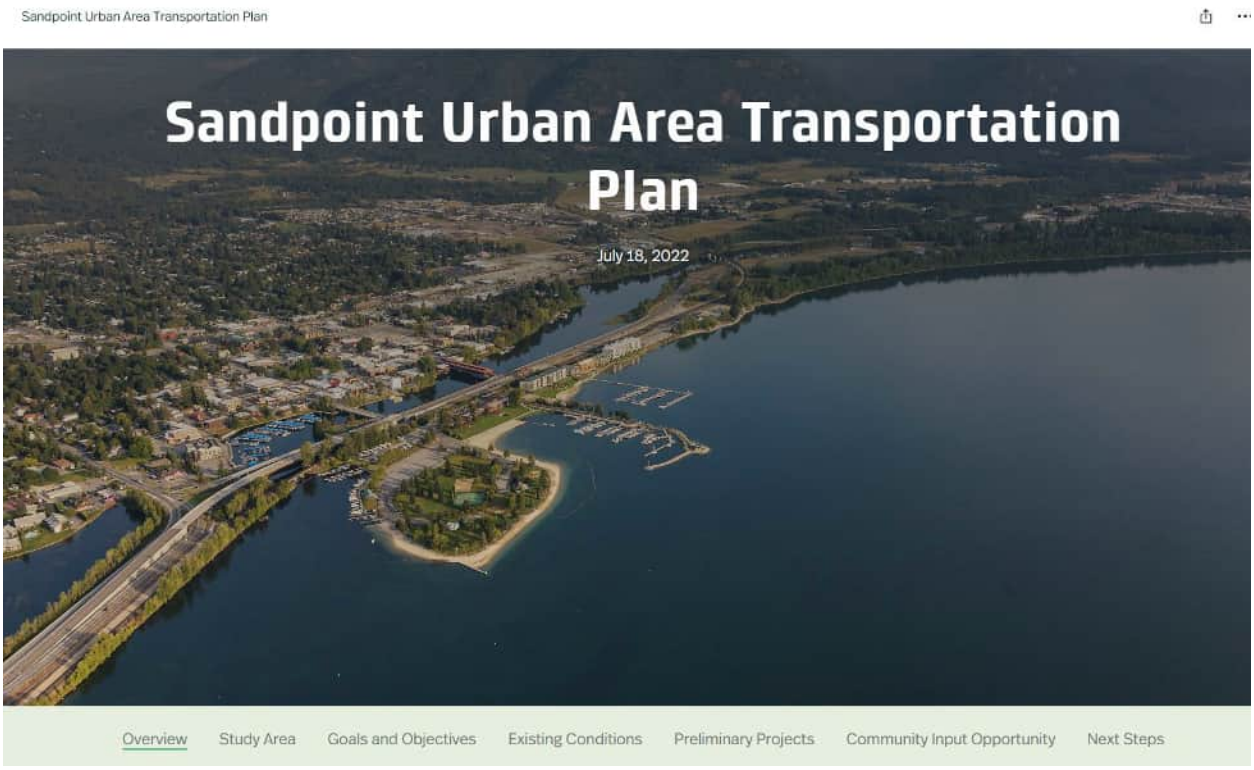

Figure 18. ArcGIS StoryMap developed for use up through the first public event in July 2022.

Public Event #1 – Crazy Days July 30, 2022

The first public event was held in conjunction with Crazy Days on July 30, 2022. Crazy Days is an annual sidewalk sale as well as a regular Farmers' Market at Sandpoint which occurs each Saturday morning. A booth was set up at Jeff Jones Town Square with several displays showing the progress of the plan to date. The booth was staffed with the project team as well as several representatives of the MJPG who answered questions about the plan and asked for public input. Postcards with a link to the community survey were also distributed. Project team members and MJPG representatives contacted over 100 people during the event. Comments received during the event included requests for expanding the transit system, request for restroom facilities along trails, lack of parking at the Bay Trail, requests for more bike rental options, need for signalization of SH 200 and Kootenai Bay Road and SH 200 and Eastgate, discussion of rail crossings, train noise, and lack of safety, and discussion of snow removal issues on sidewalks. Based on discussions at the event, it is believed that many of the people contacted took the online community survey and added additional feedback and comments there.

Figure 19. Flier for the Annual Sidewalk Sale as part of Crazy Days, July 30, 2022.

Figure 20. Members of the public brought up transportation safety and mobility concerns in the Sandpoint Urban Area.

Figure 21. Members of the MJPG discussing transportation issues at the booth during Crazy Days on July 30, 2022.

Public Event #2 – Crazy Days July 29, 2023

The second public event was held the following year—again on Crazy Days—to show members of the public what projects had been identified and which projects were the priority projects (top 10 projects). Figure 22 shows the location of all identified projects (priority and secondary) and Figure 23 shows detailed view of the 10 priority projects as well as three City of Sandpoint priority projects. The City of Sandpoint also participated and brought exhibits to the event to showcase some of their planned projects.

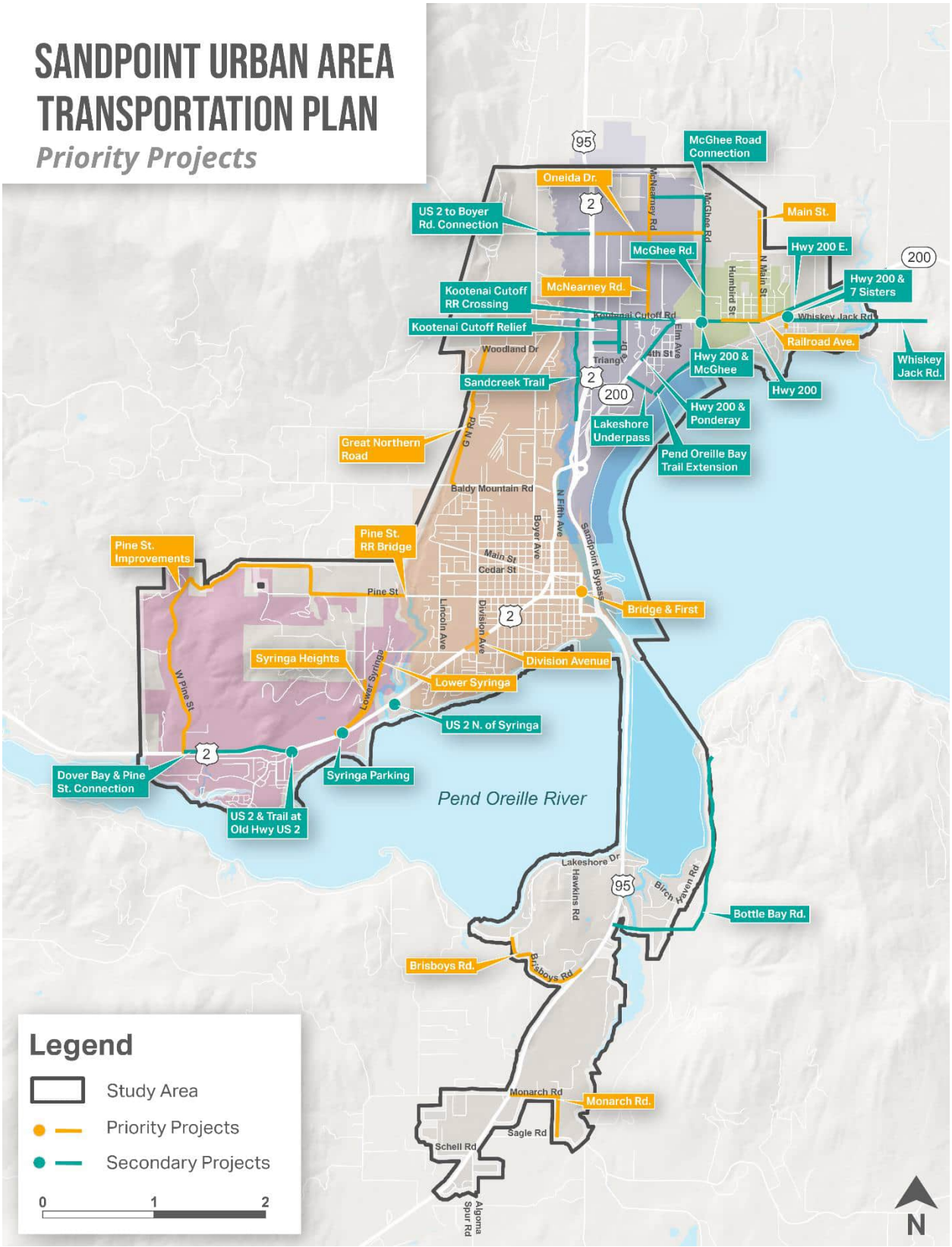

Figure 22. Priority and secondary project locations displayed at the Crazy Days public event.

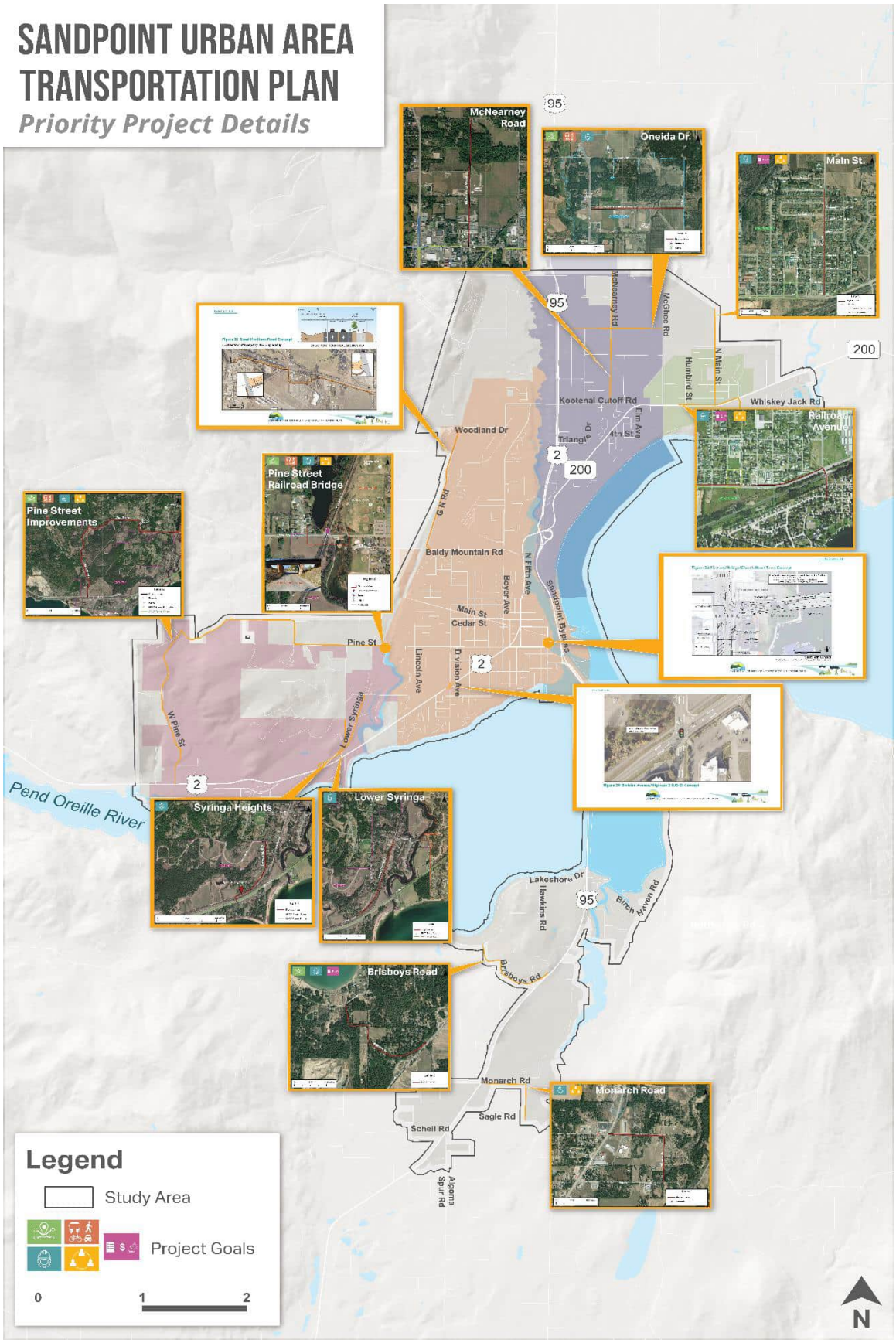
SANDPOINT URBAN AREA TRANSPORTATION PLAN
Priority Project Details
McNearney Road
Oneida Dr.
Main St.
Pine Street Improvements
Pine Street Railroad Bridge
Railroad Avenue
Syringa Heights
Lower Syringa
Brisboys Road
Monarch Road
Woodland Dr
Kootenai Cutoff Rd
Whiskey Jack Rd
Baldy Mountain Rd
Pine St
Cedar St
Lakeshore Dr
Monarch Rd
Sagle Rd
Schell Rd
Pend Oreille River
Legend
Study Area
Project Goals
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Figure 23. Detailed priority project locations displayed at the Crazy Days public event.

Figure 24. Booth at Crazy Days, July 29, 2023.

Figure 25. Members of the MJPG discussing the results of the plan with members of the public at Crazy Days on July 29, 2023.

GOALS AND OBJECTIVES

The following goals and objectives were collaboratively developed with representatives from each of the project partners. These goals served as a guide for project identification and prioritization throughout the planning process.

Goal 1: Enhance Local and Regional Multimodal Connectivity

1. **Include multimodal infrastructure with roadway improvements**
2. **Identify opportunities to increase mode-shift options such as bike, pedestrian, and transit infrastructure in right-of-way constrained areas**
3. **Increase east-west network travel options**
4. **Prioritize completing infrastructure gaps over entirely new facilities**

Goal 2: Improve the Safety of the Multimodal Network

1. **Ensure design standards are met**
2. **Utilize consistent access management strategies**
3. **Improve pedestrian and bike access to/at bus stops**
4. **Channel traffic to higher volume roads, rather than accommodate all uses and high traffic volumes on all roads**
5. **Increase pedestrian and bike infrastructure**
6. **Identify gaps in multimodal infrastructure**

Goal 3: Identify Projects with the Strongest Potential for Implementation

1. **Build on existing plans and partnerships**
2. **Prioritize projects that have a stronger likelihood for receiving funding**
3. **Develop a collaborative list of projects that align with the needs of all or most communities**

Goal 4: Plan with Population and Traffic Growth in Mind

1. **Bolster regional and local economic opportunities through transportation**
2. **Enhance transit and other multimodal improvements to encourage mode shift and reduce traffic**
3. **Improve local multimodal network so travel is not so dependent on State Highways**

Goal 5: Support Cross-Jurisdictional Collaboration

1. **Identify opportunities for municipalities to collaborate on projects that cross boundaries**
2. **Identify opportunities to develop plans that unify standards or processes across jurisdictional boundaries**
3. **Collaborate on interagency agreements**

PRELIMINARY TRANSPORTATION IMPROVEMENT CONCEPTS

The MJPG members brainstormed potential projects based on their knowledge of local conditions and needs, previous studies, and recent public feedback. The 31 projects identified for further consideration are shown in Figure 26 and Table 4.

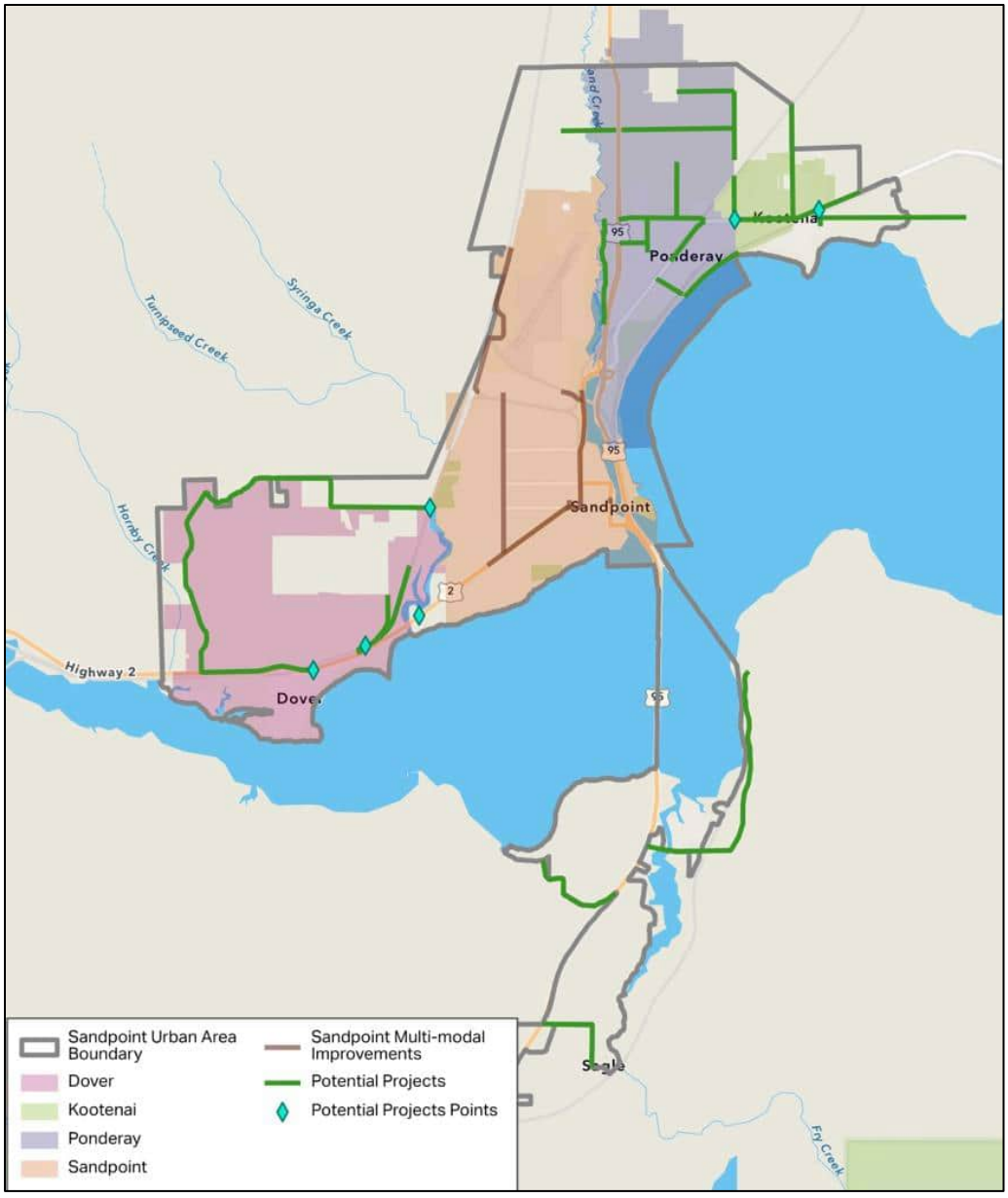

Figure 26. Potential projects in the study area.

Table 4. Identified Potential Projects

Project	City	Description
Pine Street Connectivity Improvements	Multiple	Widen and pave Pine Street, in order to better connect people to the nearby recreation areas and to improve safety. A separated bike and pedestrian path is planned for, but would require additional ROW beyond the 50-60 feet needed for the roadway improvements.
Pine Street Railroad Bridge	Multiple	Widen the road under the railroad bridge and add pedestrian and bike improvements.
Schweitzer Connection	Multiple	New road connecting drivers to Schweitzer Cutoff. Includes bike and pedestrian improvements along the connection.
SH-200 & McGhee Road	Kootenai	Intersection improvement to remove the right-only lane westbound, to improve westbound traffic flow.
Railroad Avenue Bike & Pedestrian Access	Kootenai	Establishing bike and pedestrian facilities along Railroad Avenue to connect to the planned bike and pedestrian facilities along SH-200.
Main Street	Kootenai	Pedestrian improvements via separated paths to fill a gap in pedestrian infrastructure.
Southern McGhee Road	Kootenai	Add multimodal access to this section of McGhee Road, which is currently a two-lane road without pedestrian or bike facilities.
Lakeshore Underpass and Pend D'Oreille Bay Trail Extension	Ponderay	Two-lane road from SH-200 to the railroad, and multimodal improvements to the east. Multimodal path does not need vehicle access, aside from emergency vehicle access.
Kootenai Cutoff Railroad Crossing	Ponderay	Improvements to solve the traffic and capacity issues.
McNearney Road	Ponderay	Road widening, updates to current design standards, and bike and pedestrian facilities. New road in Phase 3.
Oneida Road	Ponderay	Paving the road, updating to road to current design standards, and adding facilities for bikes and pedestrians. Newly constructed road in Phases 2 and 3
Path Along Sand Creek	Ponderay	Pedestrian path to connect to the trailhead.
McGhee Road Multimodal Connection	Ponderay	East to west connection on the north side of the Field of Dreams, connecting to Craigs Court and extending to the east to McNearney Road.
Relief to Kootenai Cutoff	Ponderay	Roadway connection from Kootenai Cutoff to 95 to ease congestion as the area surrounding it develops. Include sidewalks.

Dover to Pine Street Connection	Dover	Bike and pedestrian connection to fill a gap in multimodal connectivity between Dover Bay and the amenities in the Pine Street area.
Syringa Heights	Dover	Pavement rehab/pavement addition and widening improvement to support the existing vehicle and pedestrian traffic.
Syringa Parking	Dover	Add trailhead parking to a destination that is already used and signed as a trailhead.
Lower Syringa	Dover	Paving an existing gravel road and updating the road to current design standards. Bike lanes or a shared use path for cyclists and pedestrians.
Microtransit in Northwest Dover	Dover	Microtransit solutions in the northwest portion of Dover, which is currently poorly connected to the existing transit network.
Whiskey Jack Bridge	Bonner County	Widening the existing bridge and updating the facility to current design standards.
Bottle Bay Road	Bonner County	Adding a bike lane or multiuse path to an existing road that is used by cyclists and pedestrians.
Brisboys Road	Bonner County	Widening and repaving of the existing Brisboys Road to improve the safety of the road. It is currently very narrow with some tight turns.
Monarch Road	Bonner County	Paving an existing gravel road and improving signage. The project also plans to identify design interventions (if repaving does not solve the issue) to improve a sharp turn that is difficult to see due to connecting driveways that make the road appear to continue straight.
Whiskey Jack Road	Bonner County	Widen the existing road and updating to a typical cross-section for a collector road which includes a 24-ft travel-way width and up to 34-ft roadway width.
Great Northern Road	Sandpoint	Reconstruction of the existing roadway from Baldy Mtn Rd to Woodland Dr. Concurrently, City generated various concepts including corridor realignment, turn lanes, ROW acquisitions etc.
Division Avenue	Sandpoint	Reliant on implementation of Baldy Mtn Rd Ext., involves various short-term safety improvements along the lines of an added crosswalk, increased signage and lighting, and vegetation reductions. Additional longer term goals include improved ADA compliance, relocation of power lines and a reconfiguration of cross-section along Division Ave.
Baldy Mountain Road Extension	Sandpoint	Extension of the road to connect 5th Ave/US-2 as well as a high-T intersection. Additionally, a new signal Boyer will be added to coordinate with RR Crossing.

First and Bridge/Church – Long-Term Concept	Sandpoint	Utilize physical devices to prevent left turns before implementing a long-term strategy that involves closing 1st Ave between Church St and Bridge St.
East-West Connection – Long-Term Plan (Couplet)	Sandpoint	Changes to traffic control, alignment, and configuration of intersections and Hwy 2 in downtown Sandpoint. New signalized intersections on Sandpoint streets.
Ontario Street/Highway 2 (US-2) Concept	Sandpoint	Realign Ontario to create more perpendicular intersections with US-2 as well as realign crosswalk on N side of intersection to be perpendicular to roadway resulting in shorter walking distance and increased safety.
Ella Avenue and Highway 2 (US-2) Concept	Sandpoint	Extend/connect Ella Ave to highway 2 on N side. Implement timed pedestrian crossing for multiuse path.

EVALUATION OF TRANSPORTATION IMPROVEMENT CONCEPTS

All potential projects discussed in the **Preliminary Transportation Improvements Concepts** section were ranked based on how they met the overall project criteria discussed in the **Goals and Objectives** section. To accomplish this ranking, each criterion was given a weighting (1 through 3) based on the MJPG members preferences, and each potential project was given a score on a scale of 1 (low) through 3 (high). Table 5 shows each goal and associated criteria (based on the objectives), criteria weight, and threshold criteria for the 1 through 3 scale.

The project team interviewed each municipality to get additional information about each project to be able to evaluate each of the criteria. The score for each criterion was multiplied by the weighting and summed up to a total score for each project. The scores for each criterion for each project are shown in Appendix A. This process resulted in 10 projects outside of Sandpoint city limits being brought forward to the final recommended prioritized project list. Overall, each city had at least two projects well suited to meet the goals and objects within the top 10 projects list. Three additional projects from the Sandpoint Multimodal Transportation Master Plan (2021) were added to the list for a total of 13 projects. Details on these selected projects are discussed in the **Recommended Transportation Improvements Concepts** section.

Figure 27. Projects prioritized based on how well they accomplished the five goals including connectivity, safety, implementation potential, accommodation of growth, and cross-jurisdictional collaboration.

Table 5. Criteria Weights and Ranking

Goal	No.	Criteria	Weight	Score		
				1 (Low)	2 (Neutral)	3 (High)
Transportation Resiliency	T1	Increases east-west travel options (or capacity)	2	Doesn't meet criteria	May meet criteria	Meets criteria
	T2	Fills a gap in infrastructure	3	New Facility	May meet criteria	Meets criteria
	T3	Fixes a current failure	3	Facility functioning well	Neutral	Facility failing
	T4	# of people impacted or amount of system impacted	2	Less than other projects	Neutral	More than other projects
Multimodal Improvements	M1	Multimodal Improvement	3	Accommodates one mode	Accommodates two modes	Accommodates three or more modes
Safety	S1	Updates facilities to current design standards	1	Doesn't meet criteria	May meet criteria	Meets criteria
	S2	Improves a current known safety concern	3	Doesn't meet criteria	May meet criteria	Meets criteria
	S3	Planned facility comfort for all users	3	Uncomfortable for some users	Comfortable for several modes	Comfortable for all modes
Implementation Potential	I1	Ongoing Maintenance Costs	1	High Cost	Moderate Cost	Low Cost
	I2	Funding Potential	2	Low Score	Moderate Score	High Score
	I3	ROW Needs	2	High Needs	Minor Needs	No/Negligible Needs
Supports Cross-jurisdictional Collaboration	C1	Involves two or more jurisdictions	1	Doesn't meet criteria	May meet criteria	Meets criteria
	C2	Builds on existing plans and partnerships	2	Doesn't meet criteria	May meet criteria	Meets criteria
	C3	Public support	3	Low support	Neutral support	High support

RECOMMENDED TRANSPORTATION IMPROVEMENT CONCEPTS

Ten projects were selected from the evaluation process, specifically those that scored the highest. In addition to these ten projects, three more were chosen by the City of Sandpoint to be added to the priority list. The 10 recommended projects are described in Table 6 (see also Figure 29). Cut sheets for each project are included in Appendix B. The three additional Sandpoint project include the following[5]:

- Great Northern Road
- First and Bridge/Church Short Term
- Division Avenue Corridor

Figure 28. Pine Street in Dover/Bonner County area.

[5] See additional details in Sandpoint Multimodal Transportation Master Plan, May 2021.

Table 6. Priority Projects Excluding Sandpoint Priority Projects[6]

Project Name	Jurisdiction(s)	Overview	Estimated Capitol Cost (2023 Dollars)[7]	High Scoring Criteria	Project Rank
Railroad Avenue Bike & Pedestrian Access[8]	Kootenai	• Connecting a gap in bike and pedestrian facilities along Railroad Avenue, to connect to the planned bike and pedestrian facilities along SH-200 • Intersection enhancements	$2.3 Million	• Transportation Resiliency • Safety • Implementation Potential • Supports Cross-jurisdictional Collaboration	1
First and Bridge Short Term	Sandpoint	• Some combination of striping, signage, and or curbing to fix the conflicting turning movements at the intersection of Bridge Street, First Avenue, and Church Street. Current intersection is at level of service “F” for approximately half of the year. • Multiple proposed concepts have been explored in the City of Sandpoint 2021 Multimodal Transportation Master Plan. Final improvement concept still TBD.	$1.4 Million	• N/A[10]	2
Division Avenue Corridor	Sandpoint	• Reduce travel lane widths and improve pedestrian and multimodal pathways on both sides of the street. • Add landscape buffer between sidewalk and curb, to provide separation between vehicles and pedestrians, and allow for snow storage outside the sidewalk area. • Proposed cross-section implements recommendations from Sandpoint City’s 2021 Road Safety Audit.	$3.9 Million	• N/A[10]	3
Pine Street Railroad Bridge	Sandpoint, Dover, Bonner County	• Widen the road under the railroad bridge and add pedestrian and bike improvements • An interim improvement could include creating trail on north side between pier and abutment	$16.9 Million	• Transportation Resiliency • Multimodal Improvements • Safety • Supports Cross-jurisdictional Collaboration	4
Pine Street Connectivity Improvements	Dover, Bonner County, IHD	• Multiple phases based on funding availability • Pave unpaved sections • Add separated bike and ped path • Early phase could include repaving and widening	$22.6 Million	• Transportation Resiliency • Multimodal Improvements • Safety • Supports Cross-jurisdictional Collaboration	4
Main Street Pedestrian Improvements	Kootenai	• Pedestrian improvements via separated paths to fill a gap in pedestrian infrastructure • Improve drainage	$1.7 Million	• Safety • Implementation Potential • Supports Cross-jurisdictional Collaboration	6
McNearney Road[9]	Ponderay	• Road widening, updates to current design standards, and includes bike and pedestrian facilities • Likely to be split into 3 phases	$9.5 Million	• Transportation Resiliency • Multimodal Improvements • Safety	7
Oneida Road	Ponderay	• Paving the gravel road that extends partially between McGhee Road and US-95 • Updating the road to current design standards • Adding facilities for bikes and pedestrians • Likely to be split into 3 phases	$10.4 Million	• Transportation Resiliency • Multimodal Improvements • Safety	8

[6] The top 10 projects plus three projects from City of Sandpoint are shown in ranked order.
[7] Future grant applications should do a more detailed cost estimate. Cost shown includes all phases, but projects could be completed over multiple phases.
[8] This project received funding on November 15, 2023.
[9] This project received partial funding on November 15, 2023

Monarch Road	Bonner county	• Paving an existing gravel road and improving signage • Design interventions to improve a sharp turn	$3.8 Million	• Safety • Supports Cross-jurisdictional Collaboration	9
Great Northern Road	Sandpoint	• Complete roadway reconstruction from Baldy Mountain Road to Woodland Drive. • Includes new multi-use pathway, lighting, landscaping, and underground utility replacement. • Requires right-of-way acquisition and coordination with Bonner County, BNSF, and Independent Highway District. • Possibly implemented in multiple phases, depending on funding availability.	$20 Million	• N/A[10]	10
Brisboys Road	Bonner County	• Expanding the roadway widths where possible • Repaving the existing road to enhance connectivity and improve existing safety issues	$2.7 Million	• Transportation Resiliency • Safety • Implementation Potential;	11
Syringa Heights Road	Dover	• Pavement rehab/pavement addition • Widening improvement to support the existing vehicle and pedestrian traffic • Adding trailhead parking • Future phasing would include bicycle and pedestrian facilities	$0.8 Million	• Safety	12
Lower Syringa Road	Dover	• Paving an existing gravel road and updating the road to current design standards • Bike lanes or a shared use path for cyclists and pedestrians and possible connection of local bicycle facilities	$5.8 Million	• Safety	13

[10] Not evaluated with the other projects.

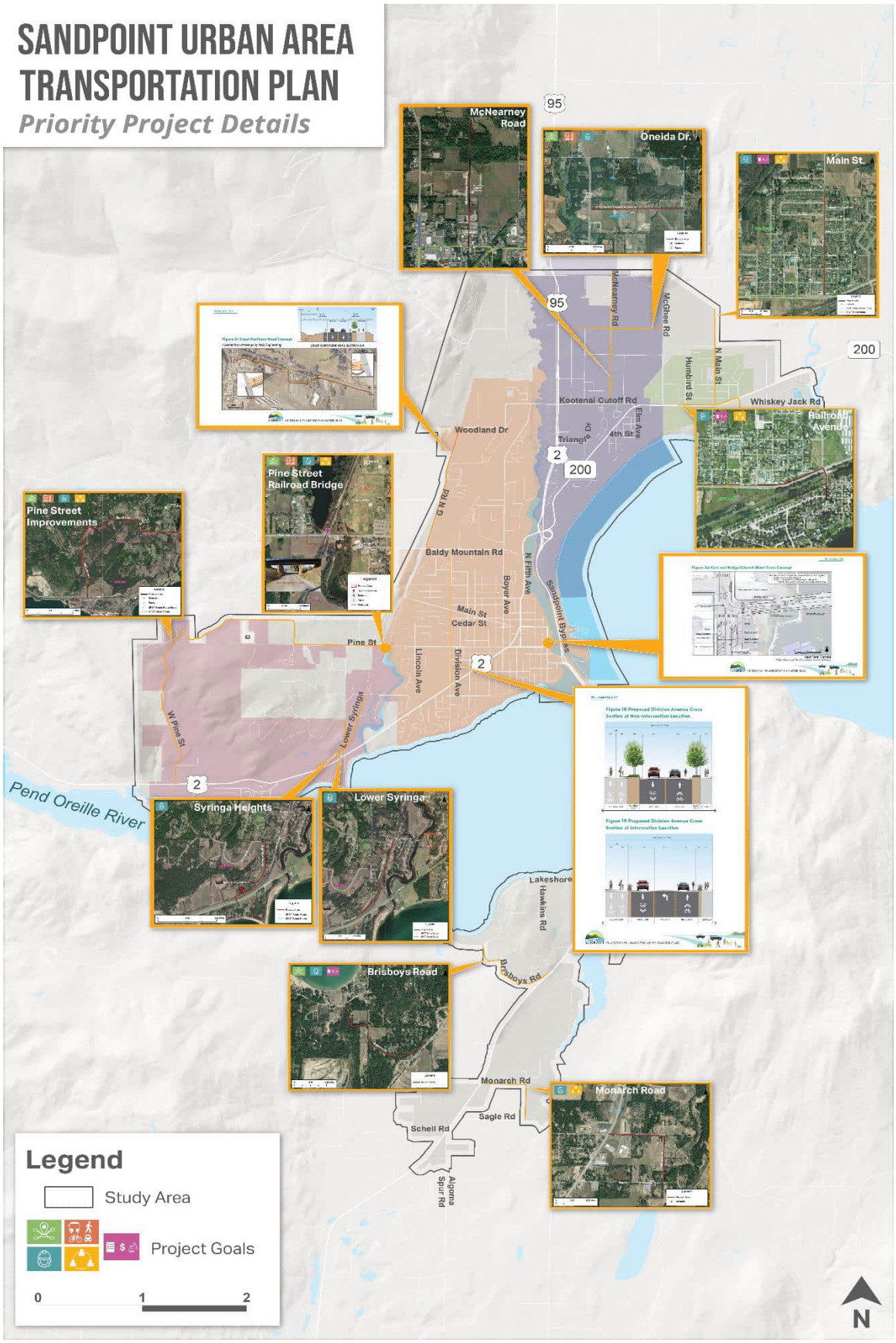
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Figure 29. Ten priority project and 3 City of Sandpoint projects.

POLICY RECOMMENDATIONS

Access Management

It is important for agencies to implement and enforce sound transportation policies to maximize the capital investments in transportation infrastructure. Well managed (access-controlled) corridors can last years beyond a less restrictive access-controlled corridor as well as provide safety and economic benefits. Access management can help preserve the capital improvement dollars spent on infrastructure by preserving the capacity and prolonging the need for roadway widening projects with a well-crafted and managed plan for the various roadway cross-sections.

Access management is defined by the Transportation Research Board (TRB) as "the systematic control of the location, spacing, design, and operation of driveways, median openings, interchanges, and street connections to a roadway" (TRB Access Management Manual, 2003).

Access management considers the role of a road in relationship to providing access and/or mobility as shown in Figure 30.

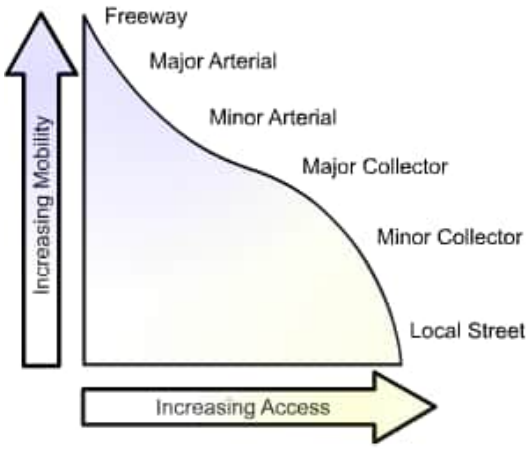


Figure 30. Relationship between access and mobility.[11]

According to the National Cooperative Research Program (NCHRP) Report 548, *A Guidebook for Including Access Management in Transportation Planning* (2005), seven key components of an effective access management plan include the following:

1. Developing and applying an access classification system that assigns access management standards to roadways in accordance with their level of importance to mobility. This classification generally parallels the roadway functional classification.
2. Planning, designing, and maintaining road systems based on their access classification.
3. Defining the level of access permitted to each classification (e.g., full, limited turns, traffic control type, etc.).

[11] https://ops.fhwa.dot.gov/access_mgmt/what_is_accsmgmt.htm

4. Establishing criteria for the spacing of signalized and non-signalized intersections as well as corner clearance and intersection distances from interchanges.
5. Applying agreed upon engineering standards that include appropriate geometric design criteria and traffic engineering measures for each type of access.
6. Establishing policies, regulations, and permitting procedures to implement the listed components.
7. Ensuring coordination with and supportive actions by local jurisdictions exercising their land use planning authority as well as their development permitting and reviewing authority.

Agencies should take the next step in developing access management standards by designating a functional class for each public street and establishing access management guidelines for each class (steps 1 through 5 above). This can be followed by each agency establishing the required policies, regulations, and permitting procedures (step 6). Step 7 entails ongoing coordination between all of the MJPG member agencies to ensure consistent requirements throughout the urban area. Until such time as a comprehensive access management plan and standards are adopted, the previous UATP (2007) provides access standards that can continue to be relied upon.

GIS Management

GIS data could be better shared amongst the municipalities in the region. Some best practices options for GIS coordination include:

- Developing MOUs to share data more easily
- Establishing a consortium that manages data and shares it with agencies
- Creating an Organization or Group within ArcGIS Online where various agencies can login to access datasets

For each proposed solution, a user group should be established that meets quarterly to discuss data updates and any other administrative needs such as adding new users or trainings to support city staff across the region in utilizing the shared GIS data.

Design Standards

Each jurisdiction within the Sandpoint Urban Area Transportation Plan study boundaries has similar but different design standards. The goal for the MJPG is to be as standardized as possible within the urban area. The 2007 UATP provided an extensive section of existing street standards, alignment geometry design requirements, roadway typical sections options, and illumination standards that could be considered. While very thorough and extensive, it has more options than needed, and the jurisdictions are not always sure which one to apply for various situations.

There are several design manuals that can also be referenced when trying the decide what standards to follow. The City of Sandpoint, the Independent Highway District, and Bonner County each have design manuals that can be followed, or could at least be a starting point for developing a region wide set of standards. LHTAC also has a Manual on Highway and Street Guidelines (updated 2021) that provides some good guidelines, as does the Idaho Standards for Public Works Construction (ISPWC), which is referenced in several of the current manuals or standards being used.

The MJPG has worked well together throughout the planning and development of this Sandpoint Urban Area Transportation Plan, therefore, the recommendation would be to take advantage of the these working relationships and plan to continue working together to find common ground and standards where feasible. It is not likely that all jurisdictions will be willing or able to completely agree on everything, but the existing MJPG seems like it could make some good headway in that direction. The more common ground that can be found, the more seamless the transportation system will be for the users of the system, as well as developers, planners, and engineers that will be working to improve the transportation system throughout the Sandpoint Urban Area. Until new standards are developed and adopted, the existing UATP design standards should be maintained.

Transit

Public transportation is a more sustainable way to move people around the Sandpoint region, and there is an opportunity to consider transit more deliberately during land development, roadway transportation improvement projects, and through studies that can support making transit work better for the community.

Land Use & Development

The first method for incorporating transit more thoroughly into the community can include adding transit friendly solutions in the land development code such as:

- ADA accessible sidewalks
- Boarding pad at existing transit stops

This policy recommendation is intended to support good bus stop design and also improve accessibility through first and last mile solutions. SPOT could support this review process and be consulted to determine if the plan is compatible with proposed transit investments and boarding needs. In addition to these land development updates, it is recommended that SPOT develop a Bus Stop Standards Guide. At a minimum, this should include specifications and dimensions for a bus stop with and without a shelter.

Actions Needed:

- Revised Land Development Code for each city
- Bus Stop Standards Guide

Roadway Transportation Improvement Projects

Similar to the land use and development recommendations, it is recommended that transit needs be considered for every roadway improvement project. Roadway investment should include addressing first and last mile issues related to adding and connecting bike lanes and sidewalks, as well as supporting bus stop improvements as needed.

Actions Needed:

- Include SPOT as a stakeholder in roadway improvement projects that are along existing transit routes

Transit Studies

Through this project, the stakeholder team identified a few transit needs which included an assessment of the existing routes and electrification options. It is recommended that SPOT and

the Sandpoint Urban Area seek funding for a Comprehensive Operations Analysis. This study would look at existing routes and identify options that might better serve the community more efficiently.

Additionally, it is recommended that electrification is explored with a Zero Emissions Fleet Transition Plan through SPOT.

Traffic Impact Studies

Traffic impact studies (TISs) are typically required to understand the impact of new development traffic on the roadway network from a traffic operations, safety, and multimodal perspective. A TIS usually considers existing conditions, conditions with added traffic from the development, and on-site and/or off-site mitigation measures—if needed—to ensure acceptable operations and safety are maintained. Quantitative tools based on the latest versions of the Highway Capacity Manual and the Highway Safety Manual are typically followed as well as qualitative aspects. Each municipality should require TISs when a minimum level of development or redevelopment occurs using a standard set of requirements. Flexibility in both TIS thresholds and requirements allow for engineering judgment in both waiving and requiring certain aspects of a study.

TIS Threshold

The UATP from 2007 outlined minimum requirements for TISs. In the absence of adoption/use of these previous standards, cities in the Sandpoint Urban Area can default to the current ITD requirements. ITD requires a TIS to be prepared when a proposed development will generate at least 100 peak hour trips or 1,000 daily trips.[12] This threshold is generally consistent with other agencies around the country..

In order to determine whether this threshold is met, agencies can use the development thresholds found in Table 7, or they can require the developer to submit a "Trip Generation Letter" which calculates the estimated trips using trip generation rates from the latest version of the Institute of Transportation Engineers (ITE) Trip Generation Manual.[13] For unique land uses or circumstances, alternative data sources or studies maybe required to estimate trip generation rates. All phases or parts of a development should be considered when determining the need for a TIS (i.e., a larger project shouldn't be split into smaller projects to avoid a TIS from being performed). Lower intensity developments may still need a TIS performed if they are adjacent to a road with a known safety or congestion concern.

Table 7. ITD Thresholds for Requiring a TIS[14]

Land Use	Threshold Value
Residential	100 dwelling units
Retail	35,000 square feet
Office	50,000 square feet
Industrial	70,000 square feet
Lodging	100 rooms

[12] https://apps.itd.idaho.gov/Apps/Info/row/D1_Permit_Reference.pdf
[13] At the time of this plan, the latest version was *ITE Trip Generation Manual 11th Edition*, September 2021.
[14] Adapted from https://apps.itd.idaho.gov/Apps/Info/row/D1_Permit_Reference.pdf

TIS Requirements

Recommended TIS requirements include the following:

1) Establish study area:
   a) Based on the size of the development could include just adjacent accesses/intersections, or all major intersections within ¼ or ½ mile of the proposed access.
2) Data collection:
   a) Typically intersection turning movement counts for weekday AM and PM peak periods, or other time periods as agreed upon by the agency for unique land uses.
   b) Automatic traffic counts (tube or radar) on major streets in the study area for at least 24 hours, but up to one week for larger developments.
   c) Crash history within study area.
3) Existing Conditions Analysis:
   a) Capacity analysis using latest Highway Capacity Manual (HCM) methodologies and software such as HCS, Synchro, or Vistro.
   b) Complex intersections may require advanced analysis using microsimulation tools such SimTraffic or VISSIM.
4) Trip Generation, Distribution, Assignment:
   a) Trip generation for all phases of development using the latest ITE Trip Generation Manual or alternate data sources for unique land uses.
   b) Trip distribution using available data sources and engineering judgment.
   c) Trip assignment based on distribution assumptions and available routes.
5) Growth Forecasts
   a) Develop traffic forecasts using growth rates based on historical data, land use planning documents, and/or travel demand models.
6) Future No Build and Build Analysis:
   a) Capacity analysis of future years without proposed development and with proposed development for all phases.
7) Mitigation Measures:
   a) Propose appropriate on- and off-site measures to mitigate for degradation of the roadway network due to the proposed development.
   b) Recommendations for the geometric design and intersection control of new accesses or intersections.
8) Safety Analysis:
   a) Analyze crash history and develop actionable mitigation measures to improve safety within study area.
   b) Consider impact of additional traffic/movements on safety.
9) Multimodal Considerations:
   a) Evaluate the impact of the development on multimodal facilities.
   b) Evaluate the need for additional multimodal facilities.
10) Draft and Final Report:
   a) Summarize all analysis and mitigation measures.

APPENDIX A – Project Ranking

Project Name	Agency	Description	T1	T2	T3	T4	M1	S1	S2	S3	I1	I2	I3	C1	C2	C3	Score	Rank	Final Rank	Agency	Move Forward
		Weight:	2	3	3	2	3	1	3	3	1	2	2	1	2	3	100				
Pine Street Connectivity Improvements	Several	The Pine Street Project proposes to widen and pave Pine Street, in order to better connect people to the nearby recreation areas and to improve safety. The project has community support and has been planned for prior to this study. A separated bike and pedestrian path is planned for, but would require additional ROW beyond the 50-60 feet needed for the roadway improvements.	3	2	2	3	3	2	2	3	2	2	1	3	3	3	81.72	6	4	Several Agencies/ Bonner County	Cut sheet
Pine Street Railroad Bridge	Several	The Pine Street Railroad Bridge Project proposes to widen the road under the railroad bridge and to add pedestrian and bike improvements.	3	2	2	3	3	3	3	3	2	1	1	3	2	3	81.72	6	4		Cut sheet
Schweitzer Connection	Several	The Schweitzer Cutoff Connection Project proposes a new road connecting drivers to Schweitzer Cutoff. It also proposes including bike and pedestrian improvements along the connection.	3	1	2	3	3	1	2	3	2	1	1	3	1	3	70.97	15	--		Recommend planning study first
SH-200 & McGhee Road	Kootenai	The 200 & McGhee Project proposes an intersection improvement, to remove the right-only lane westbound, to improve westbound traffic flow.	1	3	3	2	1	2	2	1	3	3	3	2	2	2	69.89	17	--	Kootenai	No
Railroad Avenue Bike & Pedestrian Access	Kootenai	The Railroad Avenue Bike & Pedestrian Access Project proposes establishing bike and pedestrian facilities along Railroad Avenue to connect to the planned bike and pedestrian facilities along SH-200.	3	2	3	2	2	3	3	3	2	3	3	3	3	2	87.10	1	1		Cut sheet
Main Street	Kootenai	The Main Street Project proposes pedestrian improvements via separated paths to fill a gap in pedestrian infrastructure.	1	2	2	2	2	3	2	3	3	3	2	3	3	3	78.49	9	6		Cut sheet
Southern McGhee Road	Kootenai	The Southern McGhee Road Project proposes adding multimodal access to this section of McGhee Road, which is currently a two-lane road without pedestrian or bike facilities. These improvements will improve accessibility and connectivity to planned destinations nearby.	1	2	2	2	2	2	3	3	2	2	2	1	2	2	69.89	17	--		No
Lakeshore Underpass and Pend D'Oreille Bay Trail Extension	Ponderay	The Lakeshore Underpass and Pend D'Oreille Bay Trail Extension Project proposes a two-lane road from SH-200 to the railroad, and multimodal improvements to the east of this. The underpass connection will be a multimodal path that does not need vehicle access, aside from emergency vehicle access.	3	2	3	2	3	1	3	3	2	3	1	1	3	3	84.95	2	--	Ponderay	No
Kootenai Cutoff Railroad Crossing	Ponderay	The Kootenai Cutoff Railroad Crossing Project proposes improvements to solve the traffic and capacity issues.	3	2	3	3	2	2	2	2	2	2	3	1	3	2	77.42	10	--		Recommend planning study first
McNearny Road	Ponderay	The McNearny Road Project proposes road widening, updates to current design standards, and bike and pedestrian facilities. The first phase of the project would include the southern portion of the road to the Field of Dreams. The second phase of the project would include the rest of the roadway up to Bronx Road.	1	2	3	2	3	3	2	3	2	2	1	1	2	2	72.04	14	7		Cut sheet
McGhee Field Road (Oneida)	Ponderay	The McGhee Field Road Project proposes paving the road, updating to road to current design standards, and adding facilities for bikes and pedestrians.	3	1	2	2	3	2	2	3	2	2	1	1	2	2	68.82	19	8		Cut sheet
Path Along Sandcreek	Ponderay	The Path Along Sandcreek Project proposes a pedestrian path to connect to the trailhead.	1	2	2	2	2	2	1	3	1	3	1	1	2	2	62.37	28	--		No
McGhee Road Multimodal Connection	Ponderay	The McGhee Road Multimodal Connection Project proposes an east to west connection on the north side of the Field of Dreams, connecting to Craigs Court and extending to the east to McNearny Road.	3	1	2	2	3	1	1	3	2	2	1	1	2	2	64.52	23	--		No
Relief to Kootenai Cutoff	Ponderay	The Relief to Kootenai Cutoff Project proposes a roadway connection from Kootenai Cutoff to 95 to ease congestion as the area surrounding it develops. The Project is anticipated to also include sidewalks on either side.	2	1	2	2	2	1	1	2	2	1	1	1	2	2	53.76	32	--		No
Dover to Pine Street Connection	Dover	The Dover Bay to Pine Street Connection Project proposes a bike and pedestrian connection to fill a gap in multimodal connectivity between Dover Bay and the amenities in the Pine Street area.	3	3	2	2	2	1	3	3	2	3	1	1	2	2	76.34	11	--	Dover	Recommend planning study first
Syringa Heights	Dover	The Syringa Heights Project proposes a pavement rehab/pavement addition and widening improvement to support the existing vehicle and pedestrian traffic.	1	2	2	1	2	3	3	2	2	1	2	1	2	2	63.44	25	12		Cut sheet
Syringa Parking	Dover	The Syringa Parking Project proposes adding trailhead parking to a destination that is already used and signed as a trailhead.	1	3	2	3	2	2	1	2	3	1	1	1	1	3	63.44	25	--		Merge with Syringa Heights
Lower Syringa	Dover	The Lower Syringa Project proposes paving an existing gravel road and updating the road to current design standards. The Project also plans for bike lanes or a shared use path for cyclists and pedestrians.	1	2	2	1	2	3	2	2	2	2	1	1	2	2	60.22	29	13		Cut sheet
Microtransit in Northwest Dover	Dover	The Microtransit in Northwest Dover proposes adding a microtransit solutions in the northwest portion of Dover, which is currently poorly connected to the existing transit network. Microtransit could provide transit connections without requiring infrastructure for stops.	3	2	2	3	3	1	2	3	2	2	3	3	2	3	82.80	4	--		Recommend planning study first
Whiskey Jack Bridge	Bonner County	The Whiskey Jack Bridge Project proposes widening the existing bridge and updating the facility to current design standards.	3	2	2	2	1	3	3	1	2	2	1	1	2	2	63.44	25	--	Bonner County	No
Bottle Bay Road	Bonner County	The Bottle Bay Road Project proposes adding a bike lane or multiuse path to an existing road that is used by cyclists and pedestrians.	2	2	2	2	2	2	3	2	2	1	1	1	2	2	64.52	23	--		No
Brisboys Road	Bonner County	The Brisbays Road Project proposes widening and repaving of the existing Brisboys Road to improve the safety of the road. It is currently very narrow with some tight turns.	2	2	3	1	1	2	3	1	2	2	3	1	2	2	65.59	22	11		Cut sheet
Monarch Road	Bonner County	The Monarch Road Project proposes paving an existing gravel road and improving signage. The Project also plans to identify design interventions (if re-paving does not solve the issue) to improve a sharp turn that is difficult to see due to connecting driveways that make the road appear to continue straight.	2	2	2	2	2	3	2	2	2	2	2	1	1	3	67.74	20	9		Cut sheet
Whiskey Jack Road	Bonner County	The Whiskey Jack Road Project proposed widening the existing road and updating to a typical cross section for a collector road which includes a 24-ft travel-way width and up to 34-ft roadway width.	3	2	2	1	1	3	2	1	2	2	1	1	2	2	58.06	30	--		No
Great Northern Road	Sandpoint	The Great Northern Road Project proposes reconstruction of the existing roadway from Baldy Mtn Rd to Woodland Dr. Concurrently, City and JUB Engineers generated various concepts including corridor realignment, turn lanes, ROW acquisitions etc.	1	1	3	2	3	1	1	1	2	3	1	3	3	3	66.67	21	10	Sandpoint	City Cut Sheet
Division Avenue	Sandpoint	Reliant on implementation of Baldy Mtn Rd Ext., involves various short-term safety improvements along the lines of an added crosswalk, increased signage and lighting, and vegetation reductions. Additional longer term goals include improved ADA compliance, relocation of power lines and a reconfiguration of cross-section along Division Ave.	1	3	3	3	3	1	2	3	2	3	1	1	3	3	82.80	4	3		City Cut Sheet
Baldy Mountain Road Extension	Sandpoint	The Baldy Mtn Rd Ext. Project proposes extension of the road to connect 5th Ave/US-2 as well as a high-T intersection at the same junction. Additionally, a new signal Boyer will be added to coordinate with RR Crossing.	3	3	1	3	1	3	1	3	2	2	1	1	3	3	70.97	15	--		No
First and Bridge/Church Short Term Concept	Sandpoint	Initial plans are to utilize physical devices to prevent left turns before implementing a long-term strategy that involves closing 1st Ave between church st and bridge st to improve safety, functionality and make the area more conducive to active transport users.	1	1	3	3	3	1	3	3	3	3	3	1	3	3	84.95	2	2		City Cut Sheet
First and Bridge/Church Long Term Concept	Sandpoint	Initial plans are to utilize physical devices to prevent left turns before implementing a long-term strategy that involves closing 1st Ave between church st and bridge st to improve safety, functionality and make the area more conducive to active transport users.	1	1	3	3	3	1	3	3	3	3	3	1	3	2	81.72	6	--		No
East-West Connection -Long Term Plan (Couplet)	Sandpoint	Multiple changes to traffic control, alignment, and configuration of intersections and Hwy 2 in downtown Sandpoint. New signalized intersections on Sandpoint streets, based upon LOS/actual growth.	2	2	3	3	2	1	2	3	2	2	2	1	3	2	75.27	12	--		No
Ontario Street/Highway 2 (US-2) Concept	Sandpoint	Realign Ontario to create more perpendicular intersections with US-2 as well as realign crosswalk on N side of intersection to be perpendicular to roadway resulting in shorter walking distance and increased safety.	1	1	3	1	3	3	3	3	3	2	1	1	3	2	73.12	13	--		No
Ella Avenue and Highway 2 (US-2) Concept	Sandpoint	Extend/connect Ella Ave to highway 2 on N side. Implement timed pedestrian crossing for multi-use path	1	2	3	1	1	1	1	1	3	2	2	1	3	2	56.99	31	--		No

APPENDIX B – Project Cut Sheets

PINE STREET CONNECTIVITY IMPROVEMENTS

Bonner County, Dover, Independent Highway District

DESCRIPTION

Recreational activity in this area has seen a steady increase and there is a concern about the existing narrow two-lane road with no shoulders, with sections that remain unpaved. The Pine Street project proposes improvements that will better connect people to the nearby recreational opportunities and to improve safety. The project has had both long-standing and recent community support. A separated bike and pedestrian path is also planned, and would require additional ROW beyond the need for the roadway improvements. Early phasing would include repaving, road widening, and bike lanes with later phasing involving multi-use paths.

High Scoring Criteria: **Increases East-West tavel options**, **number of people impacted or amount of system impacted**, **Multimodal improvement**, **Planned facility comfort for all users**, **Involves two or more jurisdictions**, **Builds on existing plans and partnerships**, **Public support**

Transportation Resiliency

Multimodal Improvements

Safety

Support Cross-Jurisdictional Collaboration

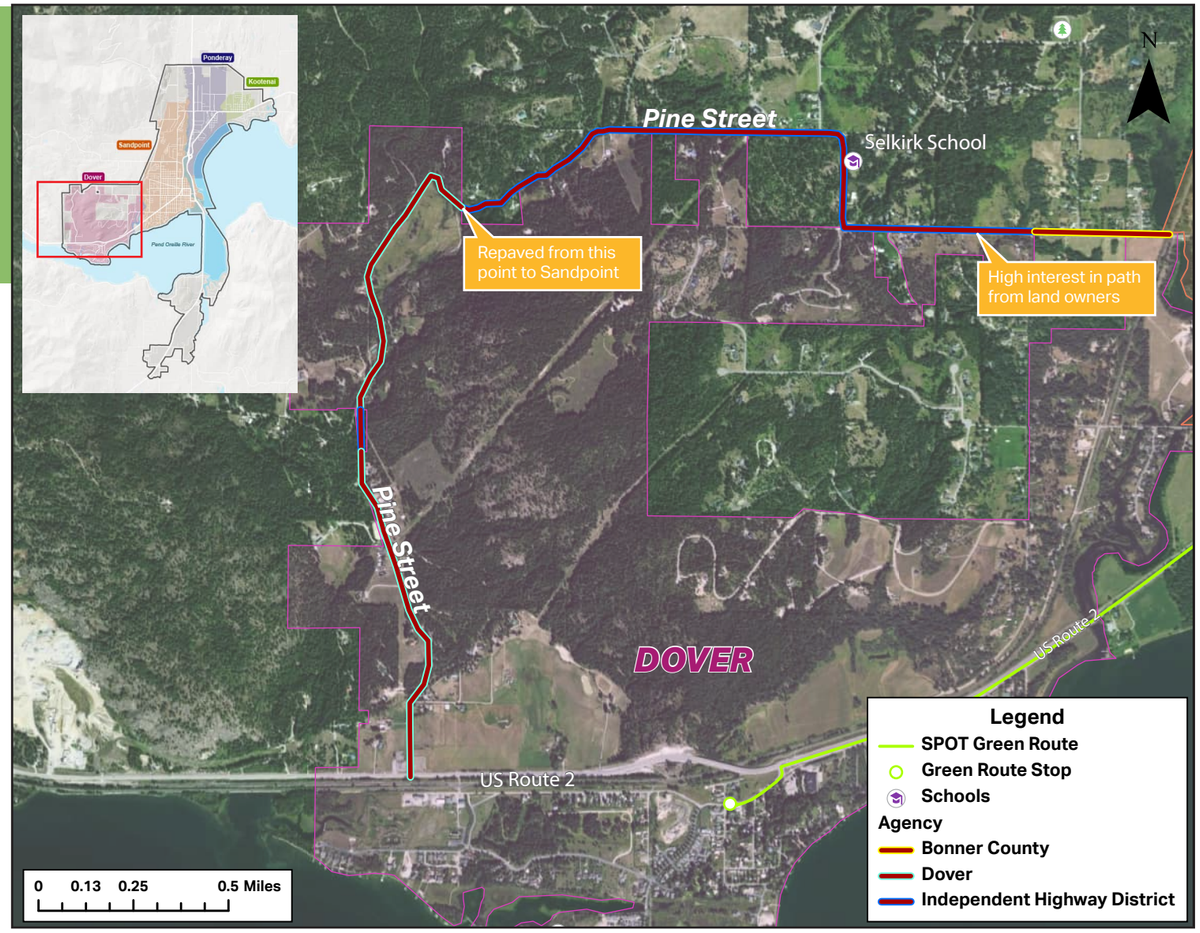
CONSIDERATIONS MOVING FORWARD

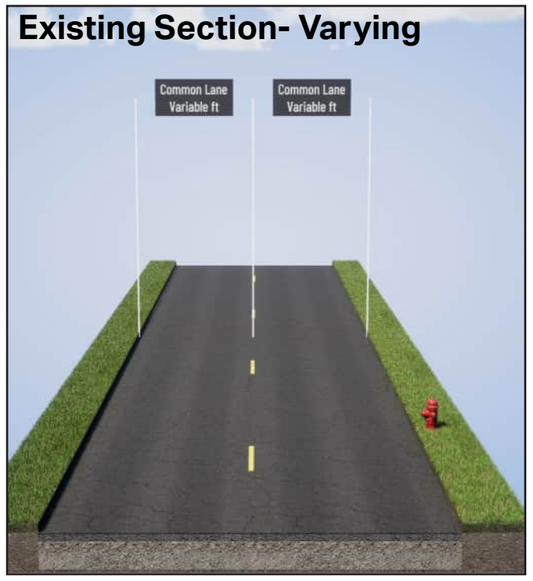
- Due to the length, the roadway falling in several jurisdictions, and the potential for ROW donation, this project could be phased or segmented and constructed as funding is available.
- There is an adjacent railroad underpass widening project that has been identified, the "Pine Street Railroad Bridge". This project should coordinate improvements and typical section with those planned improvements.
- Environmental clearance will likely be necessary.
- Only 50' ROW available in N/S section.
- Drainage facility design may be complex during the engineering phase.
- Perform a corridor master plan to develop design standards before design work starts, preparing for future conversations with developers.
- The multiuse path could be phased separately from the roadway improvements.
- Intersection considerations will be handled in the preliminary or final designs

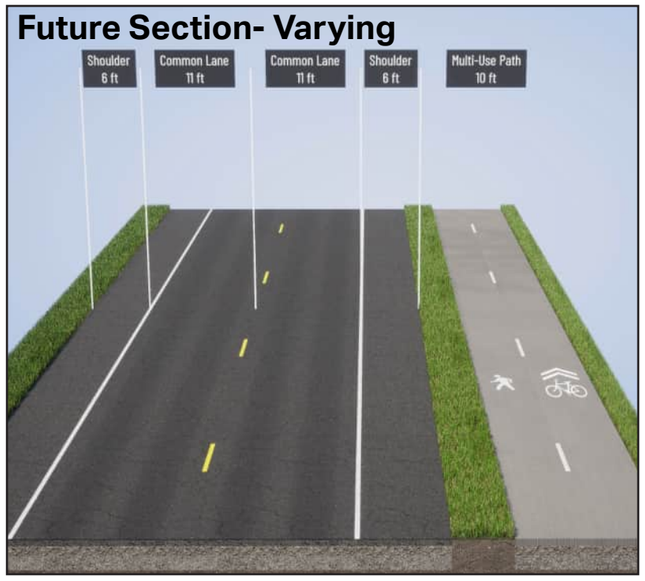
COST ESTIMATE

Capital Costs $22.6 M (2024)

Known Funding Options: Could compete for regional connectivity funds







PINE STREET RAILROAD BRIDGE

Sandpoint, Dover, Bonner County

DESCRIPTION

The Pine Street Railroad Bridge Project proposes to widen the road under the railroad bridge and to add pedestrian and bike improvements. The existing road is restricted by wide concrete piers on the north and south sides of the road. An interim improvement could include formalizing the existing desire line on the north side used by pedestrians between the pier and the abutment. This improvement also offers better last mile services for nearby SPOT stops to the East as well as a connection to existing pedestrian and bicycle facilities on the eastern and western end of the project area.

High Scoring Criteria: **Increases East-West tavel options**, **number of people impacted or amount of system impacted**, **Multimodal improvement**, **Updates facilities to current design standards**, **Improves a current known safety concern**, **Planned facility comfort for all users**, **Involves two or more jurisdictions**, **Public support**.

Transportation Resiliency

Multimodal Improvements

Safety

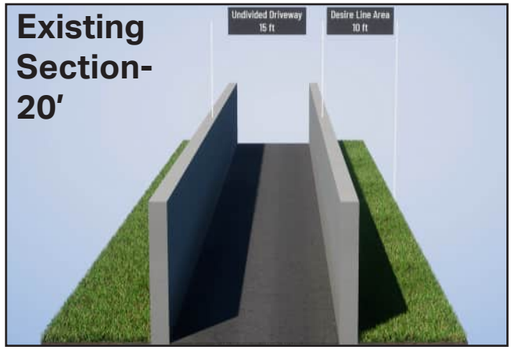
Support Cross-Jurisdictional Collaboration

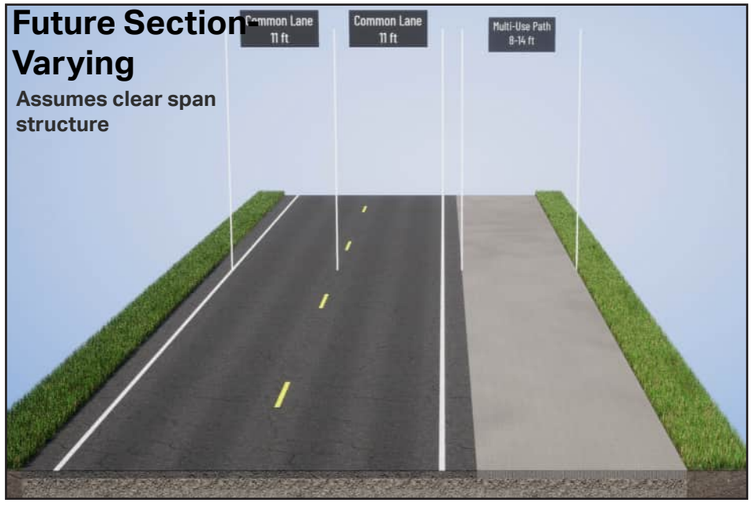
CONSIDERATIONS MOVING FORWARD

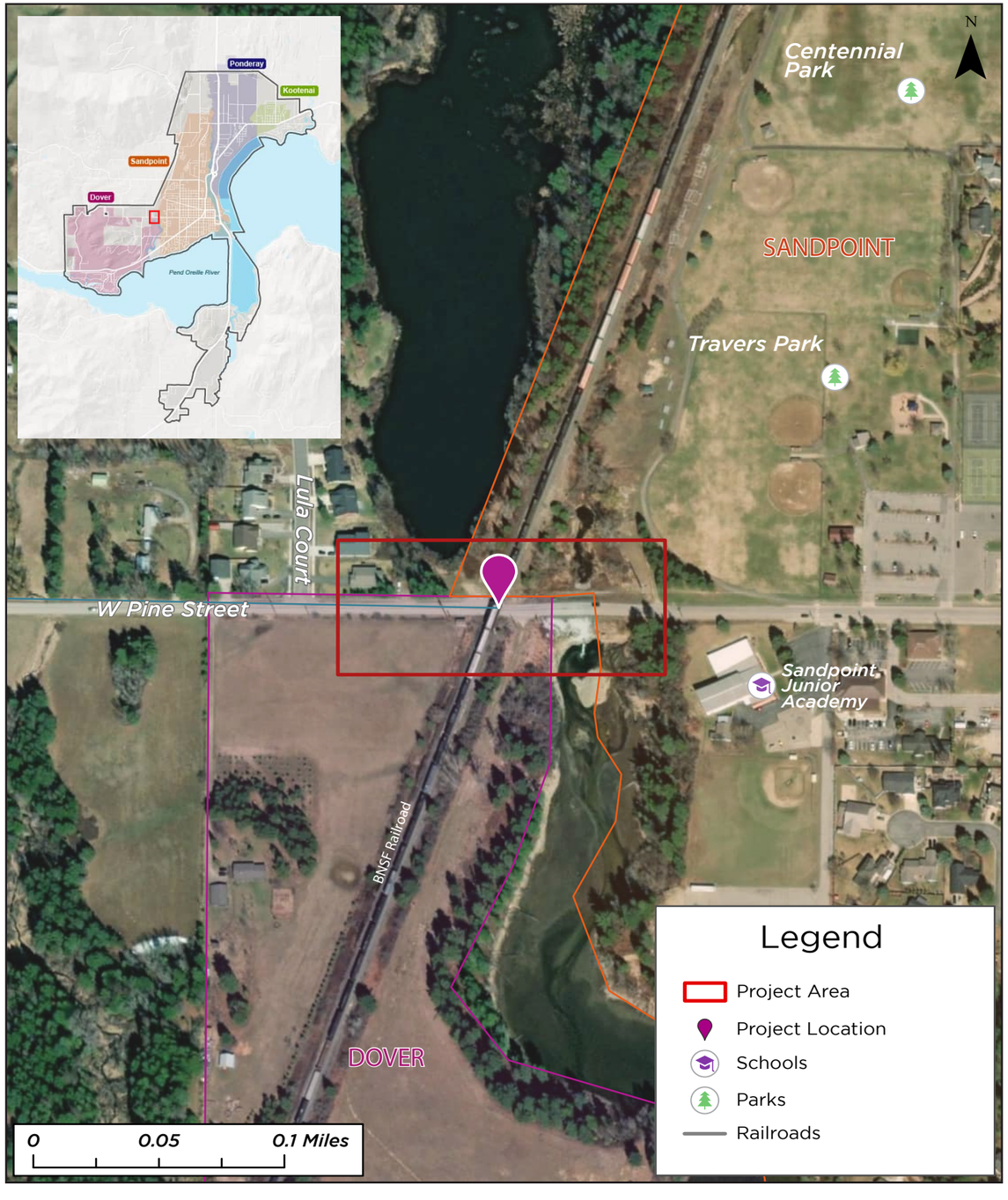
- Coordination will be required with BNSF.
- It will be challenging to make sure the abutment does not move when implementing the short-term improvement, to formalize the pedestrian path people are currently using. Structural investigation and geotechnical work will be needed to demonstrate to BNSF/UP that the abutment would not be impacted.
- A type selection and location report will be needed to determine the most cost effective structure type, and determine whether it would take place on North or South side.
- Collaboration with the Pine Street project will be needed to have roadway and pathway continuity.

COST ESTIMATE

Capital Costs: $16.9 M (2024)
Known Funding Options:







BRISBOYS ROAD

Bonner County

DESCRIPTION

Brisboys Road is currently very narrow with several tight turns, and is used as an alternate route to US-95 between Lakeshore Drive and US-95. This project proposes expanding the roadway widths where possible and repaving the existing road to enhance connectivity and improve existing safety issues.

High Scoring Criteria: **Fixes a current failure**, **Improves a current known safety concern**, **Minimal ROW needs**

Transportation Resiliency

Safety

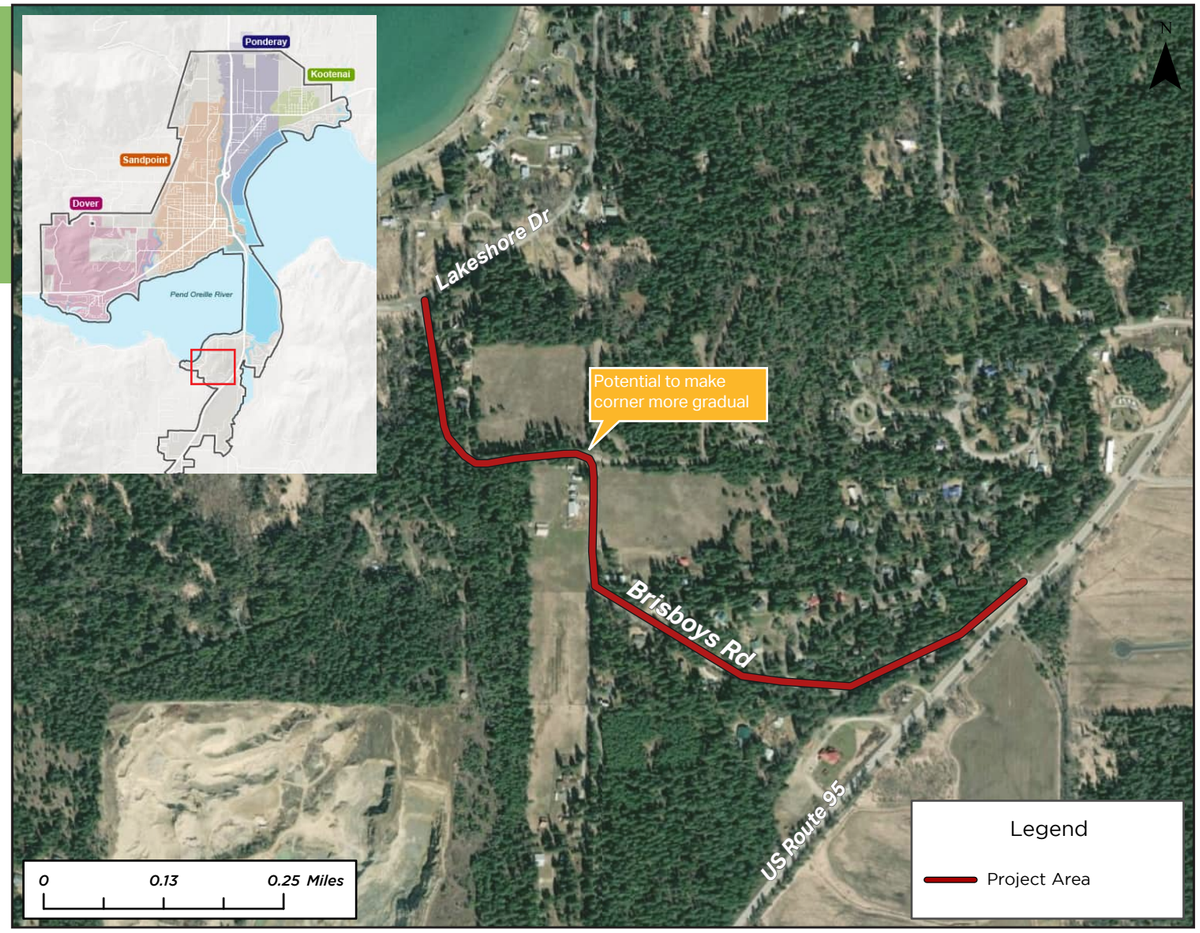
Implementation Potential

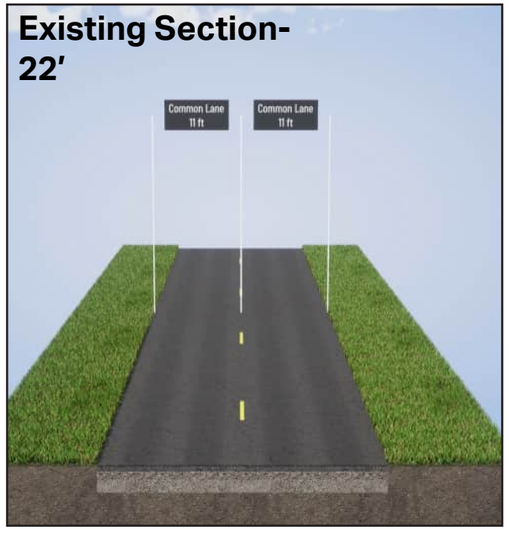
CONSIDERATIONS MOVING FORWARD

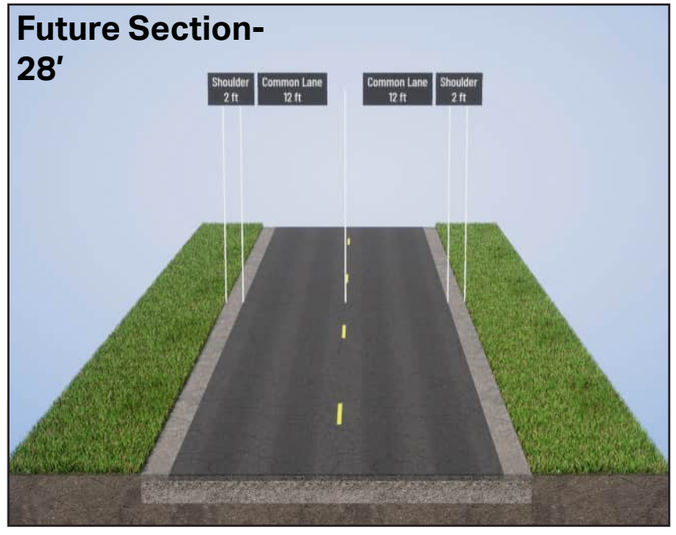
- Residential properties nearby should be considered with regard to roadway widths and speeds for this road.
- Additional stakeholder, public, and/or landowner engagement should be considered up-front due to the potential of this road becoming a more widely used cut through after widening and repaving.
- Potential grade changes at northwest end of road near Lakeshore Drive.
- Potential to improve angle of intersection from Brisboys to US-95 during future highway improvements.

COST ESTIMATE

Capital Costs $2.7 M (2024)
Known Funding Options:







Note: add parking point from “Syringa

SYRINGA HEIGHTS ROAD

Dover

DESCRIPTION

The Syringa Heights Road connects people to trailheads along the roadway and needs to be improved to support this recreational traffic. The project proposes a pavement rehab/pavement addition and widening improvement to support the existing vehicle and pedestrian traffic. The project also proposes adding trailhead parking to a destination that is already used and signed as a trailhead. Future phasing would include bicycle and pedestrian facilities as funding becomes available.

High Scoring Criteria: **Updates facilities to better align with current design standards, Improves a current known safety concern, Increases planned facility comfort for all users**

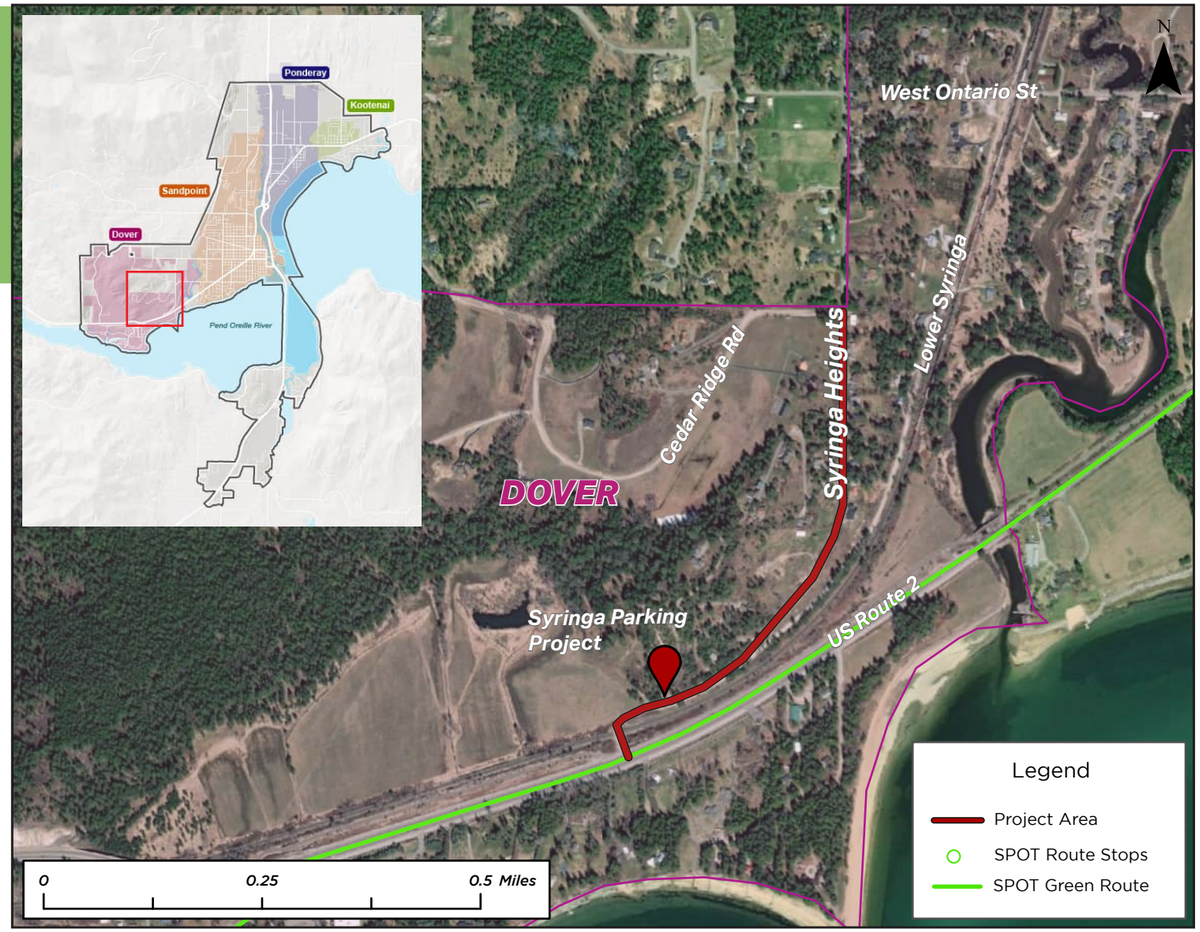
Safety

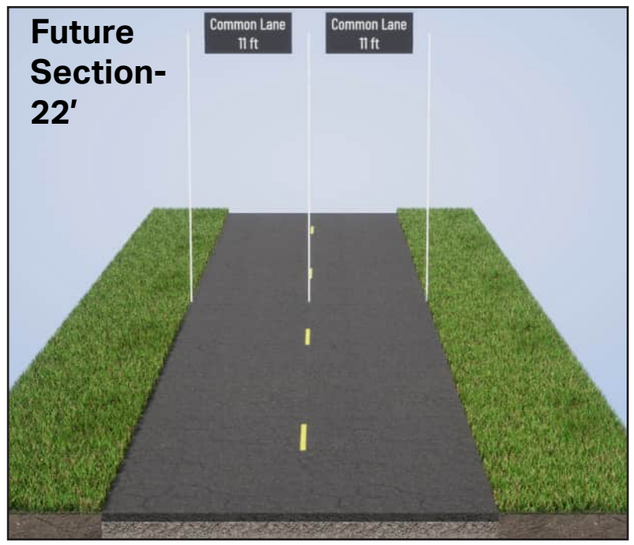
CONSIDERATIONS MOVING FORWARD

- These improvements may be possible within existing right-of-way, but to meet roadway design standards for pedestrian and bicycle facilities additional ROW will be needed.
- Evaluate need for bicycle facilities given existing US-95 facilities.
- Coordinate with nearby Syringa Parking Project.
- Need for consideration of both public and private drainage and utilities.

COST ESTIMATE

Capital Costs $0.8 M (2024)
Known Funding Options:





LOWER SYRINGA ROAD
Dover

DESCRIPTION

The Lower Syringa Project proposes paving an existing gravel road and updating the road to current design standards. The Project also plans for bike lanes or a shared use path for cyclists and pedestrians and possible connection of local bicycle facilities.

High Scoring Criteria: **Updates facilities to current design standards**

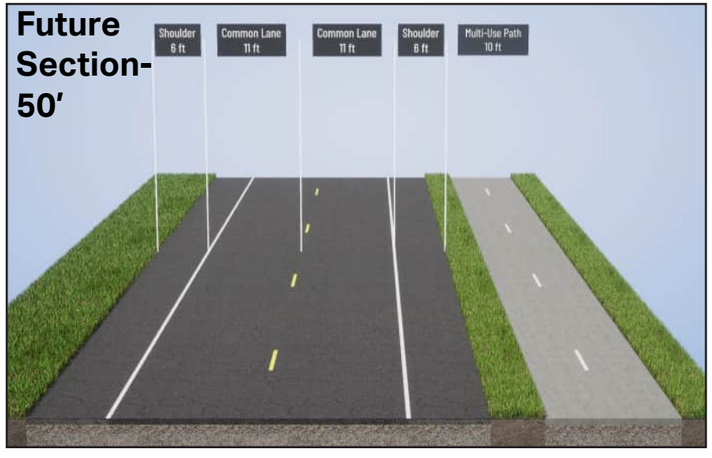
Safety

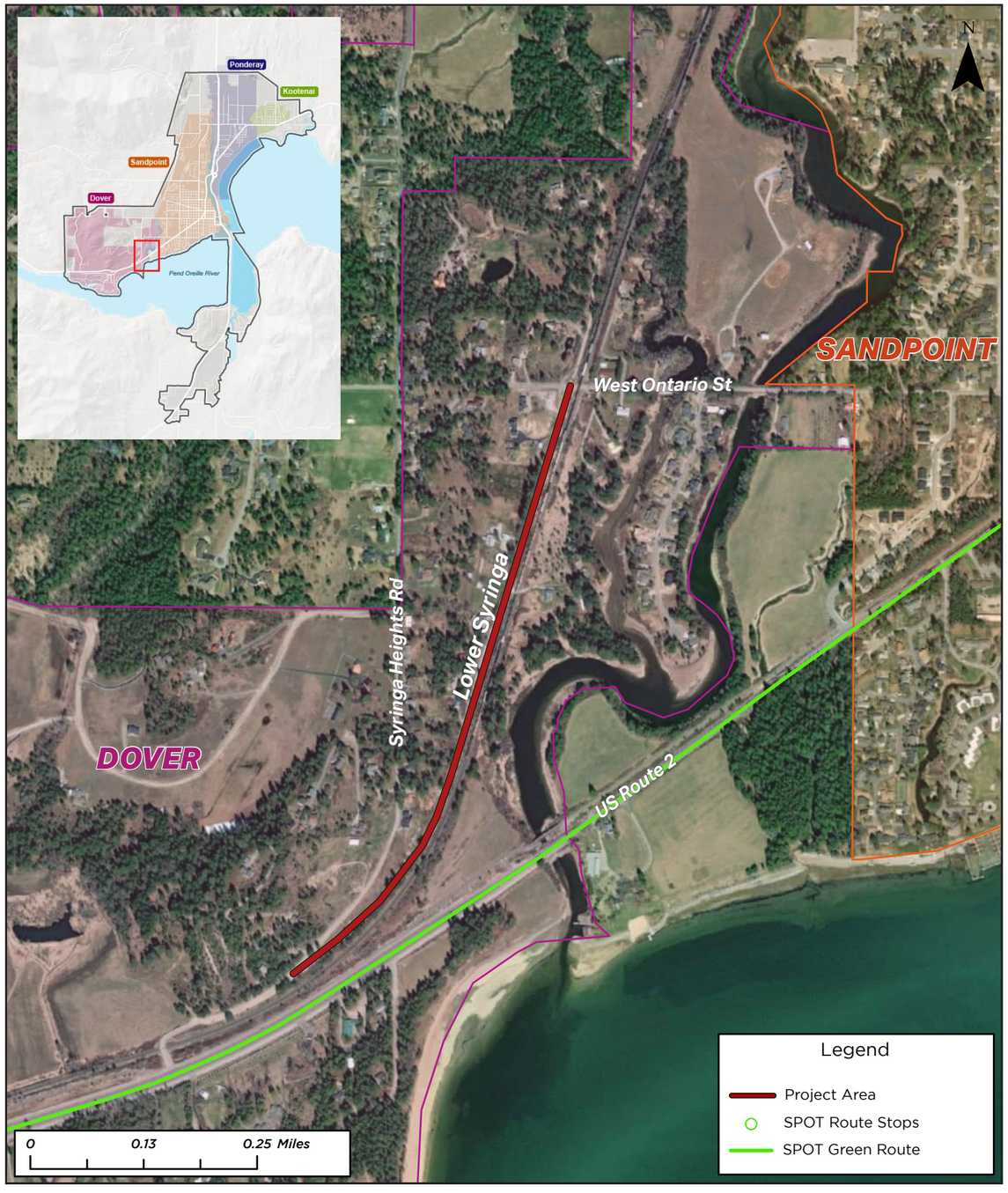
CONSIDERATIONS MOVING FORWARD

- Right-of-way will be a challenge for this project.
- Coordination with BNSF will be needed to determine road ownership.
- Adding the separated path will require even more right-of-way, and the pathway will likely need to go on the west side of the road, as the railroad will likely not want the path near the existing tracks.
- Utility needs based on RR ROW.
- Evaluate need for pedestrian and bicycle facilities with nearby existing facilities on US-2

COST ESTIMATE

Capital Costs $5.8 M (2024)
Known Funding Options:





RAILROAD AVENUE BIKE & PEDESTRIAN ACCESS

Kootenai

DESCRIPTION

The Railroad Avenue Bike & Pedestrian Access Project proposes connecting a gap in bike and pedestrian facilities along Railroad Avenue, to connect to the planned bike and pedestrian facilities along SH-200. The project also proposes intersection enhancements. The SH-200 improvements are already planned and funded, and currently in the design phase for 2024.

High Scoring Criteria: **Increases East-West tavel options**, **Fixes a current failure**, **Updates facilities to current design standards**, **Improves a current known safety concern**, **Planned facility comfort for all users**, **Funding potential**, **Minimal ROW needs**, **Involves two or more jurisdictions**, **Builds on existing plans and partnerships**

Transportation Resiliency

Safety

Implementation Potential

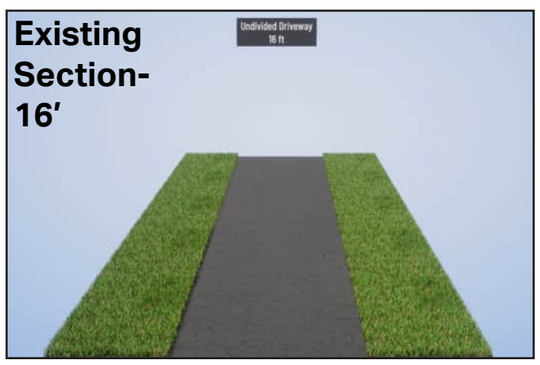
Support Cross-Jurisdictional Collaboration

CONSIDERATIONS MOVING FORWARD

- Further planning will be needed to determine potential issues related to drainage, right-of-way, and pavement grading.
- Utility and sewer lines may conflict with a planned sidewalk on the north side.
- Coordination with ITD needed to finalize plan.
- Storm water improvements may be needed.
- This project could eliminate space that is currently used for on-street parking.
- Coordination with residents and the businesses on the east end will be needed.
- Develop a community concept to establish short-term 16' roadway and long-term multi-use path.

COST ESTIMATE

Capital Costs $2.3 M (2024) **Funding Options: TAP, Child Pedestrian Safety**



MONARCH ROAD

Bonner County

DESCRIPTION

The Monarch Road Project proposes paving an existing gravel road and improving signage. The project also plans to identify design interventions (if repaving does not solve the issue) to improve a sharp turn that is difficult to see due to connecting driveways that make the road appear to continue straight.

High Scoring Criteria: **Updates facilities to current design standards**, **Public support**

Safety

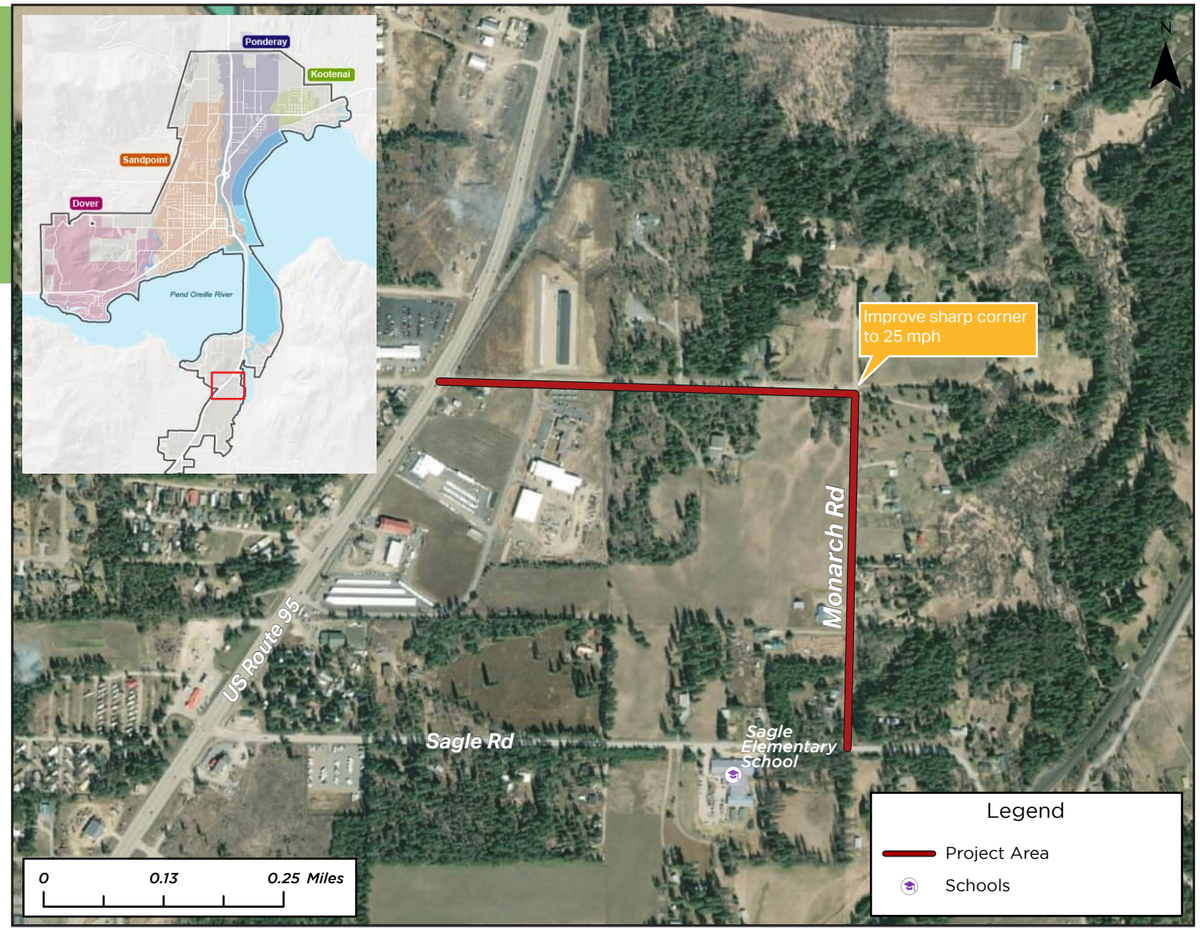
Support Cross-Jurisdictional Collaboration

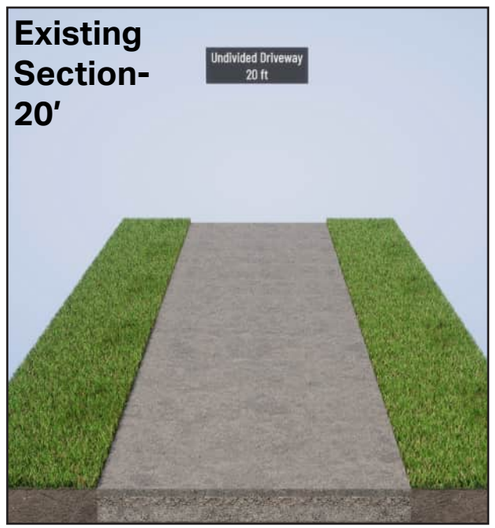
CONSIDERATIONS MOVING FORWARD

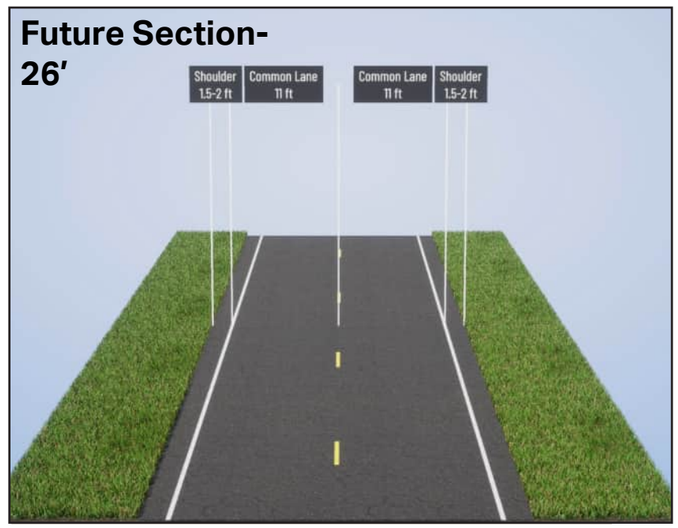
- This project could be phased, starting with improved signage and repaving as a future phase.
- Further planning needed to determine if the sharp right turn could have a wider radius or if this turn could be a roundabout. Additional highway signage will be needed if the turn cannot have a wider radius.
- ROW needed for improved corner.
- Improvements at the US-95 intersection for pedestrians and cyclists are recommended.
- Utilities need to be addressed.

COST ESTIMATE

Capital Costs $3.8 M (2024)
Known Funding Options:







MCNEARNEY ROAD

Ponderay

DESCRIPTION

The McNearney Road Project proposes road widening, updates to current design standards, and includes bike and pedestrian facilities. The first phase of the project would include the southern portion of the road to the Field of Dreams sports complex. The second phase of the project would continue up to Oneida Drive with phase three continuing the rest of the roadway up to Bronx Road, creating a new roadway at this section.
High Scoring Criteria: **Fixes a current failure**, **Multimodal improvement**, **Updates facilities to current design standards**, **Planned facility comfort for all users**

Transportation Resiliency

Multimodal Improvements

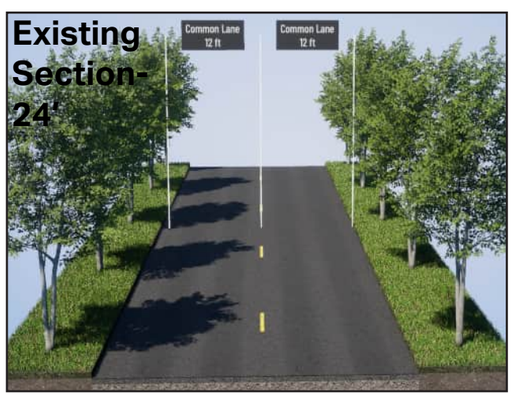
Safety

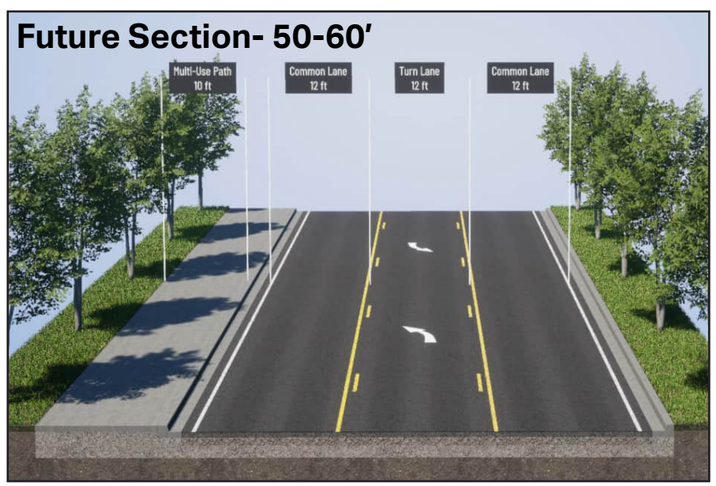
CONSIDERATIONS MOVING FORWARD

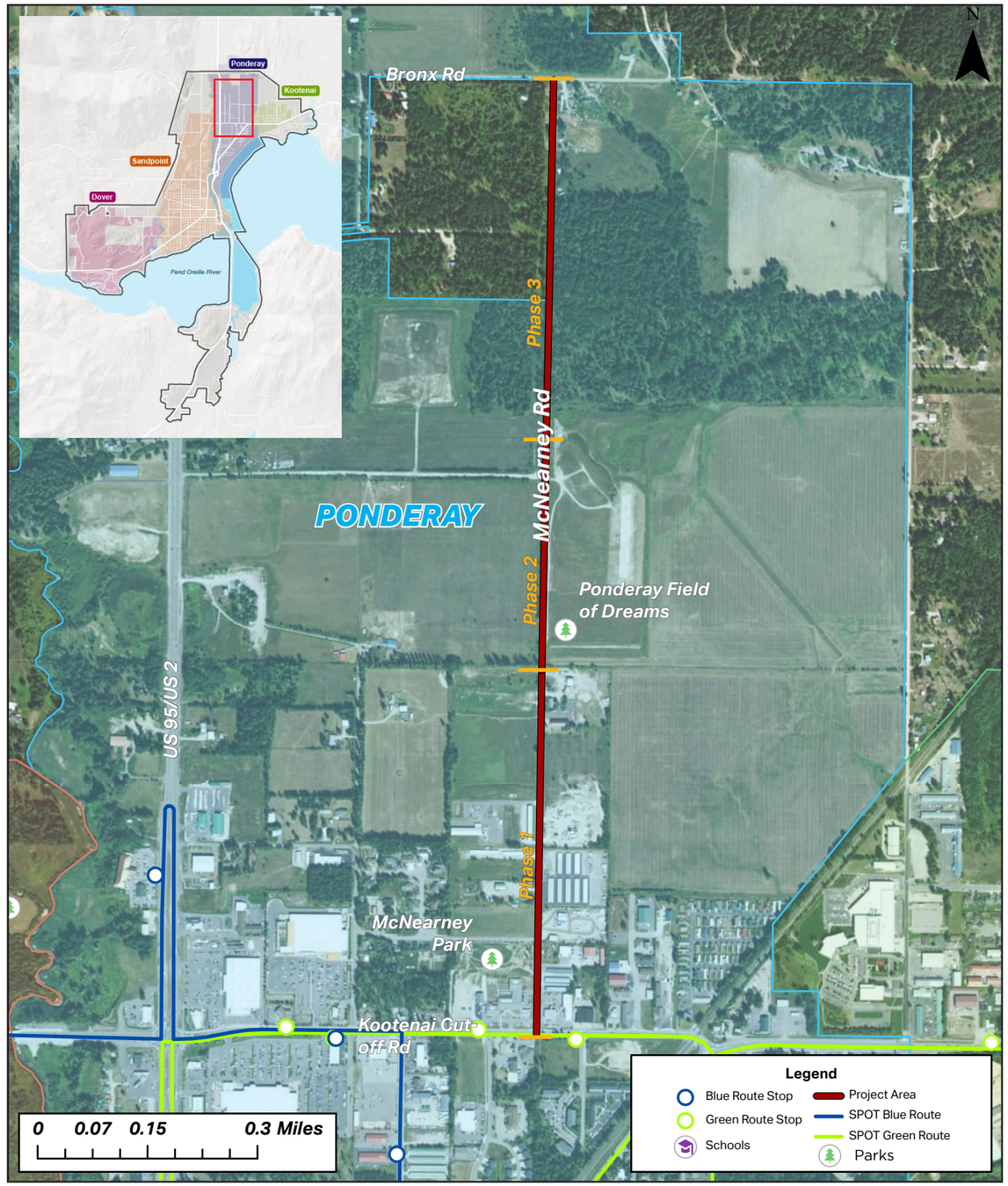
- Bike and pedestrian facilities will be critical due to the connections to the Field of Dreams sports complex, which will attract users of all ages and a variety of travel modes.
- Right-of-way will be required.
- A traffic study may be considered for the larger Field of Dreams area to assure the road will meet future needs, and to help plan for adequate turn lane lengths.
- Road currently provides access for FedEx and Lake Concrete plant.
- New subdivisions are under construction and design in the area.

COST ESTIMATE

Capital Costs $3.7 M P1, $1.8 M P2, $4.0 M P3 (2024)
Known Funding Options:







ONEIDA DRIVE

Ponderay

DESCRIPTION

The Oneida Drive Project proposes widening and paving the gravel road that extends partially between McGhee Road and US-95, updating the road to current design standards, adding facilities for bikes and pedestrians, and developing ROW through the Field of Dreams site and the adjacent Eastern property.

High Scoring Criteria: **Increases East-West tavel options**, **Multimodal improvement**, **Planned facility comfort for all users**

Transportation Resiliency

Multimodal Improvements

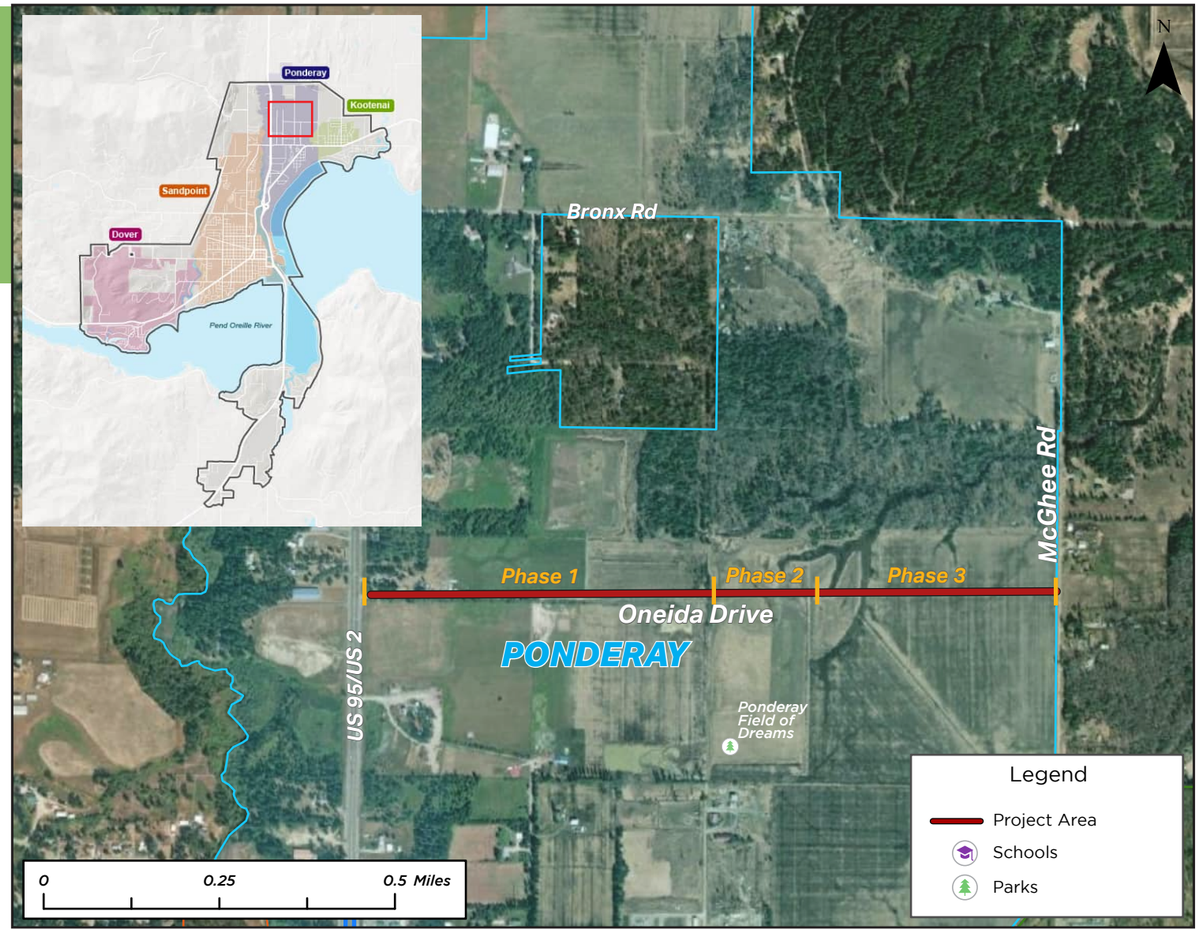
Safety

CONSIDERATIONS MOVING FORWARD

- a 70' ROW exists between Field of Dreams and US-95. This will be regraded and improved separately by the Independent Highway District in conjunction with the Field of Dreams project.
- Bike and pedestrian facilities will be critical due to the connections to the Field of Dreams sports complex, which will attract users of all ages and a variety of travel modes.
- Right-of-way will be required.
- A traffic study may be considered for the larger area to assure the road will meet future needs, and to help plan for adequate turn lane lengths.

COST ESTIMATE

Capital Costs $5.5 M P1, $1.5 M P2, $3.4 M P3 (2024)
Known Funding Options:



MAIN STREET PEDESTRIAN IMPROVEMENTS

Kootenai

DESCRIPTION

The Main Street Project proposes pedestrian improvements via separated paths to fill a gap in pedestrian infrastructure. This project also proposes to improve drainage along the road.

High Scoring Criteria: **Updates facilities to current design standards**, **Planned facility comfort for all users**, **Ongoing maintenance costs**, **Funding potential**, **Involves two or more jurisdictions**, **Builds on existing plans and partnerships**, **Public support**

Safety

Implementation Potential

Support Cross-Jurisdictional Collaboration

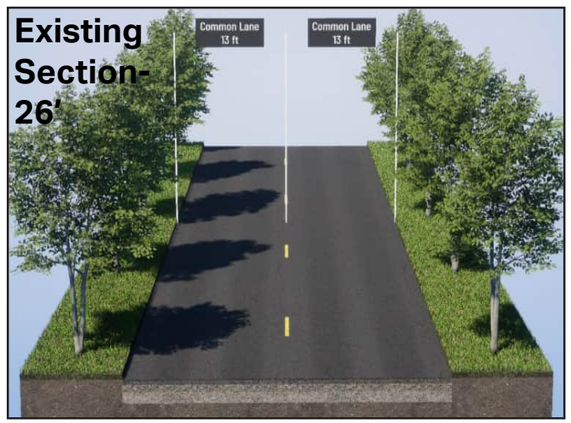
CONSIDERATIONS MOVING FORWARD

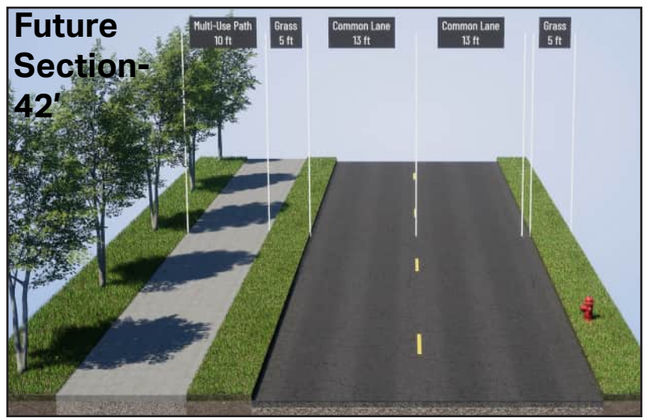
- The right-of-way appears very narrow and will be a challenge, keeping width to 5-6' as mitigation.
- Existing utility poles are close to the road. Further study will be needed to determine if a path fits behind the poles and road, or if curb and gutter will be needed so the trail can go on top of the existing drainage swales.
- New fiber will propose a challenge.
- Drainage will need to be considered, particularly on the south end.

COST ESTIMATE

Capital Costs $1.7 M (2024)

Known Funding Options: TAP, Children and Pedestrian Fund





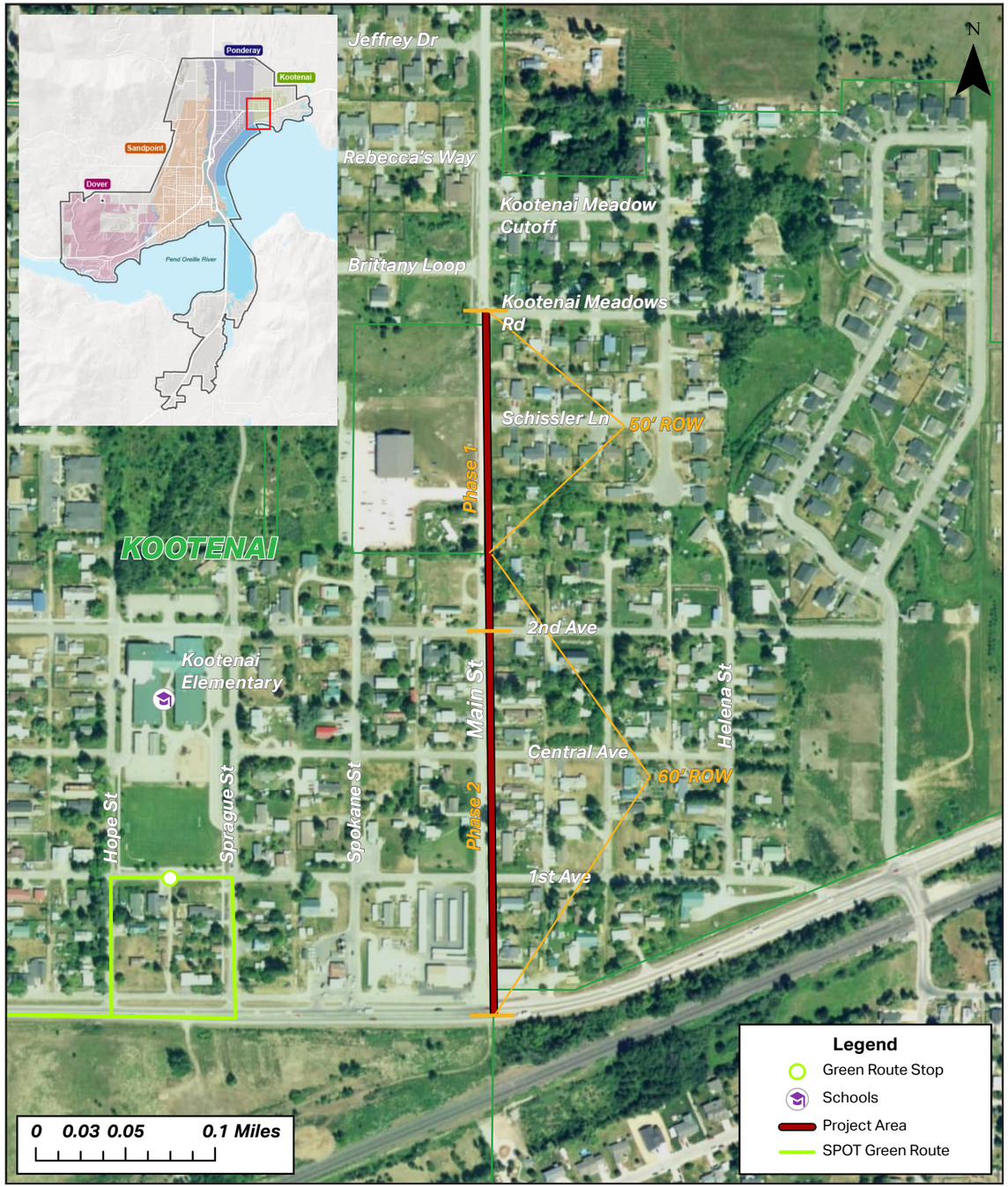
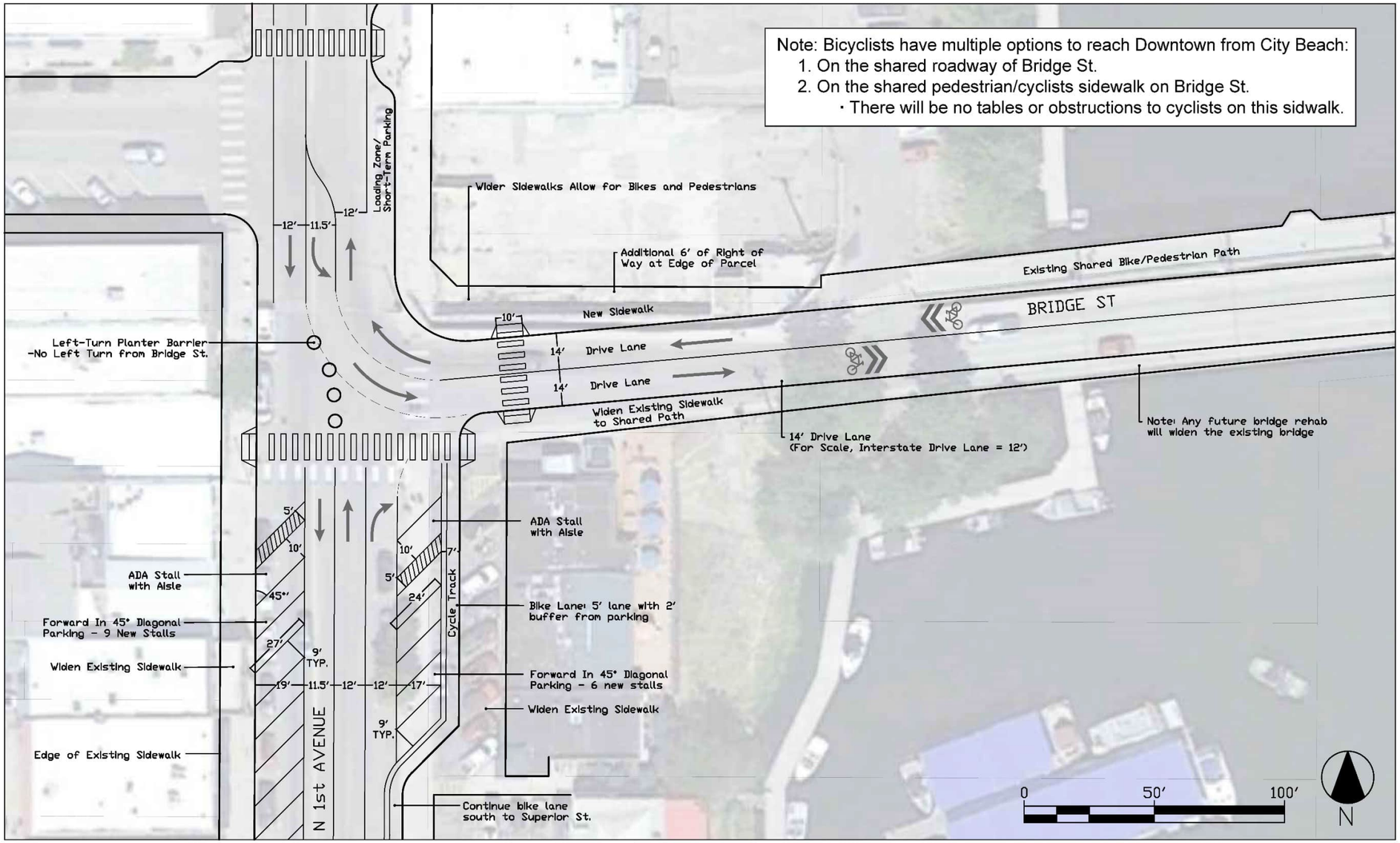


Figure 24 First and Bridge/Church Short Term Concept Alternative



Short Term Concept

Planters Restrict Left Turns from Bridge St to N First Avenue

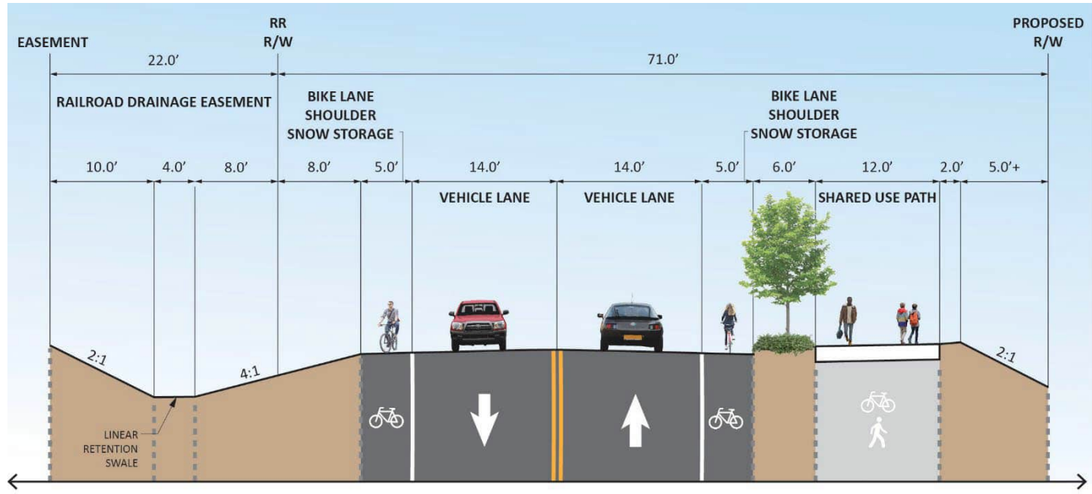


Figure 21 Great Northern Road Concept

Adapted from drawings by JUB Engineering

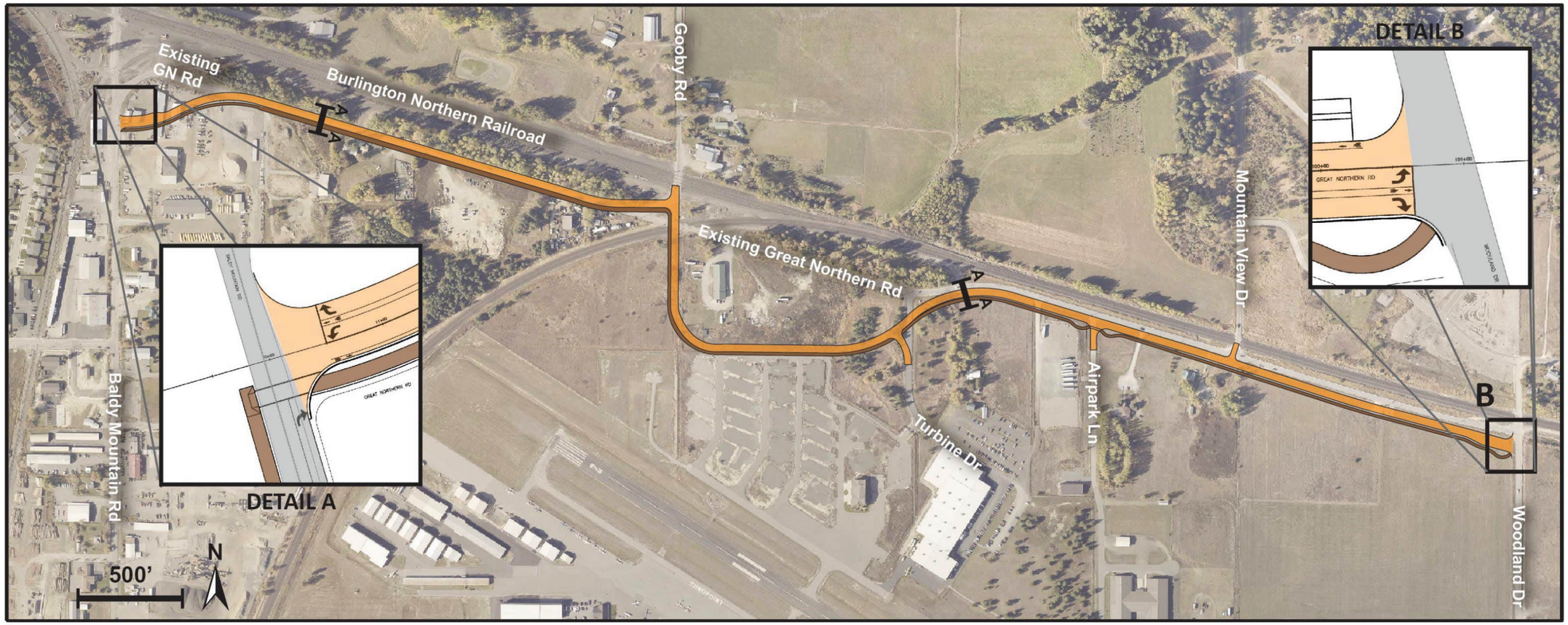


Figure 18 Proposed Division Avenue Cross Section at Non-Intersection Location

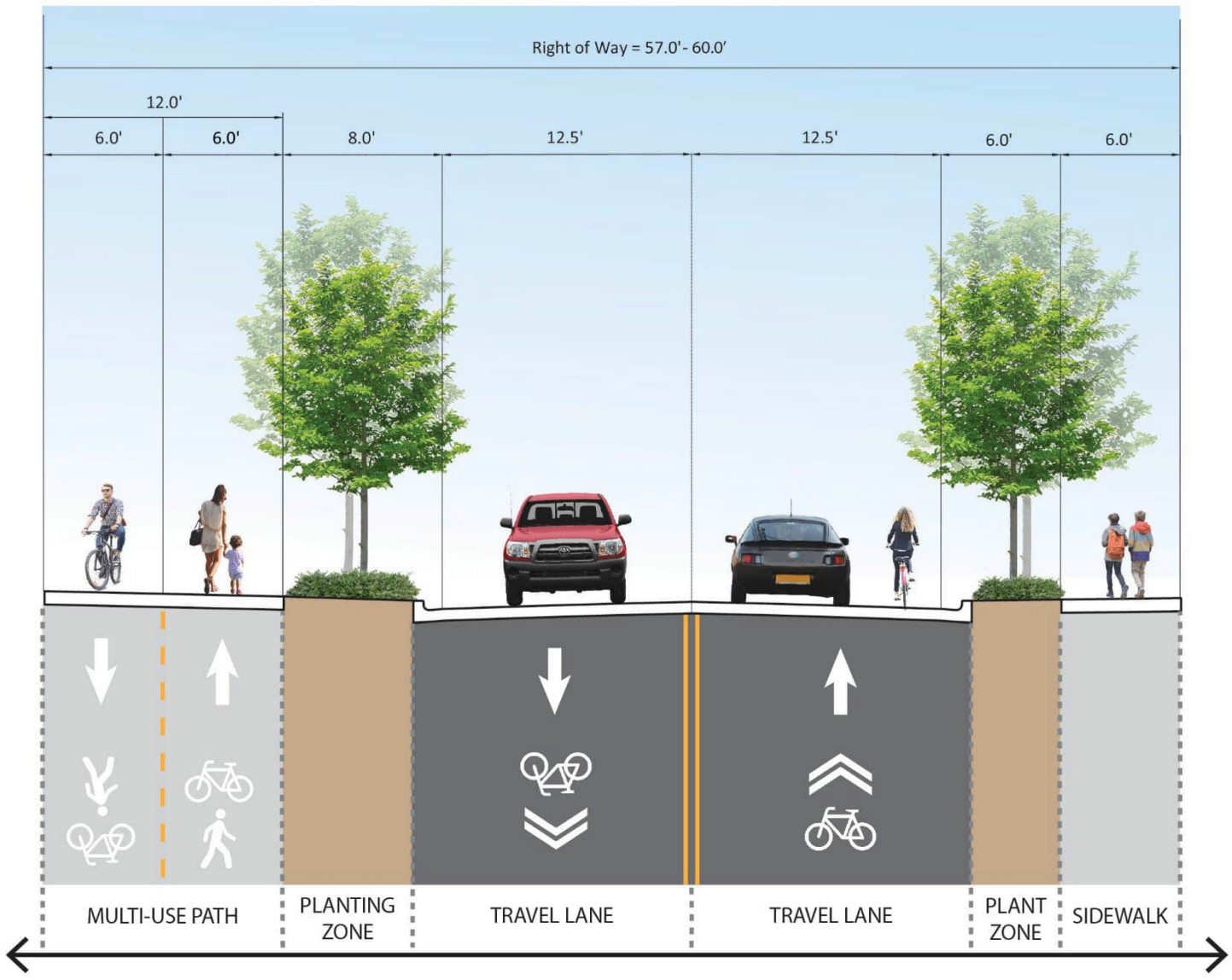


Figure 19 Proposed Division Avenue Cross Section at Intersection Location