PEDESTRIAN AND BICYCLE ADVISORY COMMITTEE MEETING AGENDA

October 10, 2024 at 11:30 AM

Council Chambers at City Hall - 1123 W. Lake St. Sandpoint, Idaho

Call to Order

Roll Call

Meeting Minutes Approval

1. Approval of the Minutes from the Committee's September 5, 2024, Meeting - ***action item***

Old/Unfinished Business

New Business

2. Report from staff and Committee members who attended last week's BlueCross of Idaho Foundation Walkability Summit featuring Mark Fenton. Recap of the experience and discussion of possible next "steps" for the Ped-Bike Committee.
3. Review of City's Multimodal Transportation Master Plan - Walkability & Bikeability Goals and Objectives. Staff will facilitate a discussion of key goals and objectives related to the promotion of walkability and bikeability within Sandpoint's 2021 MTMP and its associated appendixes.
4. Discussion: Role of Committee in supporting Planning Division in development review process. Staff will provide overview of site development review process for building permits, conditional use permits, planned unit developments, short plats, and subdivisions and discuss appropriate roll of Ped-Bike Committee in improving outcomes from this process through understanding of Sandpoint City Code and process for suggesting changes or improvements.
5. Discussion: Role of possible Sub-Committees

General Announcements/Comments

Adjourn

Public Participation Options and Information

Before the meeting, comment in writing: Email cityclerk@sandpointidaho.gov or deliver to City Hall.

Attend in person: See above for meeting location. Seating available on first-come, first-served basis. Chambers overflow areas offer live meeting audio/video.

Attend remotely: Register at https://www.sandpointidaho.gov/your-government/meetings.

After the meeting, view the recording on YouTube: https://www.youtube.com/c/CityofSandpoint.

Contact the City Clerk with questions or requests for special accommodation: Email address above or call (208) 263-3310. Assisted listening devices available in chambers for use during public meetings.

PEDESTRIAN AND BICYCLE ADVISORY COMMITTEE MEETING MINUTES

September 05, 2024 at 12:00 PM

Council Chambers at City Hall - 1123 W. Lake St. Sandpoint, Idaho

Call to Order

Following a welcome from Mayor Jeremy Grimm, Pedestrian and Bicycle Advisory Committee staff liaison, City of Sandpoint Community Planning and Development Director Jason Welker, called the meeting to order shortly after noon on Thursday, September 5, 2024, in Council chambers at City Hall, 1123 W. Lake St., Sandpoint, Idaho.

Roll Call and Introductions

All appointed board members were in attendance, as listed below, and each introduced themselves around the table during roll call. Council liaison to the Committee, Sandpoint City Council President Deb Ruehle, was also in attendance, as was Heather Faircloth, Sandpoint Central Services Department Administrative Assistant, who will be serving as Board Clerk.

PRESENT
Cate Huisman
Erin Billings
Evan Lewis
Jennifer Heller
Julie Perchynski
Molly O'Reilly
Radley Peterson
Taylor Prather
Reid Weber

Meeting Minutes Approval - none

Old/Unfinished Business - none

New Business

Orientation and Training: Committee members reviewed the Sandpoint Citizen Advisory Board Handbook, with City legal counsel Zachary Jones and City Clerk Melissa Ward providing training and Mr. Welker and Council President Ruehle also offering information and insight. Board members were encouraged to obtain and provide to City staff an email address to be used exclusively for committee/city business.

Mr. Welker then reviewed the list of the Committee's duties, as reflected in City Code, and provided instructions for navigating to the master plans on the City website, tasking board members with familiarizing themselves with the City's Multimodal Transportation Master Plan, along with the portions of the recently-updated Sandpoint Comprehensive Plan that pertain to pedestrian and bicycle issues.

Election of Committee Chair and Vice Chair: Board members each relayed the reasons they wished to serve on the Committee, their experience serving on other volunteer boards, and whether they would be willing to serve as Committee Chairperson or Vice Chairperson.

Council President Ruehle left the meeting at 12:57 p.m.

Following discussion and a nomination by Ms. Billings, Ms. Huisman was elected Committee Chair, and Ms. O'Reilly was elected Vice Chair.

Motion made by Billings, Seconded by Weber.
Voting Yea: Huisman, O'Reilly, Billings, Heller, Lewis Perchynski, Peterson, Prather, Weber

Selection of Regular Meeting Day/Time: Following discussion, the members of the Committee chose the second Thursday of the month at 11:30 a.m. as the regular meeting day and time for future meetings.

Board Roundtable

Mr. Welker provided instructions for navigating to the master plans posted on the City website, tasking board members with familiarizing themselves with the City's Multimodal Transportation Master Plan, along with the portions of the recently updated Sandpoint Comprehensive Plan that pertain to pedestrian and bicycle issues.

At 1:14 p.m., the City's internet connection was lost, organization-wide, which ended the recording and resulted in the absence of Mr. Peterson, attending remotely, for the remainder of the meeting.

Adjourn

Following some final questions from the board members, fielded by City staff, the meeting adjourned at 1:30 p.m.

I presided over this meeting and can attest that these minutes, prepared by the City Clerk, were approved by the Committee during their meeting on _____, 2024.

Jason Welker, City Staff Liaison

Attest: Heather Faircloth, Board Clerk

Planning & Building Healthier Communities (in every sense of the word “health”)



Burton Elementary, Rexburg



Summerfield subdivision

CREATING AN ACTIVE AMERICA, TOGETHER
ACTIVE PEOPLE, HEALTHY NATION™

Blue Cross of Idaho
Foundation for Health, Inc.

Mark Fenton
Tufts University
rmfenton777@gmail.com



Median island w/ offset crosswalk



Roundabout



Mini-circle



Speed table



Raised crosswalk, Pompeii, Italy. 79 AD

Our flow . . .









Planning for health . . .

1. Introductions & youthful recollections.
2. Healthy design principles.
3. Common challenges:
   a. “We don’t know *how* . . .”
   b. “It will *cost* too much . . .”
   c. *Change* is different, hard, maybe even scary . . .”
4. Creative engagement – get out and move!





Tar paper cross[illegible]lk; Rio Grande, TX

1. Youthful recollections . . .



OR





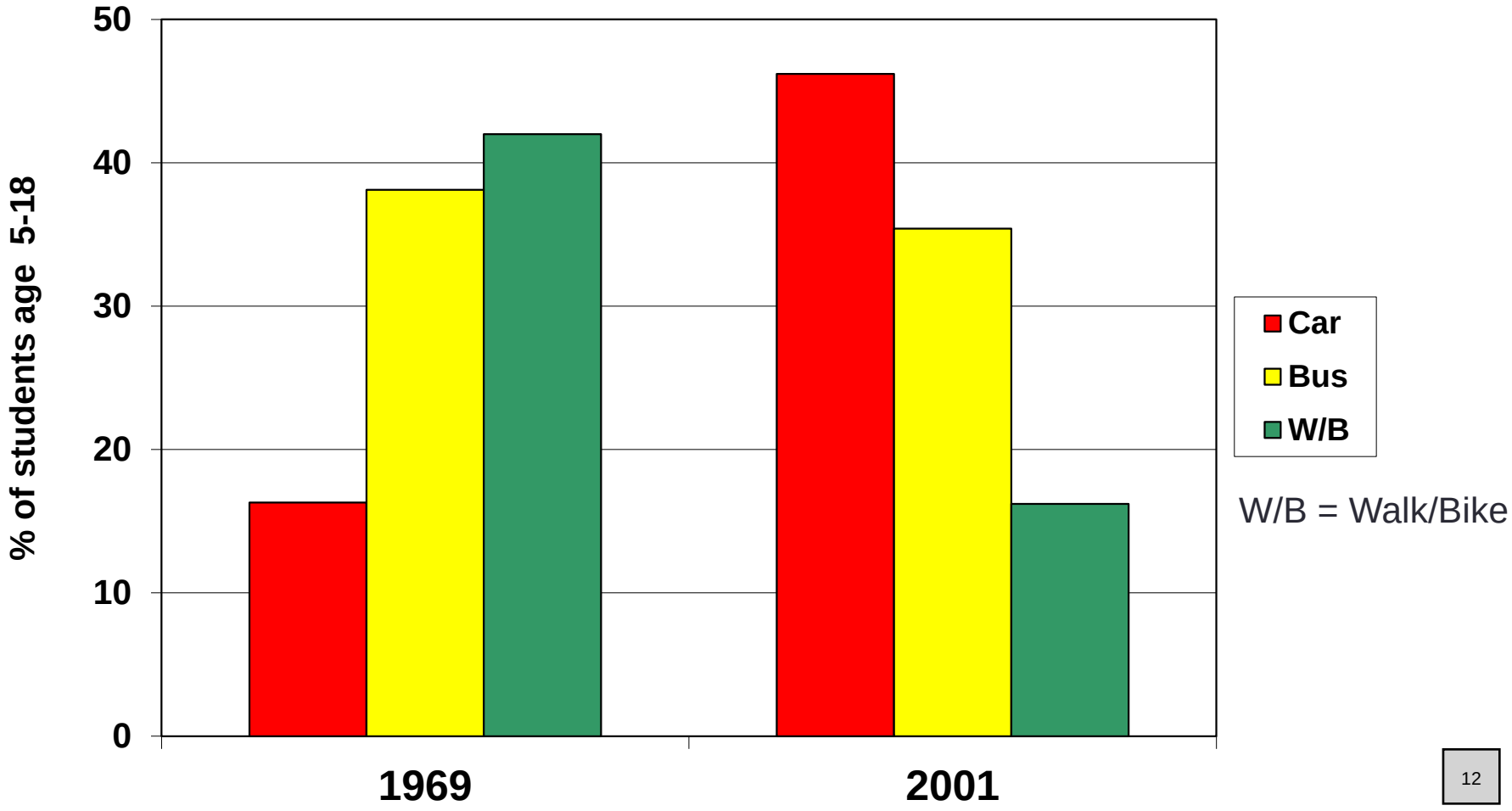
- Walk or bike to school, a park, a downtown?
- Explore outdoors without adult supervision?
- Play games with no formal uniform, umpire, or referee?
- Spend time with kids of different ages, both boys and girls?
- Play in water: ocean, lake, river, pond, creek, pool, fire hydrant?
- Have some wheels: bike, scooter, big wheel, skateboard, skates?
- Do stuff you could not have gotten away with if adults *were* present?



- Were you a “free range kid?”
- Do you think that most kids today are?
- Do you think it’s good for them?

Changes in Walking & Cycling to School, 1969 to 2001

Ham et.al., *Jour. of Physical Activity & Health*, 2008, 5, 205-215



Trends in Childhood Obesity & Overweight



CDC, National Center for Health Statistics. *National Health Examination Surveys (NHANES) 1963–2006.*

www.rwjf.org/files/publications/annual/2008/year-in-review/



Lenore Skenazy
www.freerangekids.com

The real risk . . .



2. We should be physically active.
(Adults >30 mins.; Youth >60 mins. most days)















But mostly we are not.





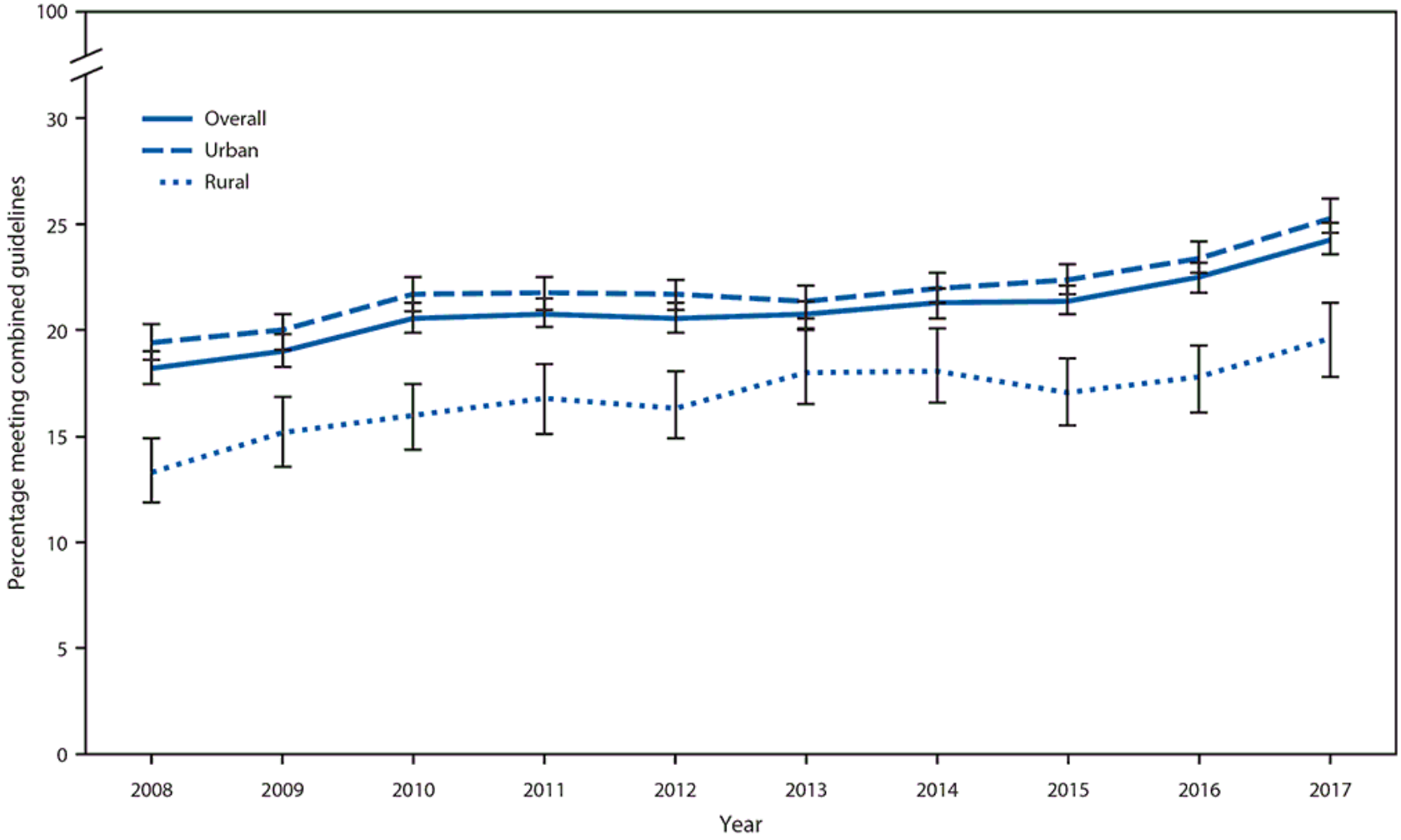






% Meeting Full Physical Activity Guidelines
(BRFSS Self-Report)

Whitfield et.al. *MMWR*; 68(23);513–518; June 2019

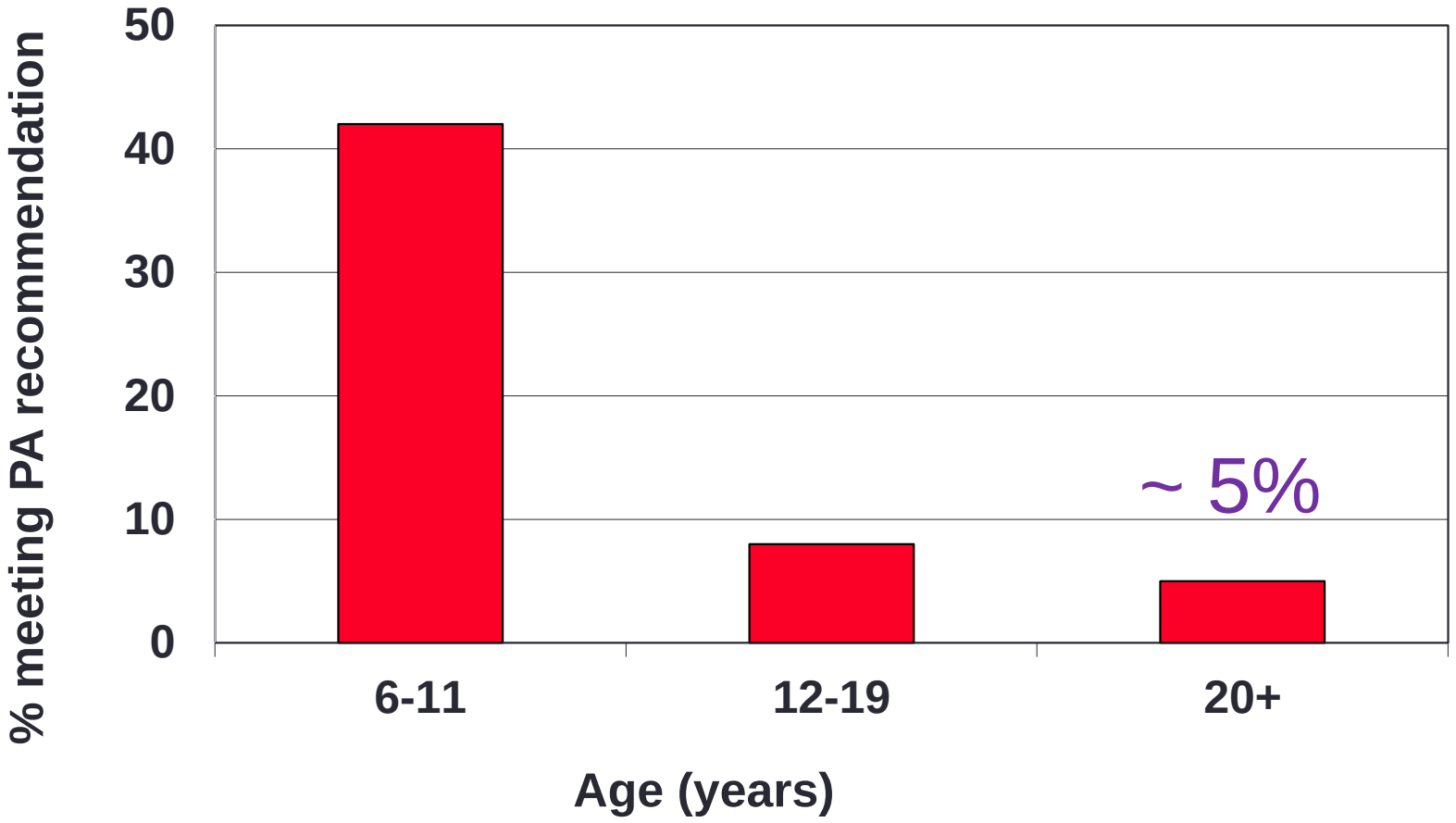


Physical Activity in the US

Measured by Accelerometer

Troiano et.al., *Med Sci Sports & Ex*, 40(1), 2008.

% of population meeting PA recommendations



Four elements support active transportation.







i. A variety of nearby destinations.

Four elements support active transportation.



ii. A connected network of ”active transportation” facilities.





Four elements support active transportation.







iii. Functional & rewarding spaces for pedestrians, bicyclists, & transit riders.

Four elements support active transportation.





iv. Accessible & safe for all ages, races, incomes, backgrounds & disabilities.



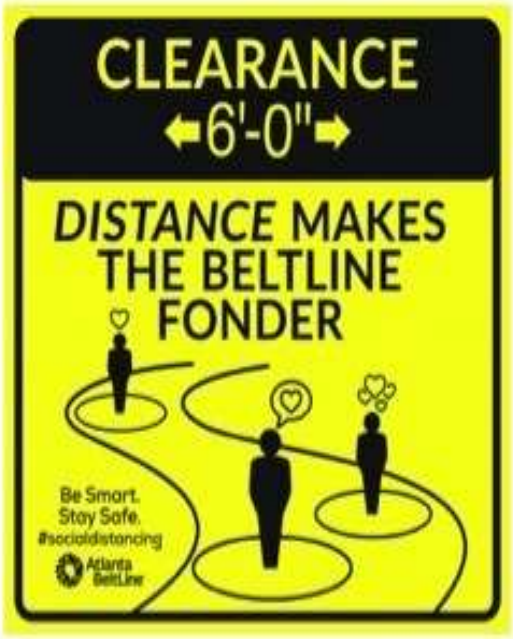

Scituate MA



Denver Post/Richardson

PA reduces chronic & infectious disease risk!






Beltline Trail, Atlanta

Economic health: Efforts to create inviting public space.





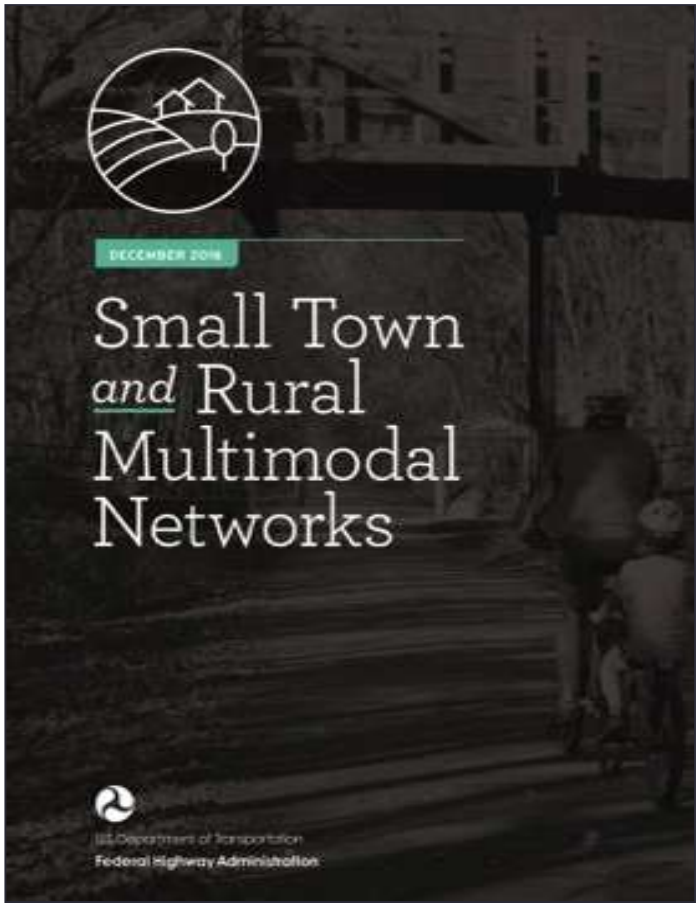




3a. How do we DO this stuff?



E.g. Pedestrian Lane

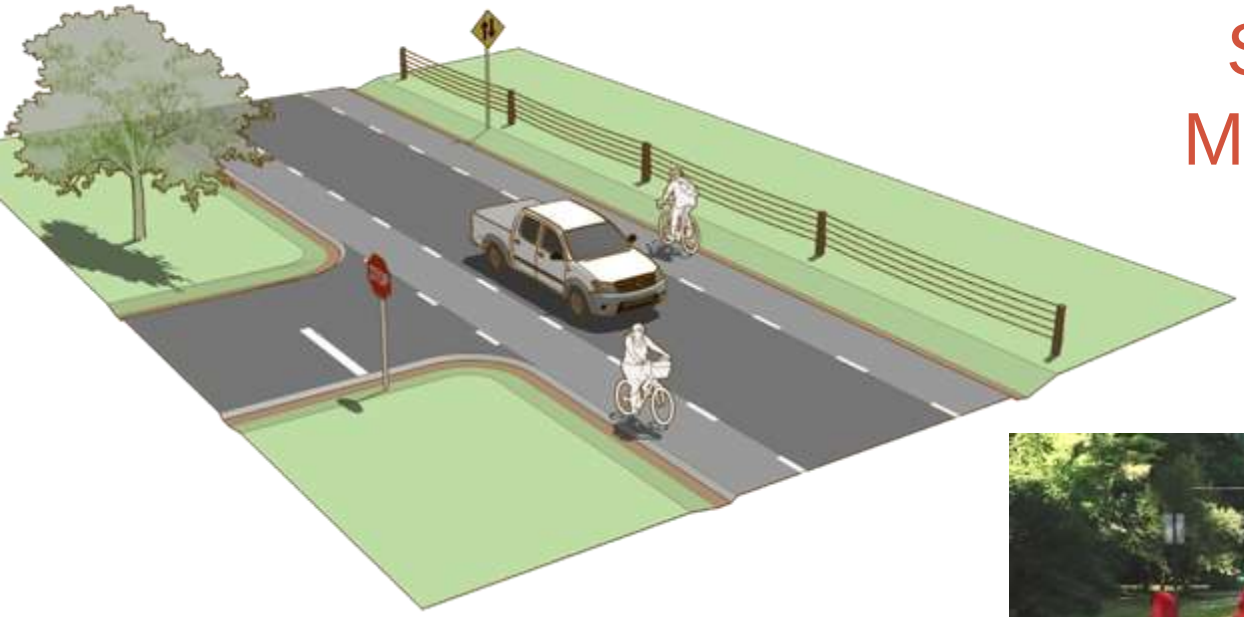




Bonners Ferry

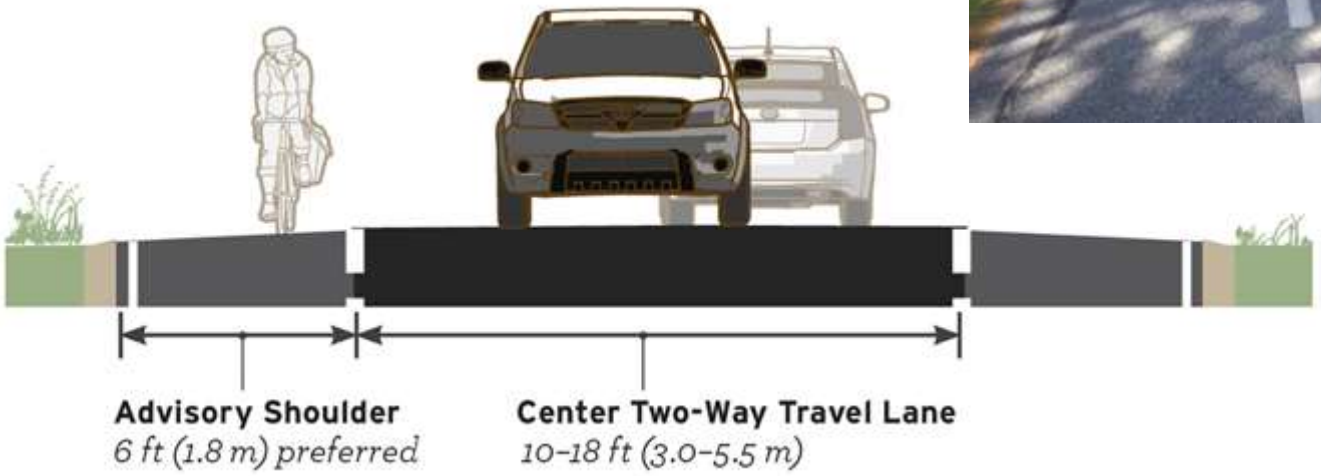
ruraldesignguide.com

Small Town & Rural Multimodal Networks





E.g. Advisory Shoulder

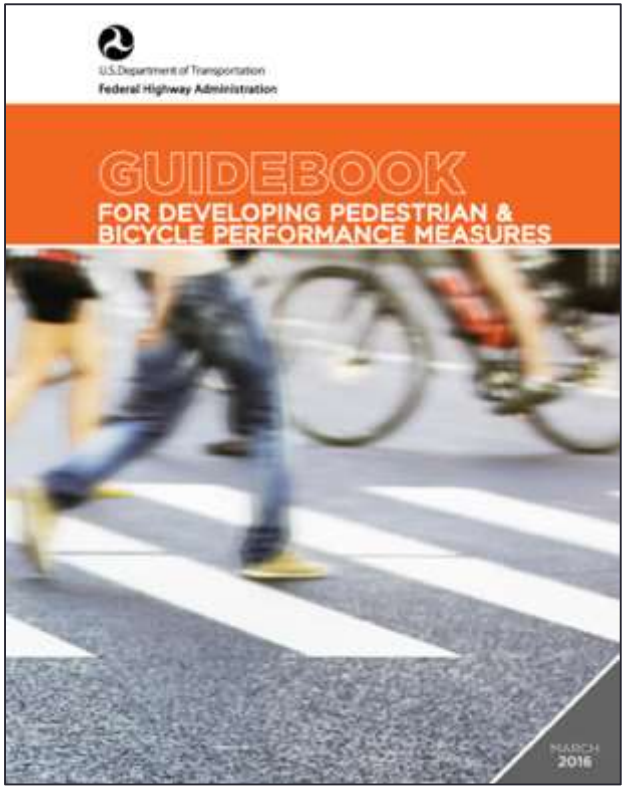




Evolving performance measures . . .







30 more balanced performance measures for roadways. E.g. . . .

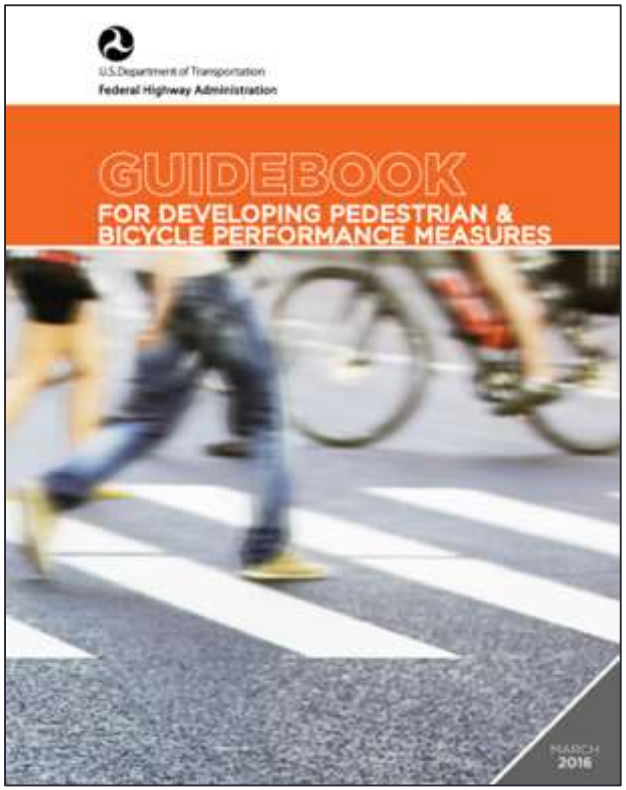
- Increasing walking & bicycling
- Health, equity outcomes
- Job & retail access & activity
- Business & land value
- Environmental impacts.
- Reducing *vehicle miles traveled*

fhwa.dot.gov/environment/bicycle_pedestrian/publications/performance_measures_guidebook/pm_guidebook.pdf

Evolving performance measures . . .

VMT

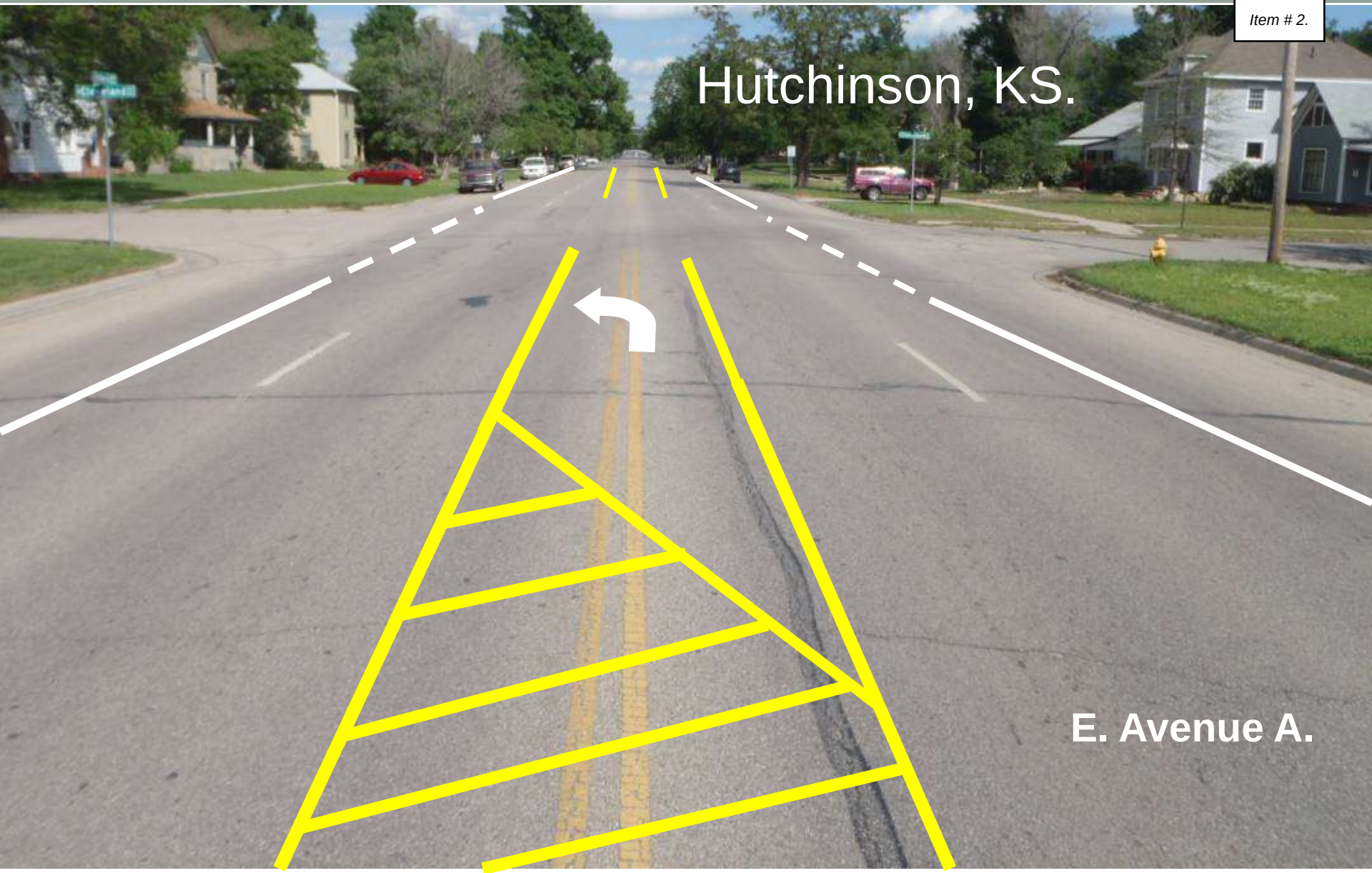




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- Business & land value
- Environmental impacts.
- Reducing *vehicle miles traveled*

fhwa.dot.gov/environment/bicycle_pedestrian/publications/performance_measures_guidebook/pm_guidebook.pdf



Walk audit recommendation: reduce lanes?



One year later, during routine paving – they did it!
(Five or four lane conversion to three: *Road Diet*.)

Can we do better than “suburban” development patterns?











b. It costs too much? Healthy design yields a Triple Bottom Line.



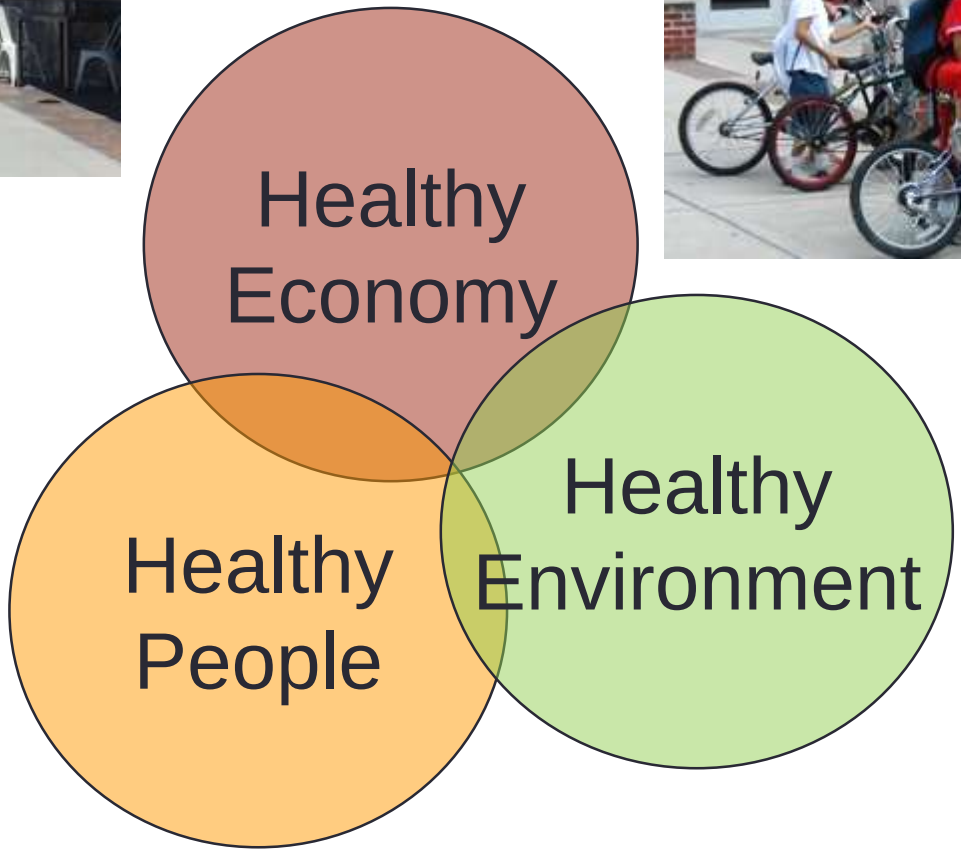
Prosperity



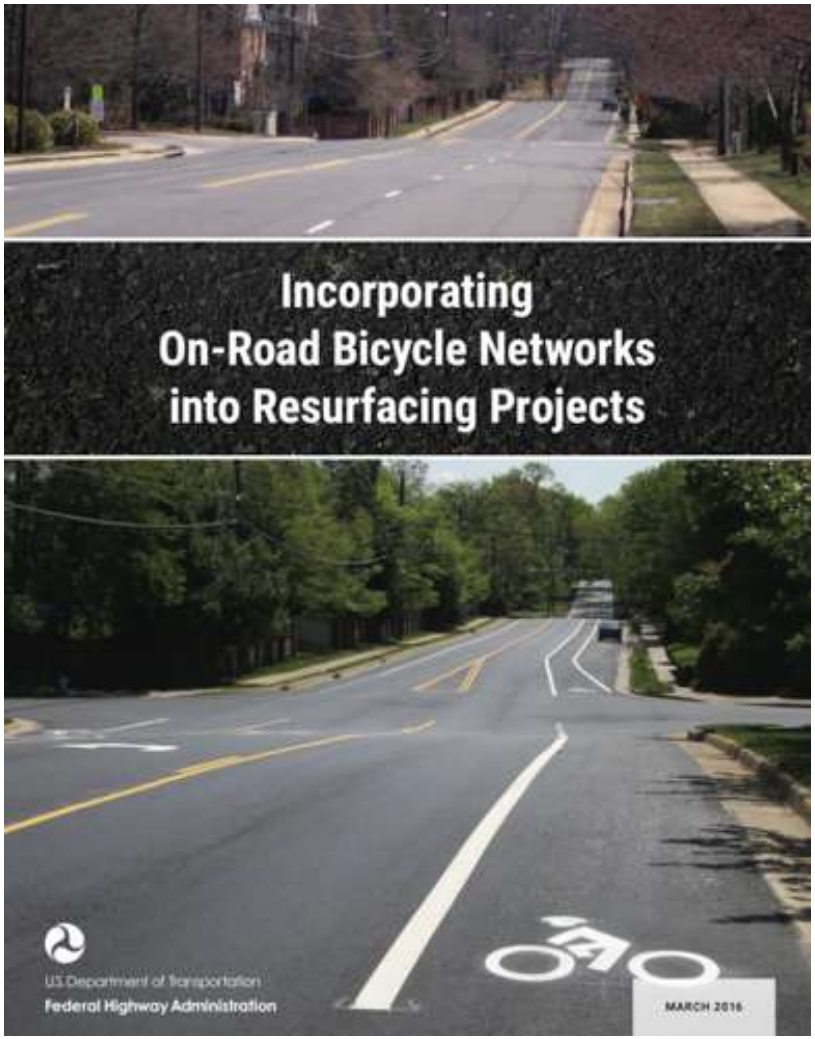
Planet



People



Least expensive? Routine accommodation





Barry Co. MI



fhwa.dot.gov/environment/bicycle_pedestrian/publications/resurfacing/

Public-Private partnerships . . .

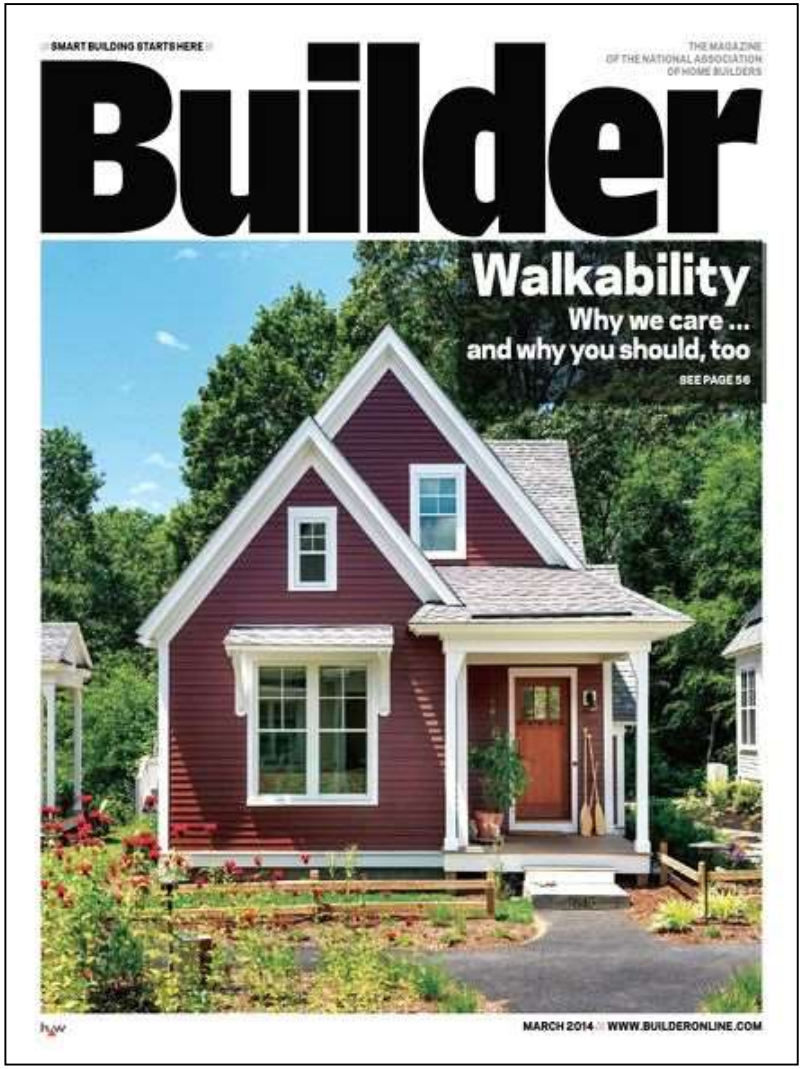


Design & Build Bike Racks:

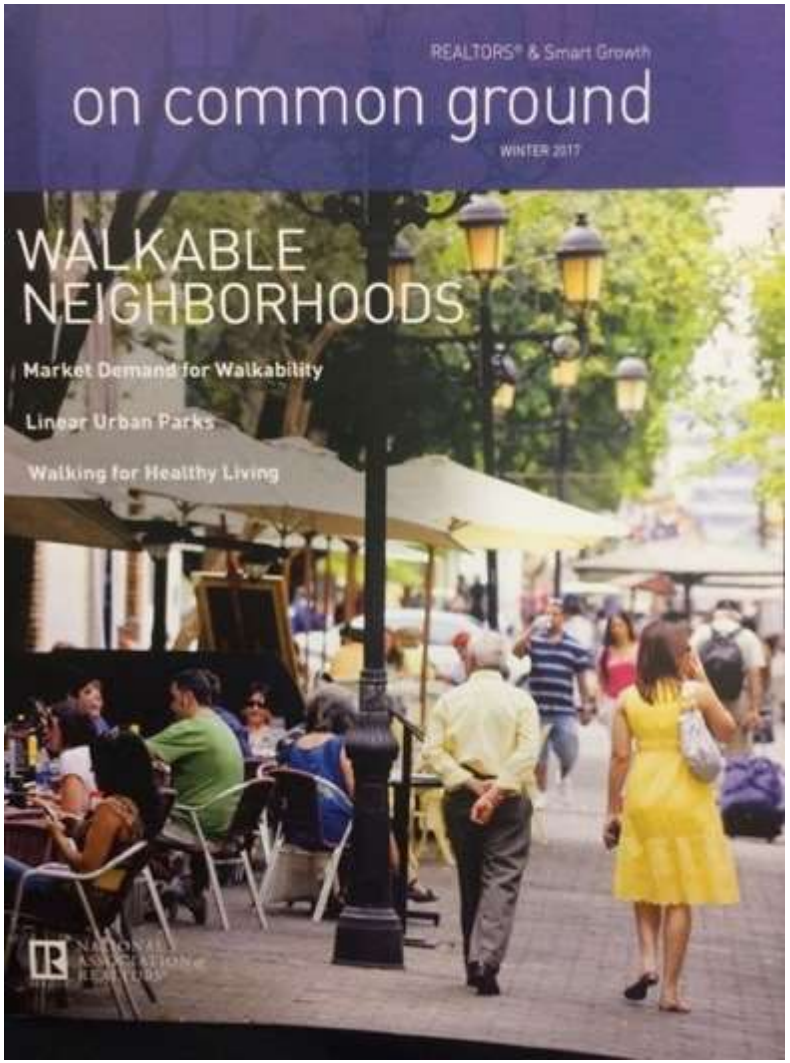
- Design contest; tech school built
- Businesses, sponsors, residents purchased materials
- Town installed



Buyer demand . . .

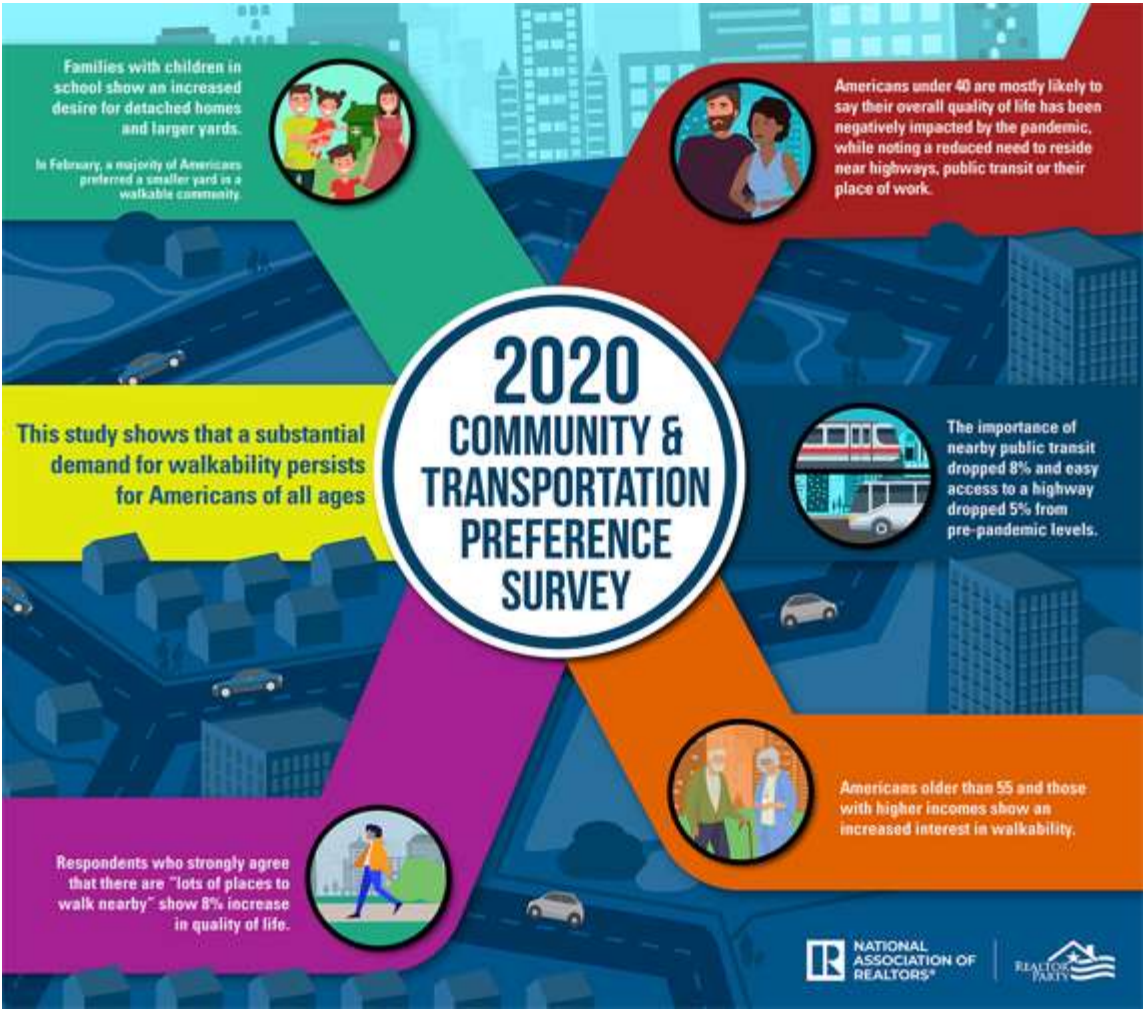


builderonline.org



realtor.org

Growing preferences:



Over half would trade-off detached home & large yard for greater walkability.

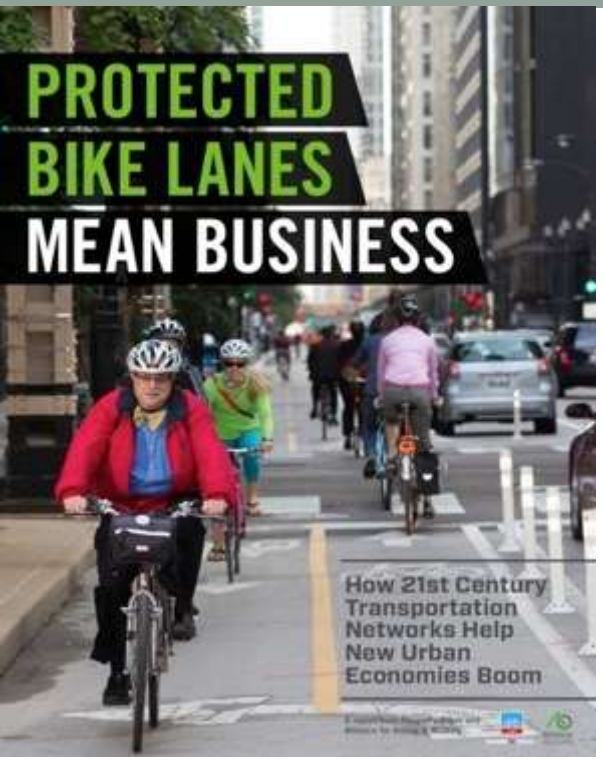
75% value being within an easy walk of nearby parks, shops, & daily needs.

85% say sidewalks & places to take walks are important.

Millennials are most likely to prefer walking, but it's a fast-growing trend among empty nest baby boomers.

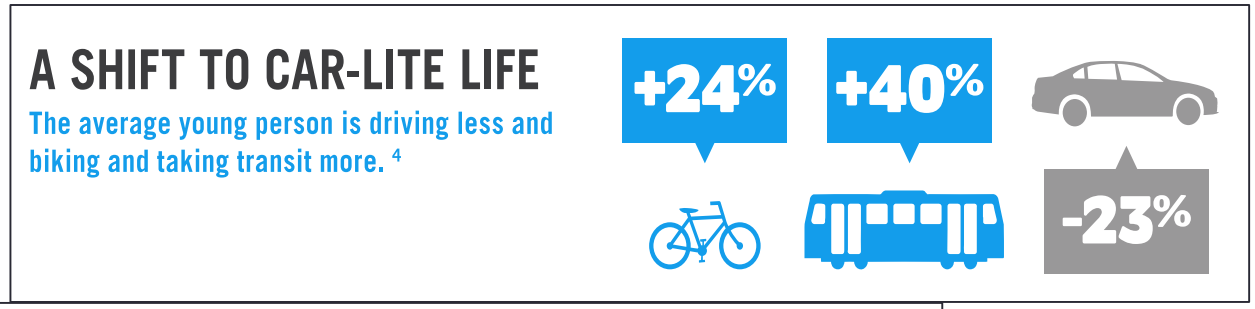
https://www.nar.realtor/on-common-ground/the-2020-nar-community-preference-survey

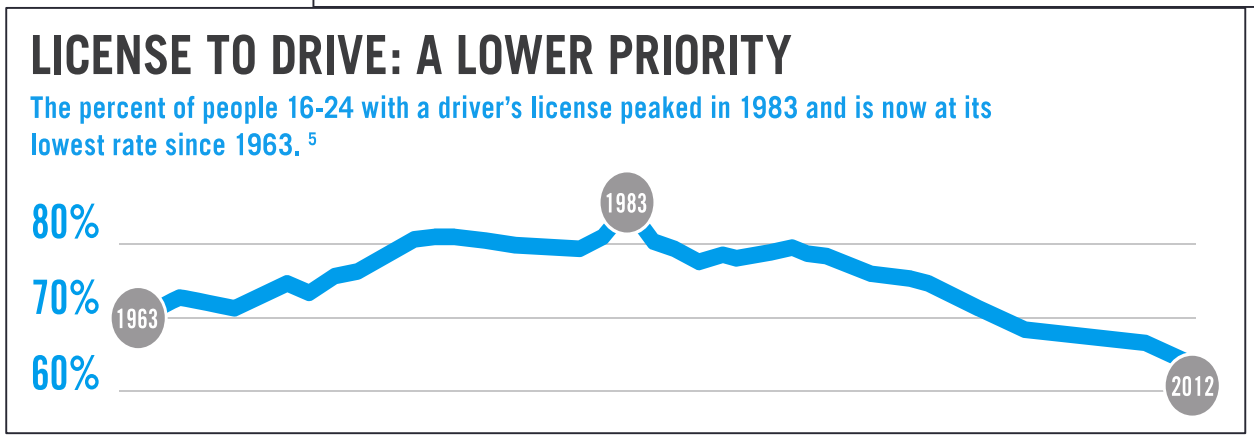
NATIONAL ASSOCIATION of REALTORS® | REALTOR® PARTY



Active transport infrastructure supports:

- Real estate values & redevelopment.
- Employee recruitment & retention.
- Employee health & productivity.
- Retail visibility & sales volume.





bikeleague.org/sites/default/files/protectedbikelanesmeanbusiness.pdf

HEADWATERS ECONOMICS

Spring 2016
http://headwaterseconomics.org

Measuring Trails Benefits: Property Value

How are trails related to property value?

Trails can be associated with higher property value, especially when a trail is designed to provide neighborhood access and maintain residents' privacy. Trails, like good schools or low crime, create an amenity that commands a higher price for nearby homes. Trails are valued by those who live nearby as places to recreate, convenient opportunities for physical activity and improving health, and safe corridors for walking or cycling to work or school.

Price is not property owners' only concern. Legal, well-marked access eliminates problems with trail users trespassing. Research also shows that those who opposed a trail prior to construction generally find a trail to be a much better neighbor than they anticipated.

When trails increase property value, local governments receive more property tax revenue. Depending on the trail, this revenue boost can help to partially offset the trail's construction and maintenance costs.

Additional details on each of these topics, as well as other relevant research, are available at http://headwaterseconomics.org/trail.

Select Research Highlights

- In San Antonio, Texas, neighborhood trails were associated with a two percent house price premium. Trails that were surrounded by greenbelts were associated with a five percent house price premium.[1]
- In southwestern Ohio, the Little Miami Scenic Trail is associated with higher property value in urban, suburban, and rural settings. Up to a mile away from the trail, for every foot closer to the trail, property value increase by about $7. A home a half mile from the trail would sell for approximately nine percent less than a home adjacent to the trail.[2]
- In suburban New Castle County, Delaware, homes within 50 meters of bike paths commanded a four percent price premium.[3]
- In rural Methow Valley, Washington, homes within one-quarter mile of trails benefited from a 10 percent price premium.[4]
- Along a popular trail in Austin, Texas, the price premium ranged from 6 to 20 percent, depending on whether the neighborhood had views of the greenbelt surrounding the trail and whether it had direct neighborhood access to the trail.[5] This price premium translated to roughly $59,000 per year in additional tax revenue or five percent of the annual cost of trail construction and maintenance.[6]



How to use this information:

This research is of interest to property owners adjacent to a proposed trail, residential developers who are considering incorporating trails in new subdivisions, and local government staff who want to understand trails' fiscal impacts.

This summary is one of several handouts describing the state of research related to the benefits of trails. The other summaries address:

- Public health
- Business impacts
- Quality of life
- Overall benefits
- Access

This series offers a succinct review of common benefits identified in the 130+ studies in Headwaters Economics' free, online, searchable **Trails Benefits Library.**

Measuring Trails Benefits Series: Property Value | http://headwaterseconomics.org | Spring 2016 | 1

headwaterseconomics.org/wp-content/uploads/trails-library-property-value-overview.pdf











NIMBY?

LIMBY!

Link It to My Back Yard!



Glenns Ferry trail planning.





NCCOR Resources

1. Two-page fact sheet
2. On-line library of resources
3. Discussion guide.
4. Customizable PowerPoint presentation

nccor.org/nccor-tools/create-thriving-activity-friendly-communities/

The economic pull of “healthy” designs:



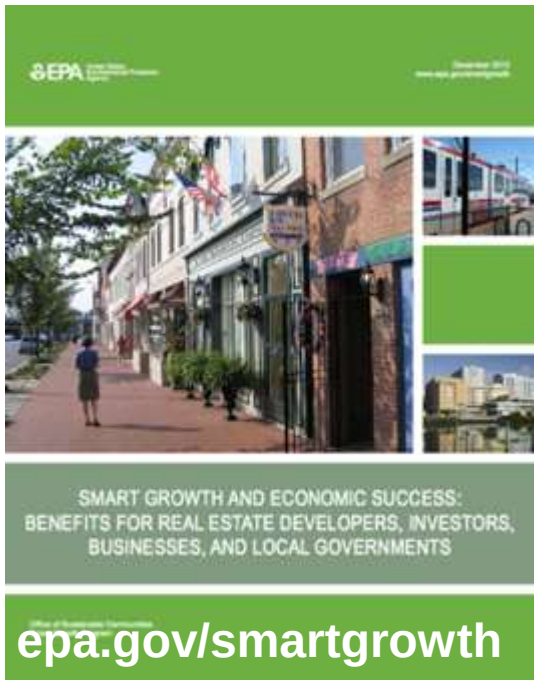
Best of both worlds: Maurice Tucker and Preet Basi wanted urban amenities with a homey feel.

The new look — and location — of housing

Neighborhoods with suburban feel spring up in unused city sites

By Haya El Nasser
USA TODAY

1. Market demand



2. Market performance





3. Developer interest

4. Quantifiable health benefits!

c. If change is scary, try pop-ups & “quick builds.”



Broadus MT pop-up







Curb Stops and Planters

Encourage residents to safely try change.



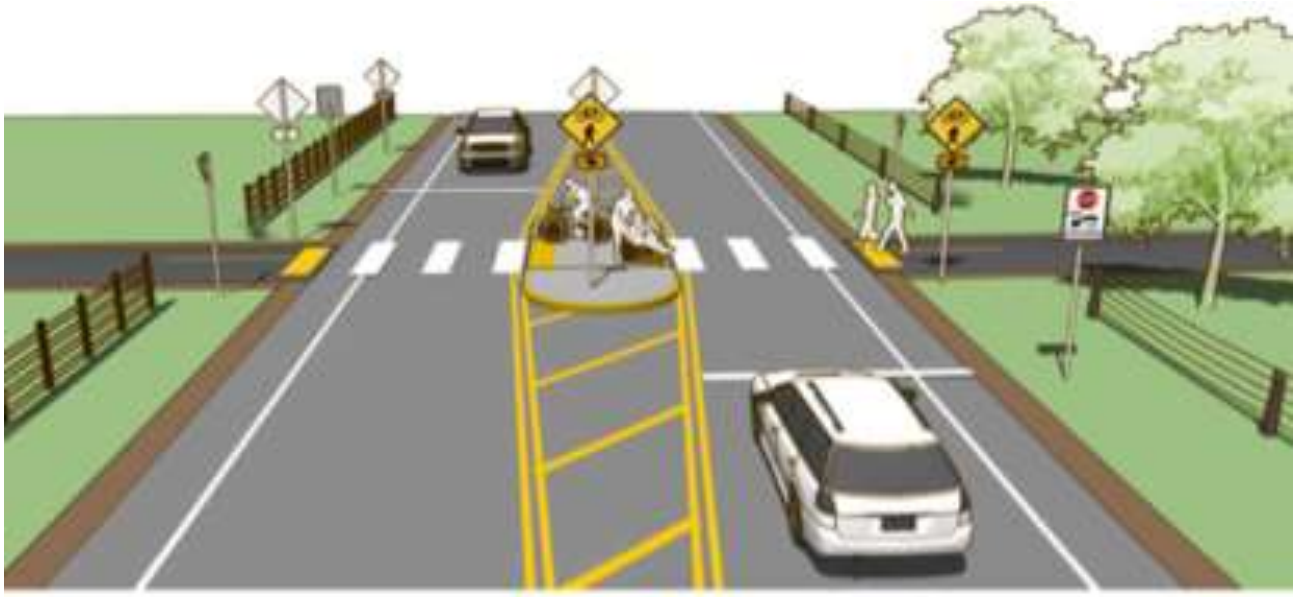


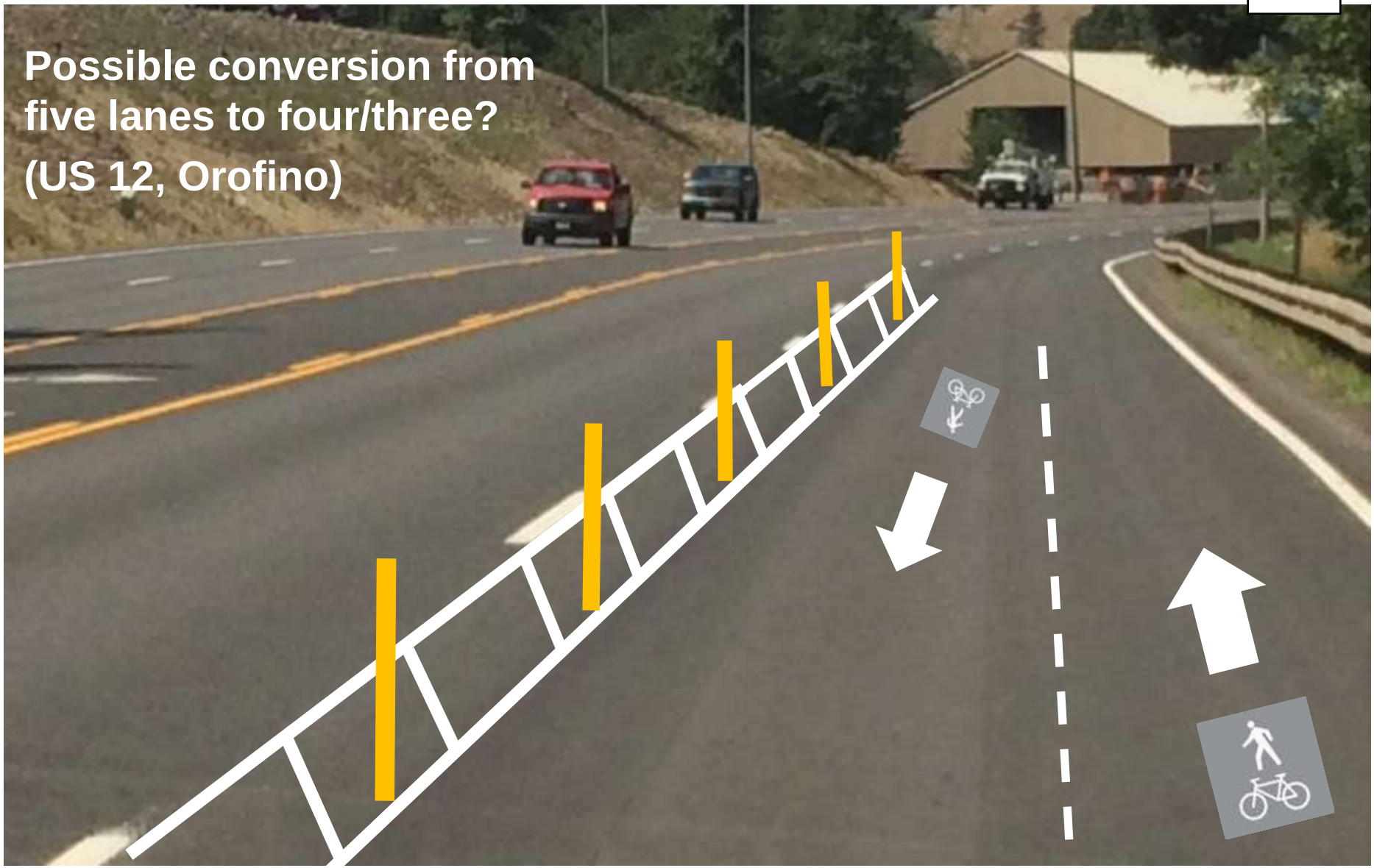


Whitefish MT

Consider less expensive “quick builds.”



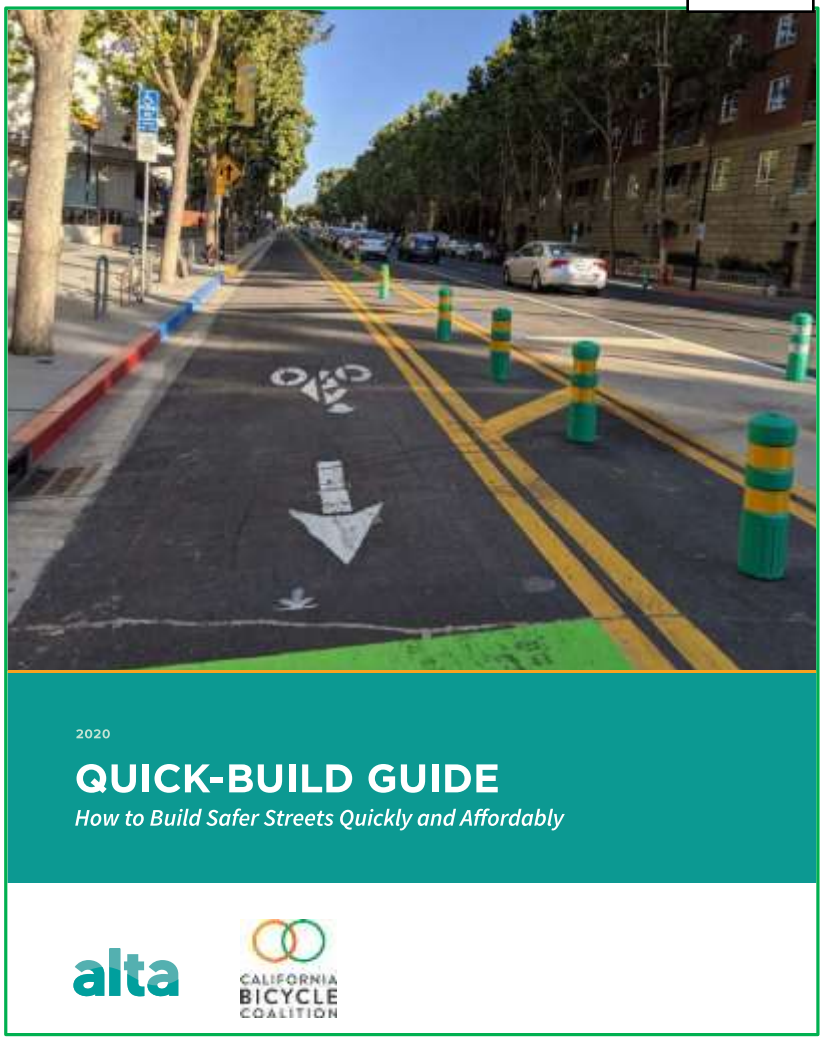



Possible conversion from
five lanes to four/three?
(US 12, Orofino)

AARP Pop-Up Guide



www.aarp.org/livable-communities/



altago.com/resources/quick-build-guide/

4. How to start people thinking this way? **I2Audits.**

Inclusive Interdisciplinary Walk/Move Audits.

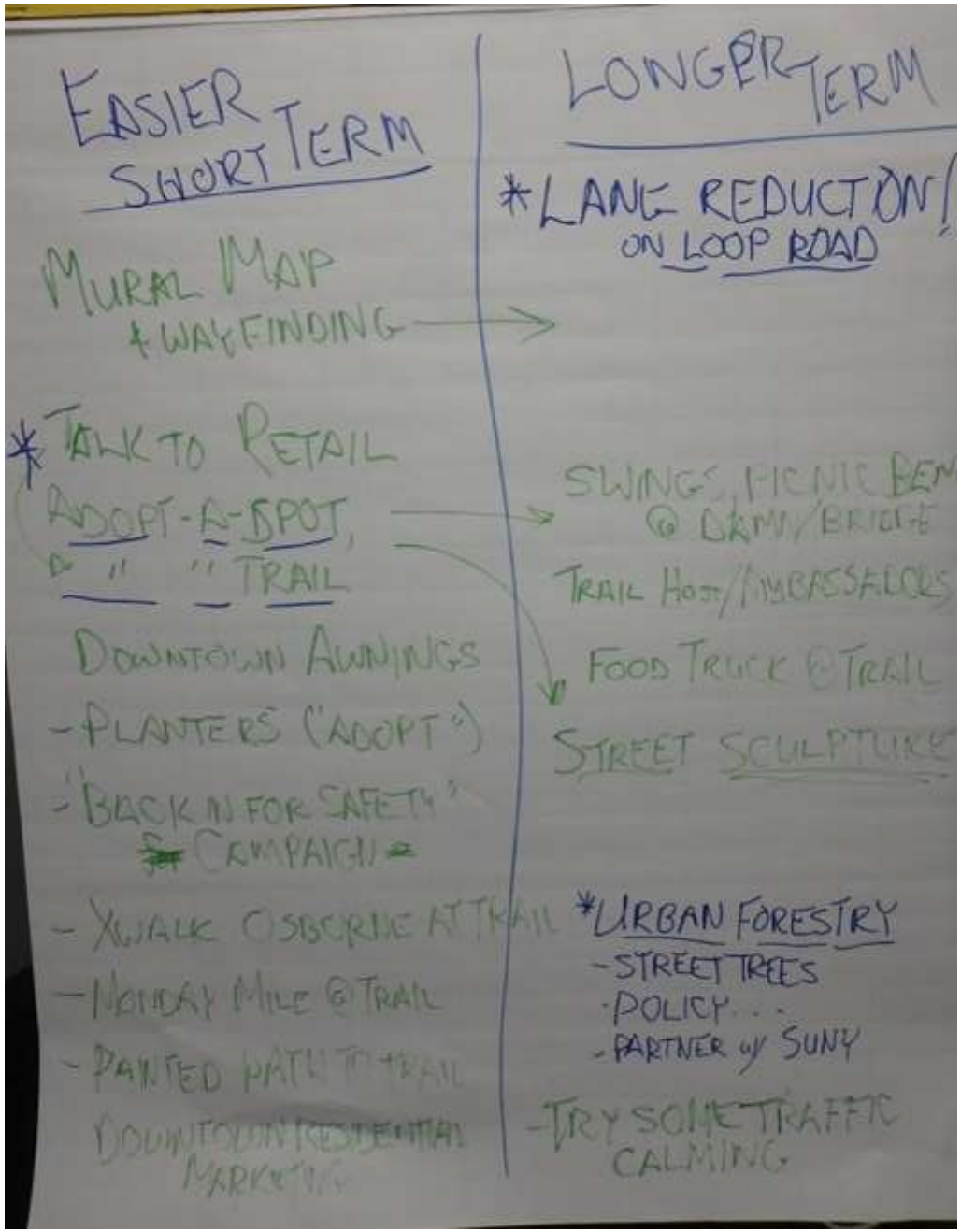
- Explore real community destinations (walk, bike, transit).
- Move with people who live & work there daily.
- Inclusive across age, race, income, ability & disability.
- Shared discovery & solutions; *not* "expert answers."



Ennis I2Audit, 2018



2019 demonstration



Capture participant input & ideas:

- Programs: Events, education, awareness, plans, demonstrations.
- Projects: Physical infrastructure for safer walking & cycling, (& transit).
- Policies: Ordinances, practices, procedures, rules to support active transportation.

Maui HI: Walk audit > low-cost demo > policy!





Safe routes to school program walk audits identify challenges & opportunitie





Quick build project:

Volunteers & students help paint demo curb extensions. (Paint & flexible delineators)



Mayoral support of safe streets policy for all walk to school routes.



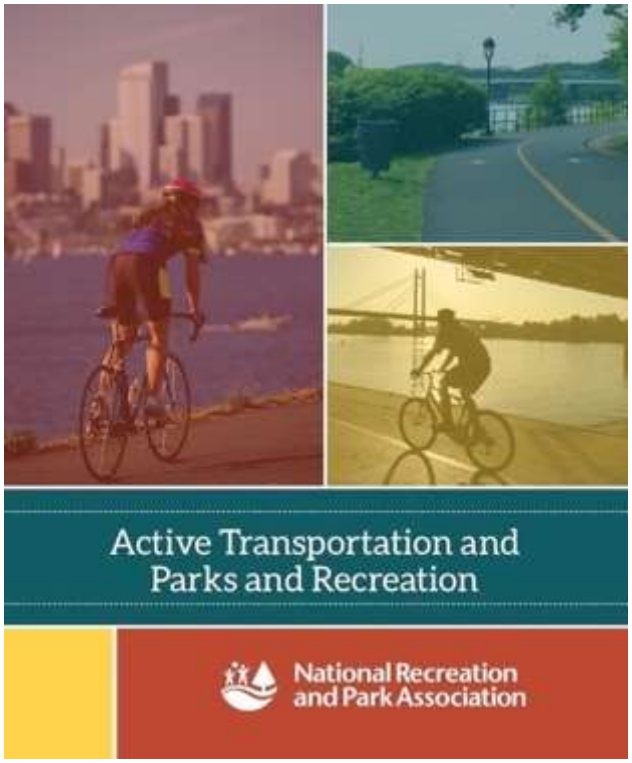
“Quick build” helped engage an El Paso business.



Lakeside County Park

supports safe walking to school w/ trail, safe street crossings, & uniformed ranger presence. >







nrpa.org/contentassets/f768428a39aa4035ae55b2aaff372617/activetransportation_final.high.pdf

Demonstration & audit.









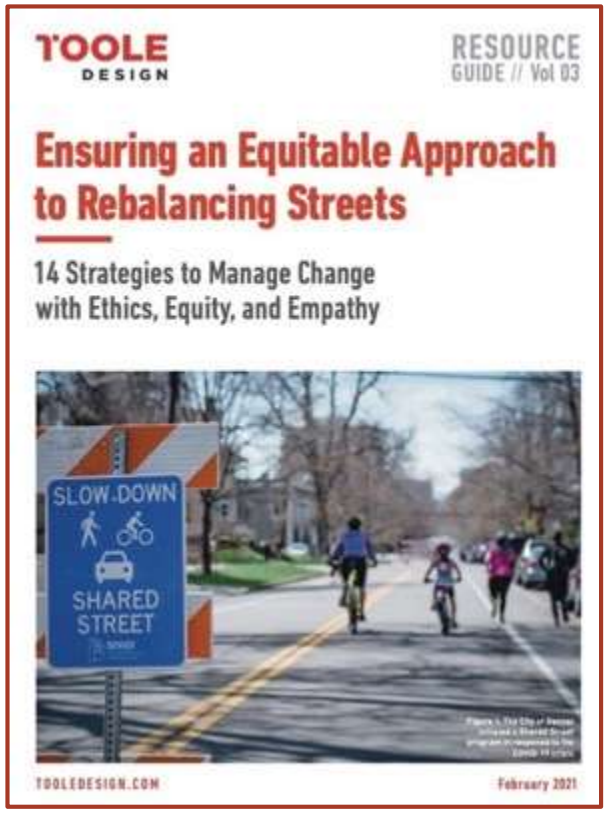








- **“It will slow traffic.”**
- **“It will make pedestrians trying to cross more visible.”**
- **“Drivers who can’t handle it shouldn’t be driving.”**





Equity

Empathy



Ethics



Summary: Equitable active transportation . . .

- Supports those who may have the least;
- Reduces *chronic & infectious* disease risk;
- Requires destinations, an 'active' network, & functional design;
- Supports robust local economies;
- Requires inclusive community input;
- Is an urgent priority!







Olshansky et.al.
"A Potential Decline in Life Expectancy . . ."
New Eng. J. of Med.,
March 17, 2005

Woolf et.al.,
"Life Expectancy & Mortality Rates in the US, 1959-2017"
J. of Amer. Med. Assoc.,
Nov. 26, 2019







Let's go for a walk …





Lightning 3P round:

Everyone share at least one programmatic, physical project, or policy level recommendation to increase walking & bicycling based on our walk.

	Short term, low cost	Longer term, more costly
Programs		
Projects		
Policies		

Lunch assignment: Answer 3 questions in 3 minutes

Think about & discuss with partner and/or neighbors *specific* answers to these questions:

1. Who will you engage/invite into this work in your community for success? (At least one . . .)
2. Where would you like to host a walk audit in your community?
3. What type of pop-up or quick-build demonstration would you like to try in your community?

You have just three minutes to share your thoughts.

Resources



Community Change Grants America Walks

Typically 10-15 grants of $1,500 each.



americawalks.org/programs/community-change-grants/

AARP Livable Communities







Community Challenge Grants

www.aarp.org/livable-communities/
www.aarp.org/livable-communities/community-challenge/



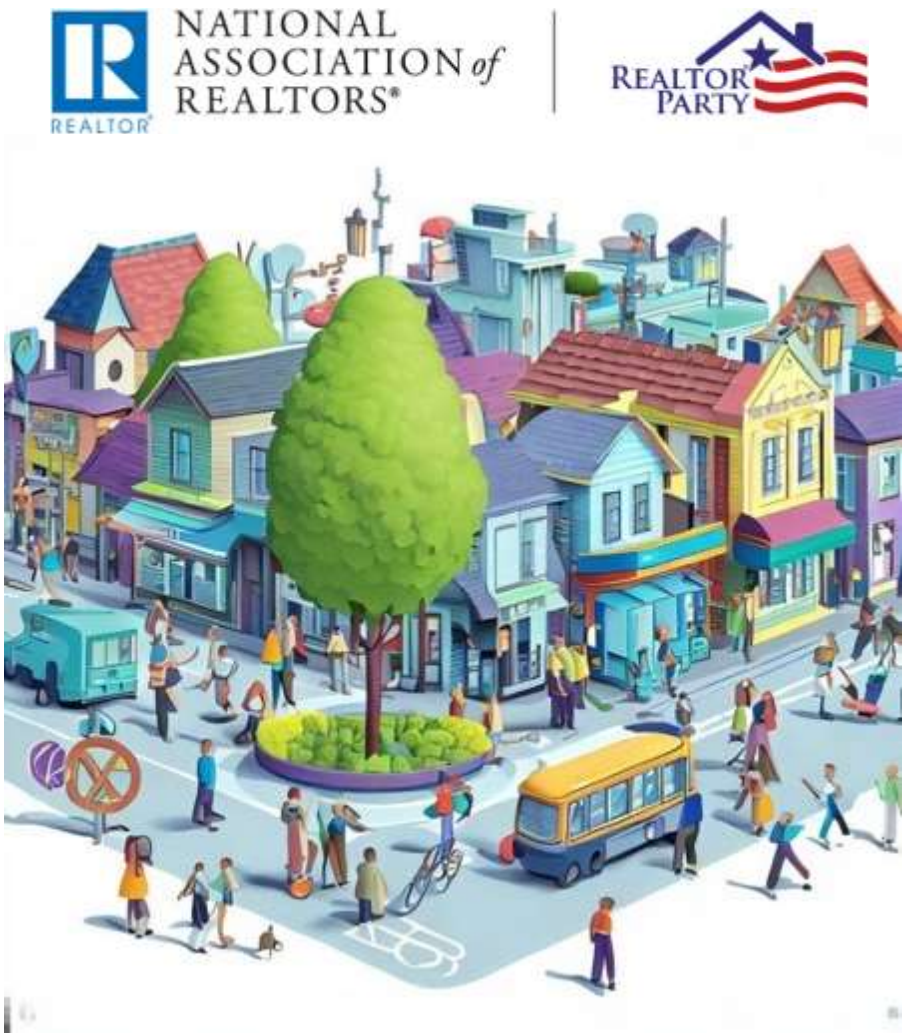
National Association of Realtors

National Association of Realtors Smart Growth Grants are designed to support local community change efforts.

Level 1: up to $3,000.

Level 2: up to $7,500.

Level 3: up to $15,000.



realtorparty.realtor/community-outreach/smart-growth

Final, Adopted May 5, 2021

Sandpoint Multimodal Transportation Plan

Appendix A
Networks, Corridors, and Improvement Concepts



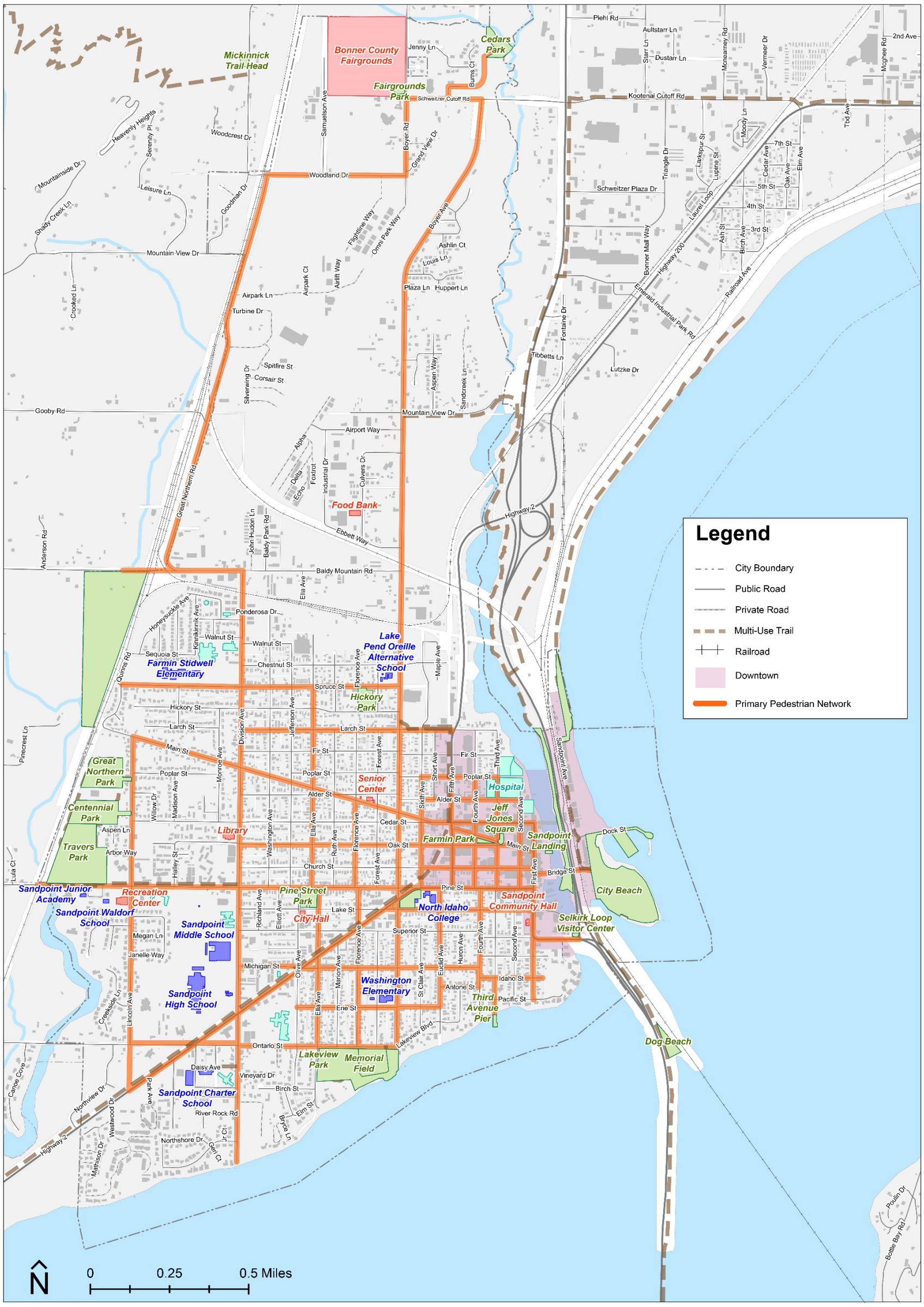


Figure 15 Pedestrian Priority Network

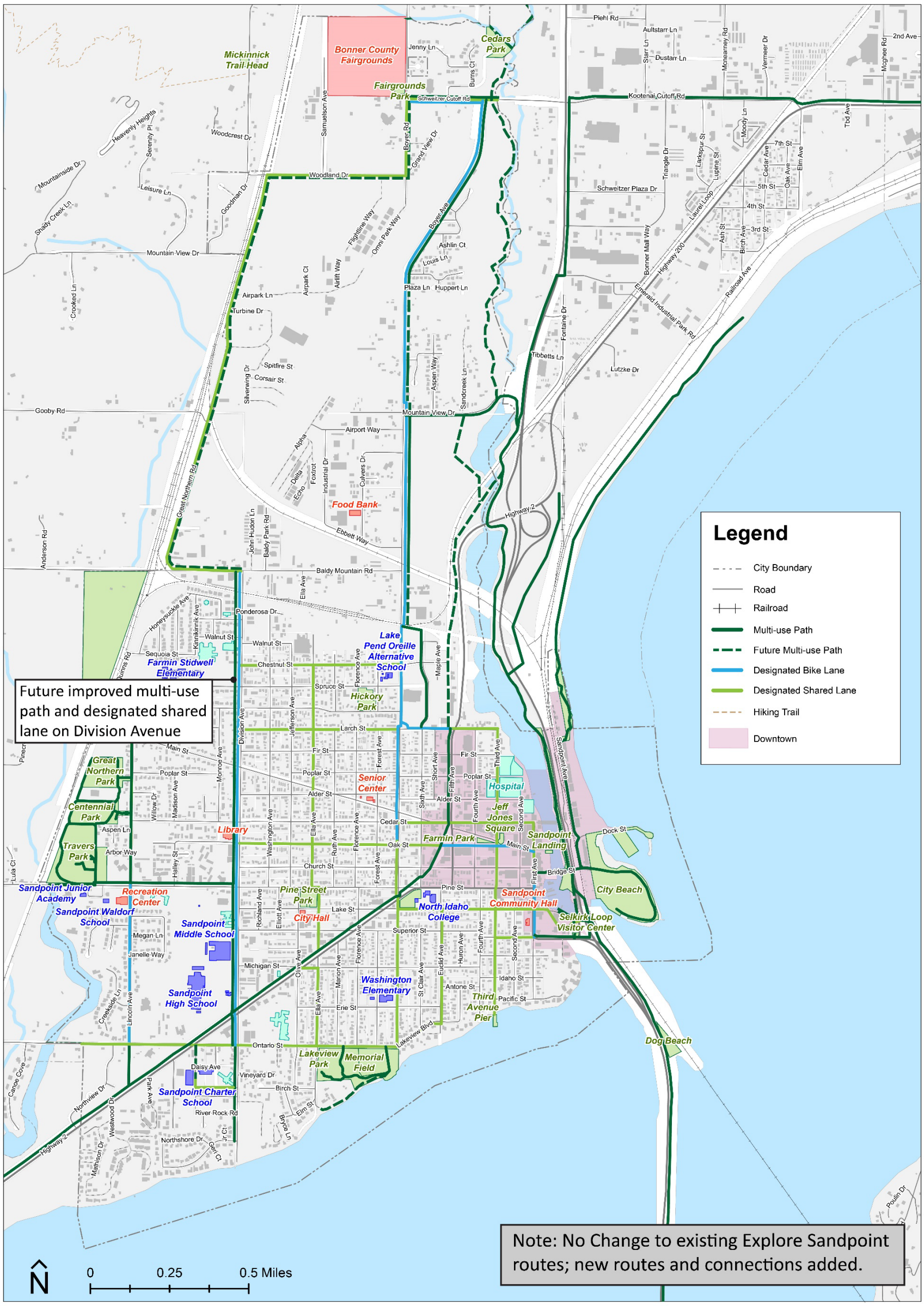


Figure 16 Bicycle Priority Network

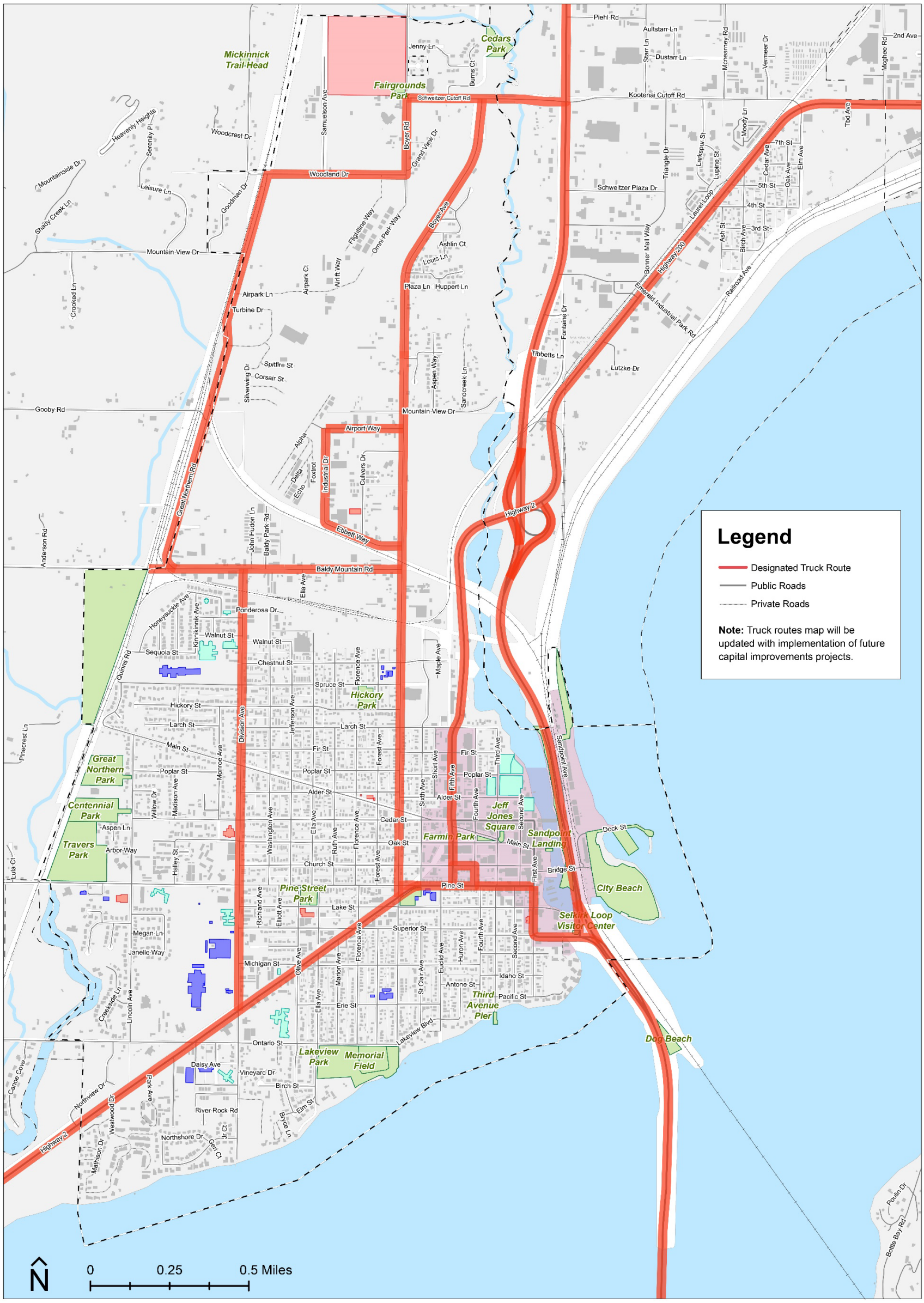


Figure 17 Updated Designated Truck Routes Map

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

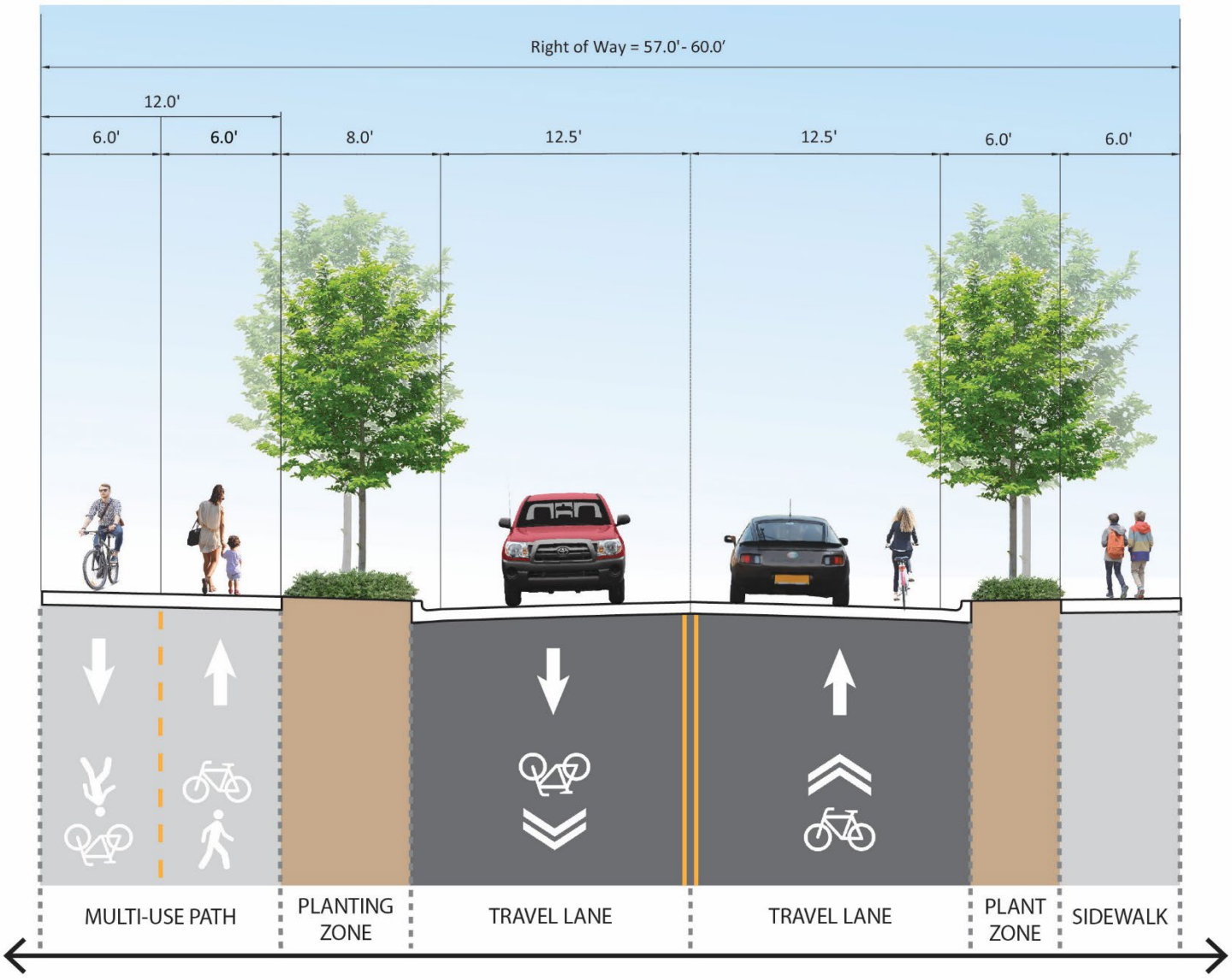
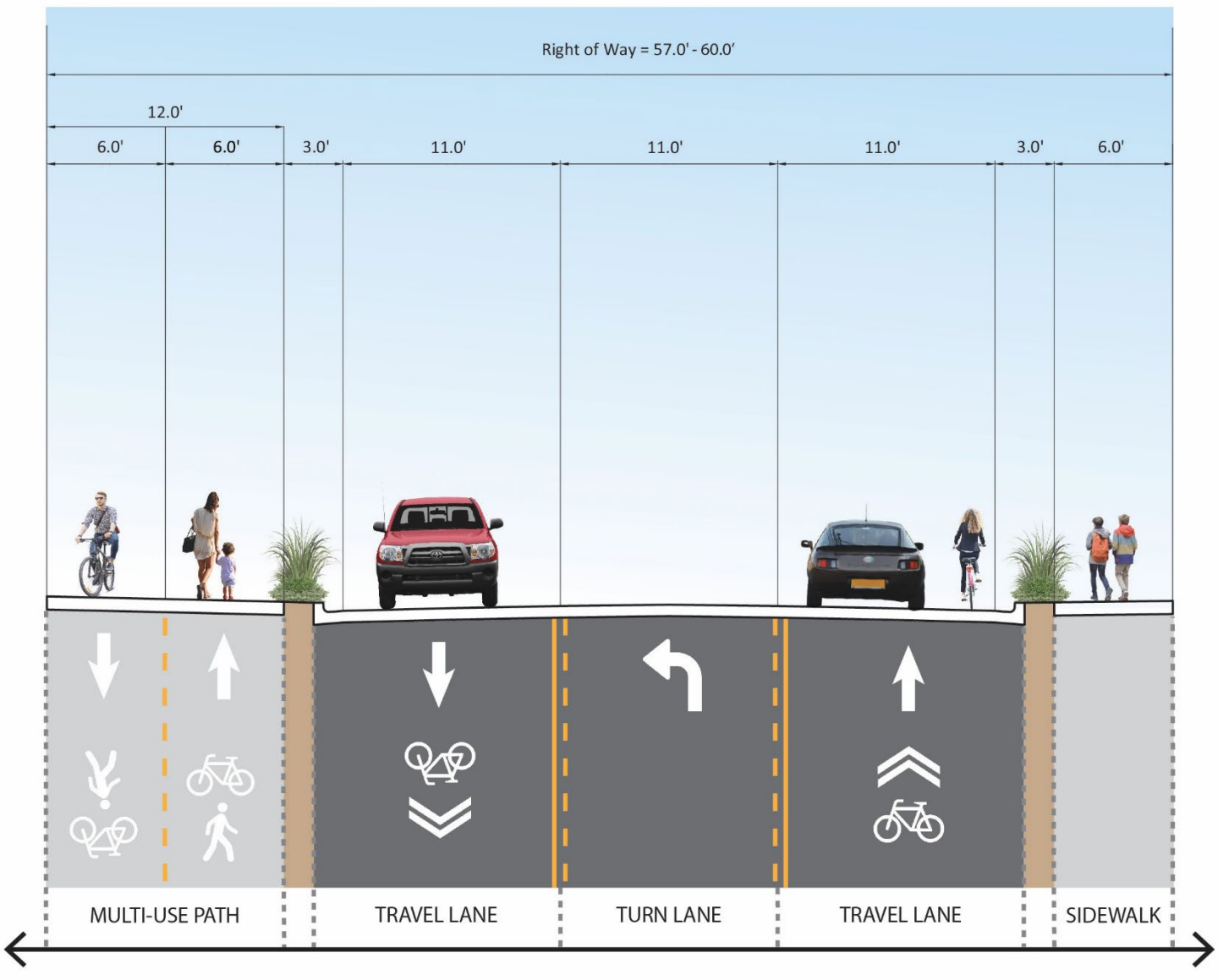


Figure 19 Proposed Division Avenue Cross Section at Intersection Location



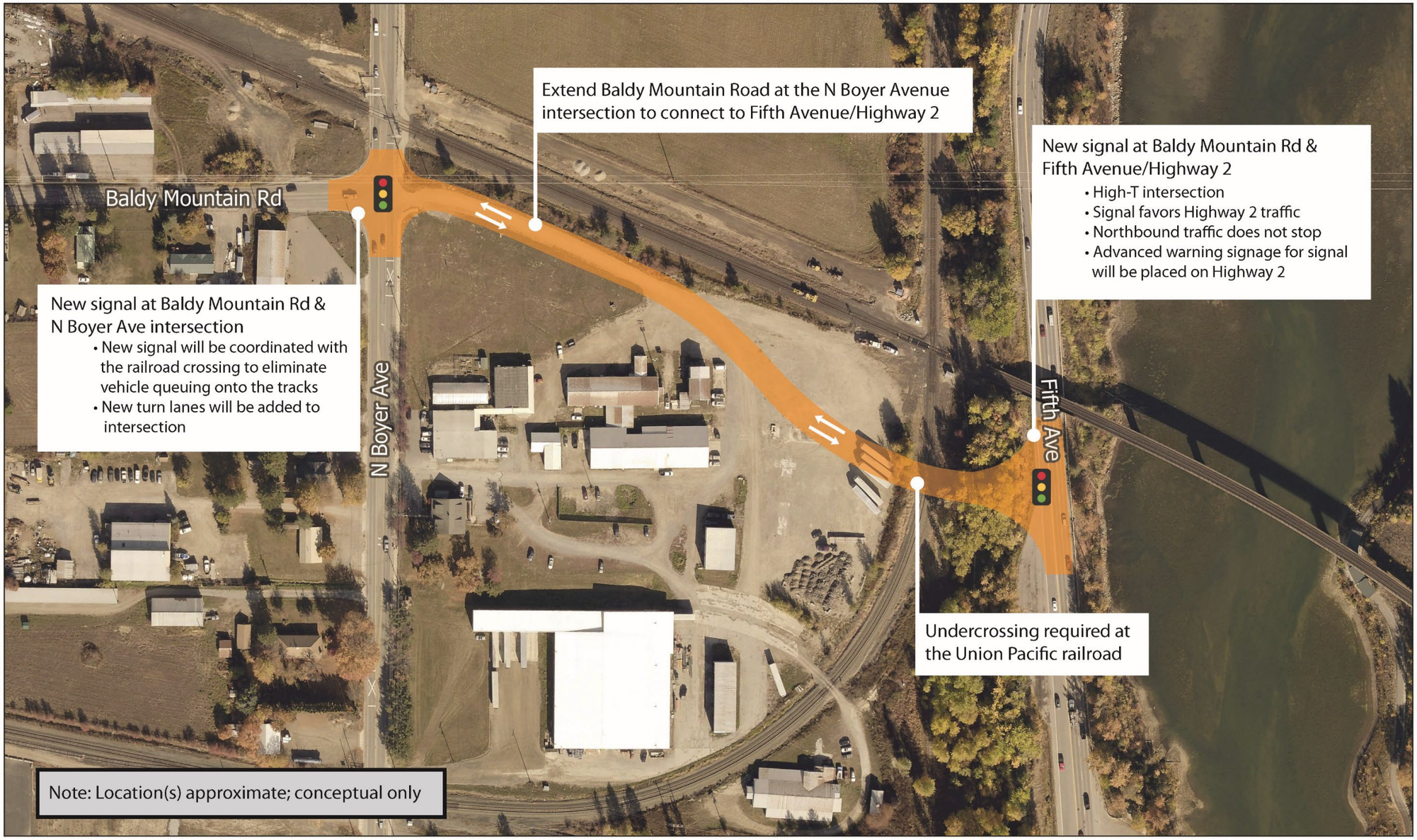


Figure 20 Proposed Baldy Mountain Road Extension

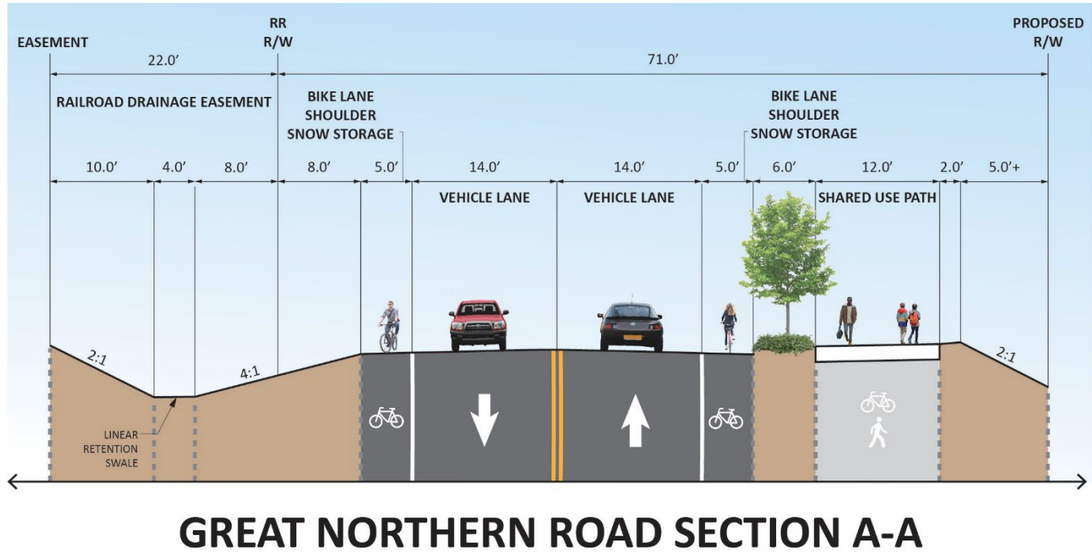
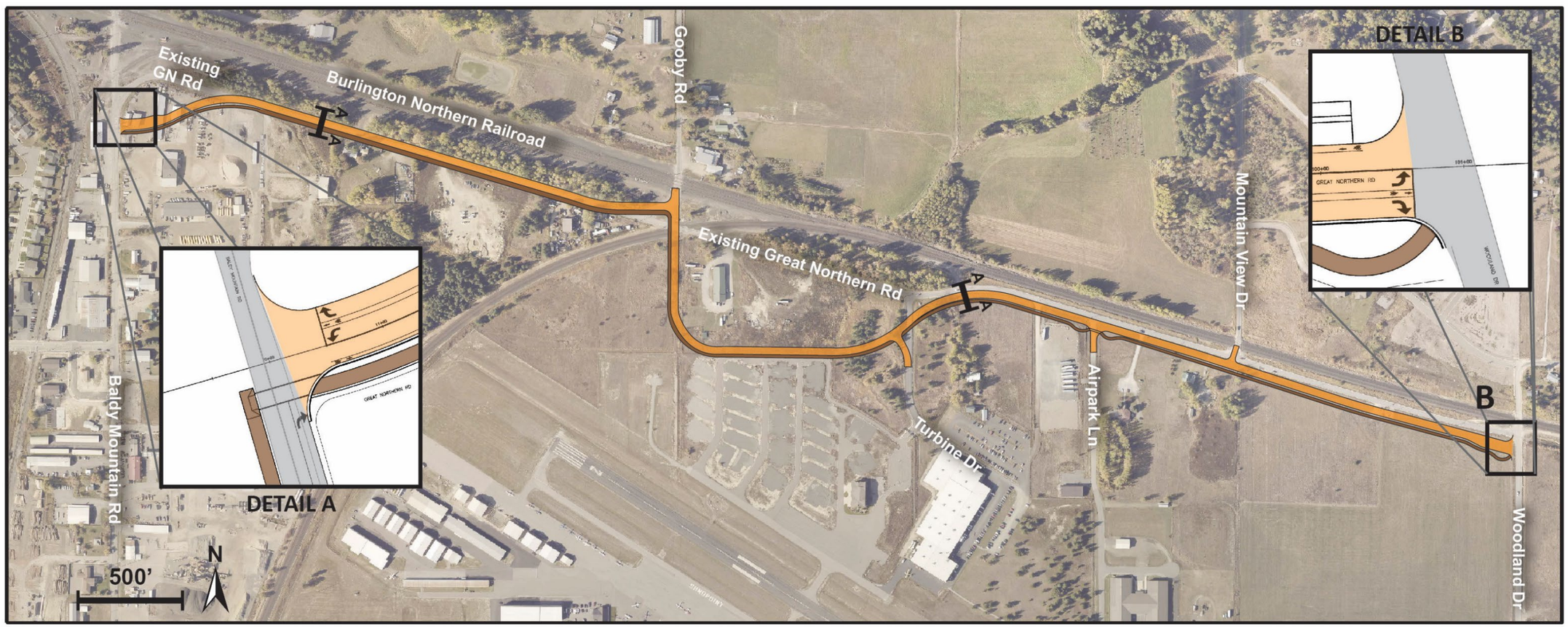


Figure 21 Great Northern Road Concept

Adapted from drawings by JUB Engineering



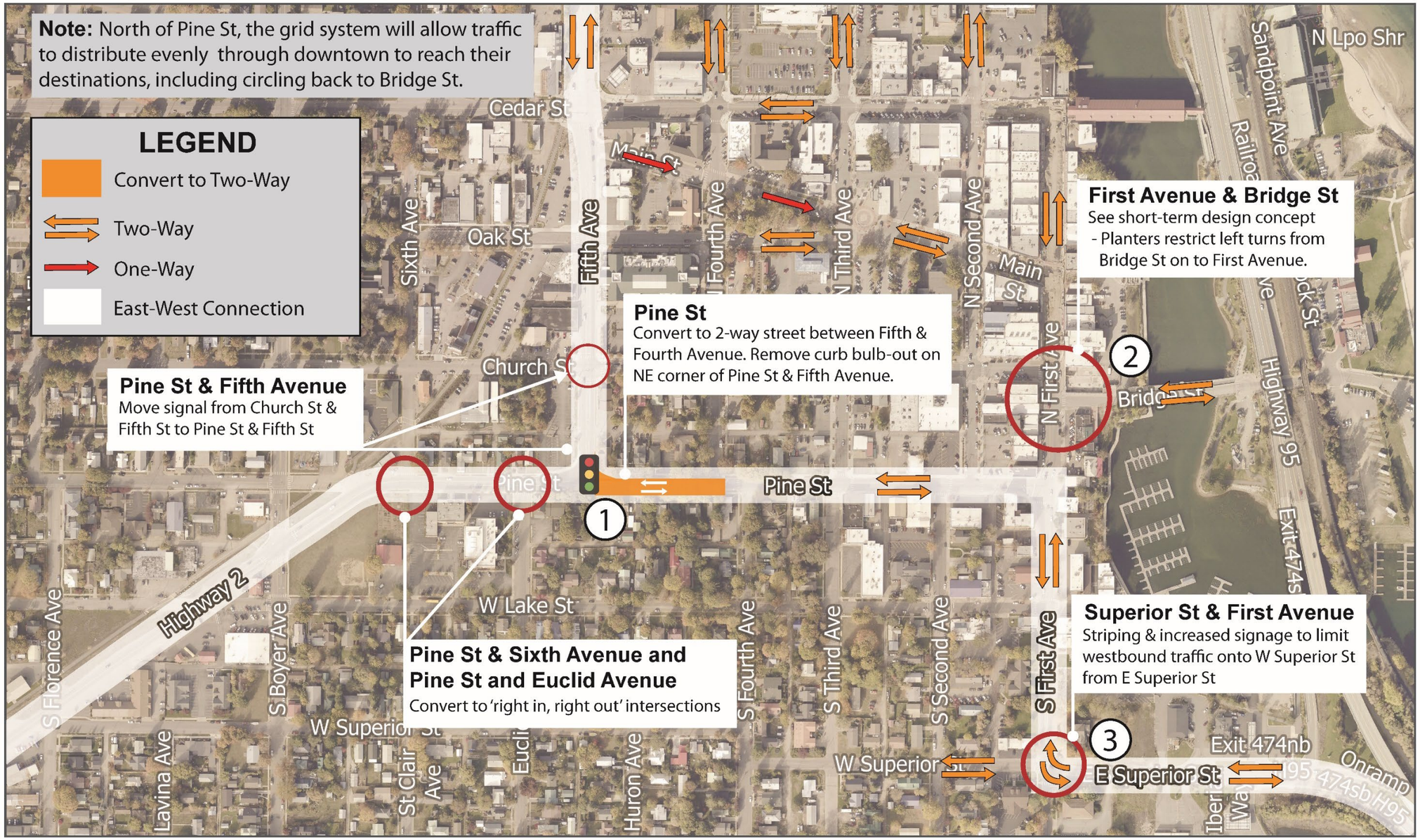


Figure 22 East-West Connection – Short Term Plan

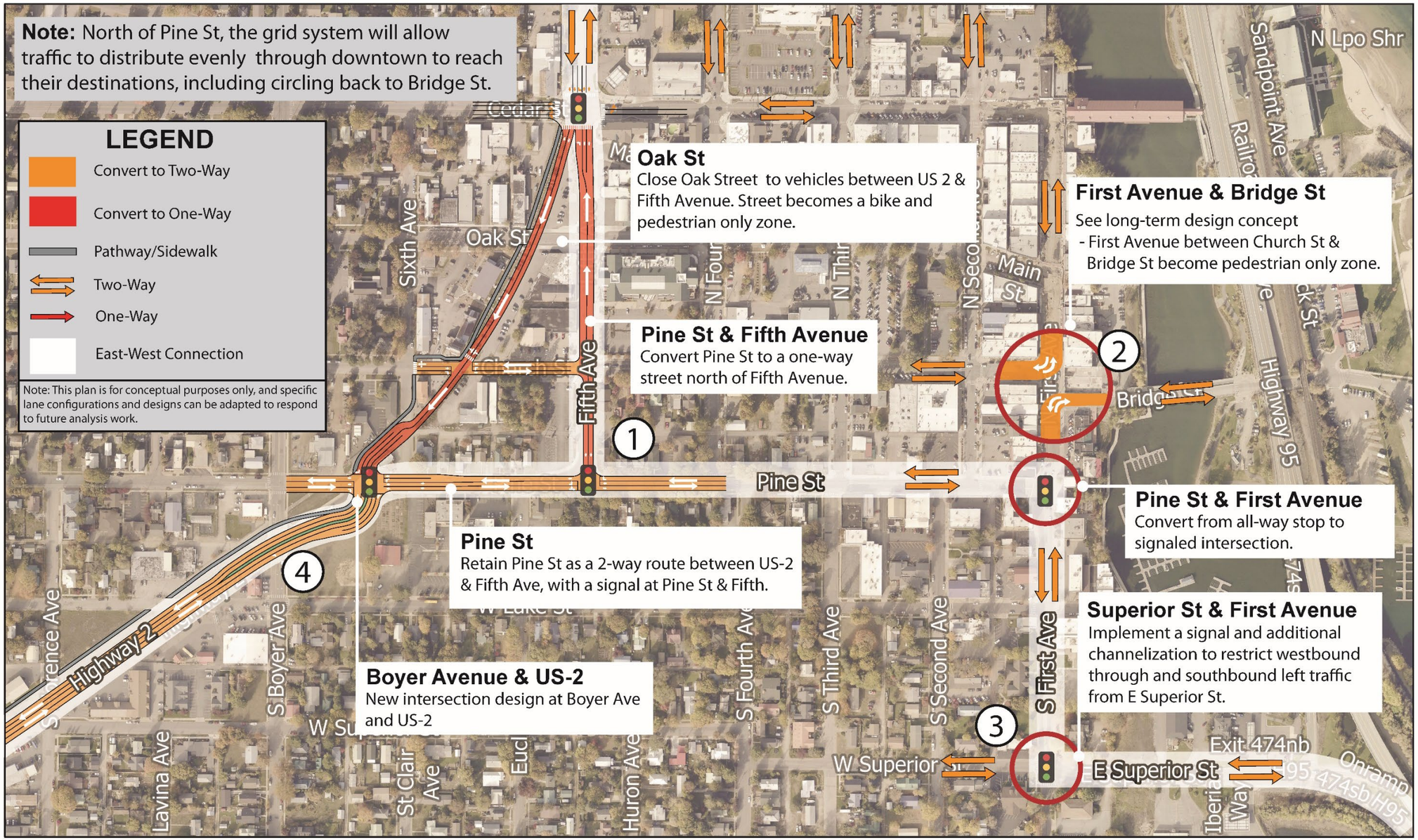
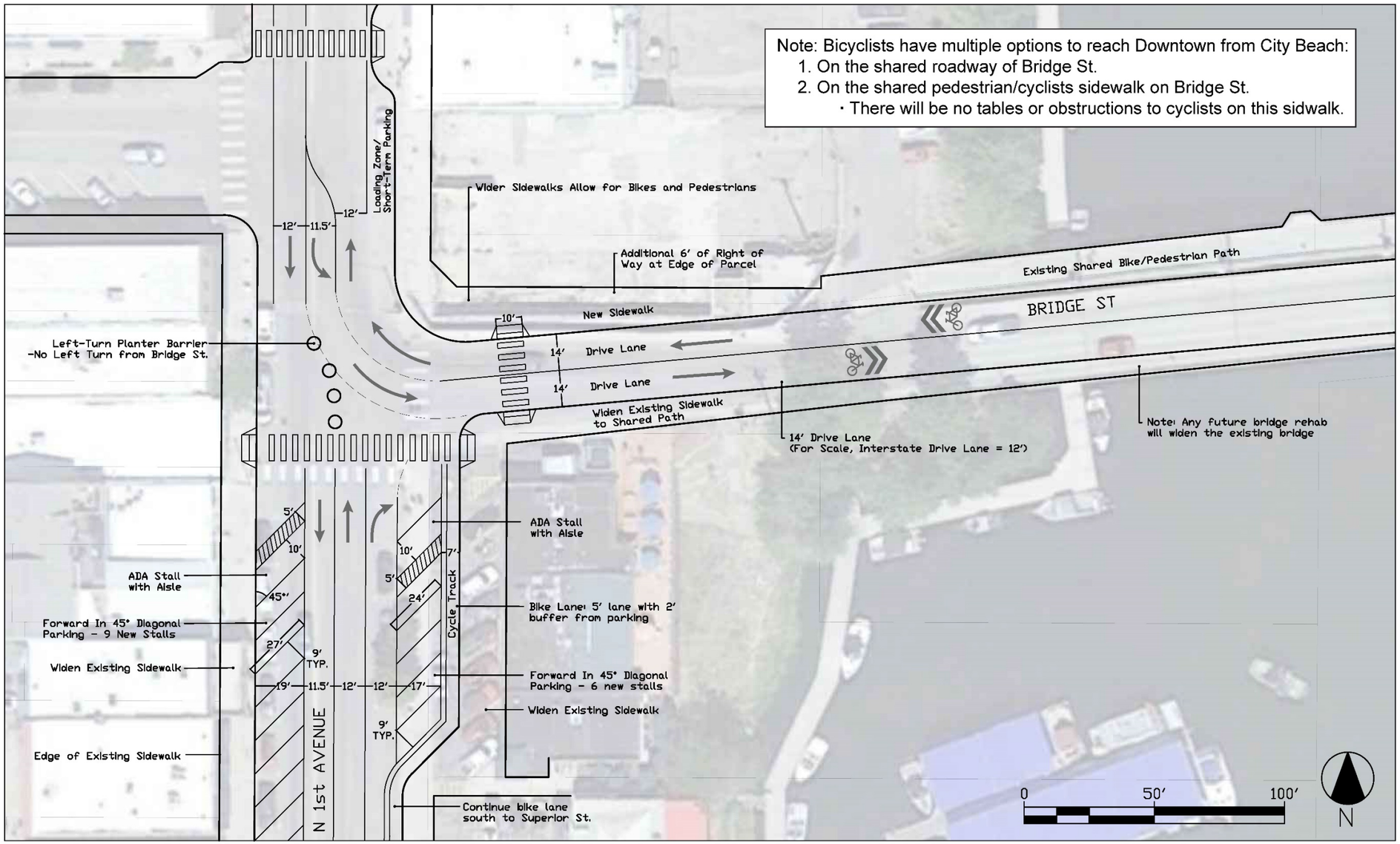


Figure 23 East-West Connection – Long Term Plan

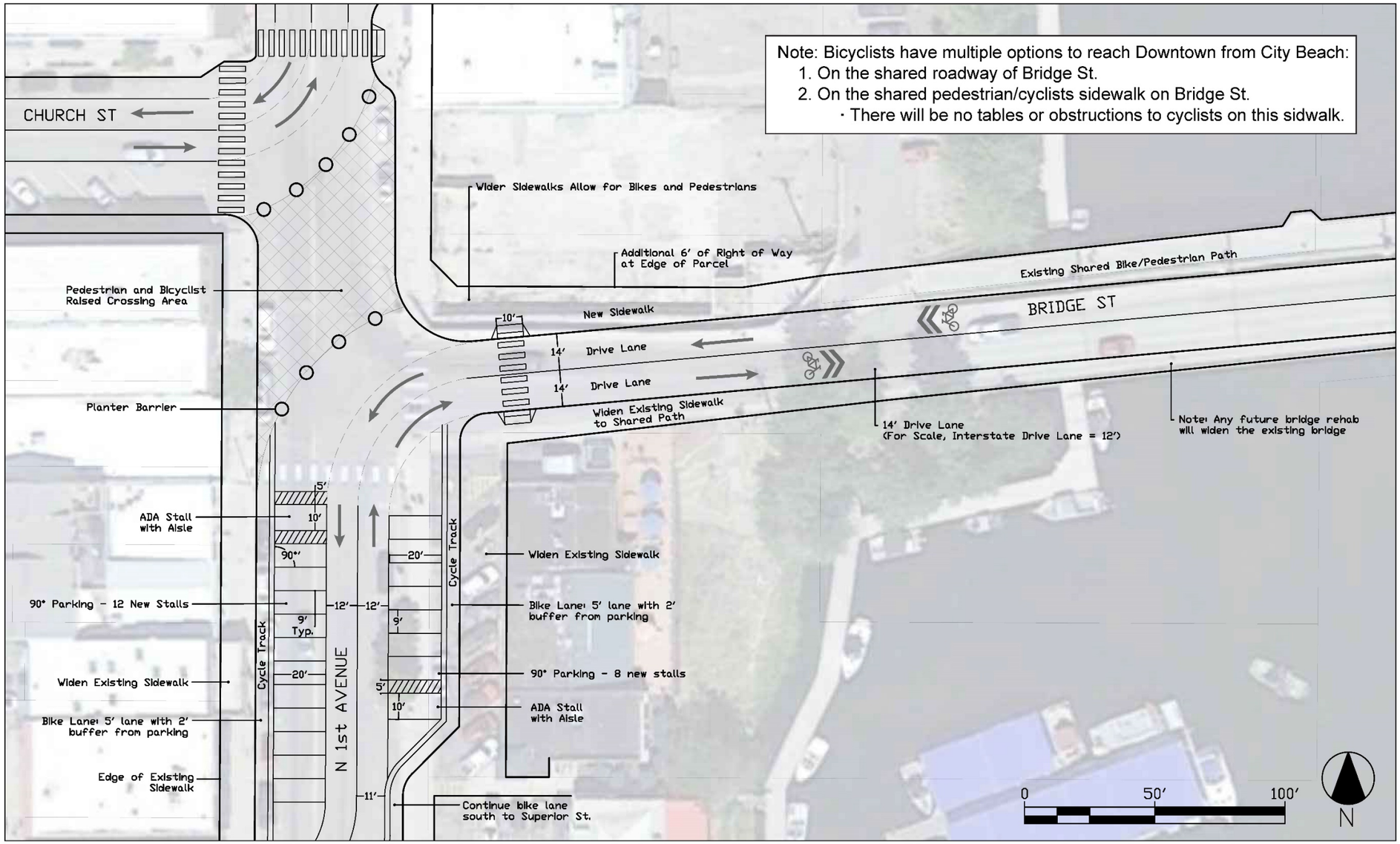
Figure 24 First and Bridge/Church Short Term Concept Alternative



Short Term Concept

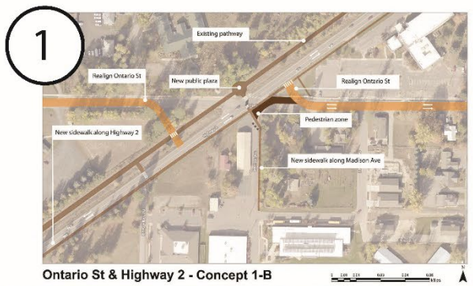
Planters Restrict Left Turns from Bridge St to N First Avenue

Figure 25 First and Bridge/Church Long Term Concept Alternative



Long Term Concept

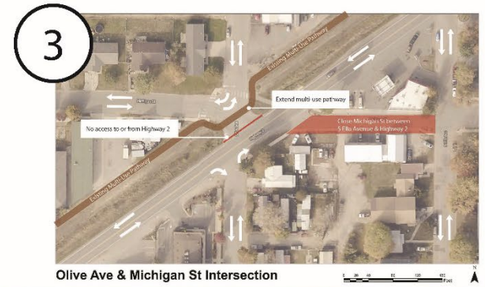
New Pedestrian Plaza on N First Avenue



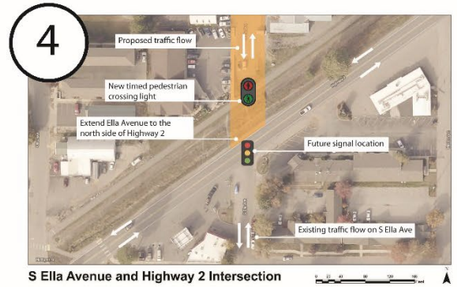
Ontario St & Highway 2 - Concept 1-B



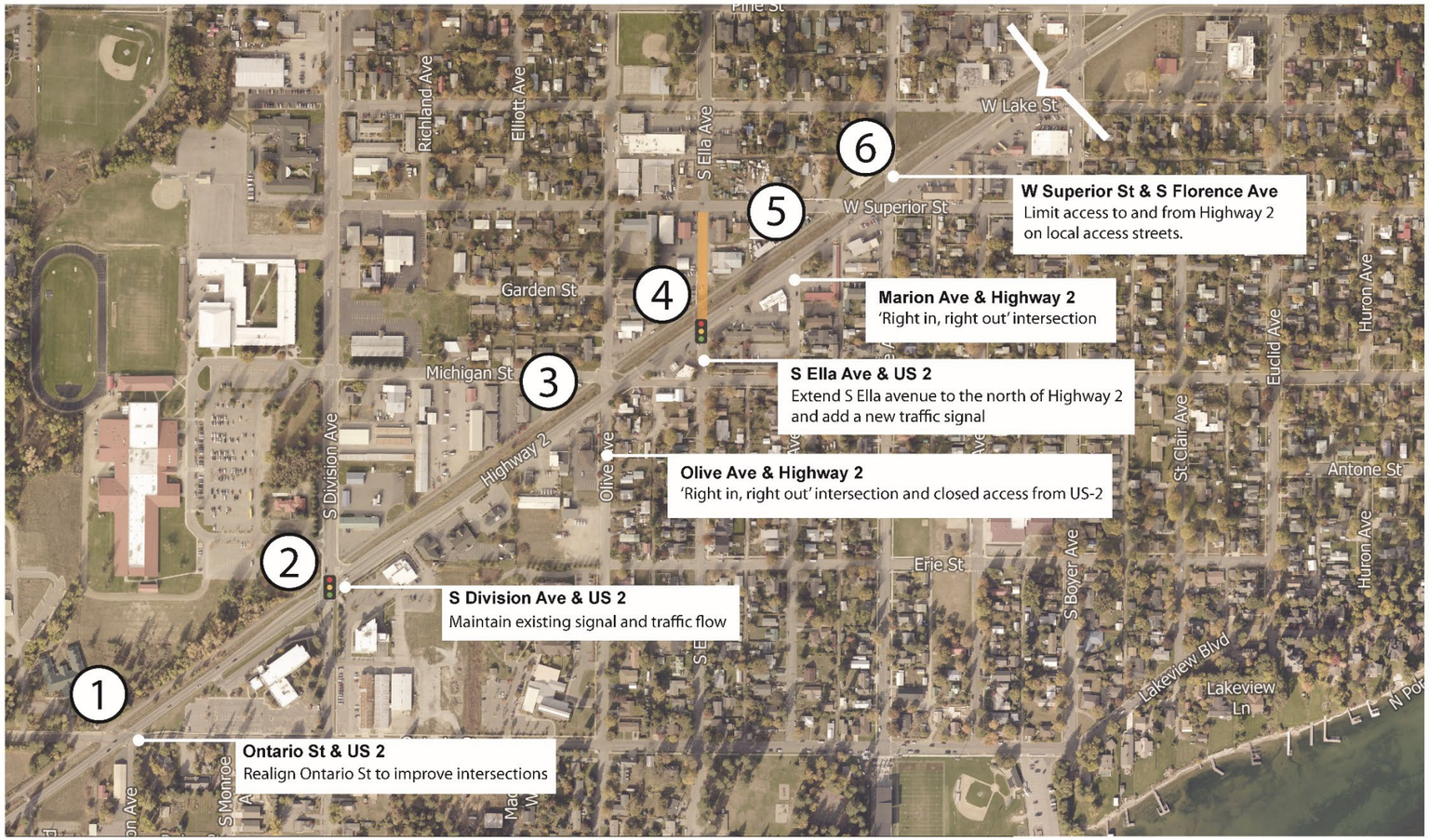
S Division Ave & HighwaConcept 1-Bon



Olive Ave & Michigan St Intersection



S Ella Avenue and Highway 2 Intersection





Marion Ave & Highway 2 Intersection

US-2 and S Florence Ave Intersection

Figure 26 Overview of Highway 2 (US-2) Concepts

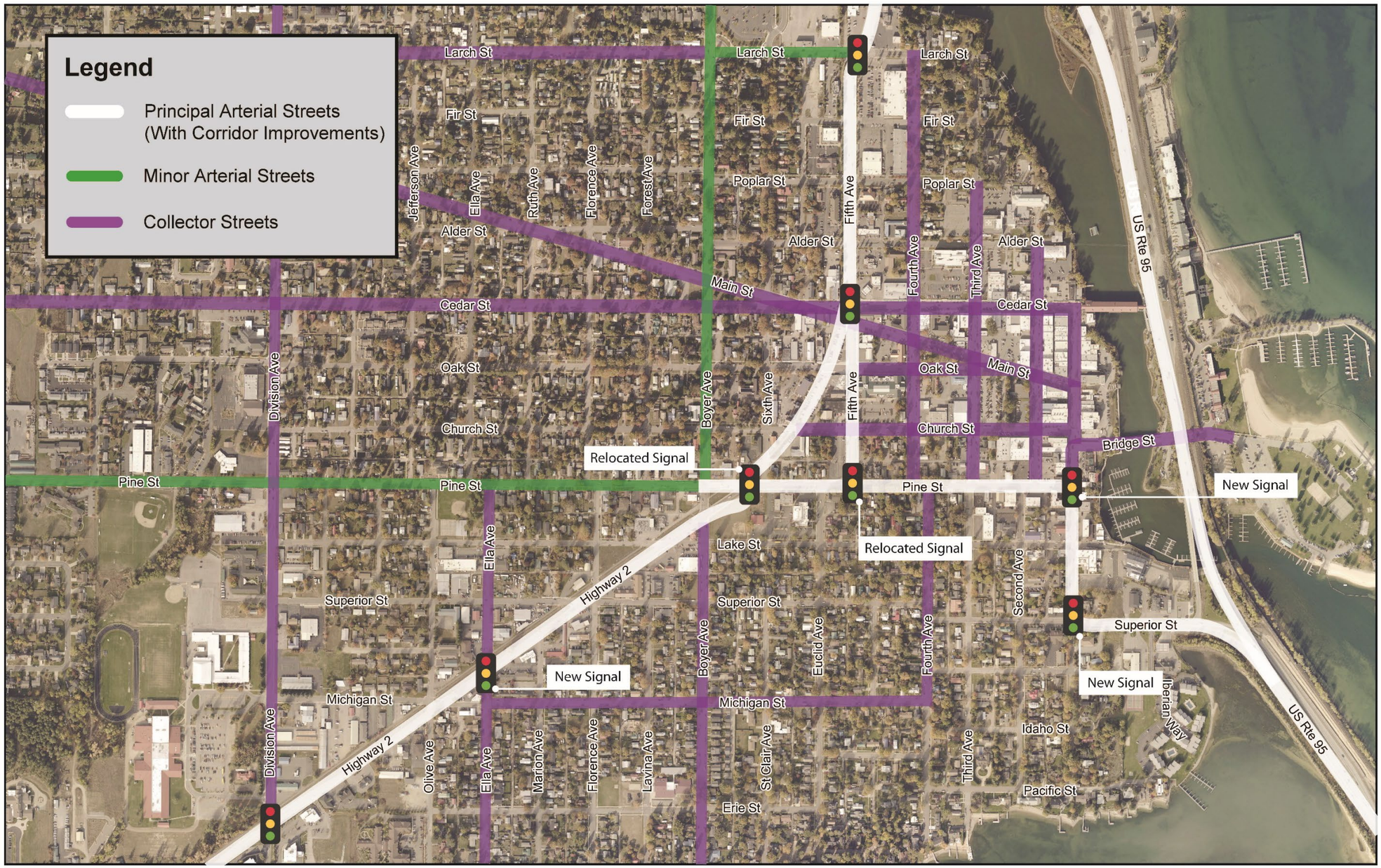


Figure 27 Overview of Corridor Improvements

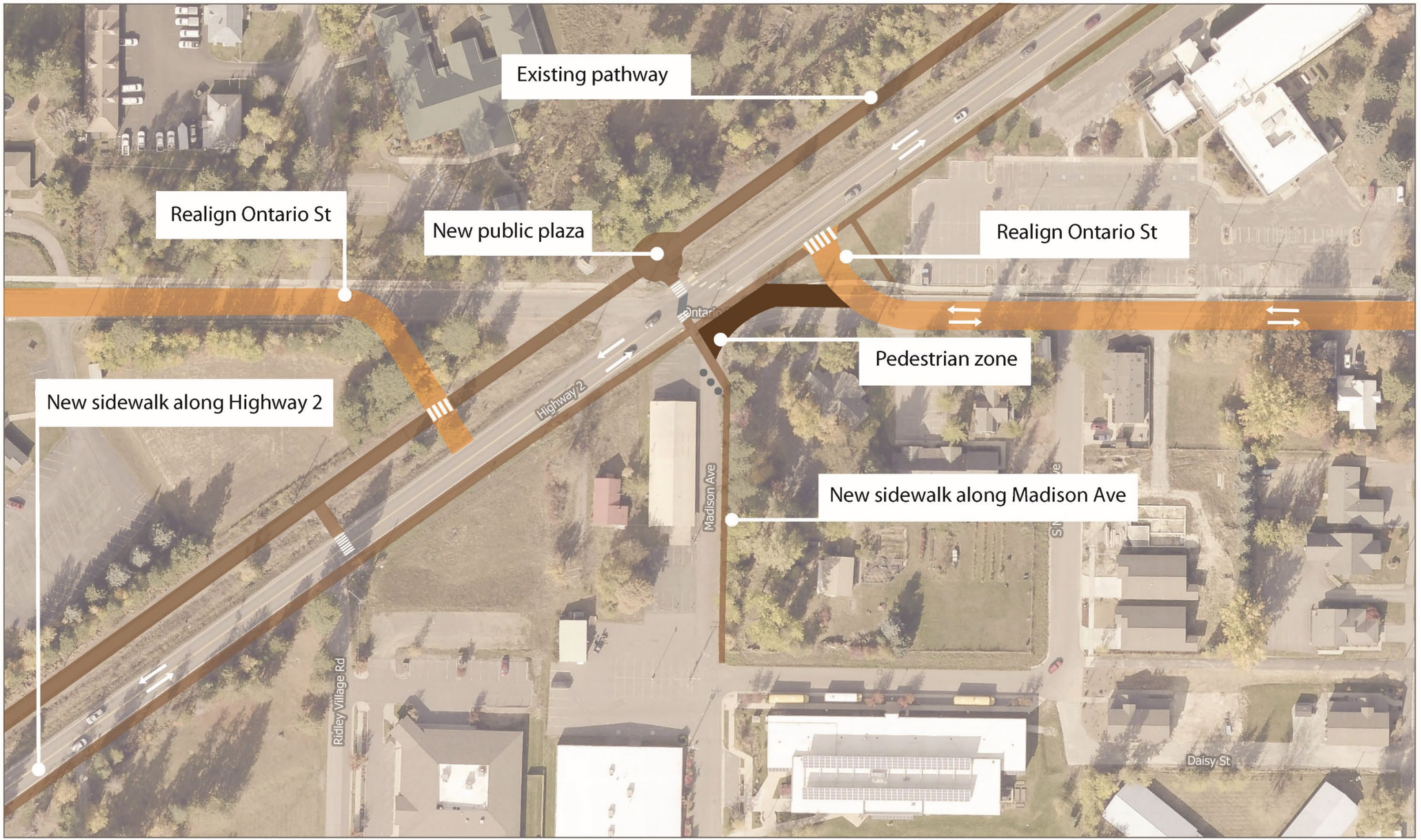


Figure 28 Ontario Street/Highway 2 (US-2) Concept



Figure 29 Division Avenue/Highway 2 (US-2) Concept

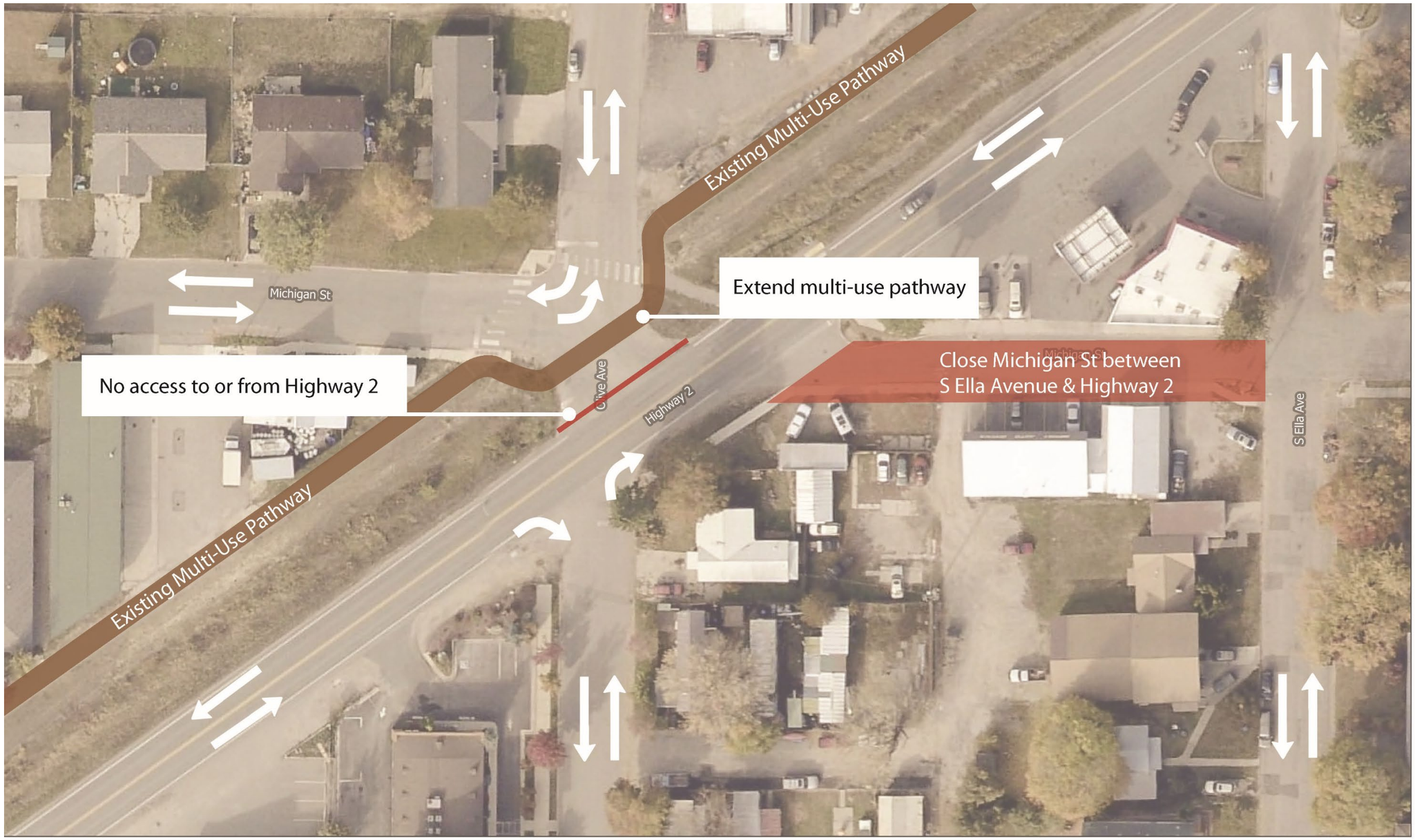


Figure 30 Olive Avenue and Michigan Intersection Concept

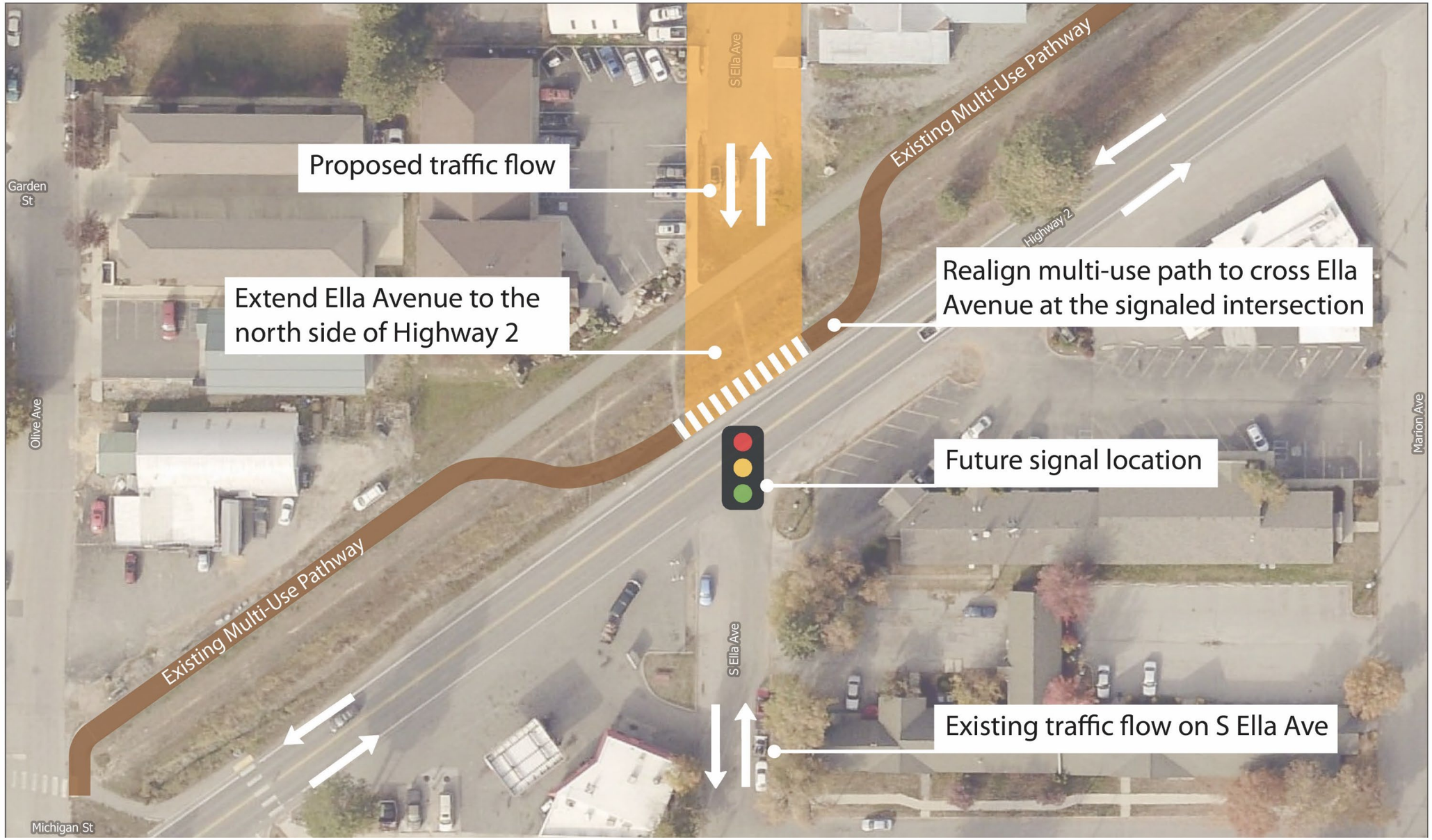


Figure 31 Ella Avenue and Highway 2 (US-2) Concept



Figure 32 Marion Avenue and Highway 2 (US-2) Concept

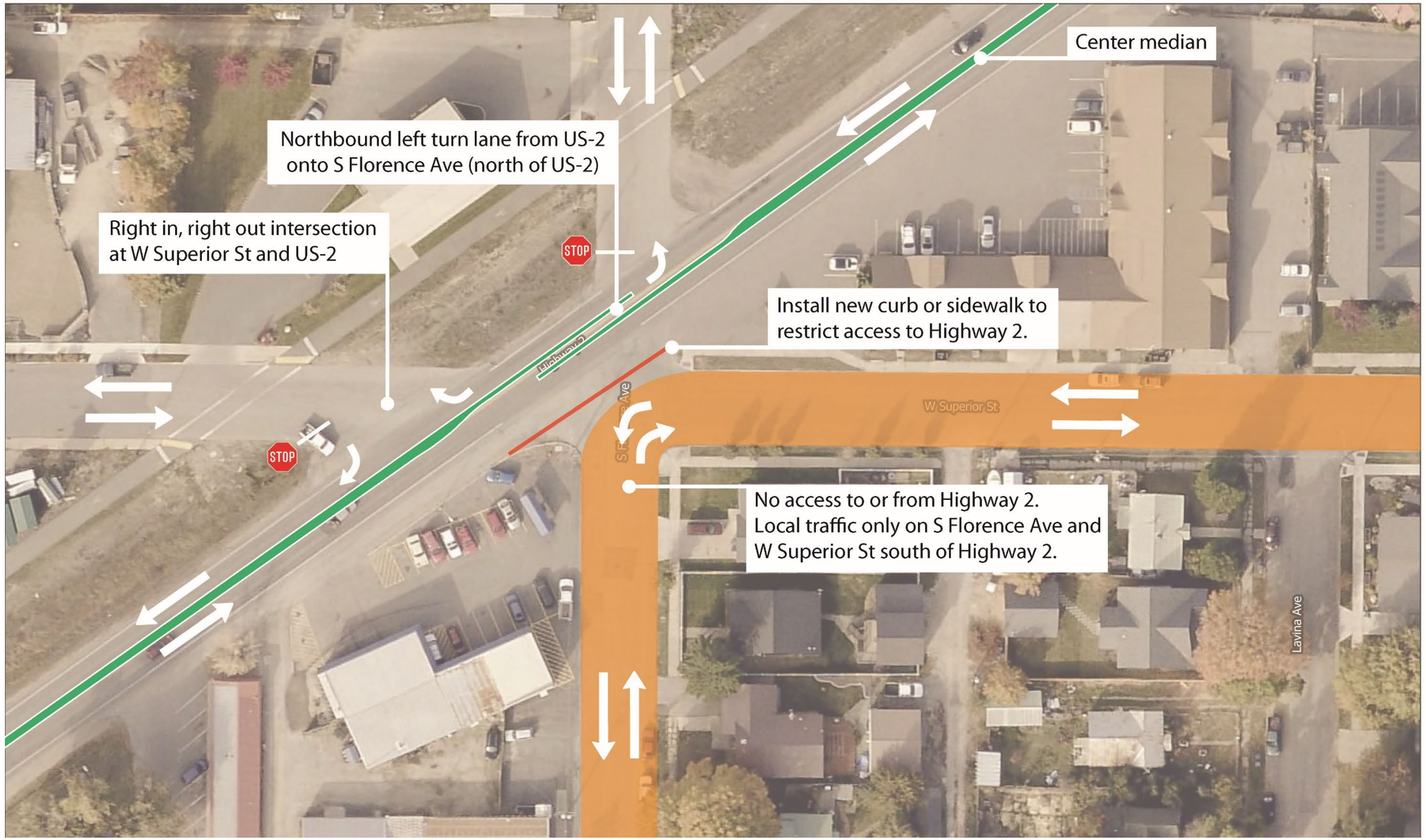


Figure 33 Highway 2 (US-2) Concept and S. Florence Avenue Intersection Concept

PREPARED BY
Otak FEHR PEERS

FOR THE CITY OF SANDPOINT

SANDPOINT
MULTIMODAL TRANSPORTATION MASTER PLAN

MAY 2021



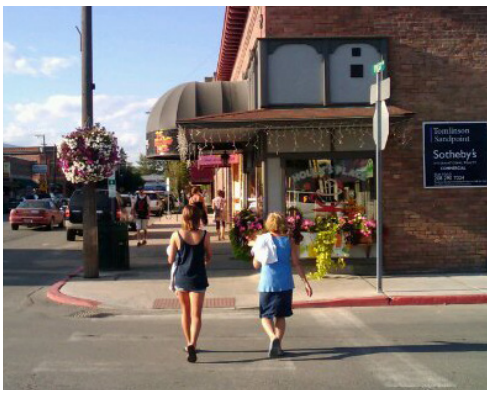






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1.0 Executive Summary

Overview

The Sandpoint Multimodal Transportation Master Plan (MTMP) has been developed based on extensive analysis, community and stakeholder input, and data-driven decision-making, resulting in strategies and projects to be completed over the next 20 years. Implementing these actions will enhance safety, connectivity, accessibility, and mobility for all—pedestrians, bicyclists, motorists, watercraft, transit riders, freight transporters, and those accessing places such as the airport and passenger rail station for transportation beyond Sandpoint.

The MTMP builds upon and updates past regional and local planning efforts including the recent Highway 2/200 Corridor study, the Transportation Element of the City's Comprehensive Plan, the Urban Area Transportation Plan developed in 2008, and other plans and studies (see full list under *Planning Reference Documents in Section 2*), while also addressing current community input, updated data, a refined vision, and proposed solutions.

Sandpoint is a town that values multimodal transportation. Multimodal means all forms (modes) of traveling. This planning effort avoided favoring one method of transportation over another and instead achieved a balance in community priorities. The community's transportation investments and decisions give full consideration to improving the pedestrian and bicycle experience, and the town chooses to grow in ways that support the ability to shop, recreate, travel and commute without a car. Sandpoint residents envision accessible and maintained sidewalks, bike paths and trails, safe lighting, street trees, canopies and awnings in Downtown areas, benches, well-marked crosswalks, and slower-paced, efficient traffic in walkable neighborhoods throughout the city. Sandpoint also values the economic role it fulfills for the region and the need for residents and businesses to have efficient transportation and adequate, accessible parking.

After extensive community and stakeholder engagement and a thorough analysis of a variety of data sets and information, the City has developed a range of strategic solutions, near term (0 to 5 years), mid-term (6 to 10 years), and long term (11 to 20 years and beyond) to address multimodal transportation needs and priorities, totaling over $100 million in estimated costs for these needed improvements.

This heavily data-driven approach to planning for all modes, supported by community and stakeholder input, has resulted in a strong vision and a network of improvements that will facilitate regional travel for all modes in a way that is consistent with and supports community values while adapting for forecasted growth.

Purpose and Scope of the MTMP

More than ten years ago, the Urban Area Transportation Plan addressed many important needs in Sandpoint. Since that time, a number of focused planning efforts have considered community needs and improved conditions. Much has been accomplished and yet much continues to evolve: local and regional growth, zoning and land use changes, Downtown reversion from one-way to two-way and revitalizations, roundabouts installed at Larch/Boyer and Schweitzer/Boyer, and a variety of other improvements.

The City needed a practical, community and data driven transportation plan for all modes that comprehensively assessed community concerns, developed solutions, and formulated a strategy for implementation.

As the population grows, and Sandpoint's function as a regional hub continues to intensify, transportation issues will continue to increase, and that is not limited to vehicles. Multimodal transportation involves looking at all of the ways in which people travel throughout Sandpoint, and the City



Bicyclist in Downtown Sandpoint

What is "Multimodal?"

Simply put, multimodal relates to the many ways people travel throughout the community—as pedestrians, bicyclists, motorists, freight and deliveries, and riding transit.

Many people in the community don't drive, including youth, some seniors, disabled individuals, and those who may not be able to afford to own a car or choose not to. Data suggest that in a typical community 20 to 40 percent of the population doesn't drive.

specifically called for this plan to address the current and future multimodal needs in the community, again, without prioritizing one mode over another.

The overall result of the MTMP has brought together all of the data and community feedback, answering What, Where, How, and When related to multimodal transportation, and enabled the City to begin to prioritize improvements and budget for them accordingly.

Completion of the MTMP also positions the City to better compete for outside dollars (grants and programs) to fund projects. The MTMP is specifically developed with an effective implementation strategy (phasing of improvements) that balances priorities and sets up a framework for the City to take action.

The MTMP addresses some longstanding needs in the community, such as updating designated truck routes, which hasn't occurred in over 20 years, identifying a priority pedestrian network to help guide sidewalk improvements and maintenance activities, and aligning street maintenance and repairs budgeting with the growing list of needs.

The MTMP process has provided the opportunity to:

- Generate and apply current data to inform decision-making;
- Assess residents' and stakeholders' perspectives, goals, and priorities to ensure the path forward aligns with community expectations;
- Establish a clear strategy for all modes of transportation to provide a balance in priorities; and
- Define a fiscally responsible and practical implementation plan that provides a basis for maintaining, managing, and improvement multimodal transportation infrastructure.



Historic photo of First Avenue in Sandpoint

Community Vision

Sandpoint's multimodal transportation system provides quality options in support of a resilient economy, livable community, and strong connectivity. Enhancing Sandpoint's role as a regional hub, the transportation system provides options for all people and vehicles to safely and conveniently travel while facilitating convenient and efficient access, both within town and between Sandpoint and surrounding communities. Pedestrian, bicycle, and transit access are prioritized in Downtown and between neighborhoods, schools, the library, and other key community destinations. Sandpoint residents' quality of life and business activities thrive as a result of sustainably managed traffic, a well-maintained system, and accessible parking.

Current Conditions

Sandpoint enjoys the benefits, as well as the challenges of an unusually complex transportation system for a town of its size and serves as a regional transportation hub, with a major highway that runs through town, freight and passenger rail, an airport, water access along the shores of Lake Pend Oreille, and a gridded street network that offers extensive access options within the community. Being located along a major highway, Sandpoint residents know and appreciate the need to distinguish through-town traffic from in-town traffic, balancing the needs of the region with local needs, as well as promoting safety, balanced mobility, and retail friendliness.

Another aspect that greatly influences transportation patterns and choices in the

community relates to the seasonality of weather experienced in Sandpoint. Tourism and visitation patterns fluctuate with the seasons, placing varying levels of demand on the multimodal transportation system. Visitors to nearby Schweitzer Mountain Resort and other snow sports recreation opportunities in the area often stay in Sandpoint during the winter. In the summer, the town receives an influx of visitors to City Beach Park and other popular destinations. The gridded transportation network throughout a large portion of Sandpoint is a transportation asset, maximizing connectivity and access to Downtown and community destinations.

Analysis

The information and data collected for this MTMP is detailed in Section 4 of this plan. Multiple community surveys with significant participation were considered early on and served to inform where additional review was necessary. Cell phone data was gathered from a third-party to assess where are vehicles coming from and where are they going (Origins and Destinations Analysis).

Population forecasting determined that Sandpoint is likely to double in the next 20 years and the growth in the broader region is directly impacting Sandpoint transportation users. Studies performed by other jurisdictions, as well as the City, confirmed that the number of vehicles utilizing Sandpoint streets will continue to increase and that the overall functionality of the system will be impacted without strategic improvement projects.

The planning effort included collection of pedestrian and bicycle counts at key locations, as well as data related to the number of vehicles on a street and at a given intersection. This data was entered into engineering models to assess functionality and effects of proposed solutions. Recent and forecasted changes in land use (development) was considered to inform proposed improvements for all modes. For example, as growth continues to occur to the north, how will kids get safely to their closest school?

Extensive “boots on the ground” reviews of community concerns occurred over multiple seasons, prior to and during the pandemic, providing additional data that is often missed by computer modeling. For example, crash data and modeling reflects that the Superior Street and First Avenue intersections function at acceptable levels; however, in-person analysis during morning and afternoon hours, concluded that the communities regarding cut-through traffic and its negative impact on pedestrians, bicyclists, and residents proved valid and resulted in recommended changes. First-hand field analysis of Division Avenue, Baldy Mountain Road, Highway 2 at Superior and many others, confirmed the complexity of what locals have known and been communicating for many years.

Last but not least, a workshop occurred to “model” an answer to the question, “How

will transportation change over time and what will that look like in Sandpoint?" The data from this assessment occurred before the pandemic and concluded that vehicle miles traveled in Sandpoint over the next 20 years would decrease moderately from that experienced today. Although the pandemic has shown an increase in remote working, tourism and growth have increased at a rate not previously forecasted.

Much of the MTMP is heavily data-based and technical in nature. This data was necessary to validate and inform the development of solutions to community feedback that served as the basis of where the pinch points exist.

Improvements

The list of community concerns related to transportation is extensive. Resolving an issue for one mode required consideration of all modes. The planning process resulted in a total of 55 capital improvement projects, plus policy-related actions, some of which are already underway, some which are low-hanging fruits, and others that require substantial investment and further community review and design. Among the long list of needs, nine (9) key improvements surfaced to the top of community priorities. In response, this plan includes initial concepts for each of the top nine issues. These concepts are provided in Appendix A.

The concepts are "cartoons" in nature. This means that they are intended to show "where/how" but they do not represent a complete, detailed design. For example, street trees, curbs, art, and stormwater features are generally not included in these planning concepts. It is imperative that thorough engineering and additional community engagement for each concept continue to progress, as represented in the complete list of projects (see Section 6). The purpose of each concept is to provide a high-level solution that guides future funding strategies, detailed designs, and each serves to represent a collective priority to solve known challenges:

1. Pedestrian Routes – increase connectivity and maintenance; provide clear priorities
2. Bicycle Routes – expand existing network to provide additional, safe routes
3. Truck Routes – update to reflect current system classifications/uses
4. Division – resolve conflicting priorities between modes
5. Baldy Mountain Road Extension – provide an efficient route to the highway to reduce freight travel on local roads and minimize pedestrian and bicycle conflicts
6. Great Northern Road – improve safety and functionality for all modes
7. East-West Connection – create an efficient arterial connecting Highway 95 to Highway 2 on the south end of the City to alleviate cut-through traffic in neighborhoods and improve ped/bike safety on local streets

8. First/Bridge – alleviate conflicts, confusion, and delays by all users
9. Highway 2 Corridor – improve intersection and roadway safety and efficiency by reducing the number of turn-movements, "squaring-up" street alignments, and moving signals to the most effective locations for all users by enhancing the overall grid-network while minimizing the impact to business owners.

Key Takeaways

- The MTMP serves as the first, Sandpoint-specific, comprehensive plan for transportation and represents current and future needs of all modes based upon the most recent community input and a variety of data points.
- Sandpoint values safe and convenient travel for all users and the "Complete Streets Policy" (see Appendix) adopted over ten years ago remains valid today.
- Local and regional growth will continue to impact the transportation system and requires continuous monitoring and current data.
- Although much has been accomplished over the past several decades, Sandpoint's transportation infrastructure is aging and requires prioritization of approximately $100 million (today's dollars) in improvements over the next 20 years.
- The concepts provided in the MTMP are intended to serve as the first step in determining a resolution to various issues and serve as guides for future community engagement and engineering.
- Implementation of the plan requires a strategic, City-wide capital improvement plan that is supported by adequate resources and the pursuit of timely funding, as well as collaboration and integration with ITD and the surrounding jurisdictions.



Pedestrians in Downtown Sandpoint



Kayakers on Sand Creek in Sandpoint

2.0 Planning Context and Process

Planning Context

Sandpoint's multimodal transportation system includes the street network, a major highway that runs through town, freight and passenger rail, an airport, water access and a variety of pedestrian and bicycle facilities. The community serves as a regional transportation hub for commerce and services as well as a year-round destination for tourism (with particular influxes of visitors in the summer and winter seasons). The gridded transportation network throughout a large portion of maximizes connectivity and access to Downtown and community destinations.

Figure 1 depicts Sandpoint and parks, schools, the library, and other community destinations that are important to planning for multimodal transportation. Figure 2 depicts the regional context.

Overview of the Planning and Public and Stakeholder Engagement Process

The MTMP was developed over the course of 14 months, from November 2019 through February 2021. Refer to Figure 3 for the project timeline. The following tasks and subtasks were completed:

TASK 1 Data Analysis and Existing Conditions Assessment

- Review of existing data, plans, and report and conduct an evaluation of existing conditions.
- Review of existing land use, economic development, and redevelopment plans and programmed projects that shall serve as baseline conditions.
- Review of recent population projections, Area of City Impact (ACI), and reports by others that may contribute to a broad and comprehensive analysis of future growth that may impact long-term transportation.
- Inventory of existing data regarding transportation infrastructure (vehicle lanes, bicycle lanes, sidewalks, signage, etc.), including information on physical condition, functionality, safety, and resilience.

TASK 2 Community and Stakeholder Engagement

Broad-based engagement of the community and stakeholders through a variety of activities:

- Public survey to identify transportation needs, issues, and opportunities in December 2019.
- Public and stakeholders workshop series in February 2020.
- Engagement sessions with seniors and youth groups.
- Pedestrian priority network workshop series in June 2020.
- Public meeting series (online) February 2021.
- Meetings at key milestones with a project organized Agency Coordinating Team (ACT), that included representatives from the Idaho Transportation Department, Bonner County Roads and Bridges, Burlington Northern Santa Fe (BNSF) Railroad, Union Pacific Railroad, Selkirk Pend Oreille Transit (SPOT), Pend Oreille School District, and others.
- Meetings at key milestones with a project organized Community Steering Team (CST) including business representatives, pedestrian and bicycle advocates, trucking representatives, seniors, accessibility advocates, residents, and others.



Community engagement workshop for the Multimodal Transportation Master Plan

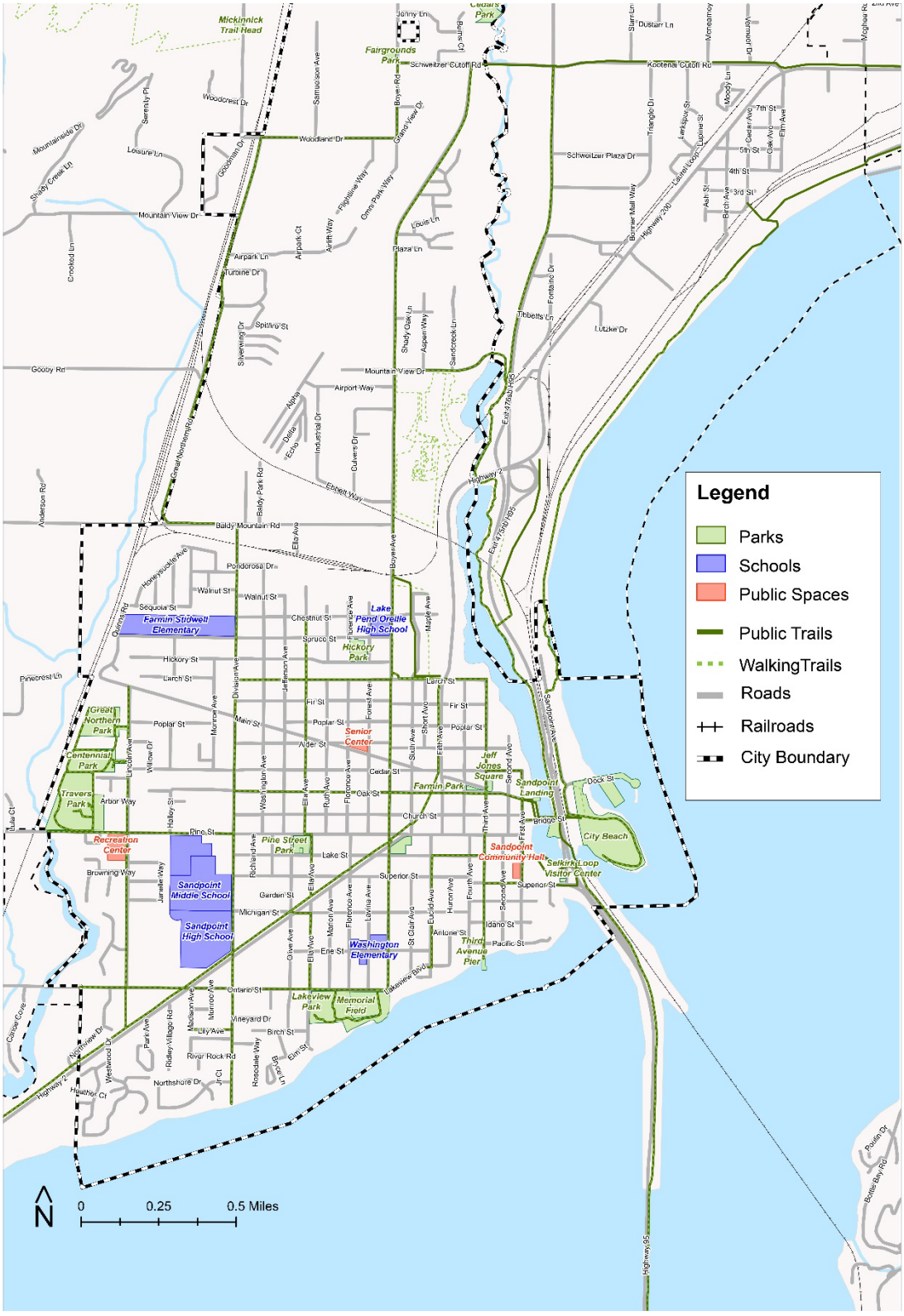


Figure 1 City of Sandpoint Map Showing Public Destinations

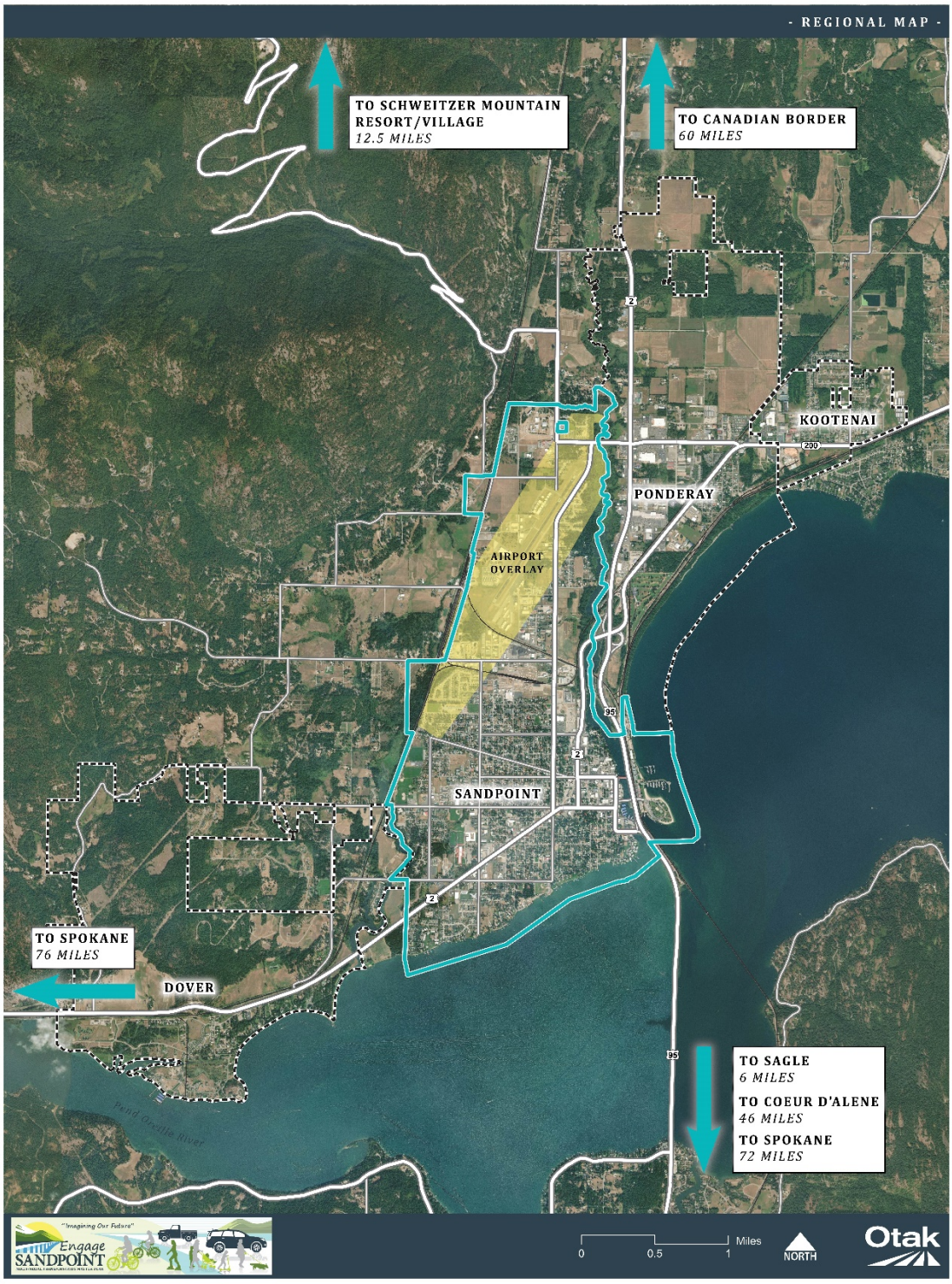


Figure 2 Regional Context Map

TASK 3 Development of Vision, Goals, and Objectives

- Based on input from the engagement of the community and stakeholders, development of a vision, goals, and objectives for multimodal transportation in the City, consistent with Comprehensive Plan goals and objectives and integrating previous goals and objectives from the Urban Area Transportation Plan as still applicable.

TASK 4 Multimodal System Analysis

- Citywide development of multimodal networks, incorporating the efforts included in Tasks 1 – 3, and generating a plan for a fully integrated multimodal transportation system that will serve the City's mobility needs in a near-term, mid-term, and long term.
- Identification of modal emphasis for each multimodal corridor and provide an accompanying cross-section, per location. Conduct analysis to ensure that the modal emphasis and associated optimal design can be implemented without (or with minimal) impacts to an acceptable level of service for the automobile.
- Integration of existing and on-going data collection and analysis (by others) relating to pavement conditions and improvements.
- Analysis of draft results of the Traffic Demand Model and Operational Analysis and coordinate any revisions or updates (by others) to address most recent growth projections and any other results of other data and information obtained throughout the process. Assess impacts of City's current acceptable LOS (D) and compare conditions and policies to industry standards.
- Pedestrian and bicycle connectivity analysis related to schools, libraries, parks and recreation, and other community destinations and open spaces.
- Integration of the results of a Road Safety Audit (RSA) of Division Avenue.
- Analysis of safety considerations and connectivity (east/west) between Highway 2 and Highway 95 and other key locations, such as Superior

and First Avenue and the Highway 2 corridor.

- Consideration of SPOT as a vital transportation element in the MTMP.
- Consideration of ITD priorities, concerns, and constraints is essential to the overall practicality and implementation of the MTMP. Evaluate options for achieving a balanced, multimodal approach in partnership with ITD.

TASK 5 Data and Technology

- To ascertain emerging trends and technologies in transportation and how these may affect future transportation planning, design, and operations in Sandpoint, the project team conducted a TrendLab+ workshop. Refer to Section 4 of the plan for a summary of the results.

TASK 6 Multimodal Transportation, Capital Improvement Planning

- Considering the results of the network analysis, the project team completed concept planning and more in-depth analysis to identify capital improvement projects needed in the near term, mid-term, and long term. The capital improvement plan matrix, provided in Section 6 of this MTMP, reflects conceptual-level details and cost opinions associated with implementing proposed multimodal projects.



Workshop participants posted notes on maps to show where different multimodal improvements were needed.

TASK 7 Complete the Multimodal Transportation Master Plan

- This final task included compiling and organizing the outcomes of all previous tasks into the Draft and Final Multimodal Transportation

Master Plan documents. Steering Team and Agency Coordinating Team at key milestones in the process, as well as input received from the community in the public survey and multiple series of workshops and meetings helped to inform the strategies and projects identified in the capital improvement plan.

Figure 3 depicts the planning process timeline and milestones, as well engagement activities. As shown, community and stakeholder engagement was integral to the development of the MTMP throughout the entire process.

Involvement of the Community Steering Team and Agency Coordinating team at key milestones in the process, as well as input received from the community in the public survey and multiple series of workshops and meetings helped to inform the strategies and projects identified in the capital improvement plan. In addition to the online survey, engagement activities included:

- Coordinated engagement efforts with the Comprehensive Plan team
- 5 meetings with the Community Steering Team
- 5 meetings with the Agency Coordinating Team
- Public workshop and stakeholders group sessions in February 2020
- Youth engagement at local schools (to gather "next generation" perspectives)
- Information and engagement booth at Schweitzer Mountain Resort
- Information and engagement booth at the K-9 Keg Pull event in Sandpoint
- Meeting with seniors at the Senior Center
- Meeting with representatives from local trucking and manufacturing focused on truck routing needs
- Pedestrian Priority Network workshop sessions, June 2020
- Online public meetings in February 2021
- Briefings to the Planning and Zoning Commission
- Briefings to City Council



Youth engagement workshop session

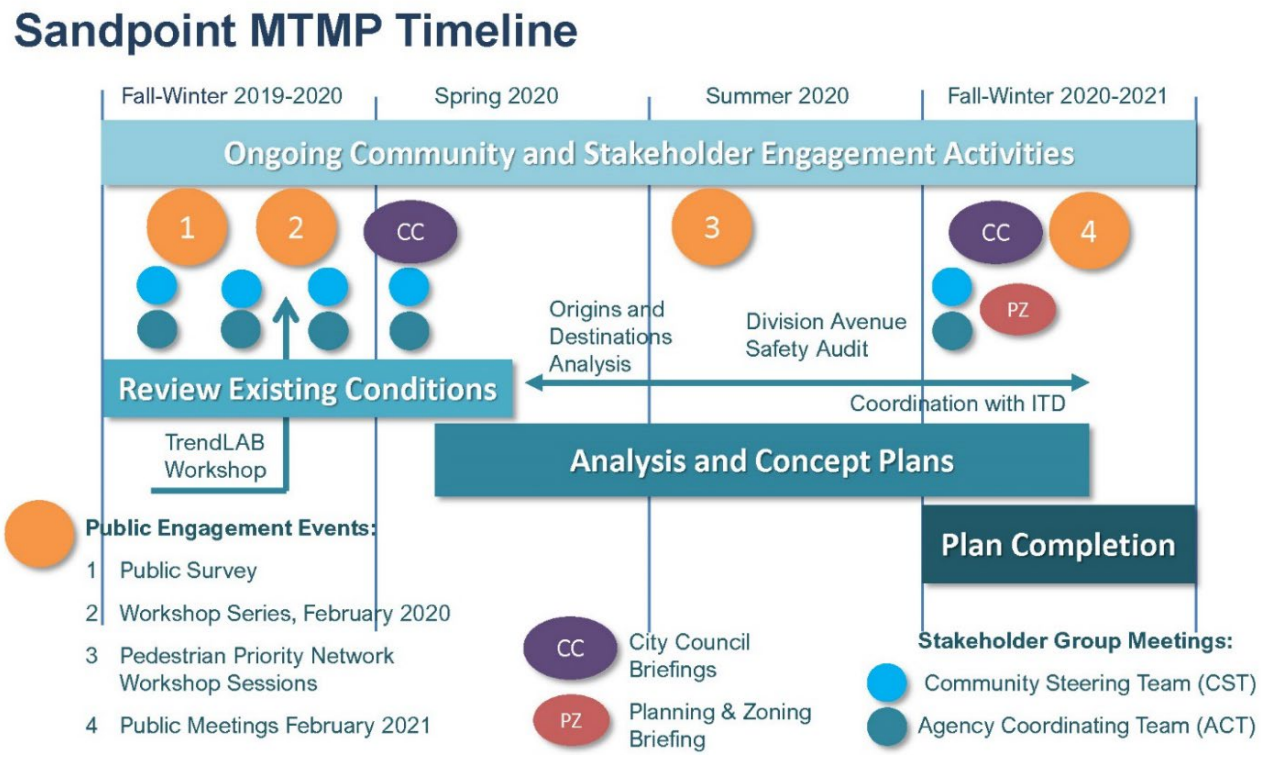


Figure 3 Planning and Engagement Timeline and Process

Planning Reference Documents

While the MTMP was developed as a new plan addressing up to date information, data, and input from the community and stakeholders, the plan also built upon past work by the City and regional efforts. The following documents were referenced as part of the development of the MTMP:

- 2021 Parks, Recreation, and Open Space Master Plan
- 2020 Sandpoint Comprehensive Planning Effort (Update to 2009 Comprehensive Plan)
- 2019-2020 Pavement Data and Analysis
- 2019 US 2 Corridor Asset Study Management Study, Washington to Sandpoint in Bonner County, Kittelson & Associates for ITD
- 2018 Travel Demand Model and Draft Operational Analysis, DEA
- 2018 IHD Transportation Plan. J-U-B Engineers
- 2017 Agreement between IHD and the City of Sandpoint
- 2016 Highway 2/200 Corridor Regional Strategy

- 2015 Agreement between ITD and the City of Sandpoint
- 2015 Bonner County Airport Master Plan
- 2012-2012 Safe-Routes-to-School Action Plan
- 2012 Downtown Streets Plan and Design Guide
- 2012 Main Street Improvements Study
- 2011-2015 Curve Concept / 3 lane alternative
- 2011 Development Impact Fee Report
- 2010 Complete Streets Policy
- 2010 Sidewalk Network List
- 2009 Urban Area Transportation Plan
- 2009 Comprehensive Plan
- Crash data available from multiple sources
- Outcomes from various sets of meeting minutes and outcomes from Engage Sandpoint public engagement efforts, surveys, workshops, etc., Pedestrian and Bicycle Advisory Committee meetings, and other activities



First Avenue in Downtown Sandpoint



Beautiful Lake Pend Oreille

3.0 Vision, Goals, and Objectives

Introduction

The vision, goals, and objectives for the MTMP were developed based on input received from the Community Steering Team, Agency Coordinating Team, the public, and City staff throughout the planning process.

Vision Statement

Sandpoint's multimodal transportation system provides quality options in support of a resilient economy, livable community, and strong connectivity. Enhancing Sandpoint's role as a regional hub, the transportation system provides options for all people and vehicles to safely and conveniently travel while facilitating convenient and efficient access, both within town and between Sandpoint and surrounding communities. . Pedestrian, bicycle, and transit access are prioritized in Downtown and between neighborhoods, schools, the library, and other key community destinations. Sandpoint residents' quality of life and business activities thrive as a result of sustainably managed traffic, a well-maintained system, and accessible parking.

Goal 1. Provide a Balanced Approach to Mobility—Ensure that access to businesses is efficient, and that residents and visitors alike benefit from a walkable and bikeable community.

Objectives

- Enhance access to businesses, shops, restaurants, and other destinations through on-street parking, a sufficient supply of parking, parking management solutions, and convenient, accessible parking areas.
- Improve and enhance safety and traffic circulation and preserve an acceptable level of service (LOS) at intersections; strive to maintain an LOS of D or better for peak hour traffic at intersections on City streets.
- Implement and maintain a network of perimeter routes for commercial truck and bus traffic to reduce Downtown congestion for locals, visitors, and people passing through.
- Clearly delineate and direct truck traffic around Downtown along desirable corridors and facilitate truck-related freight movement between industrial districts and the highways. (Refer to Figure 17 in Section 5 for a map of designated truck routes.)
- Limit the number of approaches onto collectors and arterials in order to

minimize safety conflicts between modes and preserve the function of the multimodal corridor.

- Continue to require compliance with roadway access management standards as part of land use application approval process.
- Review and implement a strategy to improve street lighting while maintaining a balanced approach with the dark sky ordinance.

Goal 2. Provide a Walkable and Bikeable Network throughout the Community— Continue to invest in multimodal transportation options throughout the city, with prioritization of key corridors that enhance access between neighborhoods and key community destinations.

Objectives

- Invest in and implement a well-defined pedestrian priority network to guide investment in pedestrian facility improvements.
- Continue to support Sandpoint's Safe-Routes-to-School Program and ensure that safe-routes-to-school are maintained as accessible year-round.
- Invest in and implement a well-defined bicycle priority network to guide investment in bicycle facility improvements.
- Continue to enhance the walkability and bikeability of not only Downtown, but also the entire community and improve walking and bicycling routes throughout the community.
- Continue to support and implement Sandpoint's adopted Complete Streets Policy (Ordinance 10-75).
- Improve intersections, crossings, and bus stops for pedestrians and bicyclists, installing crosswalks, signs, and curb ramps to bring them up to public rights-of-way accessibility standards.
- Continue to require development proposals to provide complete streets in a manner consistent with design standards, as applicable.
- Continue to support the region's system of trails and paths to support a well-connected region, enhancing inter- and intra-community connectivity and access.
- Continue to improve and maintain streetscapes for all modes of travel through adequate pedestrian crossing opportunities, landscaping and street furnishings, public art and amenities, and other design treatments that enhance human scale along street corridors.

Goal 3. Continue to Support a Vibrant Pedestrian-Friendly Downtown, Enhancing Economic Development and Existing Businesses—Continue to enhance and support Sandpoint's reputation for having a vibrant, pedestrian-friendly Downtown, with a walkable network, and an accessible parking plan.

Objectives

- Promote Downtown as a pedestrian-friendly place.
- Provide education and outreach to property owners, businesses, and the public about the importance of keeping Downtown pedestrian friendly.
- Develop a parking plan for Downtown that studies parking utilization, accessibility, and capacity, and that forecasts long-term parking demand and strategies needed as the region grows.
- Develop and implement a wayfinding/gateway plan for all modes in the context of getting to and from and moving within the Downtown area.

Goal 4. Support a Resilient, Livable, and Sustainable Multimodal System—Provide a safe and maintainable transportation system, designed in context with the community and environment, and provide a well-maintained multimodal system based on the identified needs in this plan for year-round use of designated routes.

Objectives

- Maintain, improve, and complete infrastructure to meet present and future needs (e.g., pavement conditions, bike lanes, crosswalks, sidewalks, pedestrian facilities, and other capital improvements).
- Consider the long-term functionality and maintenance obligations when developing right-of-way design standards and through the subdivision approval process.
- Develop and upgrade transportation facilities in such a manner that valuable scenic, historic, or cultural resources are not damaged or impaired and livability and character are protected.
- Provide and maintain adequate and compliant signage along streets for the purpose of safety and easy identification.
- Ensure that transportation projects include measures such as landscaping and natural enhancements.
- Require compliance with adopted street design standards.
- Ensure that street and sidewalk standards provide space for snow removal from vehicle travel lanes and storage considerations to ensure mobility and avoid rendering sidewalks unusable in the winter months along pedestrian priority network routes.
- Utilize the city's adopted functional classifications for the transportation network to help guide decision-making related to planning, design, and implementation of projects.

Goal 5. Support Multimodal Connections to the Waterfront/Lake Access—Enhance multimodal access to the lake and other waterfront areas and associated public parks and open spaces, referencing the

City's adopted *Parks and Recreation Plan*, 2019 (or latest edition).

Objectives

- Ensure that public waterfront areas and facilities are developed to be accessible to all modes.
- Encourage non-motorized (canoe, kayak, etc.) and motorized boat access between communities and provide facilities to support this diversity of use and mode of transportation.
- Enhance safety of non-motorized routes from residential neighborhoods to City Beach Park.
- Plan for adequate short term and long term moorage options.

Goal 6. Support the Use of Transit and Passenger Rail—Recognize the ever-increasing important role of transit in Sandpoint and the region in helping to support sustainable transportation and parking management, with better access to and from the passenger rail station, better connected local and regional transit systems, strategically located and accessible bus stops, and better linkages for those arriving by train.

Objectives

- Continue to coordinate with passenger rail service to ensure that Sandpoint's multimodal transportation system is well connected to current and future service routes and stations to support the needs of residents and enable visitors car-free vacationing.
- Support efforts to plan and provide services to the transportation disadvantaged (e.g., children under the driving age, people with limited physical mobility, and people with limited choice in obtaining private transportation) and plan for transit improvements and upgrades to routes, stations, and services to encourage transit use.
- Partner with the local transit authority to periodically update and improve bus stop locations to maximize transit use/ridership.
- Strategically partner to invest in upgrades at bus stop locations such as shelters and other amenities to improve comfort, function, aesthetics, and accessibility.
- Improve pedestrian, bicycle, and transit access to and from the passenger rail station.
- Coordinate to improve transit connectivity to and from adjacent communities, Schweitzer Mountain Resort, and other tourism destinations.

Goal 7. Provide a Well Maintained Multimodal System—Overall, the multimodal transportation system will be well maintained.

Objectives

- Regularly review and update the snow removal operations policy, and

implement a priority snow removal plan to support year-round use of the Priority Pedestrian Network and in alignment with the community's designated safe-routes-to-school network.

- Monitor and update transportation demand and level of service through periodic modelling of actual regional growth trends.
- Conduct and maintain accurate pavement assessments to inform maintenance priorities and incorporate pavement maintenance into the annual budgets to minimize backlog.
- Develop and implement a city-wide stormwater master plan and incorporate improvements into future Capital Improvement Plans.
- Continue to support staff training to ensure maintenance crews are performing maintenance in alignment with industry standards and City standards.
- Perform pedestrian and bicycle condition assessments on a regular basis to support proactive management of maintenance.

Goal 8. Proactively Plan for an Increase in Demands—Planning ahead for an increase in demands on the transportation network will minimize potential negative impacts to transportation facilities, corridors, and, adjacent properties.

Objectives

- Continue to implement requirements for traffic analyses and mitigation measures resulting from private development and changes in use.
- With new development projects, encourage the design and construction of local streets to improve multimodal connectivity and safety; encourage well-connected, grid type street patterns with new development.
- Continue to inspect transportation improvements related to new development to ensure that projects meet jurisdictional design and construction standards before the acceptance of maintenance responsibility.

Goal 9. Proactively Pursue Funding Opportunities—Consider all available options to fund multimodal improvements and maintenance projects.

Objectives

- Actively seek opportunities for partnership funding and grant funds for projects supported by multiple partners.
- Enhance the existing proportionate-share development impact fee program.
- Consider and evaluate alternative financing mechanisms and project delivery methods appropriate to multimodal improvement projects.

- Take advantage of federal and state highway funding programs, including potential recovery and infrastructure funding programs.
- Review the City's Capital Improvements Plan annually to ensure future projects are shovel-ready and/or well defined to support a strategic, timely, and practical approach to funding applications.

Goal 10. Inspire Innovation and Cooperation—Continue to actively engage and collaborate with partners and stakeholders, both locally and regionally to address ongoing needs, functionality, and congestion through innovative and cooperative transportation strategies and improvements.

Objectives

- Facilitate ongoing public and stakeholder involvement in planning, designing, and implementing identified improvements to the multimodal transportation system.
- Continue to participate in ongoing regional transportation planning efforts to increase the effectiveness and safety of the regional transportation system.
- Support and assist the Idaho Transportation Department in setting project priorities in planning and designing improvements and maintaining highways within and serving Sandpoint.
- Coordinate the multimodal transportation capital improvements projects with other City investments (e.g., water and sewer projects) to capitalize on efficiencies and cost effectiveness.
- Ensure ongoing planning and coordination with nearby and adjacent cities, county, state, and highway district.
- Regularly meet with and collaborate with ITD, county staff, utility providers, adjacent and nearby cities, and others where applicable in planning, design, and implementation of multimodal transportation improvements.
- Participate in the Urban Area Transportation Plan planning efforts to support interjurisdictional connectivity and consistency.
- Continue to re-evaluate and adapt to rapidly changing technology advances.
- Adopt policies to accommodate utilities.

4.0 Existing Conditions and Analysis

Existing Multimodal Transportation System Characteristics

Existing multimodal transportation conditions in Sandpoint provide a baseline for analyzing the needs and projects identified in this Multimodal Transportation Master Plan (MTMP).

Sandpoint is a regional hub for commerce and year-round tourism, located in the Northern panhandle of Idaho. Sandpoint is the county seat and largest city within Bonner County, located on the banks of Lake Pend Oreille, Idaho's largest lake and buffered by the Selkirk Mountain Range to the West, where Schweitzer Mountain Resort is located. Sandpoint is a growing community with a multimodal transportation system that is unusually complex for a town of its size.

US Highway 2 and US Highway 95— These highways intersect and pass through the town, linking the Canadian border crossing 60 miles to the north with the first major east-west highway south of the 49th parallel. The greater urban area includes the three adjacent cities of Dover, Ponderay, and Kootenai, and the two highways both serve as regional connectors through town and to/from these adjacent communities.

One of the reasons Sandpoint flourishes is because of its location along the two major highways, providing efficient and safe travel for emergency services, local users, visitors, commuters, and commerce. Those highways, however, present numerous challenges as the community strives to reconcile the economic benefits of easy access with the drawbacks of congestion and regional truck traffic.

The Sandpoint Airport (SZT)—Classified as a general aviation airport, SZT supports economic development in and around the Sandpoint community, as well as emergency response services, tourism, and recreational users. While it is located within the city limits of Sandpoint, this 115-acre general aviation airport is owned and operated by Bonner County and open to the public. SZT features a 5,500' runway, and as the community's regional and national reputation has continued to rise, so too have the number of operations and aviation-related activities.
The surrounding terrain, existing streets, railroads, and development create challenges for expanding/ lengthening the current runway or adding runways. However, in order meet FAA design requirements, the Airport Master Plan outlines necessary modifications to the existing airport facilities. With the existing location of North Boyer Avenue along the northeast side of the airport property, part of this roadway will be shifted to the east by Bonner County to provide the FAA required protection zone.

As indicated in the Summary Report for Sandpoint in the Idaho Airport System Plan

Update for 2020, SZT airport expansion improvements are needed to serve forecasted growth in services, including an 18 percent increase in aircraft based at the airport and a 15 percent increase in annual operations by 2037. The current economic benefits to the Sandpoint region noted in the report include 873 jobs; $51.7 million in total earnings; and $101.4 million in gross domestic product (GDP) value (based on 2018 statistics). In 2008, total employment generated by the airport amounted to 482 jobs; total earnings were $15.1 million, and total GDP value was $32.3 million.

Freight and Passenger Rail—These services are an important part of the regional transportation system. Known to the railroad industry as "The Funnel," Sandpoint accommodates a substantial amount of rail traffic, including Amtrak, Burlington Northern Santa Fe (BNSF), Union Pacific, and Montana Rail Link. The railway lines operate approximately 60 freight and passenger trains that pass through Sandpoint each day.

While rail traffic can sometimes delay other modes of transportation in Sandpoint due to controls at crossings, moving freight by rail brings the advantage of helping to reduce trucking related traffic on regional roadways and highways. Intermodal rail also brings environmental benefits compared to over-the-road freight movement. Moving freight by rail instead of trucks gets vehicles reduces greenhouse gas emissions by 75 percent, according to the Association of American railroads. Additionally, railroads can move one ton of freight an average of Intermodal freight movement produces significantly less carbon dioxide per 100 ton-miles than trucking. In fact, trains are more than ten times energy-efficient as trucks per ton/mile. (ziplinelogistics.com).

Amtrak operates the Empire Builder passenger rail route, with service accessible via the Sandpoint station at 450 Railroad Avenue. The Empire Builder route generally runs east-west across the US from Vancouver, WA and Portland, OR to Chicago, IL with intermediate stops at cities across the western and midwestern US, as well as connecting rail and bus transit to cities north and south of the line.

Sandpoint's Multimodal Facilities and Street Network—Regional and community mobility is enhanced through the gridded street hierarchy (local streets, collector streets, and arterial streets) that exists throughout the community. Transportation infrastructure within the city limits (excluding state-owned highways) currently includes approximately: 50 miles of sidewalks, 10 miles of shared pathways, 25 miles of on-street bicycling routes, 800 ADA ramps, and 60 linear (centerline) miles of roadway. This includes about 6 miles of minor arterials, 10 miles of collectors, and 44 miles of local streets.

The condition of existing sidewalks throughout the community is generally "good." However, there are segments rated as "poor" as well as numerous missing gaps

in the street network where no sidewalks exist. Refer to Figure 4, the Existing Sidewalk Conditions Map (updated by the City in 2019).

Snowfall levels in the winter average 58 inches annually over the course of approximately four months, creating intermittent challenges for pedestrians and bicyclists.

The City of Sandpoint adopted its first ordinance formally prioritizing the need to improve sidewalks over one hundred years ago, in 1919! In an effort to become a more pedestrian friendly city for all, the Sandpoint City Council established the Pedestrian Advisory Committee in 2005. Six years later, committees merged to also represent bicycle issues. Citizens, past leadership, and committee members have been instrumental in shaping the current pedestrian and bicycle network, as well as standards, policies, and code revisions. For the past hundred years, the community has recognized the value in providing safe access for pedestrians and has worked collaboratively to establish the network that exists today.

The City formally adopted its Complete Streets Policy in 2010 (see Appendix), which remains relevant today. The Complete Streets Policy defines "complete" streets as streets that are designed and operated to enable safe access for all modes of transportation.

In 2015, Sandpoint was recognized nationally as a "Walk Friendly Community" based on the City's commitment to improving walkability and pedestrian safety through comprehensive programs, plans, and policies. The Walk Friendly Communities Program Report Card and Feedback prepared for Sandpoint indicated that the City was on the right track in many aspects of managing and implementing the pedestrian system in town.

Recommendations from the Report Card included the need to continue to construct new sidewalks and curb ramps on some streets, conducting ongoing pedestrian counts, developing new safety campaigns and education programs, and using comprehensive evaluation tools (such as the Road Safety Audit recently completed for Division Avenue and Walkability Checklists).

For a summary of the outcomes of the Division Avenue Road Safety Audit, refer to Section 5 of this MTMP.
The City is updating its Americans with Disabilities Act (ADA) Transition Plan, in order to maintain and implement accessibility of public rights-of-way. The City now has a certified ADA coordinator on staff who leads this effort.

A mapping exercise commonly used in transportation analysis and planning was conducted to examine half-mile radius walksheds in Sandpoint. One half mile is about a ten-minute walking distance,

considered to be a reasonable distance and timeframe for pedestrians to walk between most origins and destinations. Walkshed analyses overlay key community destinations (schools, parks, library, transit stops, etc.) with half-mile radii circles to ascertain areas people are most likely to walk and therefore there is a higher demand for pedestrian facilities. The walkshed analysis depicted in Figure 5 is conceptual but conveys that the relatively narrow layout of the community equates to a walkshed that covers the majority of Sandpoint. The high demand for walkable routes throughout most of Sandpoint is clearly evident.



"Sandpoint is a Walking Town"—Gateway Sign to the Community

Sandpoint is home to an avid bicycling community. The generally flat topography throughout the area makes it convenient to get around by bicycle, and people ride throughout the year, but particularly spring through fall.

The community continually places a high priority on walking and bicycling paths and connectivity. A community survey completed as part of development of the Parks and Recreation Master Plan adopted in September 2020 found that when considering future needs, respondents placed the most importance on walking/bike trails and trail/pathway connectivity. This follows a continual trend of placing high importance on trail systems throughout Sandpoint.



Shared use path along Sand Creek

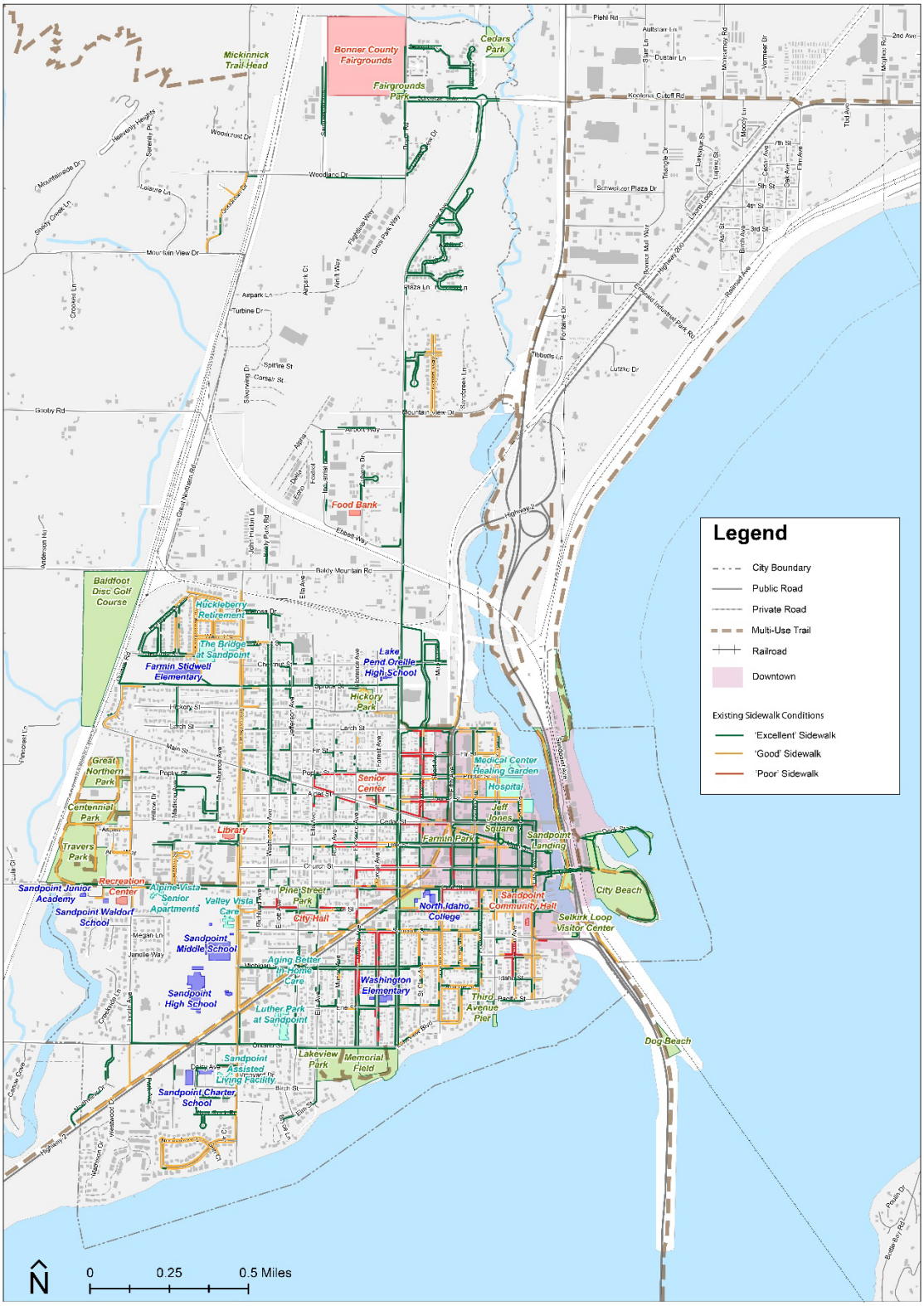


Figure 4 Existing Sidewalk Conditions in Sandpoint, 2019

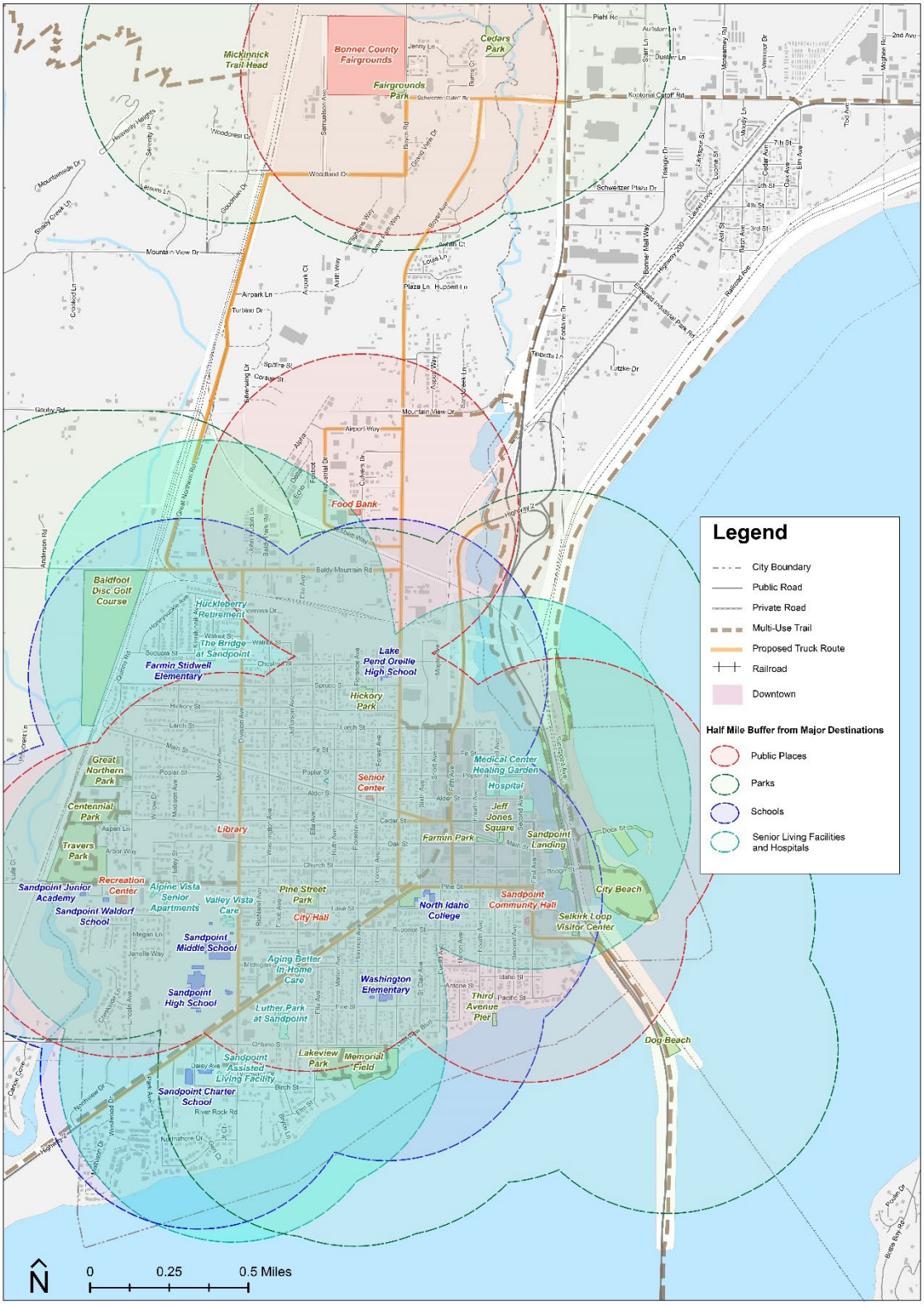


Figure 5 Half-Mile Walkshed Analysis

Sandpoint's primarily gridded street system is comprised of a well-connected hierarchy of major arterials, minor arterials, collectors, and local streets. This hierarchy of functional classifications represents a well-designed and well-functioning street network with a mix of roadway types that serve different purposes.

Functional classifications are determined by the number of actual vehicle trips and not "assigned" by a community—functional classifications change over time as growth influences demand on the street network. Highways and major arterials typically have higher mobility, speeds, and through-put of traffic, requiring greater levels of access management than minor arterials, collectors, and local streets. Local streets are at the other end of the range from highways and arterials—they have high accessibility to predominantly residential use with lower speeds and few restrictions on access.

Sandpoint's gridded hierarchy of streets are ideal for connectivity and providing multiple options for people to get to and from places.

All of Sandpoint's current major arterials are state-owned and maintained as highways by the Idaho Transportation Department (ITD). All existing traffic signals in Sandpoint are also owned and maintained by ITD. Within the last decade, ITD constructed the US 95 "Sand Creek Bypass" project. This and the street reversion (converting one-ways to two-ways) and revitalization projects have helped to reduce the amount of truck traffic in Sandpoint's Downtown core. However, concerns still exist about the number of trucks using Division Avenue (designated as a minor arterial), which is a street in Sandpoint that serves all modes of traffic and provides access to many of the community's key destinations such as schools, the library, parks, and neighborhoods. The lack of an efficient, east-west arterial from the industrial areas of the city to US 2 directly contributes to the volume of trucks on Division Avenue. Additionally, the lack of an east-west arterial connecting US 2 with US 95, causes "cut-through" traffic on residential streets of south Sandpoint that were not designed for such volumes or loads, resulting in safety concerns for pedestrians and bicyclists, as well as accelerating wear and tear on the infrastructure.

Other minor arterials in Sandpoint, in addition to Division Avenue, include: Pine Street, Boyer Avenue, Baldy Mountain Road, Larch Street from Fifth Street to Boyer Avenue, and the Schweitzer Cutoff Road. Great Northern Road, currently designated as a collector, is an important north-south route around the perimeter of the airport serving the industrial areas of Sandpoint and residential areas on the northern end of the city. As growth to the north and west continues, Great Northern Road is anticipated to become a minor arterial in the near future.

Refer to Figure 6, which shows existing street classifications and levels of service at intersections in Sandpoint. Figure 7 shows the forecasted levels of service in 2040 *without* implementation of this plan. Refer to Section 5 for multimodal improvement concepts proposed and Section 6 for multimodal capital improvements projects. Figure 8 shows forecasted levels of service in 2040 *with* implementation of this plan and proposed improvements illustrated in Section 5 and listed in Section 6 of this MTMP.

The Selkirks-Pend Oreille Transit (SPOT) Authority provides public transit services throughout Sandpoint and to/from the neighboring communities of Dover, Ponderay, Kootenai, and Schweitzer Mountain Village. Each community contributes an annual amount to help support the free transit service offered by SPOT.

Figure 9 from SPOT shows a more detailed map of transit services.

Safety Considerations—In development of this MTMP, crash statistics were reviewed from data collected by local, regional, and state law enforcement representatives. The planning team also met with the Sandpoint Police Department as a key stakeholder in the planning process to discuss important safety considerations related to the various improvement concepts presented in Section 5 of this plan.

Table 1 Locations of Injury Crashes in Sandpoint (2014-2018)

Minor Injury Crashes	Serious Injury Crashes
Highway 2/Westwood	Lincoln/Pine
Highway 2/Ontario	Division/Ontario
Highway 2/NE of Division	Division/Lake
Highway 2/Olive	Division/Pine
Highway 2/Ella	Division/Oak
Highway 2/Boyer Vicinity	Division/Alder
Euclid/Superior	Woodland/Samuelson
Pine/Fourth	Schweitzer Cutoff/Boyer
Pine/Third	Highway
First/Bridge	2/Florence/Superior
First/Church	First/Cedar
First/Main	Church/East of Sixth
Third/Main	Oak/Forest
Cedar/Second	
Cedar/Fourth	
Cedar/Sixth	
Cedar/Ella	
Cedar/West of Division	
Oak/Boyer	
Oak/Division	
Main/Division	
Washington/Fir	
Fourth/Fir	
Fifth/Larch	
Forest/Larch	
Ella/Larch	
Division/Larch	
Poplar/Third	
Church/Forest	
Boyer/Rail	
Boyer/N of Culvers	
Boyer/Alexander	
Woodland/Great Northern	
Highway 2/Highway 95 Interchange and Highway 95-Multiple Locations	

Historical crash locations from between 2014 and 2018 are mapped and shown by severity of injury in Figure 10. The source of this data was the City of Sandpoint as reported to the Local Highway Technical Assistance Council http://gis.lhtac.org/safety/).

Most crashes mapped fall into either the category of "no injury" or "possible injury." Of the "minor injury" and "serious injury" mapped locations, most occurred on the highway corridors and at intersections (see Table 1). One fatality occurred on the Highway 95 corridor, near the southerly exit to Sandpoint.

Pavement Management Analysis—The City of Sandpoint procured a Pavement Management Analysis, completed in August 2020 by Infrastructure Management Services. The analysis documented conditions for 51 miles of roadways in Sandpoint, encompassing nearly 2M square yards of pavement surfacing, which is predominantly asphalt. At an average replacement cost for a typical roadway just over $1.6M per mile, not including the value of the land, the community has invested over $86M (in today's dollars) in its paved roadway network.

The analysis also rated the condition of Sandpoint's roadway pavement based on the national standard referred to as the Pavement Condition Index (PCI). The PCI score is a ranking assessment on the overall health of a pavement segment on a scale of 0 to 100. The network average PCI is a good global indicator of a network's overall health. Roads with a PCI category of Excellent are those that score between 85 to 100. Backlog is the Very Poor and Poor roads (between a PCI of 0 and 40) that represent a portion of the network in need of extensive rehabilitation such as full and partial reconstruction. Using sound pavement management and finance principles, a very healthy network will have a backlog of 10 percent or less.

Key findings of the report include:

- Sandpoint's network average pavement condition score is slightly above the national average currently seen by IMS of 60 to 65, with the City's average scoring a 61.
- The number of streets rated Excellent is right at the minimum recommended target of 15 percent.
- The backlog amount is far above the maximum recommended value of 12 percent, currently determined to be at 21 percent.

With the City's historical budget for pavement maintenance, the network conditions would continue to deteriorate into the low 50s PCI range and backlog will continue to grow over time. The report also noted that the City has a large number of streets approaching the end of their lifespan where overlays would no longer be effective, representing a percentage of the network at the steepest part of their deterioration curves. The deferral of these streets results in a sharp increase in backlog over the next 10 years.

If the City continues to invest in an amount equal to historical budget allocations, this

trend in allocation continues, this will sharply increase the backlog to 42 percent while lowering the average PCI to a 50 over 5 years.

Important Factors Driving the Need for Multimodal Improvements in Sandpoint

Over many years, substantial efforts and investments been made to improve Sandpoint's multimodal system—enhancing safety, connectivity, accessibility, and mobility throughout the city. With the projected growth in the community and its ongoing role as a hub of commerce for the region and as a year-round destination for tourism, Sandpoint is facing increased demands for transportation infrastructure improvements. At the same time, the aging transportation system's roadways, pavement conditions, sidewalks, bridges, and other elements are in need of greater levels of repair and maintenance each year. Numerous challenges and problems that have persisted include:

- Transportation infrastructure is aging and the needs outweigh the funding.
- Continued growth, tourism, and commerce increase demands on the overall system, and along with anticipated growth forecasts are predicted to put additional strain on existing infrastructure.
- Transportation and utility projects lack proactive coordination, resulting in inefficiencies.

Did You Know?

- Most residential streets in Sandpoint were originally paved over 30 years ago with approximately two inches of asphalt.
- All traffic signals are owned and maintained by ITD.
- In 2006, approximately $103 million in transportation improvements were identified as needed for Sandpoint.

- Gaps exist in sidewalk/pathway connectivity and raise concerns about equity and fairness regarding necessity and cost structure for new construction of sidewalks.
- A lack of clear expectations regarding responsibilities and standards for maintenance, repair, and snow removal of sidewalks and pathways exists, resulting in safety, ADA and enforcement challenges.
- Performance measures and benchmarks have not been established nor monitored.
- Previous plans and CIPs have lacked effective implementation strategies.

Recent Transportation Improvements

The City of Sandpoint has implemented a variety of multimodal improvements throughout town, including:

- Pilot Program on N. Ella - Speed Tables
- New Four-Way at Cedar and Third
- New Four-Way at Church and Fourth
- New Four-Way at Pine and Division
- New Four-Way at First and Main
- No Truck Signs, throughout South Sandpoint
- Pilot Program on First, Temporary Bike Corral on-street
- New No Parking Signs on Cedar, west of Division
- New Sidewalks/Ramps on Ontario/Florence/Cedar/First
- Improved ADA Parking along Cedar and First.

The City also has been revitalizing the Downtown Core area. Multiple phases of improvements have been constructed, with the intent of transforming the Downtown into a new and welcoming, safer, and more accessible environment for people to rediscover and enjoy. The improvements have included installation of wider sidewalks with street furniture, stormwater planters to treat runoff before discharging to Sand Creek and Pend Oreille River, and places for public art and new landscaping. In addition to these publicly-funded efforts, private property owners have invested a significant amount in multimodal improvements by constructing new sidewalks, streets, curbs, and landscaping adjacent to private investments.

With funding from the Sandpoint Urban Renewal Agency and an Idaho Community Development Block Grant awarded by the Idaho Department of Commerce, the first two phase included reconstruction of Cedar Street between Fifth and First Avenues, as well as First Avenue between Cedar and Church Streets, removing and replacing all elements of the street, storefront-to-storefront. Specifically, the transformation includes all new sidewalks, landscaping, irrigation, benches, stormwater features, bike racks, lighting, roadway, striping, signage, and other features.

Relevant Plans, Studies, and Analyses

A number of previously completed plans and studies were referenced in development of this MTMP which has incorporated various elements of these prior efforts where applicable; the MTMP is intended to represent the most current data and latest community visions, thereby, superseding previously adopted plans by the City, unless noted otherwise.

Quad Cities, Idaho Highway 2/200 Corridor Study (February 2016)

After participating in a Community Builders Leadership Institute in Boise in November 2014, the four Bonner County communities of Dover, Kootenai, Ponderay and Sandpoint united to form a Hwy 2/200 Committee. The committee collaborated to identify ways in which ITD could improve the safety, livability, community identity, and multimodal friendliness of the corridor,

resulting in a report providing "a regional collaboration strategy for multimodal transportation and investment." The initiation of this MTMP carried forward the very intent and vision of this plan, specifically the concept that our transportation system needs to balance "safe circulation and access for everyone, giving full consideration of mobility for all modes of travel." While not every element of the Study carried forward as a current community priority, many of the context sensitive approaches and actions developed in 2016 were directly incorporated into this MTMP, including but not limited to:

- Vision/Design Principles shaped MTMP Vision, Goals, and Objectives
- Study's Action Item: Wayfinding - included in MTMP
- Study's Action Item: Conduct US-2/Boyer Ave charrette – revised concept included in MTMP
- Ontario Street Realignment (page 11 of plan) – included in MTMP concepts and project list
- Baldy Extension – modified version included in MTMP concepts and project list
- Regional collaboration – Urban Area Transportation Plan update and ITD coordination included in MTMP

Urban Area Transportation Plan (UATP)—the City participated in the development and completion of the UATP, a multi-jurisdictional effort that included the neighboring communities of Dover, Ponderay, Kootenai, and the Independent Highway District. The UATP was adopted by City Council in 2009 with various provisions and it continues to serve as an informative resource today. This MTMP serves as an update to the UATP for specific implementation in the City of Sandpoint. Additionally, the City and neighboring communities within the urban area will be working with Bonner County and ITD on an update to the UATP starting this year (2021). The primary focus of the UATP will be to address the broader, interconnected multimodal transportation system on the basis that growth or changes in land use at one location can affect the functionality of the adjacent infrastructure; while the Sandpoint MTMP is envisioned as a standalone document that may serve as an exhibit to a future UATP.

Renewed Agreements with the Independent Highway District (IHD) and the Idaho Transportation Department (ITD)—The City entered into a 5-year renewed agreement with IHD, the district that owns the roadways within the city and the City is responsible for maintenance. In 2017, the Idaho Transportation Department (ITD) transferred ownership of several streets within the downtown core to the city, enabling a reversion from one-way streets to two-way streets and subsequent revitalization projects. As noted above, ITD still owns and maintains the two state highway corridors through town, as well as all signals.

Travel Demand Model—The City engaged David Evans and Associates to update the City's Travel Demand Model and provide a draft operational analysis in 2018. This work served as an important baseline of analysis to inform the projects in this MTMP.

Downtown Streets Plan and Design Guide—Adopted in 2012, many of the improvements recommended in the Plan have been implemented as described earlier. Many of the recommendations in the *Downtown Streets Plan and Design Guide* have been implemented. The document includes design concepts for Superior Street including cross section and plan view urban design and landscape illustrations. Given Superior Street's important function as a gateway, the design creates an entry sequence and stronger sense of arrival into Downtown Sandpoint from the Long Bridge/Sand Creek Byway. The sidewalks in the concept are twelve feet wide to provide space for both pedestrians and bikes. Refer to Figure 10 for the Superior Street illustrations from the *Downtown Streets Plan and Design Guide*.

2020 Comprehensive Planning Effort—The City recently launched an update to its 2009 *Comprehensive Plan*, and the process included a fresh and robust review of the community's long-term vision. The following background of community expectations relating to transportation were reflected in the previous 2009 *Comprehensive Plan*, and while a new vision, goals, and objectives have been developed for the MTMP, this background provided a foundation for creating a fully integrated and cohesive multimodal plan that addresses all system users.

- ***Transportation Concept:*** *The planning concept for the transportation chapter of the Comprehensive Plan is based on the desire to promote transportation systems that work with the existing and future land uses while making it a friendlier place for pedestrians and bicyclists.*
- ***A Multimodal Town:*** *Sandpoint is a town that values multimodal transportation. The community's transportation investments and decisions give full consideration to improving the pedestrian experience, and elects to grow in ways that support the ability to shop, recreate, travel and commute on-foot. Sandpoint residents envision bike paths, good sidewalks, safe lighting, street trees, canopies and awnings in downtown areas, benches, well-marked crosswalks, slower-paced, efficient traffic, and walkable neighborhoods throughout the city.*
- ***A Scaled Approach:*** *Being located along a major highway ensures Sandpoint residents know and appreciate the need to distinguish through-town traffic from in-town traffic. Balancing the needs of the*

former with local needs for a pace promoting safety, balanced mobility, and retail friendliness requires Sandpoint to consider, and in some cases direct, automotive transportation according to use and intensity. Balancing local needs with statewide or national concerns requires a strong local vision and strong partnerships among agencies, and Sandpoint's priorities must be well-represented.

- ***Walkability**: make Sandpoint a walkable community by emphasizing linkages between prominent activity areas along walking corridors; planning for increased pedestrian and bicycle use, both for recreation and as an important, viable transportation alternative; and prioritizing schools, parks, downtown, libraries, and other civic destinations as non-motorized routes for the transportation network.*
- ***Achieve transportation balance**: reconcile the conflicting demands of mobility and access by providing for efficient movement of people and goods while still providing convenient access to neighborhoods and commercial districts; encouraging the creation of gateway's using hardscapes, landscapes, and signage; dispersing traffic throughout commercial districts rather than concentrating it on a single arterial; designating truck routes to protect neighborhoods from commercial traffic; facilitating multimodal transportation options; facilitating freight movement between industrial districts and the highways; determining as a community an acceptable level of rush-hour congestion; and looking for alternatives to widening arterial streets.*
- ***Affordability**: reduce household transportation costs by encouraging provision of regional public transportation linking employment districts to residential areas; developing an interconnected multimodal transportation network; discouraging the development of non-through streets; and encouraging the development of (and preservation of) a grid type road network.*
- ***Area City of Impact Design**: facilitate the orderly development of the Area of City Impact by considering a grade-separated railroad crossing where appropriate, to ensure the adequate delivery of City services; facilitating design and development of an interconnected street grid network; coordinating with Bonner County to identify right of way acquisitions and street design prior to and during subdivision applications; and providing for adequate pedestrian and bicycle safety of railroad crossings.*

Airport Master Plan—The Federal Aviation Administration (FAA) requires all public-use airports to have an airport master plan as a condition of receiving federal grant funds. These master plans are expected to be updated at least every 10 years. The current Sandpoint Airport Master Plan was adopted by Bonner County in 2015. It provides information on airport activity, facilities, and operations, as well as forecasts demand through 2035 to determine necessary improvements to meet those needs. The Airport Master Plan describes the FAA and ITD design standards for the airport facilities, including the design and setback of runways and taxiways, as well as the establishment and correlated restrictions within runway safety and protection zones.

US 2 Corridor Assets Management Study for Bonner County, 2019 (ITD)

The US 2 Corridor Asset Management Study identifies cost-effective operational and safety improvements for the US 2 corridor between the Washington State line and Sandpoint, Idaho. The improvements recommended in the study will be considered by ITD for incorporation into future capital and maintenance projects, or for implementation as stand-alone projects. The projects accomplish the following objectives:

- Accommodate future traffic demands on the US 2 corridor
- Increase transportation safety for all users
- Support economic development of communities along the US 2 corridor
- Support local and intrastate freight
- Improve conditions for people bicycling on US Bicycle Route 10, which includes the US 2 corridor
- Minimize potential impacts to the natural and built environment

US 2 is the primary east-west transportation route north of I-90, and from Sandpoint, US 2 remains a key route to travel east as far as the North Dakota / Minnesota border. The portion of the corridor within the study area also serves as an alternate route to US 95 between the Canadian border and Spokane. The corridor will see increased usage by traffic and freight with the completion of the North Spokane Corridor project by the Washington Department of Transportation (WSDOT). It is also a major access route for the Town of Oldtown, the City of Priest River, the City of Dover, and the City of Sandpoint. The primary function of US 2 between Old Town and Sandpoint is to serve the cities and industry along the corridor. Additionally, the corridor provides access to recreational amenities, such as the Pend Oreille River, Albeni Falls Dam, Priest Lake, and a new marina at Dover Bay. The American Association of State Highway and Transportation Officials (AASHTO) has designated US 2 as part of the US Bicycle Route System (USBRS). It is also a part of the International Selkirk Loop, which is designated as one of America's Byways by the US Secretary of Transportation.

Bonner County Area Transportation Team (BCATT) Transportation Plan, 2018—the planning effort began as a regional study that considered all transportation-specific issues and proposes system improvements to enhance the transportation environment and facilitate regional flow. Consistent with its regional charge, many of the plan's suggested improvements emphasize regional mobility over local mobility, considering traffic movement through Sandpoint rather than to it, or within city limits.

City of Sandpoint Strategic Plan Priorities—In 2018, the Sandpoint City Council adopted the following strategic priorities: Responsive Government, Resilient Economy, Sustainable Environment, Vibrant Culture, and Livable Community. The strategic plan includes a specific initiative: complete infrastructure master plans for transportation, sidewalks, pathways, and ADA compliance, resulting in a comprehensive Capital Improvement Plan to facilitate funding and ultimately implementation.

In addition, the following documents served as resources in the development of this MTMP:

- 2018 IHD Transportation Plan. J-U-B Engineers, Inc.
- 2017 Agreement between ITD & City of Sandpoint
- 2016 Highway 2/200 Corridor Regional Strategy
- 2012 Main Street Improvements Study
- 2011-2015 Curve Concept / 3 lane alternative
- 2010 Sidewalk Network List

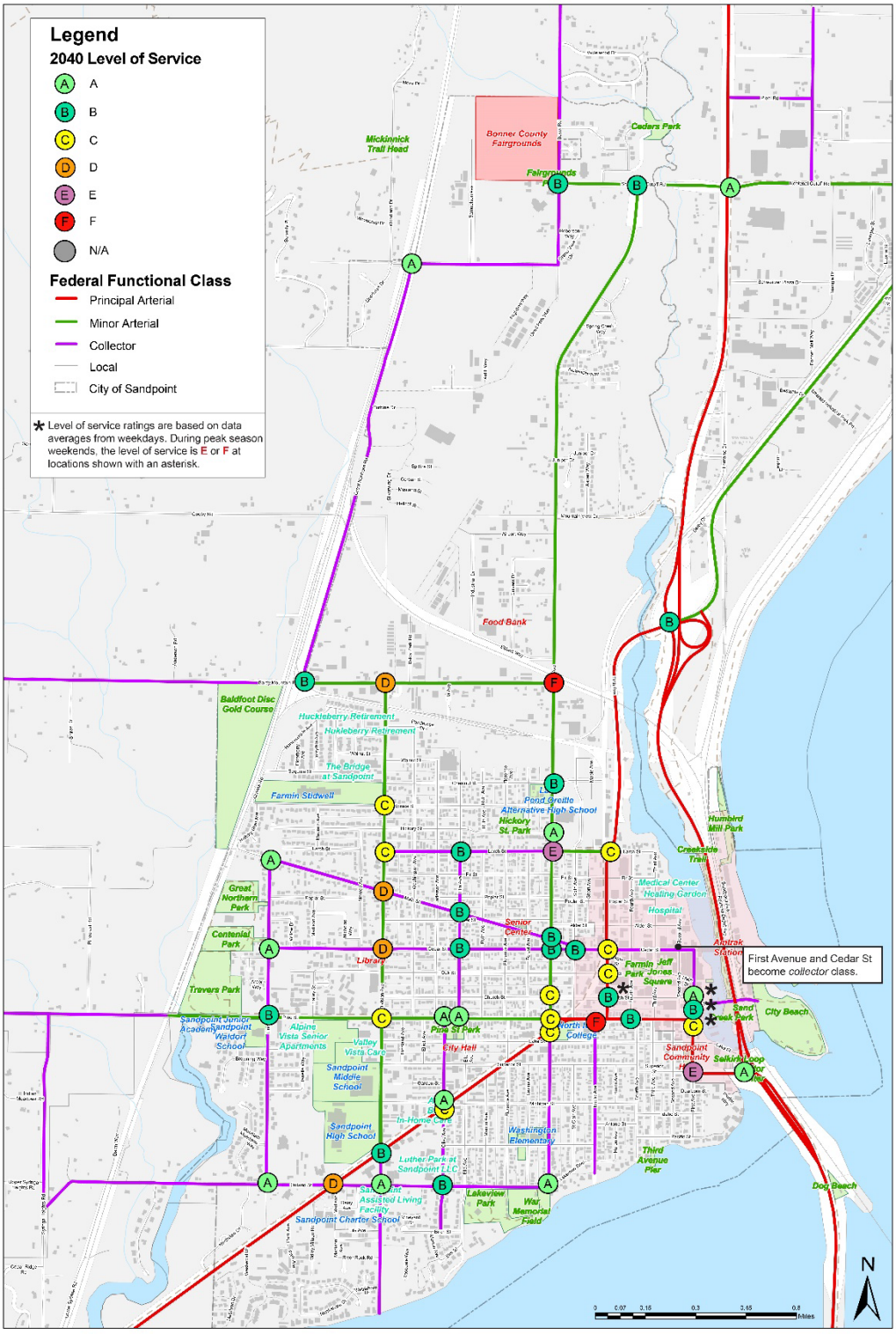


Figure 6 Existing Street Classifications and Intersection Levels of Service (2018/2020)

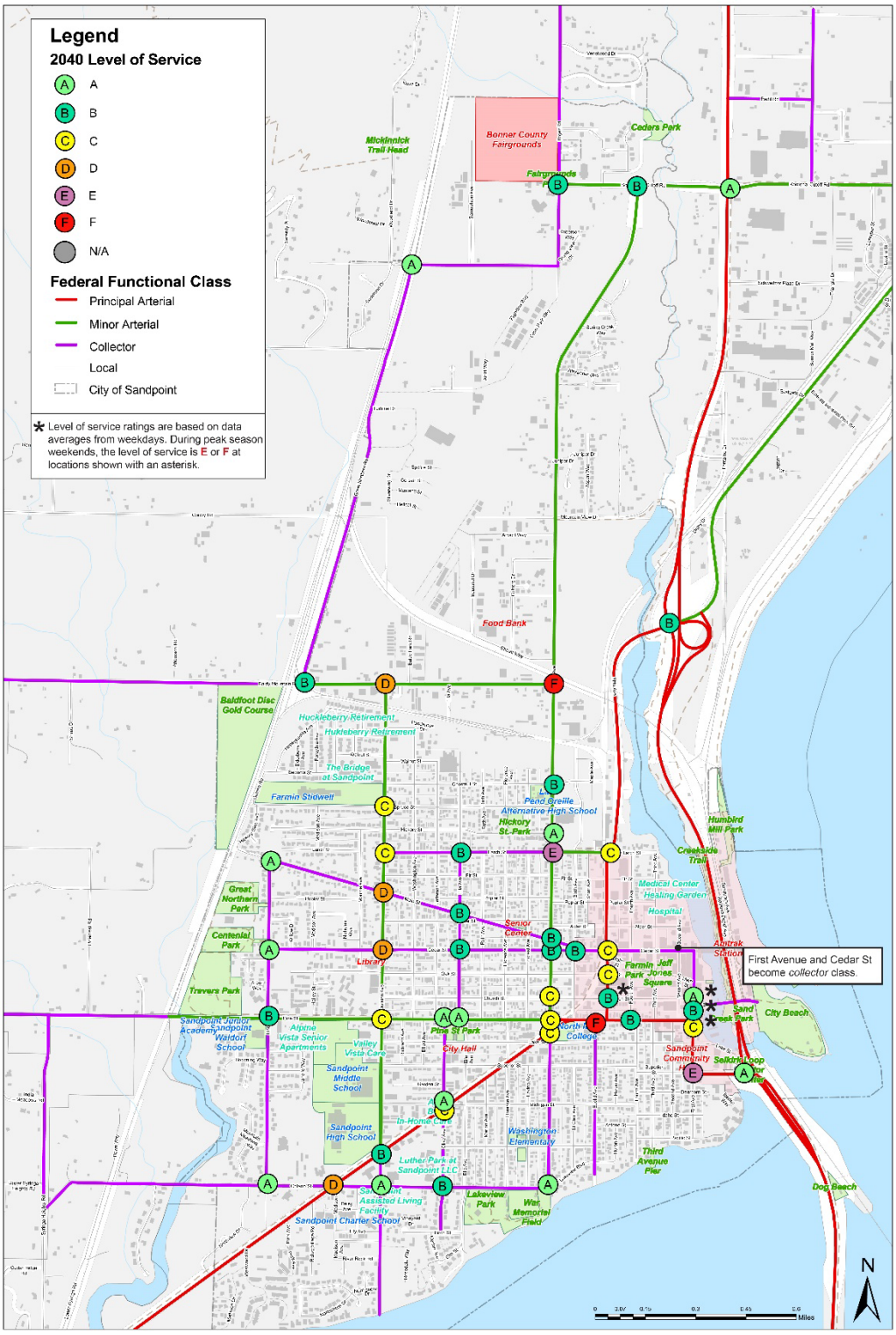


Figure 7 Forecasted Street Classifications and Intersection Levels of Service in 2040 WITHOUT Implementation of the MTMP

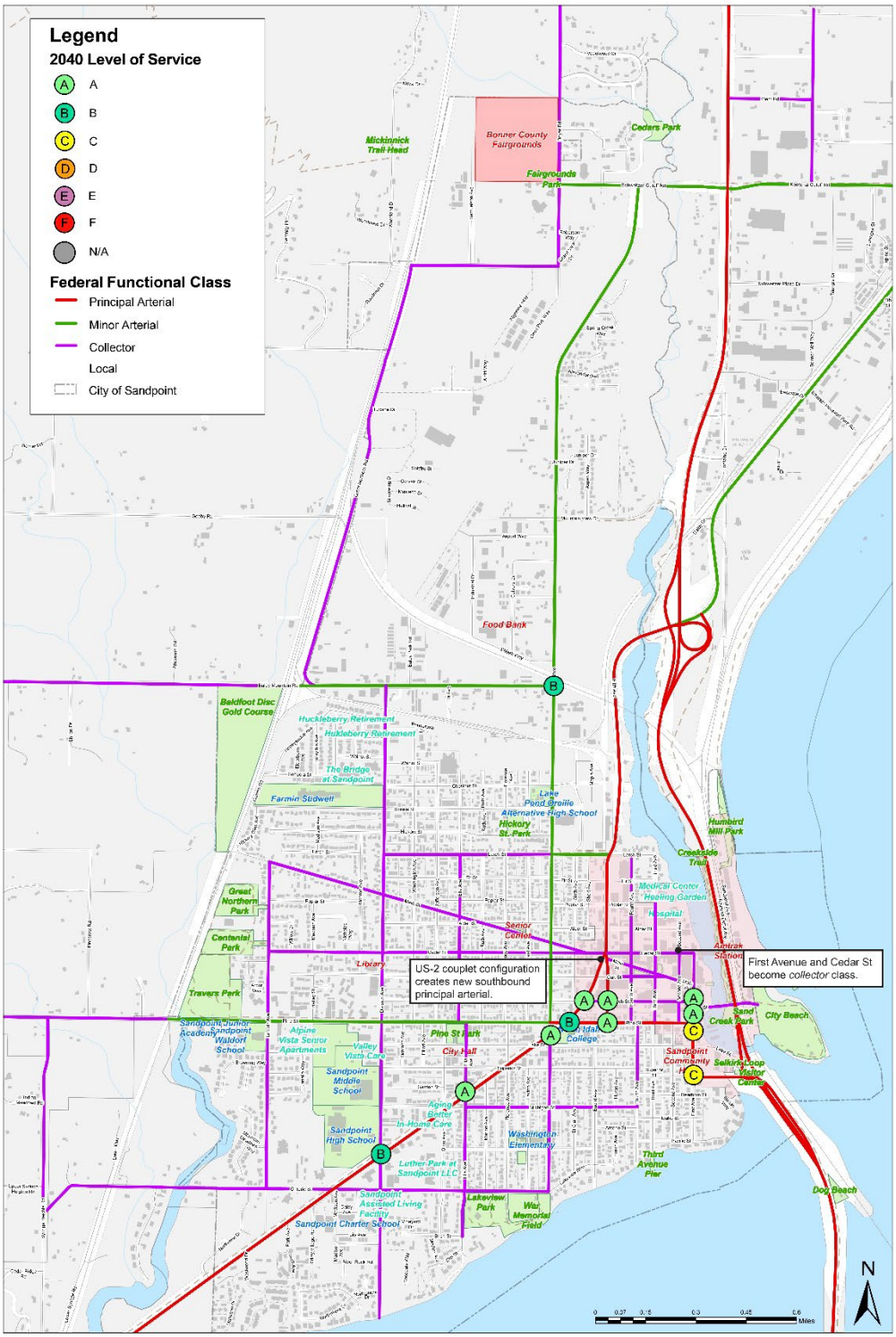


Figure 8 Forecasted Street Classifications and Intersection Levels of Service in 2040 WITH Implementation of the MTMP

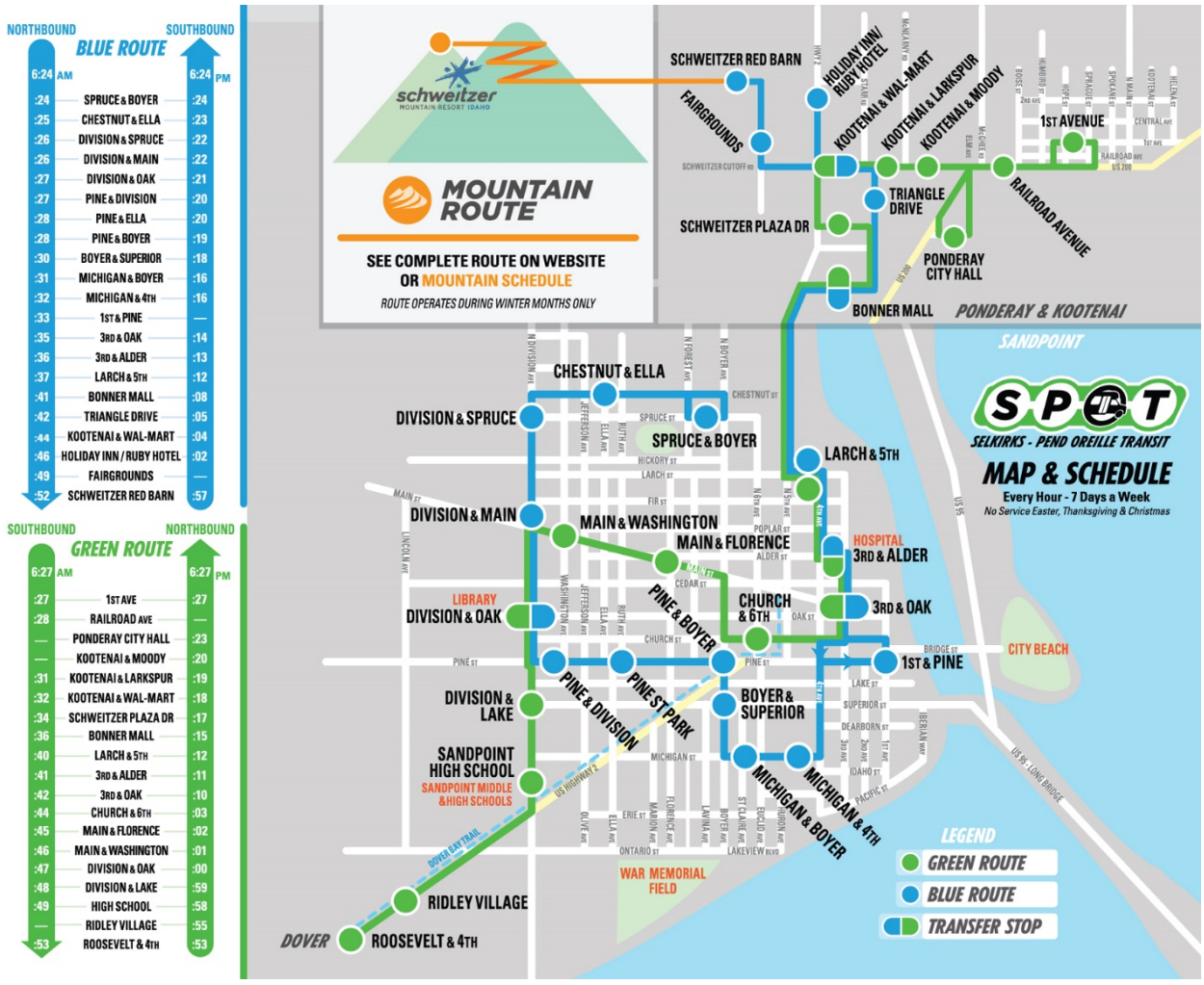


Figure 9 SPOT Transit Service Routes and Stops

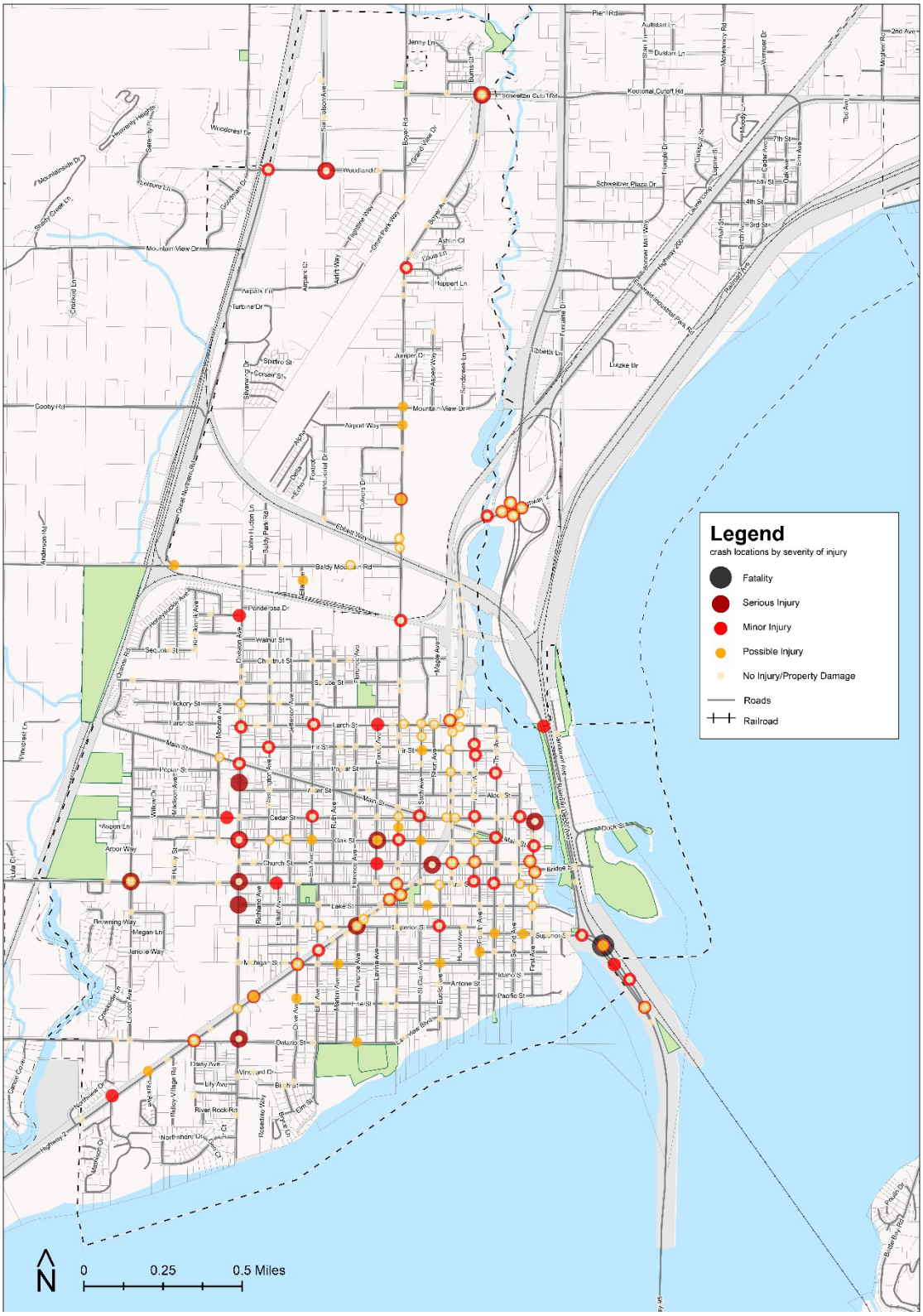
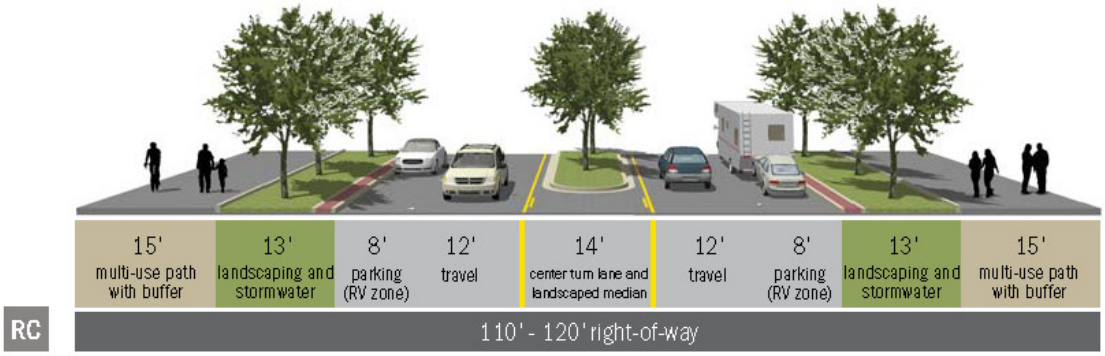
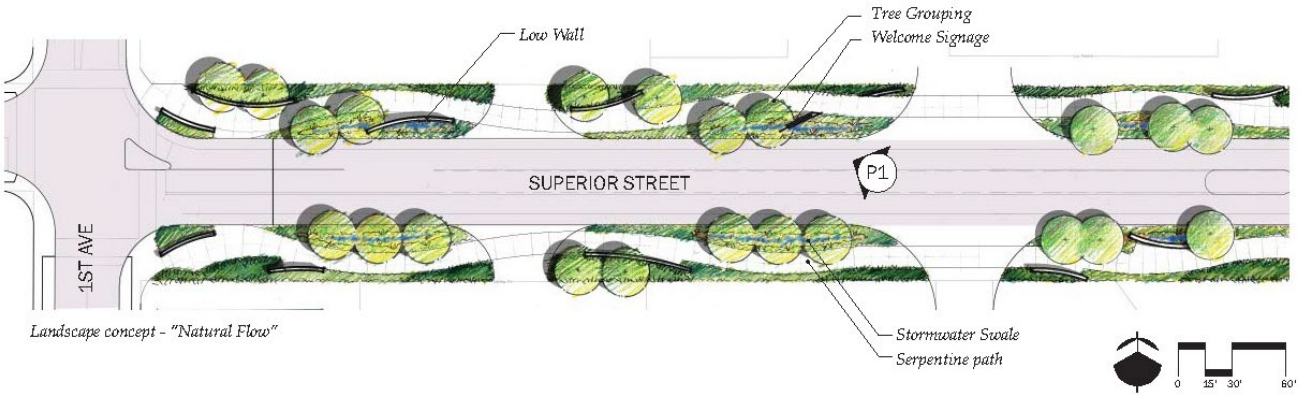


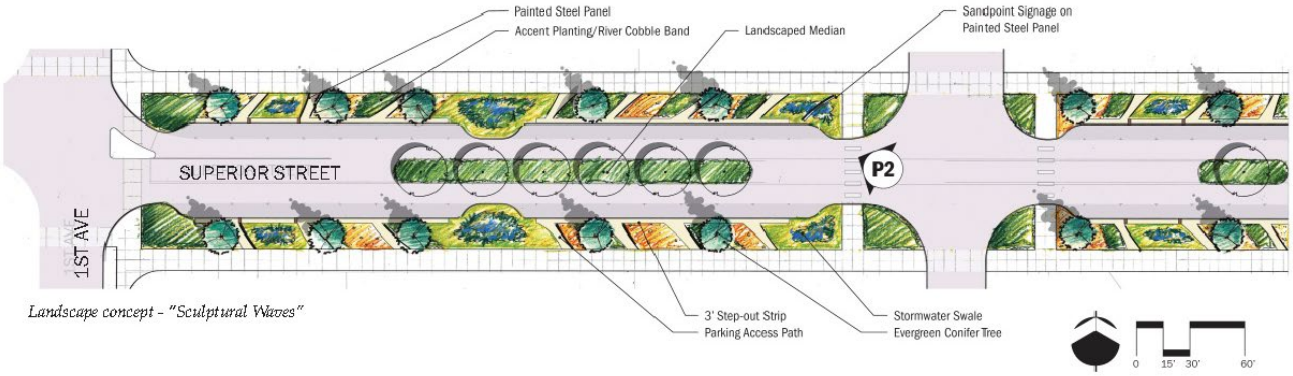
Figure 10 Mapped Locations of Crashes in Sandpoint, 2014-2018



Regional Connection 4 (RC4) - Superior Street. Preliminary design concepts for the Superior Street gateway are discussed in Section 7 of this guide.



Landscape concept - "Natural Flow"



Landscape concept - "Sculptural Waves"

Figure 11 Concepts for Superior Street from the *Downtown Streets Plan and Design Guide*

Population Trends and Projected Growth

Sandpoint's population has grown more quickly than many other comparatively sized communities across the west. Between 1990 and 2000, the statewide population in Idaho rose by approximately 28.5 percent compared to Sandpoint's 31.4 percent, and between 1970 and 2000, the City's population grew by about 65 percent.

A 2020 City report referenced an estimated 2019 population of 9,515 based on building permits and adjusted vacancy rates. Taking into consideration current development trends, including the anticipation of over 400 new housing units over the next few years, a 3.4 percent annual growth rate through 2025 is forecasted. An annual overall growth rate of 2.7 percent through 2040 is projected considering historic census data as well as recent development trends and projections. Growth will result in a demand for 3,000 new housing units between 2020 and 2040 based on an average household size of 2.3 people. At this rate, Sandpoint could reach around 16,700 residents by 2040, nearly doubling in size and significantly increasing the demands on the multimodal transportation system.

In addition to Sandpoint's growth, similar growth rates are forecasted for neighboring communities and the region overall. As noted in the US 2 Corridor Asset Management Study, investments are being made in the highway corridors in the Inland Northwest (US 2, US 95, and others) to support the growth of the region. As ITD and WSDOT make these investments, the highway corridors will become more efficient in carrying more traffic (more trips by residents, commuters, truckers, tourists, and others). This in turn will naturally generate more traffic in Sandpoint.

Given the projected growth of the region and Sandpoint, future demand on the multimodal transportation system will be expected to substantially increase and therefore, levels of service will decrease unless investments are made in continuous monitoring, transportation demand management strategies, and substantial infrastructure improvements.

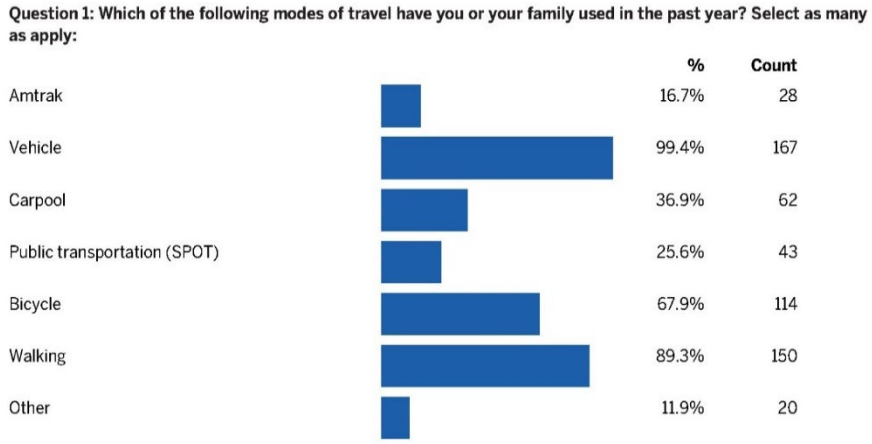
Refer to the TrendLab+ analysis later in this section for a better understanding of how future trends in transportation may affect trip-making and system demands in Sandpoint. For example, the number of people driving automated vehicles and using ride-share services is increasing in the US overall. The TrendLab+ analysis considers these and other future trends and how they may influence future transportation demand in Sandpoint.

Given the expected continued growth of Sandpoint and the Inland Northwest region as a whole, the analysis of key intersections and needed improvements in Sandpoint presented in this MTMP has assumed a 3.4 percent annual growth rate through 2025 and 2.7 percent from 2025 through 2040.

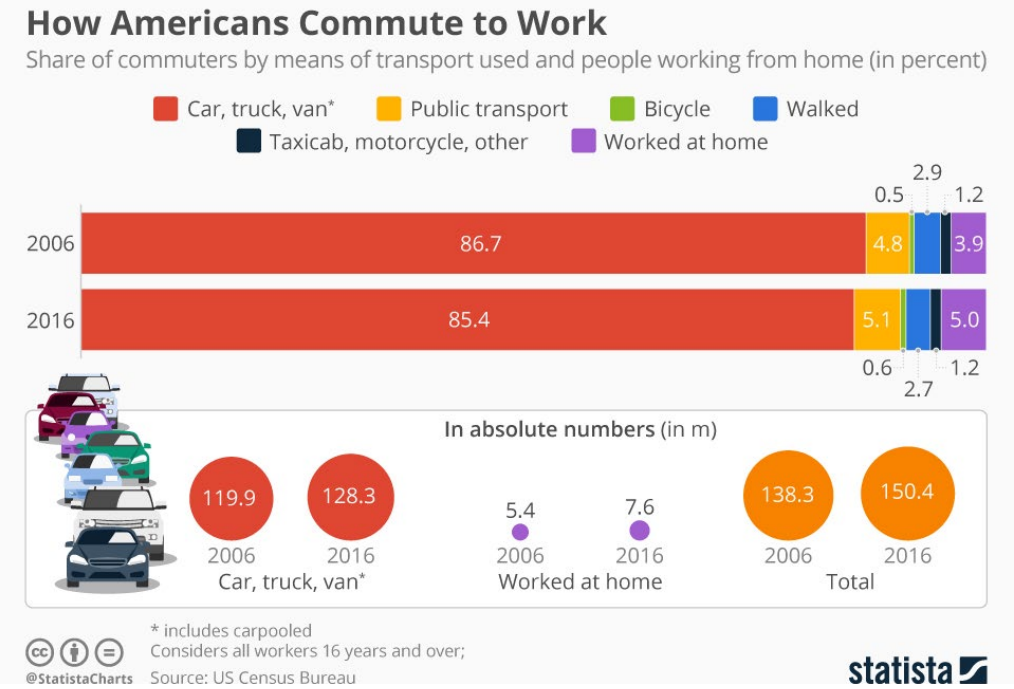
Public Survey Results

The City published a survey to gather information about issues, needs, and opportunities from the community related to the existing multimodal transportation system. The public survey received 334 respondents with 168 submitting full survey responses. The survey was open for more than two weeks (18 days) for public input in late 2019.

Some highlights of the responses are provided below. As expected, Sandpoint is a very active community with much higher levels of pedestrian and bicycle activity than typically occur in towns of its size. For example, 89.3 percent of respondents said they walk, and 67.9 percent indicated they bicycle. In addition, 99.4 percent of the respondents indicated they drive; 25.6 percent use transit (SPOT); and 16.7 percent ride passenger rail (Amtrak). These are high levels of walking, bicycling, transit, and passenger rail use compared to overall mode shares across the US.



This chart from Statista shows average mode shares for community in the US:

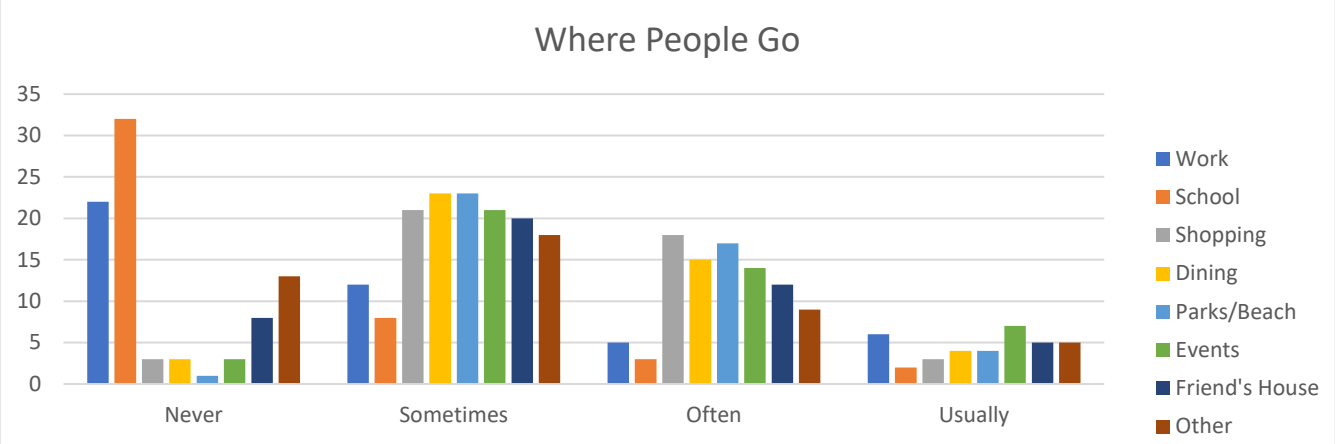


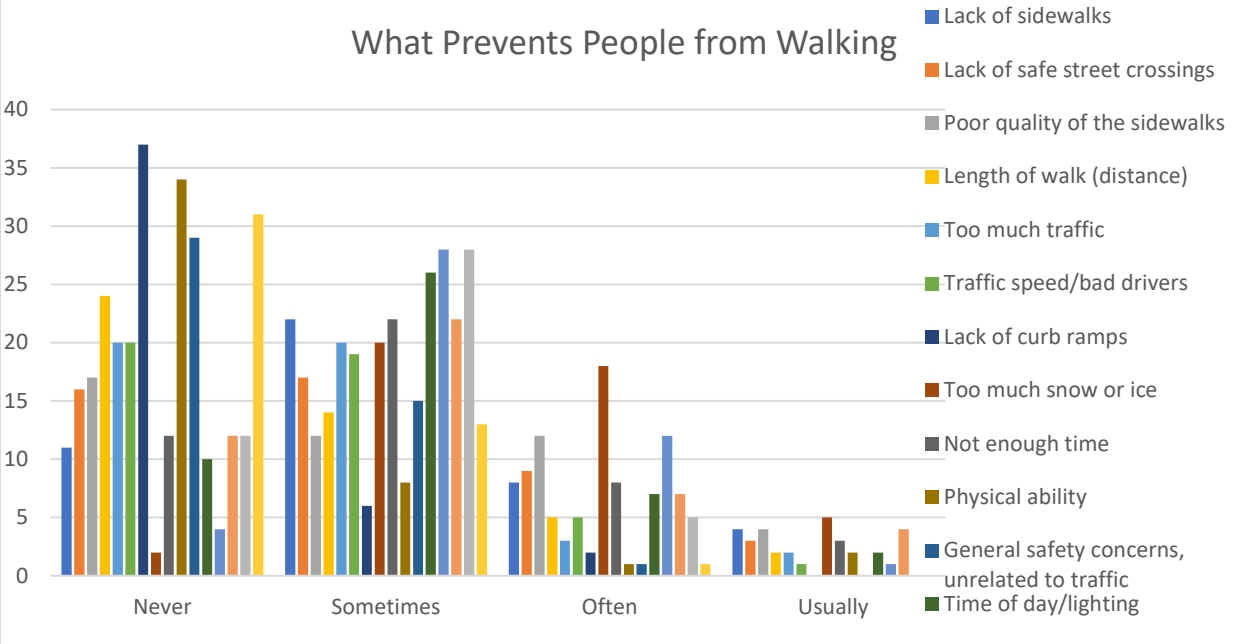
Sandpoint survey respondents also indicated the reasons why they walk, the durations of their walks, and where they travel to as pedestrians in the community. Many respondents indicated they walk to get to specific locations (for trip making). In addition, walking for exercise enjoying the outdoors also received a high number of responses.

When asked about the reasons for not walking, respondents listed reasons such as lack of sidewalks, lack of safe street crossings, poor quality of sidewalks, and too much snow or ice as some of the most common reasons.









Please identify the reasons why you choose NOT to travel by walking. Select as many as apply:

	%	Count
Lake of adequate sidewalks	41.1%	60
Lack of safe street crossings	33.6%	49
Poor quality or maintenance of sidewalks	46.6%	68
ADA accessibility	5.5%	8
Length of walk	47.9%	70
Too much snow or ice	57.5%	84
Not enough time	33.6%	49

The word diagram below shows the most mentioned destinations by survey respondents.



The results of the public survey and other community input during the planning process, along with the analysis presented below provide a strong foundation for the proposed improvements conceptualized in Section 5 and the capital improvements project list in Section 6 of this MTMP.

Analysis of Levels of Service at Intersections and Street Network

The planning team assessed key intersections and the street network in Sandpoint and reviewed the previously generated city-wide transportation demand model. The transportation demand models utilize a four-step traditional procedure to develop transportation forecasts. Those steps are:

- Trip Generation – How many trips are generated?
- Trip Distribution – Where do trips go?
- Mode Choice – What travel mode is used for each trip?
- Trip Assignment – What is the route of each trip?

The land use assumptions for the city-wide transportation demand model was last updated in 2018. The transportation demand model was generated using VISUM software. Utilizing the output data from the transportation demand model, the planning team utilized another traffic analysis tool, VISSIM, to assess the traffic operations and conditions along key roadways and at key intersections. The VISSIM software was used to analyze these key areas because of the program's ability to analyze conditions using dynamic simulation which more accurately due to complex geometries, highly congested areas, and queue spillback between intersections. In particular, Fehr & Peers analyzed traffic conditions as part of development of the MTMP, focused on traffic operations in the following areas:

- First Avenue Alternative Analysis
- Highway 2 Couplet Alternative Analysis
- Highway 2 / Pine Street Signal Alternative Analysis
- Various individual intersections

To inform the intersection Level of Service (LOS) analysis, intersection turning movement volumes were mostly taken from the travel demand model from 2018. However, additional intersection turning movement counts were collected by City staff at the following intersections for this plan:

- First Avenue / Church Street
- First St Avenue / Bridge Street
- First Avenue / Pine Street
- First Avenue / Superior Street
- Division Avenue / Pine Street

Concurrently, an analysis of origins and destinations and traffic patterns through and to/from Sandpoint was also completed and is summarized later in this section of the MTMP. All of the analyses completed then informed development of proposed design concepts presented in this section of the MTMP:

- East West Connectivity (includes First Avenue and Superior Street, Pine Street Corridor, First Avenue and Bridge Street, First Avenue and Church Street, as well as other locations in Downtown)
- Division Avenue*
- Highway 2 Corridor
- Baldy Mountain Road Extension

* A Roadway Safety Audit was conducted for Division Avenue through a separate process led by Fehr & Peers, and the outcomes from the audit are summarized later in this section of the MTMP.

Intersection Level of Service Analysis—Methodology

Intersection Level of Service (LOS) was measured using VISSIM, a traffic simulation modeling software. LOS is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst.

The overall average LOS and associated delay is reported for signalized intersections and roundabouts; while the worst movement LOS and associated delay is reported at unsignalized intersections. Table 2 provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for unsignalized intersections.

The Highway Capacity Manual 6th Edition (HCM 6) methodology was used in this study to remain consistent with "state-of-the-practice" professional standards.

First Avenue Alternatives Analysis

In the summer season, there are high numbers of visitors that travel within the city, both on foot/bicycle and in vehicles. Traffic on First Avenue particularly increases due to tourist traffic in the core of downtown and the recreational traffic going to/from the beach area. This study analyzed the following alternatives on First Avenue and compared to current conditions:

- Signal control at Church Street and Bridge Street
  - A pedestrian scramble phase was added to accommodate for pedestrians crossing First Avenue.
  - Right turns on red (RTOR) were prohibited from Church Street and Bridge Street to improve safety for the pedestrians.
  - The signal phases for Church Street and Bridge Street were modeled as split phase to avoid

conflicting movements due to the unaligned streets.

- Signal control at Church Street and Bridge Street with RTOR allowed.
    - RTOR from Church Street and Bridge Street were allowed during the signal cycle, except for when the pedestrian scramble phase was activated.
- Signal control at Church Street and Bridge Street with restricted left-turns onto First Avenue.
- Signal control at Church Street and Bridge Street with no pedestrian scramble phase.
- Closure of First Avenue between Church Street and Bridge Street to vehicular traffic.
    - Vehicles will be free-flow at both Church Street and Bridge Street but will yield to pedestrians.

Existing and future 2040 conditions were analyzed for the Saturday peak hour. The existing and future intersection LOS results are presented in Table 3 and Table 4, respectively. As shown in Table 3, the First Avenue / Church Street and First Avenue / Bridge Street intersections currently operate at LOS F. This is due to the stop-controlled side-street movements experiencing delays turning onto First Avenue. The vehicles yielding to the high number of pedestrians in the crosswalks also experience delay.

The signal alternative with restricted left-turns out for Church Street and Bridge Street seems to provide the most benefit for both vehicles while also providing safe and efficient crossings for the pedestrians. In all alternatives where Church Street and Bridge Street are controlled by a signal, the intersection at First Avenue / Pine Street is impacted with added delays. This is due to northbound queues at the new signal spilling back into the First Avenue / Pine Street intersection. Out of all alternatives, the closure of First Avenue between Church Street and Bridge Street provides the most benefit for vehicular delay and pedestrian crossings.

Table 2 Level of Service Descriptions

LOS	Description	Signalized Intersections and Roundabouts	Unsignalized Intersections
		Avg. Delay (sec/veh)[1]	Avg. Delay (sec/veh)[2]
A	*Free Flow / Insignificant Delay* Extremely favorable progression. Individual users are virtually unaffected by others in the traffic stream.	< 10.0	< 10.0
B	*Stable Operations / Minimum Delays* Good progression. The presence of other users in the traffic stream becomes noticeable.	> 10.0 to 20.0	> 10.0 to 15.0
C	*Stable Operations / Acceptable Delays* Fair progression. The operation of individual users is affected by interactions with others in the traffic stream	> 20.0 to 35.0	> 15.0 to 25.0
D	*Approaching Unstable Flows / Tolerable Delays* Marginal progression. Operating conditions are noticeably more constrained.	> 35.0 to 55.0	> 25.0 to 35.0
E	*Unstable Operations / Significant Delays Can Occur* Poor progression. Operating conditions are at or near capacity.	> 55.0 to 80.0	> 35.0 to 50.0
F	*Forced, Unpredictable Flows / Excessive Delays* Unacceptable progression with forced or breakdown of operating conditions.	> 80.0	> 50.0

1. Overall intersection LOS and average delay (seconds/vehicle) for all approaches.
2. Worst approach LOS and delay (seconds/vehicle) only.

Source: Fehr & Peers descriptions, based on *Highway Capacity Manual 6th Edition*.

Table 3 Existing Saturday Volumes Level of Service Results Summary

	Intersection	Period	No Build	Alt - Signal	Alt – Signal with RTOR	Alt – Signal with Restricted LT	Alt – Signal with no ped scramble	Alt – Blockage
			LOS & Delay (Sec/Veh)[1]	LOS & Delay (Sec/Veh)[1]	LOS & Delay (Sec/Veh)[1]	LOS & Delay (Sec/Veh)[1]	LOS & Delay (Sec/Veh)[1]	LOS & Delay (Sec/Veh)[1]
1	First Ave / Church St	Sat	52 / F	57 / E[2]	34 / C[2]	38 / D[2]	47 / D[2]	9 / A
2	First Ave / Bridge St	Sat	56 / F					12 / B
3	First Ave / Pine St	Sat	17 / C	51 / F	30 / D	38 / E	102 / F	24 / C
	Network Pedestrian Delay (sec/ped)							
			5	43	40	30	37	5

1. Worst movement LOS and delay reported for two-way stop-controlled intersections, overall LOS and delay reported for signalized and all-way stop-controlled intersections.
2. The delay and LOS results for First Ave / Church St and First Ave / Bridge St are reported as one intersection for the alternatives with a traffic signal – this is because these two intersections would function as one signalized intersection in order to function properly given their close proximity to one another.

Source: Fehr & Peers

Table 4 Future Saturday Volumes Level of Service Results Summary (With Various Alternatives Analyzed)

	Intersection	Period	No Build	Alt - Signal	Alt – Signal with RTOR	Alt – Signal with Restricted LT	Alt – Signal with no ped scramble	Alt – Blockage
			LOS & Delay (Sec/Veh)[1]	LOS & Delay (Sec/Veh)[1]	LOS & Delay (Sec/Veh)[1]	LOS & Delay (Sec/Veh)[1]	LOS & Delay (Sec/Veh)[1]	LOS & Delay (Sec/Veh)[1]
1	First Ave / Church St	Sat	412 / F	118 / F[2]	57 / E[2]	67 / E[2]	122 / F[2]	9 / A
2	First Ave / Bridge St	Sat	184 / F					13 / B
3	First Ave / Pine St	Sat	44 / E	67 / F	56 / F	50 / E	141 / F	59 / F
	Network Pedestrian Delay (sec/ped)							
			5	42	41	29	37	5

1. Worst movement LOS and delay reported for two-way stop-controlled intersections, overall LOS and delay reported for signalized and all-way stop-controlled intersections.
2. The delay and LOS results for First Ave / Church St and First Ave / Bridge St are reported as one intersection for the alternatives with a traffic signal – this is because these two intersections would function as one signalized intersection in order to function properly given their close proximity to one another.

Source: Fehr & Peers

Highway 2 Couplet Analysis

The purpose of this analysis is to simulate traffic conditions with Highway 2 couplet alternative, which proposes US-2 to be converted to a couplet road. The following assumptions were made for this analysis:

- First Avenue was assumed to be closed between Church Street and Bridge Street, as analyzed previously. Volumes were distributed onto Church Street or Pine Street.
- Pine Street was assumed to be converted to a two-way street between First Avenue and US-2.
- The US-2 couplet was assumed to have two travel lanes in each direction.
- The US-2 / Church Street was converted from a signalized intersection to a side-street stop-controlled intersection with stop-controls on Church Street.
- Weekday PM peak conditions for existing and future were analyzed.

The intersection LOS results for the couplet alternative are presented in Table 5. As shown in Table 5, the US-2 NB / Church Street and US-2 SB / Church Street intersections both operate at LOS F with existing traffic volumes. This is due to the side-street stop-controlled vehicles having difficulty finding gaps in the US-2 traffic turning onto US-2 or crossing US-2. With future volumes, the delays on Church Street are aggravated, causing queues to back up into upstream intersections such as First Avenue / Church Street, which also experiences heavy delays as shown in Table 5.

A modified couplet alternative was tested by adding a signal control to the newly full-access at the US-2 and Pine Street intersection. The intersection LOS results for the modified couplet alternative are presented in Table 6, and as shown, the added signal at the US-2 / Pine Street intersection shows not just improvements to traffic operations at the US-2 / Pine Street intersection itself, but to the downstream intersection at US-2 NB / Church Street intersection. The signal meters the traffic on US-2, providing more gaps in traffic for the vehicles on Church Street to turn onto US-2 or cross US-2. The side-street stop-controlled movements on Church Street still experience heavy delays with future volumes. However, the congestion does not cause queues to spill back into First Avenue on Church Street.

Table 5 US-2 Couplet Alternative Weekday PM Peak Level of Service Results Summary

	Intersection	Period	Existing	Future
			LOS & Delay (Sec/Veh)[1]	LOS & Delay (Sec/Veh)[1]
1	First Ave / Church St	PM	7 / A	367 / F
2	First Ave / Bridge St	PM	9 / A	9 / A
3	First Ave / Pine St	PM	10 / B	57 / E
4	First Ave / Superior St	PM	36 / E	34 / D
5	US-2 NB / Church St	PM	77 / F	423 / F
8	US-2 SB / Church St	PM	56 / F	63 / F
9	US-2 NB / Pine St	PM	10 / B	55 / F
10	US-2 NB / US-2 SB	PM	1 / A	7 / A

1. Worst movement LOS and delay reported for two-way stop-controlled intersections, overall LOS and delay reported for signalized and all-way stop-controlled intersections.

Source: Fehr & Peers

Table 6 US-2 Couplet Modified Alt Weekday PM Peak Level of Service Results Summary

	Intersection	Period	Existing	Future
			LOS & Delay (Sec/Veh)[1]	LOS & Delay (Sec/Veh)[1]
1	First Ave / Church St	PM	7 / A	7 / A
2	First Ave / Bridge St	PM	9 / A	9 / A
3	First Ave / Pine St	PM	10 / B	58 / E
4	First Ave / Superior St	PM	38 / E	26 / D
5	US-2 NB / Church St	PM	13 / B	274 / F
8	US-2 SB / Church St	PM	15 / C	64 / F
9	US-2 NB / Pine St	PM	11 / B	52 / D
10	US-2 NB / US-2 SB	PM	1 / A	20 / C

1. Worst movement LOS and delay reported for two-way stop-controlled intersections, overall LOS and delay reported for signalized and all-way stop-controlled intersections.

Source: Fehr & Peers

US-2 / Pine Street Signal Alternative Analysis

The purpose of this analysis is to simulate traffic conditions with a conversion of the US-2 / Pine Street intersection to a full access, signalized intersection, and also converting the US-2 / Church Street intersection from a signal to a side-street stop-controlled intersection. For this analysis, the couplet alternative was not assumed, and US-2 was modeled as its current geometry. Weekday PM peak hour traffic conditions for existing and future traffic volumes were analyzed for this study.

Intersection LOS results showing comparisons of background conditions and alternative conditions for existing and future volumes are presented in Table 7, and as shown, the intersections on US-2 still operate at acceptable LOS with the changes to signal locations.

Table 7 Weekday PM Peak Level of Service Results Summary

	Intersection	Period	Existing	Future	Existing – Alt	Future - Alt
			LOS & Delay (Sec/Veh)[1]	LOS & Delay (Sec/Veh)[1]	LOS & Delay (Sec/Veh)[1]	LOS & Delay (Sec/Veh)[1]
1	First Ave / Church St	PM	6 / A	8 / A	7 / A	8 / A
2	First Ave / Bridge St	PM	11 / B	13 / B	11 / B	12 / B
3	First Ave / Pine St	PM	12 / B	20 / C	12 / B	19 / C
4	First Ave / Superior St	PM	26 / D	46 / E	32 / D	70 / F
5	US-2 / Church St	PM	20 / B	36 / D	9 / A	12 / B
6	Division Ave / Pine St	PM	14 / B	24 / C	14 / B	24 / C
7	Boyer Ave / Schweitzer Cutoff Rd	PM	10 / B	11 / B	10 / B	11 / B
8	US-2 / Pine St	PM	1 / A	2 / A	10 / B	11 / B

1. Worst movement LOS and delay reported for two-way stop-controlled intersections, overall LOS and delay reported for signalized and all-way stop-controlled intersections.

Source: Fehr & Peers

Origins and Destinations Analysis

Fehr & Peers analyzed data on travel patterns within, to, from, and through Sandpoint, Idaho from provider StreetLight based on mobile device data collected from January through December of 2019. Two primary analyses were conducted. The first analyzed the geographic distribution of trips beginning and ending in Sandpoint in order to understand where external trips begin and end. The second considered key gateway corridors into and out of Sandpoint, in order to assess the share of internal-internal, internal-external, and external-external (or pass-through) trips using major roadways. Within this analysis, the number of trips using Fifth Avenue through downtown Sandpoint was also tracked, in order to understand the relative contribution of pass-through trips to traffic volumes at this location. Key conclusions of the analysis include:

- Only 5 percent of trips to and/or from Sandpoint begin or end outside of Bonner County.
- Fully internal trips comprised 33 percent of the sample, internal to external trips (or vice versa) comprised 48 percent, and pass-through trips comprised the remaining 19 percent.
- The most common path for pass-through trips is from US-95 (via the Sandpoint Bay Bridge) to US-2/US-95 North, or vice-versa; this route accounts for almost 60 percent of all pass-through trips
- Focusing on Fifth Avenue through downtown Sandpoint:
  - 11 percent of all trips in the sample go through Fifth Avenue (between Pine and Church Streets)
  - Of these trips, approximately 16 percent of trips on Fifth Avenue are pass-through trips, with the remaining 84 percent having at least one trip end in Sandpoint
- Of all passthrough trips that go through Sandpoint, approximately 11 percent take a route that includes Fifth Avenue

Regional Distribution of Trips

StreetLight trip data was gathered for all measured trips beginning and/or ending within Sandpoint in 2019, within an overall study area including Bonner county and adjacent counties in Idaho, Washington, and Montana. This data is based on anonymized mobile device signatures using location-based services. A total sample size of approximately 50,800 trips is included in this dataset.

A large majority of recorded trips—nearly 95 percent—beginning or ending in Sandpoint have their other trip end somewhere within Bonner County. Approximately 3 percent begin or end in Kootenai County to the south, with smaller

fractions originated or terminating in other neighboring counties. Detailed statistics on the distribution of trips are shown in Table 8 at the county level and mapped in Figure 12 at the Census Block Group level. (Note that points representing trip activity are distributed randomly within Census Block geographies and should not be interpreted as exact locations.)

Table 8 Trip Ends by County

Sandpoint Trip Ends by County		
Bonner	48,128	94.7%
Boundary	493	1.0%
Kootenai	1,417	2.8%
Pend Oreille	157	0.3%
Sanders	17	0.0%
Spokane	598	1.2%
Total	50,810	100.0%

These results show that a large majority of vehicle trips occurring in Sandpoint are either entirely local (within Sandpoint) or occur to and from nearby destinations within Bonner County, such as Dover, Sagle, Ponderay, and Kootenai. The only other significant sources of trip-making to and from Sandpoint are the Coeur D'Alene metro area and, to a lesser extent, the Bonners Ferry and Spokane regions.

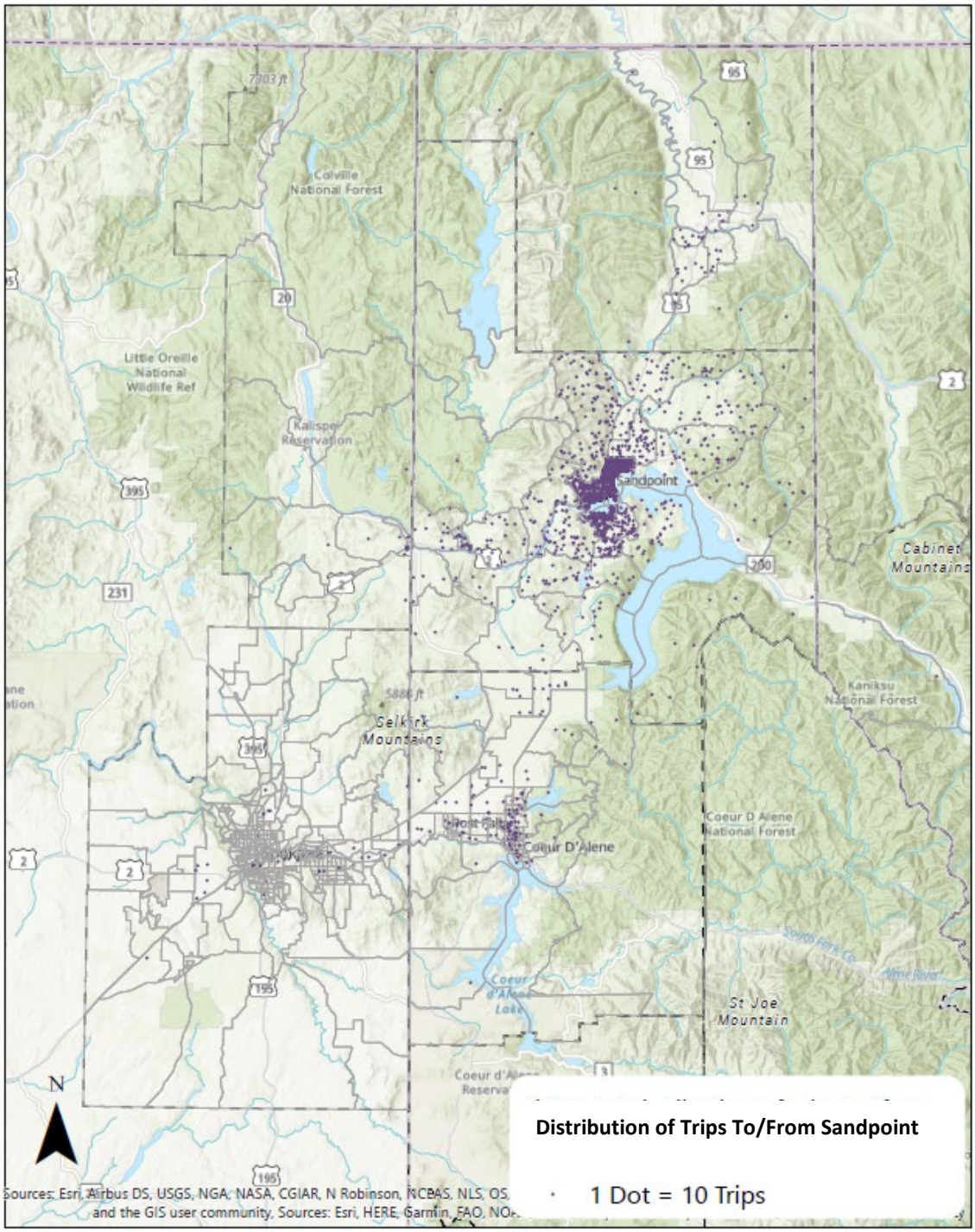
Gateway Corridors and Fifth Avenue Pass-Through Analysis

As with the regional travel patterns discussed above, StreetLight data was gathered for trips to and through several major roads providing regional access in and out of Sandpoint, including:

- ID-200 (northeast towards Ponderay)
- North Boyer Avenue (north towards Bronx)
- US-2 North (towards Bonner's Ferry)
- US-2 South (towards Dover)
- US-95 South (across Sandpoint Bay Bridge)

In addition, all internal trips within Sandpoint were captured in the sample. Analyses were also run with and without a 'middle filter' zone on Fifth Avenue (between Oak Street and Church Street). The total sample included data on approximate 41,500 trips in 2019.

Overall, a third (33.1 percent) of all trips were purely internal (e.g. began and ended within Sandpoint).



Note: trip ends depicted reflect densities of activity within Census Block Groups and do not reflect precise locations of trip ends.

Figure 12 Distribution of Trips to/from Sandpoint

In addition, nearly half of trips (47.6 percent) either began or ended in Sandpoint, reflecting activities such as commuting from outlying areas to jobs and/or shopping within Sandpoint, travelers visiting amenities within Sandpoint, or Sandpoint residents traveling to and from external destinations. The remaining fifth of trips (19.3 percent) are pass-throughs—that is, trips that do not stop in Sandpoint but instead proceed through the community from an external origin to an external destination. While these trips reflect less than a fifth of trips in the sample, they comprise a larger percentage of each gateway's traffic, since an external-to-internal trip passes through only one gateway, whereas a pass-through trip will be recorded at two gateways. The number of pass-through trips at key gateways range from 31 percent (ID 200) to 59 percent (North Boyer Road). Shares of overall trips and pass-through trips at each gateway are shown in Figure 13, while origin and destination travel patterns are shown in Table 9.

Examining patterns of trip-making to and from each gateway location, the most prevalent pass-through trip pattern is between US-95 (Sandpoint Bay Bridge) and US-2 North, accounting for almost half of all pass-through trips. Trips between US-95 (Sandpoint Bay Bridge) and ID-200 accounted for an additional 16 percent of pass-through trips, with various other combinations of gateways making up the balance of pass-through trip patterns.

Table 9 Origins and Destinations by Gateway

Sandpoint Origin/Destination Analysis: All Trip Ends (2019 StreetLight Data)

		North			South		Internal
		ID-200	North Boyer Road	US-2 North	US-2 South	US-95	Sandpoint
North	ID-200	-	0.1%	0.4%	0.4%	1.5%	4.9%
	North Boyer Road	0.1%	-	0.9%	0.1%	0.5%	1.0%
	US-2 North	0.3%	0.7%	-	0.8%	4.7%	8.3%
South	US-2 South	0.4%	0.1%	0.7%	-	0.5%	2.4%
	US-95	1.5%	0.5%	4.7%	0.4%	-	6.8%
Internal	Sandpoint	5.6%	1.0%	7.9%	2.6%	7.0%	33.1%

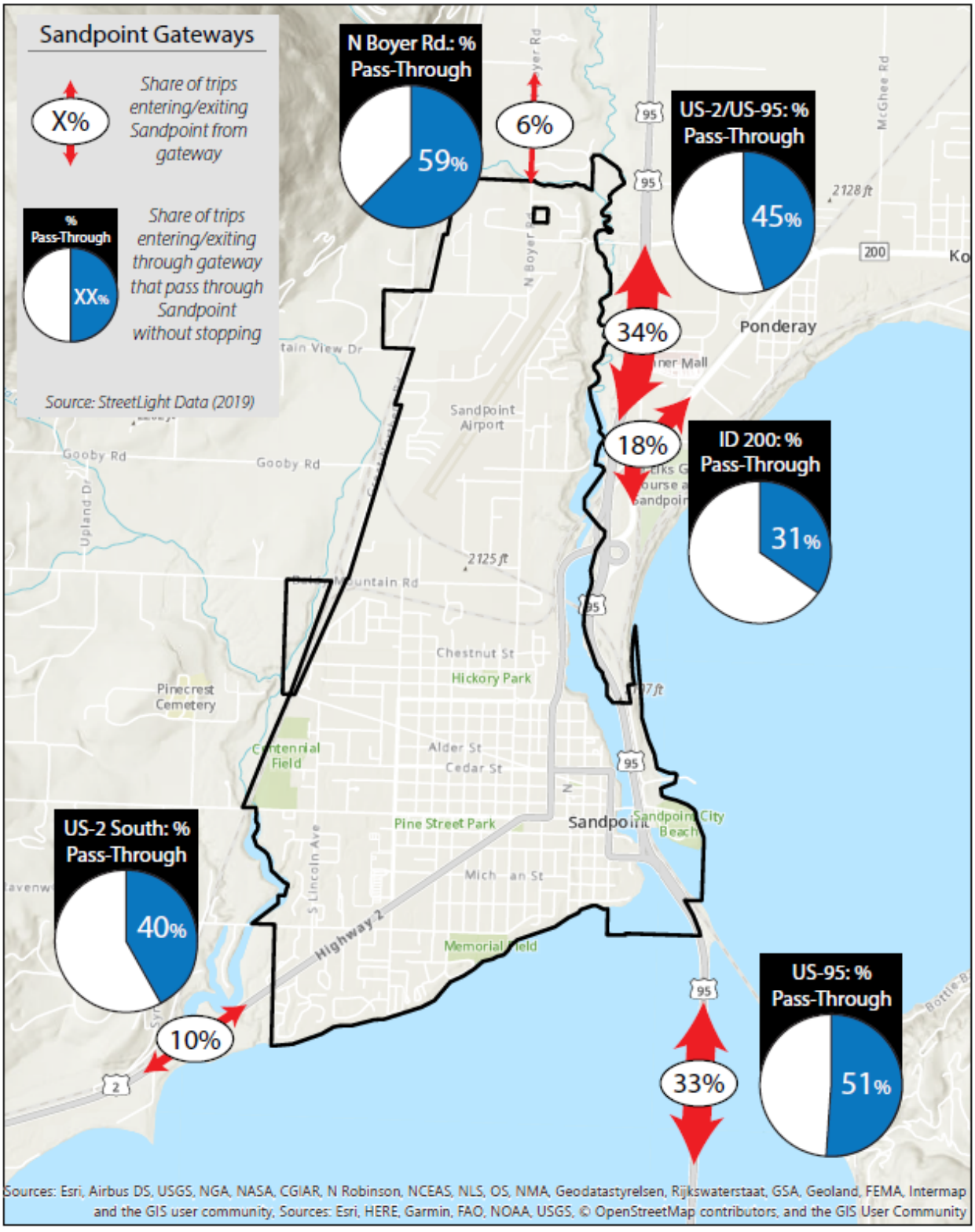


Figure 13 Share of Trips and Pass-Through Trips by Gateway

A subset of approximately 4,700 trips in this dataset passed through Fifth Avenue in downtown Sandpoint, representing approximately 11 percent of all trips. Of these trips, approximately 26 percent were entirely internal; 58 percent were internal to external or vice versa; and 16 percent were pass-through trips. Conversely, approximately 11 percent of all pass-through trips through Sandpoint use Fifth Avenue. In combination, these statistics indicate that pass-through trips do not make up a disproportionate share of Fifth Avenue traffic. While diverting some of these pass-through trips may marginally reduce traffic on Fifth Avenue, it does not represent a large share of total volumes served on this road.

TrendLab+ Analysis—Summary of Results

Understanding transportation trends and forecasting how these trends may influence future travel choices and the amount of trip making in a community is a critical part of developing a future land use-transportation vision and identify future transportation projects and policies. To understand how a future Sandpoint will travel, Fehr & Peers facilitated a TrendLab+ workshop on January 30, 2020 with the City's management team and other stakeholders to consider how changing trends may affect future travel patterns and needs. TrendLab+ was specifically designed to provide additional insight about future transportation trends that could be strongly influenced by demographic, social, and economic forces that are not typically included in a transportation analysis.

Interestingly, this workshop occurred before the COVID-19 pandemic significantly changed the way people travel and patterns of commuting across the globe. While overall, the TrendLab+ workshop results showed a predicted moderate reduction in the amount of vehicle miles traveled (VMT) in Sandpoint. If this workshop had occurred later during the Pandemic or even this year, it may be that the prediction would show an even higher reduction in VMT because more people are working remotely.

The workshop allowed the project team and other stakeholders to explore in detail the various issues (known and unknown) that may influence travel in the future; and the TrendLab+ tool exercise provides team members to consider the degree to which these various factors may interact or influence one another. TrendLab+ was specifically designed to provide additional insight about future transportation trends that could be strongly influenced by demographic, social, and economic forces that are not typically included in a transportation analysis.

The workshop enabled discussion about a range of possible future scenarios and alternatives. This document first explains how the TrendLab+ tool was modified for Sandpoint and then shows how the 12 participants in the workshop voted.

The standard 13 factors in the original TrendLab+ tool were adjusted to specifically consider the demographics, economy, infrastructure, technological advances, and land use in Sandpoint. Five factors from the standard TrendLab+ tool carried over to the Sandpoint tool: private vehicle ownership, social networking, goods and service delivery, shared mobility, and autonomous vehicles (AV). Goods and service delivery was modified to have the trend options as an increase to a moderate extent, an increase to an aggressive extent, or stay consistent with current conditions. A direct relationship between goods and service delivery and vehicle miles traveled (VMT) per capita was assumed based on the increasing emergence of same-day delivery, small order type service. For AVs, the trend options were modified to reflect how AVs would be owned and operated in Sandpoint. Shared fleet ownership assumed a decrease in VMT, private ownership assumed an increase in VMT, and a hybrid between the two had a net neutral effect on VMT.

Labor force participation and driving age population are included in the standard TrendLab+ tool. For Sandpoint, these demographics were modified to focus on the proportion of retirees. Additionally, economic and land use related trends were modified from the standard tool.
The Sandpoint Trendlab+ tool considers First/Last Mile strategies, and transportation demand management (TDM) strategies as separate factors instead of the standard "non-auto modes options." Each of these factors can either trend to the status quo with minimal build out or implementation, be implemented moderately, or be implemented aggressively. Each of these factors maintains an inverse relationship with VMT per capita.

Individual Trends: Definitions, Descriptions, and Summary of Results

The following includes the definition and description of each factor used in the Sandpoint TrendLab+ tool, as provided to the workshop participants. The wording for the polling question and possible answers are included below, as well as the percentage breakdown for how the 12 participants voted.

Private Vehicle Ownership

Definition: Percent of the population that owns a private vehicle

Trend up (more private ownership): If the ease of and cost-effectiveness of owning and using a private vehicle increases, private vehicle ownership will increase and VMT will follow. Boomers had previously flocked to cities but once they began forming families, they moved to suburbs in search of good schools and backyards and as a result, owned private vehicles as a primary mode of transportation. If the millennial generation similarly moves to less dense parts of Sandpoint, vehicle ownership and VMT will be on the rise.

Trend down (less private ownership): Millennials are setting a new social and environmental agenda focused on urban living and are foregoing car ownership. New shared vehicle fleets and transportation options, such as car sharing and ride sharing, make reduced vehicle ownership possible and convenient and potentially decrease overall VMT.

Existing Vehicle Use and Ownership

▪ People primarily walk, bike, or use transit to get around. Vehicle use for regularly occurring trips is uncommon.	8%
▪ **Multi-modal options are robust and there is a strong transit presence. People own and use private vehicles but make some trips by other modes.**	**83%**
▪ Most people rely on a vehicle for most trips. Some trips are made by walking, biking, or transit, but those are exceptions	8%
▪ Trips are very difficult to make without a vehicle. Therefore, people are highly vehicle depend and nearly all trips are vehicle trips	0%

Densification/Mixed-Use

Definition: The extent to which land use types are mixed and the density of buildings per land area—with mixed use development organized around neighborhood centers and town centers, a reduction in overall vehicle miles traveled and the number of trips made by vehicle can be assumed. In areas with a high level of transit service, this reduction may be even greater.

Research consistently shows that neighborhoods that mix land uses, make walking safe and convenient, and are near other development (grocery, schools, parks, community facilities, etc.) allow residents and workers to drive significantly less if they choose. In the most centrally located, well-designed neighborhoods, research has shown residents may drive up to 50 percent less than residents of outlying areas (*Litman, Todd, and Rowan Steele. Land Use Impacts on Transport: How Land Use Factors Affect Travel Behavior (PDF)*).

Trend up (modest increase): Moderate increase in the densification and mix of land use in Sandpoint, with moderate implementation of the planned developments, will result in some reduction in VMT.

How do you expect land use patterns to change by 2045?

▪ Highly significant increases in population density and primarily dense, mixed use development	0%
▪ **Noticeable population density increase and emphasis on dense, mixed use development**	**100%**
▪ Population density and mixed-use development is increasing but not in noticeably impactful ways	0%
▪ Population density and land use development is not changing significantly	0%
▪ Population density has decreased, and land use development is not changing significantly	0%
▪ Highly significant increases in population density and primarily dense, mixed use development	0%

VMT Caused by Autonomous Vehicles (AVs)

Definition: The way next-generation autonomous vehicles are owned and operated will impact how they affect VMT

VMT trends down (shared AV fleets): This potential scenario falls in line with the trend of Transportation-as-a-Service. Transportation could be provided through privately or publicly owned and operated fleets, where users are subscribers. In a shared ownership model, VMT could be reduced if rides are shared and pooled. Ride sharing algorithms could provide effective trip sharing and chaining. A subscription-based, shared fleet model could result in drivers thinking more about the cost of rides and potentially result in fewer trips or the use of alternative modes.

VMT stays level (hybrid ownership model): In a hybrid-ownership model, Sandpoint's use of AVs is split between private ownership and Transportation-as-a-Service. This will likely maintain the current VMT trends, as any reductions in VMT through the shared model will be negated by increases in VMT as a result of privately owned vehicles.

VMT trends up (privately owned AVs): If people use their own private AVs, VMT will increase. Private vehicle ownership is the current predominant model, except that the operating characteristics of AVs reduce travel stress and offer the freedom to multi-task. This reduces the perceived travel time cost and stress, resulting in longer and more frequent trips. The increase in VMT would be even greater under full-autonomy, where

travelers, including the elderly children, and disabled, do not need to be licensed drivers to use the vehicle. Additionally, the potential for zero occupancy vehicles (as an alternative to parking) will also increase VMT in this model.

What do you expect the future of vehicle technology, ownership, and use to look like in 2045?

▪ 100% AV, Private, Few Restrictions	0%
▪ 100% AV, Shared, Regulated	0%
▪ 50% AV, Private, Few Restrictions	17%
▪ **50% AV, Shared, Regulated**	**58%**
▪ 0% AV, Private, Close to Status Quo	25%
▪ 0% AV, Increase in Shared, Vehicles Regulated	0%
▪ 100% AV, Private, Few Restrictions	0%

Bicycle and Pedestrian Environment

Definition: The degree to which Sandpoint implements multimodal bicycle and pedestrian facilities

Trend up (moderate implementation): Half of the designated Bicycle and pedestrian facilities are implemented with aggressive facilities and services for bicyclists, pedestrians, and transit riders. Alternatively, this scenario could occur if moderate improvements are implemented on all bicycle and pedestrian facilities. This represents a moderate appetite from residents and decision-makers to undergo tradeoffs for drivers in exchange for the highest level of comfort and service for bicyclists, pedestrians, and transit riders.

Trend up (aggressive implementation): This trend would occur if all of the designated bicycle and pedestrian facilities are implemented with aggressive facilities and services for bicyclists, pedestrians, and transit riders. This will occur only if there are political champions and community members that have a strong appetite for ambitious bicycle and pedestrian plans and implementation of both the necessary land use and transportation components.

What do you expect the bicycle and pedestrian environment to look like in 2045?

▪ Generally, much more comfortable to bike or walk most places	40%
▪ **Generally, more comfortable to bike or walk most places**	**50%**
▪ About the same	10%
▪ Generally, much less comfortable to bike or walk most places	0%

Transit Service

Definition: The extent of transit service in Sandpoint

Trend up (moderately): Transit service increases frequency, extends schedules, increases number of routes, etc. Commuter and key destination travel are impacted and encouraged to take transit rather than personal vehicles.

Trend up (aggressively): Significant increase in service and frequency, extending schedules, increasing number of routes, etc. Commuter and key destination travel are slightly impacted and encouraged to take transit rather than personal vehicles.

What do you expect will happen with transit service between now and 2045?

▪ Significant improvements in convenience, efficiency, and reliability of transit	36%
▪ **General improvements in convenience, efficiency, and reliability of transit**	**64%**
▪ About the same	0%
▪ Decrease in convenience, efficiency, and reliability of transit	0%

First /Last Mile Strategies

Definition: The number of corridors and extent of implementation of first/last mile strategies

Trend up (moderate implementation): Moderate improvements to pedestrian and bicycle connections, transit passenger amenities, and access to trip-end mobility services are implemented. Access to shared mobility options can increase the feasibility of relying on non-vehicular modes of travel. This will require availability of capital funds.

Trend up (aggressive implementation): This trend would occur if all of the SPOT plans are implanted in addition to the appropriate improvements to pedestrian and bicycle connections, transit passenger amenities, and access to trip-end mobility services. An increase in capital funds will be necessary for this scenario. For aggressive implementation, a strong community and political desire for these transportation options must exist to allow for the tradeoffs necessary for dedicated running way.

How do you expect first/last mile, bikeshare, and shared micro-mobility to evolve by 2045?

▪ Significantly more prevalent and accessible options	17%
▪ **Generally, more prevalent and accessible options**	**67%**
▪ About the same	17%
▪ Generally, less prevalent and accessible options	0%

Transportation Demand Management (TDM) Strategies

Definition: The degree to which Sandpoint adopts and mandates TDM strategies that are used by residents and employees

Trend up (increase but not mandated): An increasing number of TDM strategies are offered, but not mandated. TDM strategies are implemented to a moderate degree. Even if robust TDM strategies exist, if they are only utilized moderately, the effect on VMT will be limited.

Trend stays level (investment and mandates stay the same as today): TDM strategies are implemented to the level they are today – not widely used by residents, employers, and employees in Sandpoint, but available for use. VMT likely to stay level.

How do you expect Transportation Demand Management (TDM) to evolve by 2045?

▪ Aggressive increase in TDM investment and impact	0%
▪ **Moderate increase in TDM investment and impact**	**67%**
▪ TDM investment and impact is the same as existing	33%
▪ Decrease in TDM investment	0%

Proportion of Retirees

Definition: Percent of the population no longer working or looking for work

Trend up (higher proportion of retirees): As the Baby Boomer population is aging, they are entering retirement age at an increasing rate. Sandpoint is also becoming a retirement destination. When the proportion of retirees increases, the percent of the population commuting decreases. Baby Boomers, as a cohort, also drive less than the generation prior.

How do you expect the retiree participation rate to change between now and 2045?

▪ Aggressive increase	33%
▪ **Moderate increase**	**42%**
▪ About the same	17%
▪ Moderate decrease	8%
▪ Aggressive decrease	0%

Proportion of Driving Age Population

Definition: Percent of the population that is of driving age

Trend down (lower proportion of driving-aged people): The population in Sandpoint is shifting away from driving-aged residents and more towards populations that tend to have non-auto modes of transportation, not own a car, and/or make shorter trips. The proportion of driving-aged people in Sandpoint could also decrease if rising housing costs in Sandpoint forces younger people to live outside of Sandpoint.

Trend up (moderate increase or stay the same in proportion of driving-aged people): Sandpoint sees a moderate increase (or about the same as today) by driving-aged students. This population can independently create VMT. Driving-aged people in Sandpoint are assumed to create VMT and rely more heavily on vehicles.

How do you expect the driving age population to change between now and 2045?

▪ Aggressive increase	0%
▪ Moderate increase	17%
▪ About the same	33%
▪ **Moderate decrease**	**50%**
▪ Aggressive decrease	0%

Household Income

Definition: The degree to which the economy grows, adjusting for inflation

Trend up: A possible trend up scenario is that incomes in Sandpoint maintains a steady growth that allows people to choose to live in places that minimize travel distances and offer viable alternative transportation options to driving.

Adjusting for inflation, how do you expect the median household income to change between now and 2045?

▪ Aggressive increase	0%
▪ **Moderate increase**	**58%**
▪ About the same	42%
▪ Moderate decrease	0%
▪ Aggressive decrease	0%

Goods & Services Delivery

Definition: The degree to which internet shopping, low-cost delivery options, and same-day delivery, etc. affects travel

Trend up (moderately): The infiltration of internet ordering and various delivery options are on the rise throughout the US and are influencing how shopping is done. The extent to which shopping trends towards internet options and personal delivery, and how the ease

and convenience induces purchasing of goods and thus delivery trips, will directly relate to VMT effects. A moderate trend up in goods and services delivery will happen if there is a level of monitoring of same-day delivery options and protections to reduce excessive and inefficient trips by delivery companies.

Trend up (aggressively): An aggressive increase could occur as the capacity for same-day delivery and other fast delivery services increases and the costs for these services decrease. Without a system that incentivizes efficient allocation of delivery miles travelled, VMT will increase. Any reduction in VMT from people not driving to pick up their own goods will be significantly outweighed by the delivery of small order delivery and induced shopping.

How do you expect goods and services delivery to change between now and 2045?

▪ Aggressive increase	33%
▪ **Moderate increase**	**67%**
▪ About the same	0%
▪ Moderate decrease	0%
▪ Aggressive decrease	0%

Social Networking

Definition: Virtual forums that can substitute for face-to-face social encounters and entertainment

Trend up (increased use): Connected mobile apps and the sharing economy will play a bigger role in human interaction, further reducing solo travel and in-person encounters that depend on driving. A large portion of the population in Sandpoint, the millennial generation, is more inclined to use social networking forums.

How do you expect the use of telecommuting and social networking to change between now and 2045?

▪ Aggressive increase	42%
▪ **Moderate increase**	**50%**
▪ About the same	8%
▪ Moderate decrease	0%
▪ Aggressive decrease	0%

Cumulative Results

In using the tool, the effects on VMT per capita were immediately projected when participants voted on different outcomes for each trend. Figure 14 reveals the cumulative results from voting as a group on each of the individual factors. This reveals a forecasted VMT that falls in the middle of range allowable with the tool.

Overall, one trend, such as land use patterns and the increase of mixed-use and densification was voted on unanimously. Most of the other trends were more evenly split, but generally agreed on either the increase or decrease side of the trend. There was meaningful discussion over the various factors, resulting in new insight for planning for the future of transportation in Sandpoint. Some of the main conversation topics and the connection to VMT during this particular workshop included: the market demand and the city's role in shaping the demand for housing densification, the city's role in the future vehicle fleet mix (AVs – private or transportation-as-a-service), governing goods and service deliveries, the necessity for curbside management considerations, parking related policies, and overall what drives the need for improved transportation including things such as congestion, the climate action goals, and place making and community building.

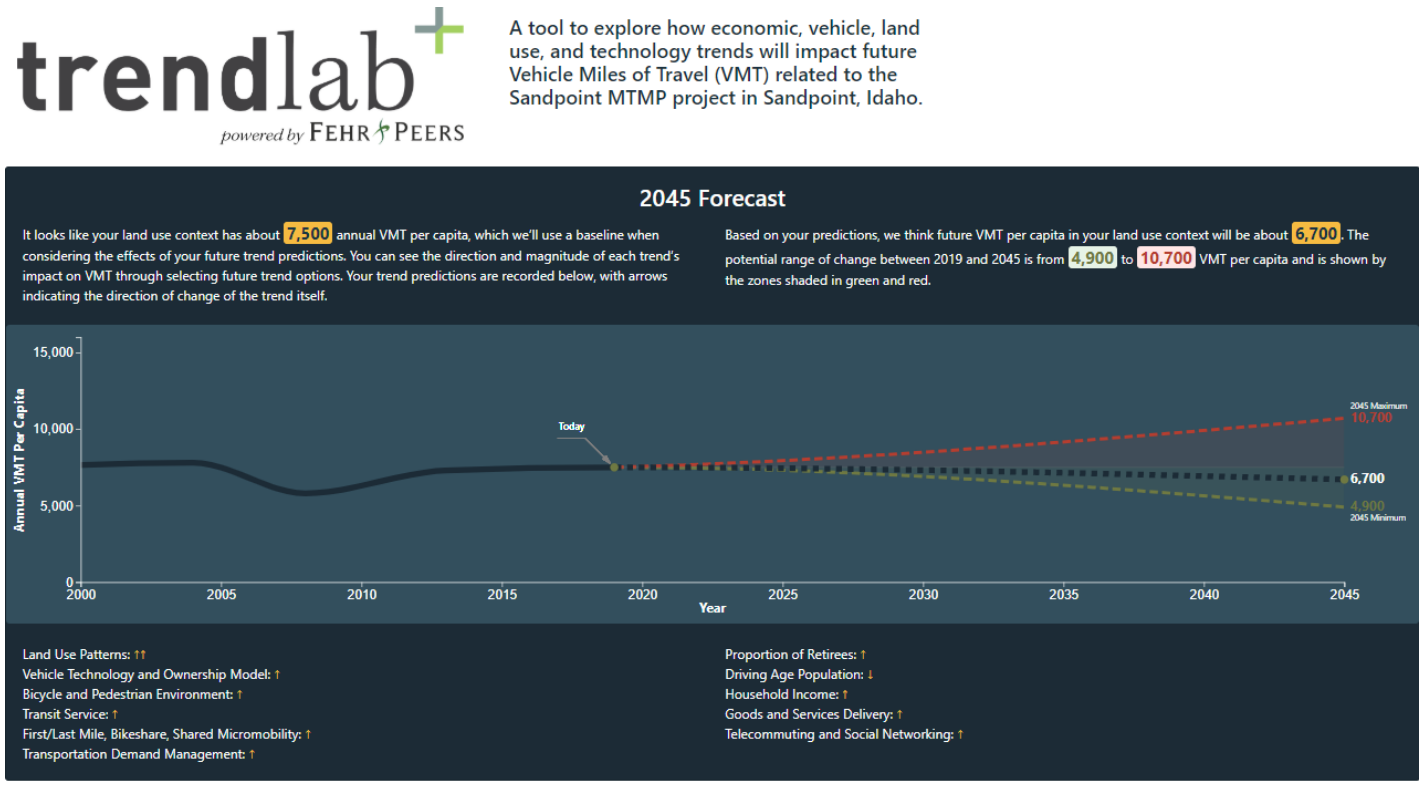


Figure 14 Cumulative Results of the TrendLab+ Wor

5.0 Multimodal Transportation Concepts

Introduction

This section of the MTMP presents outcomes of the analysis presented in Section 4, including various improvement concepts to help guide implementation of the capital improvements projects in Section 6. Improvement concepts were developed addressing the following nine areas of concerns and where shaped by community and stakeholder engagement as well as technical analysis completed in the planning process:

- Pedestrian Priority Network
- Bicycle Priority Network
- Updated Truck Routes
- Division Avenue Corridor
- Baldy Mountain Road Extension
- Great Northern Road Revitalization
- East-West Connectivity (includes First, Superior, Pine Street, and Fifth),
- First and Bridge/Church
- Highway 2 Corridor – Access Management

Pedestrian Priority Network

The MTMP identifies a priority network for pedestrians to serve as the basis for operations, maintenance, and capital improvement investments in Sandpoint with the understanding that City resources need to be focused in areas of most need. This new priority network considered the list previously developed by the Pedestrian and Bicycle Committee and a layered network analysis was completed to evaluate sidewalk conditions and locations within walking distance of key destinations (schools, parks, community facilities, etc.). Sidewalk conditions previously mapped by the City were also evaluated, including areas of gaps with no sidewalks, as well as areas in disrepair.

Based on this analysis, a preliminary priority network was identified and presented in public workshops in June 2020, as well as in a public meeting held on the Draft MTMP Concepts in February 2021. Adjustments were made to the priority network based on public input received. A summary of the key issues, considerations, and proposed solutions follows.

Key Issues and Considerations:

- Gaps in pedestrian connectivity and sidewalks occur on various streets throughout Sandpoint.
- Some streets have adequate sidewalks while others have gaps or areas that need repairs and upgrades.
- Resources are limited to address these gaps all at once; streets must be prioritized and addressed in phases.
- Maintenance and condition of existing sidewalks varies throughout town.

- Illumination on streets varies throughout town, causing potential safety issues.

Proposed Solutions:

- Identify and implement a priority pedestrian network. The Pedestrian Priority Network map is included in Appendix A – Networks, Corridors, and Improvement Concepts.
- The priority network will guide decision-making on investment in projects and pedestrian improvements with each budget cycle.
- The City anticipates setting aside funding annually for a sidewalk improvements program and working to address gaps in the pedestrian network, focused on the priority routes identified in the priority pedestrian network map.

In addition to establishing a designated pedestrian priority network, the MTMP proposes the following actions:

- Snow Removal Program—with the pedestrian priority network as critical area.
- Maintenance Program—with the pedestrian priority network as critical area.
- Improve multimodal access to/from Amtrak Station (pedestrian, bicycle, transit).
- Work with SPOT to identify priorities and improve pedestrian access to/from transit stops and/or relocate some SPOT stops.
- Partner with SPOT on improving accessibility of SPOT stops within public right-of-way.
- Develop and implement a Traffic calming request program/ policy.
- Conduct an illumination engineering review to assess compliance with national guidelines.
- Accessibility Improvements Planning/Program—set aside budget allocation each year for phased accessibility improvements throughout town, including but not limited to recommendations from the parking study (which will assess demand and needs related to accessible parking in the Downtown core).

Bicycle Priority Network

Consistent with the approach described above for the Pedestrian Priority Network, the City will focus on key routes for expanding the citywide bicycle network as initially formalized through the Explore Sandpoint routes. The existing and proposed Bicycle Priority Network map is included in Appendix A – Networks, Corridors, and Improvement Concepts. In addition, the following actions are proposed as part of this MTMP:

- Develop a policy for the allowance of bicycles on sidewalks on specific routes in Downtown Sandpoint to facilitate access to/from City Beach, similar to multiuse shared paths throughout town and the existing bridge across Sand Creek. The policy should consider

prohibiting any cafes or other objects in the shared use areas and provide a signage/barricade plan to communicate the change in conditions, consist with national practices and guidelines.

- Conduct a study to determine micro-mobility such as bike share/scooter programs. As part of this study or separately, also evaluate how to accommodate e-bikes as a growing mode of transportation in the community.

Updated Truck Routes

Evaluation of existing truck routes led to the determination that truck routes needed to be adjusted to accommodate desired travel patterns, and that over the long term, there will be a need for a more direct connection to Highway 95 via the construction of an extension of Baldy Mountain to reduce the level of truck traffic on Division Avenue. The results of this analysis are summarized below. Revised truck routes and the proposed design concept for the Baldy Mountain Road extension are provided in Appendix A – Networks, Corridors, and Improvement Concepts.

Key Issues and Considerations:

- Connecting more directly to Highway 2 will relieve truck traffic/congestion on Division Avenue, which serves many purposes in the community and provides access to schools and community destinations.
- East-west grid network is non-existent in the area which forces more traffic and congestion north-south on Boyer Avenue.
- Truck traffic has limited routes to US-95. Currently, many trucks tend to use Division Avenue (a roadway where truck traffic mixes with elementary, middle, and high school traffic and residential traffic).
- Baldy Mountain Road & Boyer Avenue intersections experiences vehicle delay as a result of the traffic volumes as well as frequent train crossings.
- Pine Street between Boyer Avenue and Division Avenue was removed from the designated truck routes due to the high amount of residential areas and pedestrian route. Highway 2 serves as an alternative route for Pine Street.

Proposed Solutions:

Short Term

- Implement signing and other actions to identify the updated designated truck routes shown in the map in Appendix A – Networks, Corridors, and Improvement Concepts.

Long Term

- Extend Baldy Mountain Road at the Boyer Avenue intersection to connect to Fifth Avenue/US-2.
- Construct a new signal at the Baldy Mountain Road and Boyer Avenue intersection. The new signal will be coordinated with the railroad crossing to eliminate vehicle queuing onto the tracks.
- Construct a new High-T intersection at the new Baldy Mountain Rd & Fifth Avenue/US-2 intersection. The High-T traffic signal will favor traffic flow on Fifth Avenue/US-2 by not stopping the northbound traffic on Fifth Ave/US-2, they will maintain free flow, and the southbound traffic will only stop when the eastbound left-turn traffic on the Baldy Mountain Road extension is needing to be served.

Division Avenue Corridor

Key Issues and Considerations:

- Corridor currently serves as a primary truck route and the street includes three schools, a library, senior services, and residences.
- Lack of snow storage and no snow removal on the east side creates an issue on the sidewalks and paths which pushes school children and other users into the road.
- Lack of a pedestrian crosswalk between Cedar Street and Spruce Street.
- School zone speed areas not adhered to consistently.
- Limited roadway/crosswalk lighting in some areas.
- Shrubbery/foliage overhanging into sidewalks and blocking sight lines at intersections.
- The final configuration shall consider delivery access needs along the corridor.

Proposed Solutions:

These proposed solutions on Division require implementation of the Baldy Mountain Road Extension project, which is discussed later in this section. Connecting Baldy Mountain Road more directly to Highway 2 will relieve truck traffic and related congestion on Division Avenue, better supporting Division Avenue's function as a multimodal corridor that provides pedestrian and bicycle access to schools, community destinations, and neighborhoods.

Short Term

- Implement a crossing guard during school closing peak period.

- Add an east-west crosswalk at Fir Street.
- Increase school zone sign visibility – change school zone speed limit to the school peak opening and closing time frames.
- Perform lighting inventory and add lighting as needed.
- Remove/cut back vegetation in problem areas.

Mid Term to Long Term

- Reconstruct the pedestrian ramps to be ADA compliant.
- Relocate power poles in the sidewalk at Division Avenue and Fir Street and Division Avenue and Larch Street.
- Reconfigure the cross-section of Division Avenue to include two travel lanes (one lane in each direction), 6-foot buffer and 6-foot sidewalk on the eastside, 8-foot planter strip and 12-foot shared use path on the westside.

Proposed cross section for Division Avenue, showing a typical intersection location and typical non-intersection location, respectively are provided in Appendix A – Networks, Corridors, and Improvement Concepts. The full safety audit report can be reviewed by clicking the link here. The audit report findings were presented and accepted at the Sandpoint City Council meeting on Wednesday, February 3, 2021.

Baldy Mountain Road Extension

In a 2005 study completed by David Evans and Associates, various connection alternatives between Boyer and US-95 were analyzed. The Baldy Mountain Road Extension (identified as Alternative A in the 2005 analysis) prevailed as the preferred alternative due to constructability and relative costs in comparison with the other alternatives analyzed. Refer to Appendix A – Networks, Corridors, and Improvement Concepts for a concept plan showing the Baldy Mountain Road Extension.

Key Issues and Considerations:

- Connecting more directly to Highway 2 will relieve truck traffic/congestion on Division Avenue, enabling improvements to Division Ave, specifically, improved access to schools and community destinations.
- East-west grid network is non-existent in the area which forces more traffic and congestion north-south, through neighborhoods on Boyer Avenue (south of Larch) and along Division.
- Baldy is the primary collector serving the industrial areas with heavier use by trucks along Baldy, Great Northern, and Woodland. Truck users have limited routes to US-95 – current truck route is on Division Avenue (a roadway where truck traffic mixes with grade, middle, and high school traffic and residential traffic) and Baldy Mountain Road.

- Baldy Mountain Road/Boyer Avenue as well as US-2/ Boyer Avenue intersections experience vehicle delay as a result of the higher traffic volumes, as well as frequent train crossings.
- Safety and overall mobility concerns exist when truck routes also serve as the primary corridor for schools.

Proposed Solutions:

- Extend Baldy Mountain Road at the Boyer Avenue intersection to the east, connecting to Fifth Ave/US-2.
- Construct a new signal at the Baldy Mountain Rd & Boyer Ave intersection to support recently approved and anticipated growth to the north. The new signal will be coordinated with the railroad crossing to eliminate vehicle queuing onto the tracks.
- Construct a new High-T intersection at the new Baldy Mountain Rd & Fifth Ave/US-2 intersection. The High-T traffic signal will favor traffic flow on Fifth Ave/US-2 by not stopping the northbound traffic on Fifth Ave/US-2, they will maintain free flow, and the southbound traffic will only stop when the eastbound left-turn traffic on the Baldy Mountain Road extension is needing to be served.

Great Northern Road Revitalization

Key Issues and Considerations:

In accordance with the 2010 Amended Northern Urban Renewal Plan (Plan), significant public infrastructure issues along Great Northern Road, between Baldy Mountain Road and Woodland Drive, were prioritized for improvement to effectively enhance economic development and to help stimulate private development. Great Northern Road is a primary truck route serving the industrial area of the City. The latest Plan supports the original (2005) considerations for this corridor, specifically, it identified seven key areas of concern:

- Roadway width is substandard.
- Poor quality pavement and saturated base materials fail to accommodate heavier loads.
- Pedestrian and bicycle facilities are non-existent.
- Roadway profile is flat with little to no stormwater infrastructure, resulting in excess water on the roadway and adjacent properties.
- Lighting is minimal and creates visibility issues along an already dark corridor.
- Right-of-Way ownership varies and limits the City's ability to adequately maintain the roadway.

- Intersection of Baldy Mountain Road and Great Northern Road has poor alignment and inadequate widths.
- No turn lanes exist, causing through traffic to be delayed when trains cross at Woodland Drive and Mountain View.
- Intersection of Gooby Road and Great Northern Road regularly floods. The alignment with the adjacent railroad track configurations is substandard and safety improvements are needed.

Proposed Solutions:

- Reconstruct the existing roadway along Great Northern Road from Baldy Mountain Road to Woodland Drive (approximately 1.3 miles).
- Independently but concurrently with the development of this MTMP, the City's consultant's, J-U-B Engineers, generated initial concepts for improvements, including realigning portions of the corridor, adding turn lanes, drainage improvements, right-of-way acquisitions, pedestrian and bicycle improvements, and an overall "complete street" solution to facility roadway functionality in the industrial area. Improvements are anticipated to directly benefit adjacent private property owners and the railroad. Refer to Appendix A – Networks, Corridors, and Improvement Concepts.1 for these improvement concepts.

East-West Connection (Includes First, Superior, Pine, and Fifth)

The East-West Connection study area includes First Avenue and Superior Street, Pine Street Corridor, Downtown, First Avenue and Bridge Street, and First Avenue and Church Street, as well as other locations. Based on the analysis above, several changes are proposed to increase east-west connectivity within and through Sandpoint.

A summary of the key issues and considerations, along with recommended short- and long-term solutions follows, organized by key intersections.

The short-term and long-term design concepts in Appendix A – Networks, Corridors, and Improvement Concepts depict these solutions. Short-term and long-term design concepts for First and Bridge/Church also are depicted in maps in Appendix A – Networks, Corridors, and Improvement Concepts.

First Avenue and Superior Street

Key Issues and Considerations:

- Intersection control is abnormal and confusing, and the configuration contributes to near misses. Volumes preclude effectiveness of a 4-way stop (signal probable).
    - Intersection is confusing for visitors on which direction to go –

wayfinding signage. Neighbors are concerned about the amount of cut-through traffic in south Sandpoint.

Proposed Solutions:

Short Term

- Redo the striping and add signage to limit westbound-through traffic onto W. Superior Street and westbound to southbound left-turns from Superior Street onto First Avenue.

Short Term to Mid Term, as Needed

- When signal warrants are met, install a new traffic signal at First Avenue and Superior St.

Long Term

- Implement physical devices (raised medians or the like) to further restrict westbound-through traffic onto W Superior St and westbound to southbound left-turns from Superior Street onto First Avenue.

First Avenue and Pine Street

Key Issues and Considerations:

- Intersection will be congested during peak times and will continue to get worse with future traffic growth, the proposed changes to the Pine Street corridor, and the proposed changes at First Ave & Bridge Street.

Proposed Solutions:

Long Term

- Convert from an all-way stop to a traffic signal.

Fifth Avenue and Pine Street / Fifth Avenue and Church Street

Key Issues and Considerations:

- East Pine Street between Fifth and Fourth is limited to one-way eastbound.
    - This encourages more cut-through traffic on Superior Street and Lake Street.
    - This does not provide a main thoroughfare for travel between US-2 and US-95.
    - While the Fifth Avenue and Church Street intersection has an overall acceptable LOS and delay, the eastbound and westbound approaches experience higher levels of delay and queues that spillback to adjacent intersections in existing and projected future conditions.
    - The traffic signal at Fifth Avenue and Pine Street is in close proximity to the traffic signal at Cedar Street. To favor the north-south traffic on Fifth Avenue, the vehicle queueing on Church Street spills back to intersections to the east causing additional congestion in the core of downtown.

This signal location precludes having a signal at Pine and Fifth, cutting off the east-west connection.

Proposed Solutions:

Short Term

- Convert Pine Street to two-way travel between Fifth Avenue and Fourth Avenue.
- Remove bulb-out on northeast corner of the intersection.
- Move traffic signal from Church Street to Pine Street and coordinate the signal timings with the Cedar Street traffic signal to the north and the Boyer Avenue traffic signal to the southwest. This provides better traffic signal spacing between the other traffic signals along US-2/Fifth Ave.

Long Term

- Convert US-2/Fifth Ave to a couplet between Cedar Street and Pine Street.
- Retain a traffic signal at Pine Street.

Euclid Avenue and US-2/Pine Street

Key Issues and Considerations:

- Given the location of this intersection with its close proximity to the curve in the road of US-2 (resulting in limited sight distance) both to the east and west, left-turns from Pine Street onto Euclid Avenue and left-turns from Euclid Avenue onto Pine Street present safety concerns.

Proposed Solutions:

Short Term

- Convert this intersection to a right-turn movement in and right-turn movement out only – restricting left-turns in and out at this location.

Sixth Avenue and US-2/Pine Street

Key Issues and Considerations:

- Given the location of this intersection with its close proximity to the curve in the road of US-2 (resulting in limited sight distance) both to the east and west, left-turns from Pine Street onto Sixth Avenue and left-turns from Sixth Avenue onto Pine Street present safety concerns.

Proposed Solutions:

Short Term

- Convert this intersection to a right-turn movement in and right-turn movement out only – restricting left-turns in and out at this location.

Long Term

- US-2/Fifth Avenue to be converted to a couplet between Cedar Street and Pine Street. To help minimize conflict areas with the new couplet roadway and with the multi-use path, the Sixth Avenue intersection with US-2 would be

eliminated by creating a dead-end at the new US-2 couplet.

Pine Street Corridor

Key Issues and Considerations:

- Pine Street is limited to one-way eastbound between Fifth Avenue and Fourth Avenue.
    - This encourages more cut-through traffic on Superior Street and Lake Street.
    - This does not provide a main thoroughfare for travel between US-2 and US-95.

Proposed Solutions:

Short Term

- Convert Pine Street to two-way travel between Fifth Avenue and Fourth Avenue.
- Remove bulb-out on northeast corner of the Fifth Avenue and Pine Street intersection.

Long Term

- US-2/Pine St to be converted to a couplet between Cedar Street and Pine Street.
- Retain Pine Street as a two-way travel route between approximately Sixth Avenue and Fifth Avenue with the couplet concept—this will keep Pine Street as the main east-west thoroughfare in downtown.

First Avenue and Bridge Street/First Avenue and Church Street

The intersections and connectivity at First Avenue/Bridge Street and First Avenue/Church Street were analyzed to determine a set of potential solutions that would work for both intersections and multimodal connectivity in this area of Downtown. Short term and long term solutions were developed. As traffic, pedestrian, and bicycle counts continue to increase at this location, additional improvements as discussed will be required to achieve a long term solution.

Key Issues and Considerations:

- During peak summer months these two intersections experience a high amount of delay for vehicles caused by the large number of pedestrians crossing these roadways and volume of trips accessing City Beach, Ponderay Bay Trail, Sand Creek Trailhead, marina, residential developments, hotel, and restaurant.
- The analysis shows that this intersection currently fails during times in the peak season, and that a substantial revision is warranted to mitigate these conditions.

  An alternatives analysis was performed for this area that included concepts such as restricted turning movements, various signalized intersection concepts and closing First Avenue between Church Street and Bridge Street. While signalizing these intersections minimally helped reduce the vehicle delay, it did

not improve the LOS and it increased the delay for pedestrians.

Proposed Solutions:

Short Term

- Implement physical devices (planters or raised medians) to restrict left-turns from Bridge Street on to First Avenue seasonally

Long Term

To provide functionality, safety, and make this area more conducive and comfortable for the active transportation users (pedestrians and bicyclists), the following solution is recommended for further community evaluation, including assessment of potential business impacts, as well as signage and implementation of signal(s) along Pine to provide an adequate route through and to downtown.

- Close First Avenue between Church Street and Bridge Street to create a pedestrian/bicycle-only zone (similar to a plaza).
    - This will naturally restrict First Ave & Bridge St to a free-flow north to eastbound movement and west to southbound movement and will restrict First Ave & Church St to a free flow east to northbound movement and south to westbound movement.
    - This will help reduce the vehicle delay at both intersections by eliminating stop signs and reducing the amount of pedestrian and vehicle conflicts.
    - This recommendation also helps incentivize the cut-through traffic (traffic wanting to travel from US-95 to US-2, and vice versa) to travel along Pine Street rather than through the core of downtown where traffic is intended to move slower with the amount of pedestrian activity and on-street parking.
    - The existing grid network in the downtown area will allow traffic to distribute evenly through downtown to reach their destinations.
    - This solution provides lower delay for all transportation users. Vehicle delay is reduced from LOS F at both intersections to LOS B at Bridge Street and LOS A at Church Street.
    - This solution would also result in a lower implementation cost compared to a traffic signal.

Based on the analysis described previously in this section of the MTMP and inter-related to the East-West Connectivity solutions, proposed short-term and long-term solutions for First Avenue and Bridge Street/First Avenue and Church Street are depicted in concepts in Appendix A – Networks, Corridors, and Improvement Concepts.

US Highway 2 (US-2) Corridor

Key Issues and Considerations:

- Numerous access points (driveways and roadway connections) along the corridor create a substantial amount of conflict areas which increases the risk for crashes and diminishes efficient traffic flow, causing delays and congestion.
- Roadways intersecting from different angles at US-2 create large and confusing intersections that are not intuitive to motorists and create potential safety hazards for pedestrians and bicycles. These locations also create conditions that increase the risk for crashes.

Proposed Solutions:

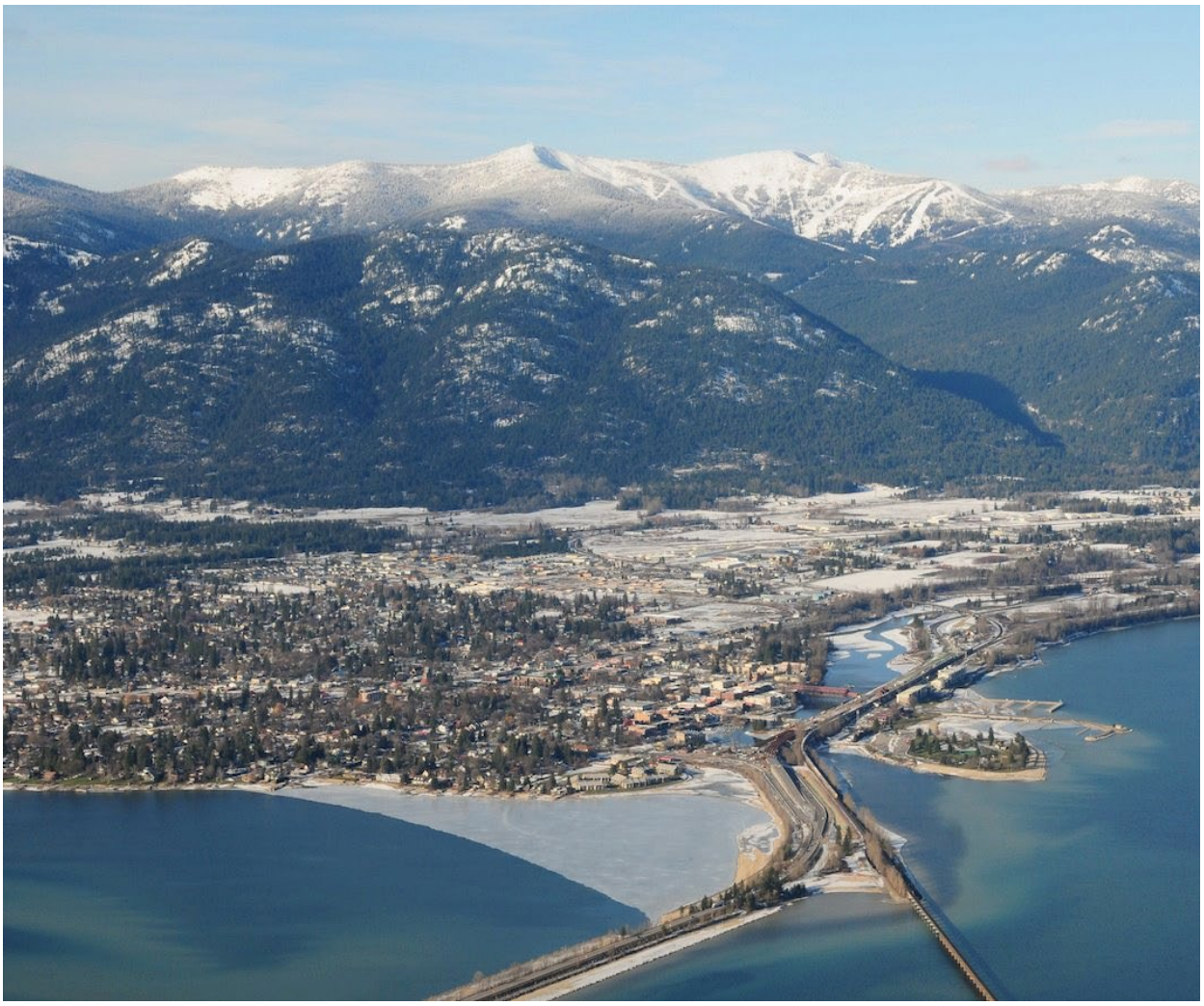
- Restricting many of the intersections to right-in and right-out will reduce the conflict points at those locations and provide more consistent and efficient traffic flow and improve pedestrian safety along the corridor. Solutions were developed in coordination with ITD, based upon modeled results.
- Boyer Ave & US-2
    - Realign the intersection slightly to the northeast to enable a more perpendicular connection to US-2 to create better sight-lines for safety, longer storage areas for vehicles to queue, shorter crossing distances through the intersection for more efficient traffic flow and shorter crossings for the pedestrians and bicyclists.
- Ontario St & US-2
    - Realign Ontario St so that it creates more perpendicular intersections with Highway 2.
    - Realign the crosswalk on the north side of the intersection (crossing US-2) to be perpendicular to the roadway – this creates a shorter crossing distance for the active transportation users and helps them see oncoming traffic easier.
- Division Ave & US-2
    - No changes to existing configuration.
- Olive Ave & US-2
    - Restrict access to and from Olive Ave from the highway on the north side of US-2. This improves roadway safety and allows the existing multi-use path to be extended through the former intersection.
    - Restrict the Olive Ave intersection south of US-2 to right-in, right-out movements only.
    - Close the connection of Michigan Street to US-2 on the south side of US-2 – this helps reduce conflicts.
- Ella Ave & US-2
    - On the north side of US-2, extend/connect Ella Avenue to US-2.
    - This will be the optimal location for a future traffic signal given its

spacing between the Division Avenue and the Boyer Avenue traffic signals.

- Implement a new timed pedestrian crossing light for the multi-use path at Ella Avenue.
- Create new left-turn lanes on US-2.

- Marion Ave & US-2
  - Restrict to right-in, right-out movements only.
- Superior St & Florence Ave
  - Close access to and from US-2 on the south side of the highway. This will reduce the safety issues of the existing intersection configuration. S Florence Avenue and W Superior St will be used for local traffic only and do not require stop signs.
  - Implement center medians on US-2 to create a right in, right out at W Superior St and restrict left turns from Florence Ave onto US-2.
  - Create a new left-turn pocket on US-2 at the Florence Avenue intersection. This will allow northbound left turns from US-2 onto Florence but restrict traffic from Florence Avenue to right turns only onto US-2.
  - Restrict Superior Street to right-in, right-out movements only on the north side of US-2.

Concept plans for the solutions envisioned for the US-2 corridor are provided in Appendix A – Networks, Corridors, and Improvement Concepts.



Bird's eye view of Sandpoint

6.0 Capital Improvements Plan for Multimodal Transportation

Following evaluation of existing conditions and forecasted improvement needs informed by community and stakeholder engagement as well as data-driven technical analysis. A list of projects has been identified and is presented as the multimodal transportation Capital Improvements Plan (CIP) in this section of the MTMP. The CIP projects proposed align with and support the vision, goals, and objectives for multimodal transportation in Sandpoint (see Section 3). Projects are shown within the following timeframes: short term (0 to 5 years), mid-term (6 to 10 years), and long term (11 to 20 years and beyond).

As discussed in Section 7.0, the City will actively seek funding opportunities and partnerships to implement the projects in the CIP. The table on the following pages lists the identified projects.

In addition to the CIP, there are a variety of administrative actions including policy development, coordination, and other efforts that the City will implement as described later in this section.



Bird's Eye View of Downtown Sandpoint *Source: sandpointstreets.com*

Capital Improvement Plan (CIP)—Matrix of Multimodal Transportation Projects

#	Project Name	Project Description	Cost Opinion[1]
Short Term Improvements—0 to 5 Years			
1	**Downtown Revitalization, Phase III**	Complete the final phase of the SURA-funded Downtown Revitalization project, providing a complete rebuild of First Avenue from Church Street to at least Lake Street. Includes MTMP short term improvements at Bridge/First. See concept plan.	$2,500,000
2	**Pine Street Sidewalks**	Provide continuous sidewalks along the north side of Pine Street between Boyer and Division. Grant-funded; project underway.	$500,000
3	**Great Northern Road, Design and ROW Acquisition**	Substantially funded by Northern URA: Complete roadway reconstruction of GN from Baldy Mountain Road to Woodland Drive. Primary purpose of project is to alleviate existing drainage issues within the area to enable economic development to the east of GN. Project to include a shared multi-use pathway, lighting, and landscaping along the east side of the roadway, as well as water and sewer infrastructure improvements provided in associated CIP. The project requires ROW acquisition, drainage easements, and collaboration with Bonner County, BNSF, and IHD. Phasing TBD.	$3,000,000
4	**Great Northern Road, Phase I Construction**	Substantially funded by Northern URA. Complete roadway reconstruction of GN from Baldy Mountain Road to Woodland Drive. Primary purpose of project is to alleviate existing drainage issues within the area to enable economic development to the east of GN. Project to include a shared multi-use pathway, lighting, and landscaping along the east side of the roadway, as well as water and sewer infrastructure improvements provided in associated CIP. The project requires ROW acquisition, drainage easements, and collaboration with Bonner County, BNSF, and IHD. Phasing TBD.	$5,000,000

5	**Railroad Quiet Crossing Improvements, Feasibility**	Generate a feasibility study and implementation strategy for quiet crossings (estimated total crossings 4-7).	$50,000
6	**Pavement Maintenance**	In accordance with the CIP provided by the 2020 Pavement Assessment Report	$5,000,000 ($1,000,000 Annually)
7	**Travel Demand Model and Operational Analysis, Update**	Current data/model updated 2018. Regular updates to the model are necessary to facilitate mitigation of growth impacts and current conditions.	$125,000 ($25,000 Annually)
8	**Urban Area Transportation Plan**	Complete an update to the regional transportation planning effort with Kootenai, Ponderay, Dover, IHD, and Bonner County; grant-funded - City sponsored, other jurisdictions funding match.	$150,000
9	**Pedestrian Crossings (RRFBs)**	Coordinate with ITD to permit installation of (2) new RRFB crossings; (1) at Fifth Avenue and Poplar, and (1) at Hwy 2 and Westwood.	$35,000
10	**Convert Pine Street to Two-Way; relocate signal at Church/Fifth to Pine/Fifth**	Recent modeling provides that signal may be moved from Church to Pine Street to enable two-travel on Pine Street, providing east-west arterial from Hwy 95 to Hwy 2, alleviating south Sandpoint cut-through traffic via Superior. Includes curb rehab to enable turn movements.	$250,000
11	**Division Avenue Improvements, Short Term Actions**	Recent Road Safety Audit identified a number of short-term improvements, providing quick-win safety enhancements along the corridor such as midblock crossing and signage.	$75,000
12	**Superior/First Avenue Safety Improvements**	Provide signage to restrict cut-through traffic along Superior and throughout south Sandpoint. See concept plan.	$5,000
13	**Baldy Mountain Road Extension, Design/Funding**	East-west highway connector between Baldy Mountain Road and Highway 2--This project will require coordination with ITD and railroad for grade separated crossing under Union Pacific and connectivity to the highway. The City owns the land necessary to accommodate project. proposed developments warrant a signal at Baldy/Boyer. Signal at Highway 2 intersection warranted. New construction will provide alternative route to highway, intended to relieve truck/pedestrian conflicts along Division and reduce industrial traffic throughout City, providing efficient and direct connection	$2,000,000

		from highway to industrial zone. Intended to support/enable pedestrian/bicycle on Division that would otherwise be constrained by conflicting truck and mobility priorities. See Concept Plan in MTMP.	
14	**Highway 2 Corridor, Southwest of Boyer**	Turn movement restrictions at select intersections along Highway 2 where various local streets access the corridor. See Concept Plans in the MTMP.	$250,000
15	**Highway 2 Couplet (Northeast of Boyer) and Boyer Intersection, Design/Community Engagement**	Implement the Highway 2 couplet improvements, calling for southbound lanes in old rail corridor while retaining the shared use path and northbound access via Fifth (from Pine), and the use of Pine for couplet traffic. Reconstruct Boyer/Highway 2 intersection. See Concept Plan in MTMP. Costs represents potential share with ITD.	$1,000,000
16	**Pedestrian Priority Network Improvement Program (Sidewalks, Curb, and Gutter)**	Focused on the identified pedestrian priority network in the MTMP, allocate funding in the plan on an annual basis toward improvements of sidewalk segments. See Priority Pedestrian Network Map in MTMP.	$250,000 ($50,000 Annually)
17	**Bicycle Priority Network Improvement Program**	Allocate funding for ongoing maintenance of striping, signs, and surface (larger bicycle improvements are part of other projects). See Bicycle Priority Network Map in MTMP.	$50,000 ($10,000 Annually)
18	**Accessibility Improvement Program,**	Allocate funding for ROW accessibility improvements throughout town (i.e. parking enhancements/compliance as well as intersection improvements to upgrade curb ramps and other facilities).	$250,000 ($50,000 Annually)
19	**Street Widening Program Planning**	Identify streets with inadequate widths in a plan and develop a prioritization program for improving safety.	$50,000
20	**Downtown Parking/Accessibility Study**	Conduct a parking study that addresses utilization, capacity, and demand (existing and forecasted to 20 years) for Downtown and with recommendations for adaptive management policies and actions, as well as phased infrastructure improvements. This study also should evaluate potential back-in angled parking on streets in Sandpoint (Downtown focus) at potential locations such as First Street and other blocks) and considerations related to partial implementation in select locations. The study also should address the potential longer	$50,000

		term need for a parking structure in Downtown. This project should include development of standards for on-street parking including parking one side of the street for narrower rights-of-way, as well as improving and prioritizing ADA compliant parking, and development of curb space management/loading zone policies.	
21	**City Signage Program(s) - Wayfinding**	Multiple signage programs: traffic guide signs (entering, exiting, and within town); truck route signs to implement with the newly designated truck routes map developed as part of the MTMP; pedestrian- and bicycle-scale wayfinding, which also works for slow moving traffic (refresh and expand current) with a focus on Downtown/Waterfront areas. Notes from public engagement on needed locations: designated truck routes (see map in MTMP), Sandpoint entryways/gateways, Highway 2 directional to Long Bridge; signage SZT at Boyer/Airport Way; and SZT at Turbine/GNR). Coordinate with ITD as needed in these signing efforts as relevant to highway routes.	$100,000
22	**N. Boyer Avenue - Multiuse Pathway**	Complete existing gaps in multiuse path along the east side of N. Boyer Avenue.	$300,000
23	**Lighting Assessment**	Evaluate current illumination gaps along collectors, arterials, and pedestrian/bicycle routes to assess priorities and develop a strategy for adding lights where necessary to meet national standards as related to safety, while meeting dark sky priorities.	$100,000
		Short Term Capital Improvements Projects—Subtotal Costs	***$21,090,000***
Mid-Term Improvements—6 to 10 Years			
24	**Great Northern Road, Phase II Construction**	Substantially funded by Northern URA Complete roadway reconstruction of GN from Baldy Mountain Road to Woodland Drive. Primary purpose of project is to alleviate existing drainage issues within the area to enable economic development to the east of GN. Project to include a shared multi-use pathway, lighting, and landscaping along the east side of the roadway, as well as water and sewer infrastructure improvements provided in	$10,000,000

		associated CIP. The project requires ROW acquisition, drainage easements, and collaboration with Bonner County, BNSF, and IHD. Phasing TBD.	
25	**Railroad Quiet Crossing Improvements, Phase I**	Generate a feasibility study and implementation strategy for quiet crossings (estimated total crossings 4-7).	$2,250,000
26	**Pavement Maintenance, Assessment**	Perform update to condition assessment and maintenance plan.	$75,000
27	**Pavement Maintenance**	In accordance with the CIP provided by the 2020 Pavement Assessment Report	$5,000,000 ($1,000,000 Annually)
28	**Multimodal Transportation Master Plan Update**	Re-evaluate community priorities, models, growth, and system functionality via an update to this Master Plan; generate an updated CIP.	$200,000
29	**Baldy Mountain Road & Boyer Avenue Signalization**	Signalization required to improve LOS; required, in part, as a result of recent private developments to the north of Baldy Mountain Road. Partially funded by extraordinary impact fees from developers.	$400,000
30	**Baldy Mountain Road Extension, Construction**	East-West highway connector between Baldy Mountain Road and Highway 2. This project will require coordination with ITD and railroad for grade separated crossing under Union Pacific and connectivity to the highway. The City owns the land necessary to accommodate project. proposed developments warrant a signal at Baldy/Boyer (covered in project above) and a signal at Highway 2 intersection (recommended as a High-T). New construction will provide alternative route to highway, intended to relieve truck/pedestrian conflicts along Division and reduce industrial traffic throughout City, providing efficient and direct connection from highway to industrial zone. Intended to support/enable pedestrian/bicycle on Division that would otherwise be constrained by conflicting truck and mobility priorities. See Concept Plan in MTMP.	$18,000,000
31	**Highway 2 Couplet (Northeast of Boyer) and Boyer Intersection, Construction**	Implement the Highway 2 couplet improvements, calling for southbound lanes in old rail corridor while retaining the shared use path and northbound access via Fifth (from Pine), and the use of Pine for couplet traffic.	$2,500,000

		Improve Boyer/Highway 2 intersection. See Concept Plan in MTMP. Costs represent potential cost share with ITD.	
32	**Division Avenue Reconstruction, Hwy 2 to Baldy Mountain Road, Design**	Improve Division Avenue for multimodal use, year-round accessibility for pedestrians, and to address recommendations from the Road Safety Audit). This phased project would apply the new MTMP design standard/cross sections and recommendations from the Road Safety Audit to the corridor (also referenced in this MTMP).	$1,500,000
33	**Pedestrian Priority Network Improvement Program (Sidewalks, Curb, and Gutter)**	Focused on the identified pedestrian priority network in the MTMP, allocate funding in the plan on an annual basis toward improvements of sidewalk segments. See Priority Pedestrian Network Map in MTMP.	$250,000 ($50,000 Annually)
34	**Bicycle Priority Network Improvement Program**	Allocate funding for ongoing maintenance of striping, signs, and surface (larger bicycle improvements are part of other projects). See Bicycle Priority Network Map in MTMP.	$50,000 ($10,000 Annually)
35	**Accessibility Improvement Program,**	Allocate funding for ROW accessibility improvements throughout town (i.e. parking enhancements/compliance as well as intersection improvements to upgrade curb ramps and other facilities).	$250,000 ($50,000 Annually)
36	**Ontario Street - Widening (Lincoln to City Limits)**	Ontario is currently a local road, becoming a collector due to development to the west and increased volumes on Hwy 2. Roadway is 20-feet wide without shoulders. Improve roadway to accommodate safe travel by motorists; consider phasing.	$500,000
37	**Downtown Transit Center/Centralized Pick Up Area Study**	Partner with SPOT to analyze potential locations for a downtown and regional transit/centralized pick up area; study should identify key ridership sources and needs as well as potential partners and funding opportunities.	$75,000
38	**Bus Stop Improvements Coordination**	Coordinate with SPOT to finalize bus stop locations and improve ROW to accommodate safe/accessible stops for users. Grant-funding exists; minimal match anticipated. Up to 10 locations.	$20,000
39	**Spruce and Chestnut Avenue Pedestrian/Bicycle Improvements**	Enhance Spruce for east-west pedestrian and Chestnut for bicycle connectivity (as an alternative to trail improvements in Baldy corridor). Improvements include isolated tree trimming, no parking signs, curb ramps, striping,	$50,000

		and other efforts to ensure visibility and reduce speeds.	
40	**Superior Avenue Multiuse Connectivity Pathway**	Provide connectivity for pedestrians and bicycles from the Long Bridge pathway to First Avenue; First Avenue improvements separate project. Evaluate incorporation and connectivity of existing multiuse path through Bonner County Courthouse parking lot.	$750,000
41	**Oak Street Closure**	Implement closure of Oak Street in between the Highway 2 couplet.	$250,000
42	**Florence and Superior/Highway 2**	Install improvements in the vicinity of Superior and Florene at Highway 2 as conceptualized	$500,000
43	**Bridge Street Bridge Replacement**	Replace Bridge Street bridge—ITD field inspection indicates structure is functionally obsolete and requires replacement.	$6,000,000
		Mid-Term Capital Improvements Projects—Subtotal Costs	***$48,620,000***
Long Term Improvements—11 to 20 Years			
44	**Baldy Mountain Road Widening**	Widening to add shoulders and stormwater management improvements; see below for pedestrian and bicycle improvements on alternative corridors.	$500,000
45	**Baldy Mountain Road, Western Connection**	Provide a multiuse pathway to the west of Division Avenue (on one side of the corridor) to provide safe east-west connection to Great Northern.	$300,000
46	**Railroad Quiet Crossing Improvements, Phase II**	Generate a feasibility study and implementation strategy for quiet crossings (estimated total crossings 4-7).	$2,250,000
47	**Pavement Maintenance, Assessment**	Perform update to condition assessment and maintenance plan.	$150,000
48	**Pavement Maintenance**	In accordance with the CIP provided by the 2020 Pavement Assessment Report	$10,000,000 ($1,000,0000 Annually)
49	**Highway 2 Corridor, Southwest of Boyer Long Term Improvements**	Coordinate with ITD to improve access management with full improvements in concept plan as well as pedestrian and bicycle crossings improvements and extending Ella Avenue to Highway 2. See Concept Plans in MTMP. Costs represents estimated share with ITD.	$1,000,000

50	**Bridge Street/First Avenue – Long Term Improvements Alternative**	Bridge/First is currently at a LOS F for approximately half of the year. Forecast anticipates a significant improvement will be required in the near future as a result of the planned developments and increases in economic/tourism. Proposed long-term solution provides signalization will not be effective and a full closure of First Avenue between Bridge Street and Church Street is recommended. This solution represents one long-term approach; consider other alternatives prior to progressing the project.	$250,000
51	**First Avenue Signalizations**	To facilitate an east-west connection from Highway 95 to Highway 2 (Fifth Avenue), signalize intersections at First/Pine and First/Superior to address safety, efficiency, and overall functionality for all modes.	$1,000,000
52	**Division Avenue Reconstruction, Hwy 2 to Baldy Mountain Road, Construction**	Improve Division Avenue for multimodal use, year-round accessibility for pedestrians, and to address recommendations from the Road Safety Audit). This phased project would apply the new MTMP design standard/cross sections and recommendations from the Road Safety Audit to the corridor (referenced in this MTMP).	$10,000,000
53	**Pedestrian Priority Network Improvement Program (Sidewalks, Curb, and Gutter)**	Focused on the identified pedestrian priority network in the MTMP, allocate funding in the plan on an annual basis toward improvements of sidewalk segments. See Priority Pedestrian Network Map in MTMP.	$500,000 ($50,000 Annually)
54	**Bicycle Priority Network Improvement Program**	Allocate funding for ongoing maintenance of striping, signs, and surface (larger bicycle improvements are part of other projects). See Bicycle Priority Network Map in MTMP.	$100,000 ($10,000 Annually)
55	**Accessibility Improvement Program,**	Allocate funding for ROW accessibility improvements throughout town (i.e. parking enhancements/compliance as well as intersection improvements to upgrade curb ramps and other facilities).	$500,000 ($50,000 Annually)
		Long Term Capital Improvements Projects—Subtotal Costs	***$25,750,000***
		All Capital Improvements Projects—Total Costs	***$95,460,000***

1 Cost opinion assumes all project related costs for acquisition, planning, design, and construction/implementation, represented in 2021 dollars.

Administrative and Ongoing Actions

In addition to the CIP projects list, the following actions are either ongoing activities, some more programmatic, that the City will continue to implement, or are activities that will be implemented by the City as funding and resources permit.

- **Safe Routes to School:** Continue to coordinate with school district to implement Sandpoint's Safe Routes to School (SRTS) program as an opportunity to make walking and bicycling to school safer and more accessible for children, including those with disabilities, and to increase the number of children who choose to walk and bicycle. Sandpoint's SRTS Action Plan was developed in 2012-2013, to improve conditions for walking and bicycling near schools and to promote the advantages of safe routes to school.

- **Parks, Recreation, and Open Space Master Plan Implementation:** Support implementation of the City's Park and Recreation Plan closely related to transportation, including trails, water access, water craft (canoe/kayak) launch sites at waterfronts, and other related improvements.

- **Ongoing Coordination with and Support to Selkirk Pend Oreille Transit (SPOT):** Continue to coordinate with and provide support to SPOT on service routing and levels of service required for new development projects as well as increasing needs in town, including SPOT's advancement of microtransit services. Meet regularly via local transportation coordinating group. Address connectivity needs identified in the MTMP planning process, including: regular service (particularly during peak seasons) to the barn at the base of Schweitzer Mountain; connectivity to passenger rail service (Amtrak; could be on demand); consideration of other "on demand" service provision as ride share services are not well established in town; and promotion of services to the public/community/visitors.

- **Traffic Calming Request Program:** Develop a policy/procedure for addressing neighborhood traffic calming requests and implementing spot measures (such as speed tables, signing, etc.)

- **Update Illumination Standards and Request Program:** Develop policies and code updates to better define where (spacing) and how to address requests for additional lighting.

- **Cost/Benefit Analysis of Implementing Downtown Bike Share and/or Scooter Share Program:** Complete a study to determine costs/benefits and pros and cons of implementing a bike share and/or scooter share program in Downtown Sandpoint. Pending study outcomes, move forward to implement such a program tailored to Sandpoint's characteristics and needs.

- **Downtown Bicycling Strategy/Revised Policy to Allow Bicycles on Sidewalks on Specific Routes to Facilitate Access to City Beach Park:** This project/action will evaluate and designate specific downtown bicycle route strategies and policy revision to allow bicyclists on certain sidewalk segments in Downtown with the purpose of enhancing access to City Beach Park (also see E above). Adopt ordinance as needed.

- **Improve Access to the Amtrak Station:** Work with SPOT, rideshare, and others to increase access to Amtrak; also consider pedestrian and bicycle access needs over time.

- **Interim Truck Route Assessment:** Evaluate the impacts of potentially omitting the current truck route on Division Avenue, prior to completion of the Baldy Mountain Extension concept, and present the results to City Council for consideration by April 2022.



Multimodal transportation in Sandpoint

7.0 Funding Opportunities

The Sandpoint Multimodal Transportation Master Plan (MTMP/plan) is intended to inform the broader, city-wide Capital Improvement Plan (CIP) and annual budgets. Chapter 6 provides a complete and detailed list of multimodal improvement needs, and the purpose of Chapter 7 is to describe possible funding opportunities as implementation strategies are considered for each project.

Generally, transportation capital improvement projects are funded through multiple sources, such as partnerships, grants, and the City's General Fund. Project priorities may need to be shifted based upon the type of funding source(s) because grants typically have qualifying factors and spending criteria that may align better with one project over another. Chapter 6 organizes project improvements into short term, mid-term, and long term timeframes; however, as CIPs are adopted, and funding sources become available, actual implementation may vary from the targeted timeframes provided in the MTMP.

The City should consider a wide-range of sources as funding strategizes as the CIP is formulated. As further described in this Chapter, grants typically serve as the primary source for transportation capital improvement needs. Grants often require that the proposed project has been included in a broader master plan document such as this MTMP and therefore, this MTMP is an essential first step in implementation.

Key Takeaways

- The list of project needs included in Chapter 6 should be incorporated into a five-year Capital Improvement Plan (CIP) that is regularly updated. An example project prioritization methodology has been provided as an element of the Appendix to this MTMP as general guidance for future planning.
- Grant opportunities are continuously evolving; staying current and well informed is critical.
- Consider funding the design and permitting of key projects in advance of available construction dollars to enable "shovel-readiness" for stronger grant applications.
- The City's General Fund that is allocated to right-of-way (ROW) improvements is the primary source (often the only source) for on-going ROW operations and maintenance; therefore, alternative funding sources such as grants are critical to funding capital improvements.

Funding Sources – Non Grant Related

The City of Sandpoint receives annual revenue from multiple sources that are deposited into the General Fund. The

General Fund is the main operating fund for the City. It accounts for sources and uses of resources that (primarily) are discretionary to the City Council in the provision of activities, programs and services deemed necessary and desirable by the community.

The City's General Fund dollars are used to support City services including police, fire, right-of-way improvements, parks, community development, and administrative support services. The General Fund does not support water or sewer services.

Specific to transportation, various sources of revenue make up the amount of the City's annual General Fund budget, as further described below. A portion of this revenue is dedicated (earmarked) only for streets due to the source of the funding. The chart below depicts funding sources for transportation. The following descriptions are general in nature; the annual budget reports provide details on actual allocations and amounts.

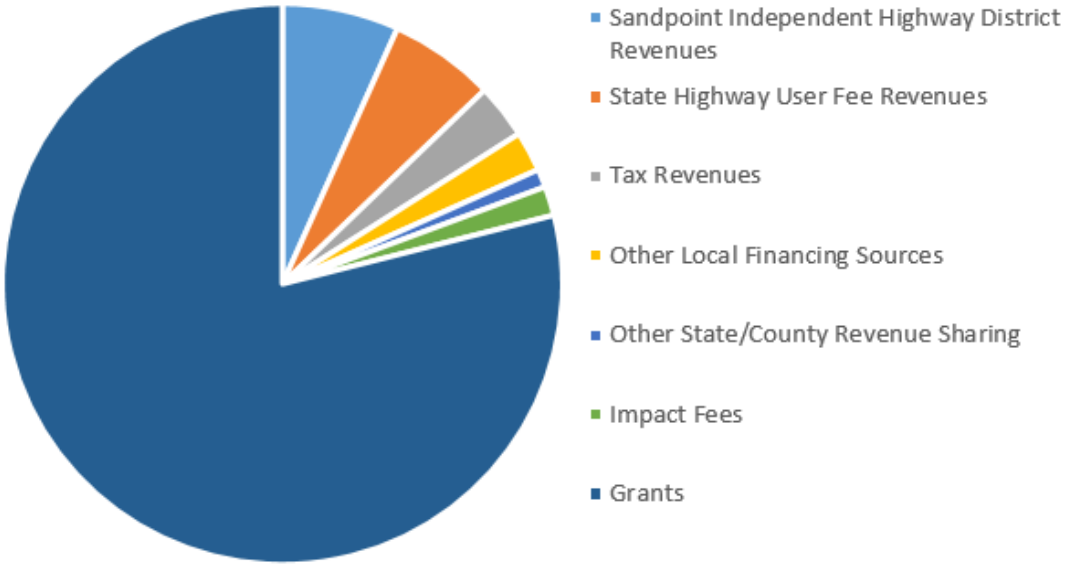


Figure 15 City of Sandpoint Transportation Funding Sources (e.g., 2020)

Property Taxes

Bonner County collects tax from property owners within the city limits of Sandpoint and distributes a portion of the tax to the City that is shared by all General Fund services. Local property taxes account for approximately 15 to 20 percent of non-grant related transportation funding.

Sandpoint Independent Highway District (IHD)

The local IHD owns the City's public rights-of-way. The City and IHD have executed an agreement that provides the City will maintain the rights-of-way within the City and therefore, IHD provides the City with 95 percent of the revenue it receives for the streets within the City. The IHD is a taxing district and receives its funds through property taxes, as collected by Bonner County and specific to the IHD for road maintenance.

Idaho Users Revenue Fund

These funds are collected by the state through motor fuel taxes and license fees and are distributed annually to all governmental units responsible for roadway maintenance in the State of Idaho. Distributions are based on a formula that has varied over the year and is primarily based upon population and number of roadway miles in the jurisdiction.

Other Sources

Interest, Donations, Sales of Fixed Assets, and Inter-fund (water/sewer/parks) transfers are additional sources of local revenue that contributes to transportation funding.

Impact Fees

Impact fees are applied by the City on development projects based upon a rate study and the Capital Improvement Plan to pay for costs resulting from development. Sandpoint has set impact fee rates for new developments to help pay for needed infrastructure, including streets, pathways, fire, police, and parks/recreation. Impact fees do not often pay for the full cost of improving the transportation system, but they can be combined with other sources to fund projects. The projects identified in this MTMP as part of capital improvements planning will feed directly into upcoming impact fee rate studies.

State, County, and Other Revenue Sharing

State sales tax, liquor sales, and state/local county sharing allocations contribute to transportation expenses through the City's General Fund revenue.

Local Improvement Districts

Although none related to transportation are active as of 2021, an additional mechanism for transportation funding are local improvement districts (LIDs). LIDs are one avenue for the benefiting property owners to share the cost of transportation infrastructure improvements and other types of public improvements. Property owners agree to form LIDs. Property owners in a LID often pay an amount

proportional to the benefits they receive for the property that is owned. Bonds are sold to cover improvement costs, and payments are made through property assessments with a long-term payment plan and provide relatively low interest rates. The project costs are divided between each of the property owners in the defined district, based on lot front footage, area of lot, benefits derived, or a combination thereof.

Voter-Approved Funding Mechanisms

Although none related to transportation are active as of 2021, local voters may elect to approve initiatives to fund specific capital improvements with specific timelines. Examples of voter-approved funding options in Sandpoint include various types of bonds and Resort-City taxes (local option sales tax and lodging tax). The City currently has an active, voter-approved, local option sales tax but it may not be used on transportation.

Sandpoint Urban Renewal Districts

The Local Development Act of Idaho, or Urban Renewal, is intended to allocate a portion of the property taxes in a defined Urban Renewal Area, for a limited period of time, to assist in the financing of Urban Renewal plans, and to encourage economic development in Urban Renewal Areas. Laws relating to urban renewal were originally created to make it easier to remedy problem areas of the community that are described in Idaho Code 50-2002. Today, urban renewal districts are typically set up in areas that are already forecasted to significantly increase in value. This is because the urban renewal district receives property taxes only on the amount the property increases in value. The more the property value increases after the district is put in place, the greater the revenue that is generated by the urban renewal district. The City of Sandpoint has two active SURA districts – downtown and northern. Each Urban Renewal has identified transportation projects, many of which have been implemented, with the remaining to be complete by 2029 at time of sunset.

State and Federal Grant Funding

State and federal government programs also provide possible funding opportunities through agencies such as the Idaho Commerce and Labor Department and Economic Development, ITD, LHTAC, and Idaho Parks & Recreation. Most of these funding agencies require cities to identify projects and list them in their CIP to be eligible for funding, along with requiring cities to provide a percentage of local funds to match the total funding. Federally, the Fixing America's Surface Transportation (FAST) Act has provided a source of funding, and more infrastructure funding is being authorized that will be funneled through state departments of transportation for local use. The City should regularly monitor federal and state transportation funding programs to stay up to date on the latest opportunities.

LHTAC

In order to assist communities throughout the state in completing their transportation projects, LHTAC, a division of ITD, offers several assistance programs to qualifying agencies. The following is a brief summary of those programs and their qualification criteria. Details and applications can be found at the following website: https://lhtac.org/programs/

- **Local Rural Highway Investment Program (LHRIP)** The Idaho Transportation Board, in conjunction with ITD and LHTAC, has developed this program to assist small cities, counties, and highway districts to improve the investment in their roadway infrastructure. The program is funded by an exchange of federal-aid rural funds for ITD state funds. At the request of the Idaho Transportation Board, LHTAC has agreed to administer this program and account for the expenditures of the funds based on criteria established by the Idaho Transportation Board and LHTAC. The program has four categories of grants:

- **Construction Projects** include any type of local road or bridge project to improve the condition, safety, or service life of that local road or bridge, from maintenance up to and including reconstruction. This type of project grant is limited to a maximum of $100,000. Projects must include road and roadway work. Projects exclusively for pedestrian or drainage improvements are not eligible. A one-year hiatus will be applied to those Local Highway Jurisdictions who received LRHIP Construction project awards the previous year.

- **Federal Aid Match Construction Projects** include any type of local road or bridge project that has federal-aid (or other federal funds) to improve the condition, safety, or service life of that road or bridge. To apply for this project, Sandpoint must already be awarded the federal-aid project. It should be included in the Idaho Transportation Investment Program (or similar program) and must be scheduled for construction within the next two years (from the grant fiscal year). This type of project has a maximum grant amount of $100,000. Annually, a total of $200,000 is reserved for this type of project and award is based on need.

- **Transportation Plans** funds are to be used to hire a licensed consulting engineer or transportation planner to complete a new Transportation Plan or update an original Transportation Plan that is over 10 years old. An original Transportation Plan is limited to a $50,000 award

and an update is limited to a maximum of a $30,000 award. Plans must include an asset management plan (iWorQ or approved alternative) if one is not in place.

- **Sign Projects** include sign replacement and upgrade projects to bring warning and regulatory signs, sign posts, and pavement markings up to Manual on Uniform Traffic Control Devices (MUTCD) standards. This type of project grant is limited to a maximum of $30,000. Emergency Funds are available through a separate application for emergencies that occur. The amount reserved annually to fund these projects is $400,000 and individual grants are limited to $100,000.

- **Local Highway Safety Improvement Program (LHSIP); Administered by LHTAC**—Local highway jurisdictions receive approximately $3.7 million through Highway Safety Improvement Program and LHSIP (through LHTAC) to assist in phasing out Type A crashes from roadway systems; Local Highway Jurisdiction's with at least one Type A crash in the last five years are eligible. Notification of qualification occurs each fall to begin application process. The application requires a local match not to exceed 7.34 percent.

- **Federal-Aid (STP Urban) Administered by LHTAC**—Surface Transportation Program (STP) Urban funds are allocated for projects in urban areas with populations greater than 5,000 and less than 50,000 as determined by the US Census Bureau. Current urban areas are based on the 2010 census. Funds may be used for a new or updated Transportation Plan encompassing the entire urban area. The local match requirement is 7.34 percent.

- **Bridge Federal-Aid Administered by LHTAC**—This program provides funding for rehabilitation or replacement of bridges and limits one project application per year per jurisdiction. The bridge must be longer than 20 feet and carry a public road, have a sufficiency rating of less than 50 percent for replacement and less than 75% for rehabilitation, and be classified as structurally deficient. Funds are administered by LHTAC and Local Federal Aid Incentive Program and requires a 7.34 percent match.

- **ITD State Rail Program** —This funding is for minor railroad crossing surface improvements. This program provides 100 percent funding, of which no local match is required. Requests may be made to ITD District 3 staff each year. Projects

will be evaluated and, if selected, programmed for implementation.

- **ITD Federal Rail program**—This funding is available for larger railroad improvement projects involving signals, gate arms, etc. This program provides 100 percent funding, of which no local match is required. Requests may be made to ITD District 3 staff each year. Projects will be evaluated and, if selected, programmed for implementation.

- **US DOT Better Utilizing Investments to Leverage Developments (BUILD)**—The Better Utilizing Investments to Leverage Development, or BUILD Transportation Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit, and port projects that promise to achieve national objectives. Previously known as Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grants, Congress has dedicated nearly $7.9 billion for eleven rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact.

  For rural areas, there is typically a minimum grant amount of $1 million for construction projects and no minimum match requirement. In order to be competitive, a minimum match of 20 percent is recommended. The Notice of Funding Availability (NOFA) typically comes out in February each year with an application due date in late-April.

Local Highway Safety Improvement Program (LHSIP)

The Highway Safety Improvement Program (HSIP) is a federally funded program aimed at eliminating Fatal and Serious Injury (Type A) crashes on the roadway system. Local highway jurisdictions (LHJ) can receive approximately $8.9M of the state HSIP funds through the LHSIP, administered through LHTAC. Eligibility for the LHSIP is based on LHJs having at least one Serious Injury (Type A) or Fatal crash over the last five years. Qualifying LHJs are identified by LHTAC and notified each fall to begin the application process.

This federally funded program requires a local match, not to exceed 7.34 percent. Projects are ranked according to individual cost-benefit ratios. Projects are funded first based on their cost-benefit ratio within their ITD District, and then by their overall cost-benefit ratio throughout the state. Final project selection is by the Idaho Transportation Board.

Federal Lands Highways Access Program (FLAP)

The Federal Lands Access Program (FLAP) was established in 23 U.S.C. 204 to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The Access Program supplements state and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators. The program is administered by the FHWA Western Federal Lands Highway division. It is directed towards public highways, roads, bridges, trails, and transit systems that are under state, county, town, township, tribal, municipal, or local government jurisdiction or maintenance, and provide access to federal lands. See their website for the most current eligible project types and program status: https://flh.fhwa.dot.gov/programs/flap/

Federal Infrastructure for Rebuilding America (INFRA) Program

Provides Federal financial assistance to highway and freight projects of national or regional significance. This program focuses on transportation infrastructure projects that support six key objectives: supporting economic vitality at the national and regional level; addressing climate change and environmental justice impacts; advancing racial equity and reducing barriers to opportunity; leveraging Federal funding to attract non-Federal sources of infrastructure investment; deploying innovative technology, encouraging innovative approaches to project delivery, and incentivizing the use of innovative financing; and holding grant recipients accountable for their performance.

Idaho Transportation Department (ITD)

ITD offers several assistance programs to qualifying agencies. The following is a brief summary of those programs and their qualification criteria. Details and applications can be found at the following website: https://itd.idaho.gov//alt-programs/

- **Transportation Alternatives Program (TAP)** Formerly known as Community Choices for Idaho, provides funding for a variety of alternative transportation projects to address the needs of non-motorized users and to advance ITD's strategic goals of Mobility, Safety and Economic Opportunity while maximizing the use of federal funds. The program will provide an annual mechanism to solicit locally identified projects and leverage potential federal funding opportunities for sponsored projects. The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, and safe routes to school educational projects.

- **ADA Curb Ramp Program** The Idaho Americans with Disabilities Act (ADA) Curb Ramp Program is a state-administered program that provides funding for projects to address curb ramps on the state highway system. The goal of the program is to provide accessible facilities for pedestrians with disabilities while allowing local jurisdiction flexibility in meeting the required standards. ITD is allocating $500,000 of state funds annually for this program. Applicants can qualify for up to $60,000 in state funding to construct new or alter existing curb ramps on the state highway system to meet the requirements of the ADA. Funds can only be used for construction purposes. This program provides local communities more control over the design of pedestrian facilities in their communities, the time of construction, and makes better economical use of state funds while addressing accessibility on the state highway system.

Idaho State Department of Parks and Recreation (IDPR)

IDPR offers the following funding programs which could potentially help fund multimodal transportation projects in Sandpoint.

- **The Recreational Trails Program (RTP)** establishes a program for allocating funds for recreational trails and trail-related projects with state partners. Projects must be from trail plans included, or referenced, in a Statewide Comprehensive Outdoor Recreation Plan required by the Land and Water Conservation Fund Act (Section 1302 (a)(b)).

The typical grant funding level for the program is approximately $1.5 million annually. Permissible uses of the funds are maintenance and restoration of existing recreational trails; development and rehabilitation of trailside and trailhead facilities and trail linkages for recreational trails; purchase and lease of recreational trail construction and maintenance equipment; and construction of new recreational trails (with restrictions for new trails on Federal lands).

IDPR is responsible for the administration of the Recreational Trails Program in Idaho. At least 30 percent of funds received annually by the State must be reserved for uses relating to motorized recreation, at least 30 percent must be reserved for non-motorized recreation, and the remaining 40 percent must give preference to projects that provide for innovative recreational trails corridor sharing by motorized and non-motorized use. More information is available at this website:

https://parksandrecreation.idaho.gov/recreational-trails-program-rtp

- **The Recreational Road and Bridge Fund** The 1993 session of the Idaho legislature passed HB 185 which authorized the IDPR to administer 0.44 percent of State gas tax revenues to "be used solely to develop, construct, maintain and repair roads, bridges and parking areas within and leading to parks and recreation areas of the state." The typical grant funding level for the program is approximately $300,000 annually.

Currently all road and bridge applications are reviewed by IDPR staff and recommendations are presented to the Idaho Park and Recreation Board for final approval. More information is available at this website: https://parksandrecreation.idaho.gov/recreational-roadbridge-fund







