

Categorization of Sandpoint Streets by Pedestrian Priority Level

Approved by Public Works Committee, January 7, 2004

Pedestrians walk at about two miles/hour. Walking a full block “out of direction” can mean several minutes of “wasted time” and significantly discourage people from walking to a destination. The Pedestrian Advisory Committee (PAC) has reviewed all city streets, identifying walking patterns of students, and known walking paths of adults.

All streets in the City are used for walking. All streets which connect to others are “collectors” of pedestrian traffic. Within the city “grid” pattern, all streets are important. With effort, the PAC has selected those which would constitute an essential well improved network as “high priority.” By relegating the others to the “medium priority” category, we hope their importance is not overlooked; all are essential.

High Priority:

(Streets identified as Safe Routes to School are noted as “SRS”)

All streets within the BID (Business Improvement District); see attached map

Priority streets called “**Named Streets**” from the Streetscape Handout reviewed by Planning and Zoning and City Council in 2003. These are high vehicle and high pedestrian usage, leading to and from significant destinations:

- Fifth Avenue (full length)
- Baldy Mountain (full length)*
- Boyer north of Highway 2 *SRS*
- Cedar (from 5th to Lincoln)
- Division (full length) *SRS*
- Highway 2 (south of Pine) *SRS*
- Main (Fifth to Division)
- Ontario (full length) *SRS*
- Pine (full length)

Other High Priority (not “Named Streets”)

- Antone Street *SRS*
- S. Boyer (Ontario to Highway 2) *SRS*
- Church Street (BID to end)
- Ella Avenue (Ontario to Spruce) *SRS*
- Erie Street (full length) *SRS*
- Euclid Avenue (full length) *SRS*
- Florence Avenue (Ontario to Spruce) *SRS*

* Streets which will become increasingly important
SRS Streets identified as Safe Routes to School

High Priority, Cont.

Fourth Ave. N.
Fourth Ave. S (Pacific- BID)
Great Northern
Lake Street (BID to Division) *SRS*
Lakeview Blvd.
Larch Street (BID to Division)
Larch Street (Monroe to Madison) *SRS*
Lincoln Avenue (full length)
Michigan Street (full length) *SRS*
Monroe Avenue * *SRS*
Oak Street (BID to Lincoln)*
Schweitzer Cutoff Road
Superior St. (Division to Hwy 2) *SRS*
Spruce Street (Boyer to Hickory Glen) *SRS*
N. Third Ave. (N. of BID)
Washington Avenue (full length) *SRS*
Woodland Drive*

Medium Priority

(Includes all streets not otherwise identified as High or Low Priority)

Medium Priority of special note:

Boyer Avenue S. of Ontario (high recreation potential)
Garden St. *SRS*
Grey Way (high recreation potential)*
Ella S. of Ontario (high recreation potential)
Hickory Glen *SRS*
Hickory Street (full length)* *SRS*
Lavina Ave. *SRS*
Madison Avenue (Hickory to Spruce) *SRS*

Other Medium Priority:

Airport Way
Alder St.
Alexander Way
Aspen Lane
Aspen Way
Baldy Park Drive
Chestnut St.
Culver's Drive
Daisy St.
Dearborn St.
Ebbett Way

* Streets which will become increasingly important
SRS Streets identified as Safe Routes to School

Medium Priority, Cont.

Elliott Ave.
Fir St.
S. First (S. of BID)
Forest Ave.
Industrial
Jefferson Ave.
Juniper
Halley St.
Hemlock Ct.
Huckleberry
Huron Ave.
Idaho St.
Janelle Way
Kinnickinnick Ave.
Louis Lane
Marion Ave.
Megan Lane
S. Monroe Ave.
Mountain View E. *
Northshore Dr.
Olive Ave. (N. of Ontario)
Pacific St.
Ponderosa Dr.
Poplar St.
Richland Ave.
Rogers Dr.
Rosedale Way
Ruth Ave.
Sandpoint West Drive
Sequoia Lane
Short Ave.
Sixth Ave.
St. Clair
Superior (Hwy 2 to BID)
S. Third (S. of BID)
S. Second (S. of BID)
Walnut St.
Willow Dr.
Vineyard Dr.

Low Priority

Arbor Way
Aspen Ct.

* Streets which will become increasingly important
SRS Streets identified as Safe Routes to School

Low Priority, Cont.

Birch Street
Browning Way
Creekside Lane
Elm Street
Geri Ct.
J.R. Ct.
Loman
Olive Ave. S. of Ontario
Merton Street
Mt. Meadow Way
Remington Court
Rosedale Way
Vineyard Drive
Winchester

Intersections

The ability to cross streets is essential to walkability.

- All intersections within the BID are important and should be designed to facilitate pedestrian movements. This will help reduce parking problems as it strongly encourages “park and walk” activity.

Some **crossings of especial pedestrian concern** include:

- Oak and Fifth Street as an important pedestrian gateway to downtown
- Pine Street offset intersections
- Crossings along Highway 2 (especially important to students)
 - Ella through Olive, inclusive *SRS*
 - Boyer; present configuration is awkward for bikes and pedestrians *SRS*
 - Ontario *SRS*
- Heavily used crossings near schools *SRS*

Note: The North portion of Sandpoint is sketchily developed. The Pedestrian Advisory Committee recommends that no street in this area be designated “Low Priority” until much more intensive planning for pedestrians at the neighborhood level has occurred from Baldy north. We encourage connectivity whenever achievable.

Streets not yet built will be evaluated for priority as needed.

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SRS Streets identified as Safe Routes to School