

MTMP Subcommittee Meeting Notes 8-29-25

Present: Katie, Reid, Radley, Molly

Subcommittee was unanimous that it should categorize all Sandpoint streets for pedestrian priority with the comprehensive 2004 list as a starting point. All streets are categorized for motor vehicle use, and that categorization affects design, grants, and planning. This categorization should be included in the MTMP and have other uses. When that is completed, establishing bicycle priority streets will be tackled.

The 2004 categorization lists the BID as the downtown unit. Is the BID still relevant? If not, what is in use today that should be cited? What are the boundaries?

The subcommittee started by comparing the High Priority 2004 streets with those listed in the current MTMP, Appendix A, looking at vehicular traffic levels, destinations and origins of pedestrian trips, and SPOT bus stops. Modifications were made to the proposed list.

The subcommittee next looked at the rationale for the 2004 Medium Priority streets, moving some to high priority and vice versa. The subcommittee paid special attention to areas of the city with new development, job growth, SPOT stops, and changes in traffic patterns. The subcommittee assumed that Safe Routes to School streets should remain, as there is always some fluctuation in the location of families with children, but schools are in the same locations.

The subcommittee reviewed Low Priority streets, where no sidewalk exists or would be required. This would seem to be an area of in lieu revenue. The subcommittee is considering whether to add the final block of a cul d'sac where no vehicular extension is possible to the "Low Priority" category.

At its next meeting, the subcommittee plans to review and finalize its work on Pedestrian Priority categorization for submission to the full SPBAC in October.