

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