

## **Categorization of Sandpoint Streets by Pedestrian Priority Level**

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 Bicycle Advisory Committee (PBAC) 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:**

#### **All streets downtown**

**Priority Streets which are high vehicle and high pedestrian usage**, leading to and from significant destinations:

Fifth Avenue (full length)  
Baldy Mountain (full length)  
Boyer (full length) *SRS SPOT*  
Cedar (from 5<sup>th</sup> to Lincoln)  
Division (full length) *SRS SPOT*  
Great Northern  
Highway 2 (full length) *SRS*  
Main (Fifth to far west end) *SPOT*  
Ontario (Lakeview to Division) *SRS*  
Pine (full length) *SPOT*

#### **Other High Priority** (generally with less vehicular traffic)

Antone Street *SRS*  
Church Street (Downtown to end) *SPOT*  
Ella Avenue (Ontario to Spruce) *SRS*  
Erie Street (full length) *SRS*  
Euclid Avenue (full length) *SRS*  
Florence Avenue (Ontario to Chestnut) *SRS*  
Fourth Ave. N.  
Fourth Ave. S (Pacific-Downtown)

## **High Priority, Cont.**

Lakeview Blvd.  
Larch Street (Downtown to Division)  
Larch Street (Monroe to Madison) *SRS*  
Lincoln Avenue (full length)  
Michigan Street (full length) *SRS SPOT*  
Monroe Avenue *SRS*  
Mountain View E. (East of Boyer)  
Oak Street (Downtown to west end)  
Sandpoint Avenue (Bridge St. to end at Pend Oreille Bay Trail)  
Schweitzer Cutoff Road  
Superior St. (Division to Hwy 2) *SRS*  
Spruce Street (full length) *SRS*  
N. Third Ave. (N. of Downtown)  
Washington Avenue (full length) *SRS*  
Woodland Drive (east-west portion)

## **Medium Priority**

(Includes all streets not otherwise identified as High or Low Priority, even if not named below)

### **Medium Priority of special note:**

Garden St. *SRS*  
Grey Way (high recreation potential)  
Ella S. of Ontario (high recreation potential)  
Hickory Glen *SRS*  
Hickory Street (full length) *SRS*  
Lake Street (Downtown to Division) *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. *SPOT*  
Culver's Drive  
Daisy St.  
Dearborn St.

## Medium Priority, Cont.

Ebbett Way  
Elliott Ave.  
Fir St.  
S. First (S. of Downtown)  
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. (West of Boyer)  
Northshore Dr.  
Olive Ave. (N. of Ontario)  
Ontario St. (W. of Highway 2)  
Pacific St.  
Ponderosa Dr.  
Poplar St.  
Richland Ave.  
Ridley Village Rd.  
River Rock Road  
Rogers Dr.  
Rosedale Way  
Ruth Ave.  
Sandpoint West Drive  
Sequoia Lane  
Short Ave.  
Sixth Ave.  
St. Clair Ave.  
S. Second (S. of Downtown)  
S. Third (S. of Downtown)  
Walnut St.  
Willow Dr.  
Vineyard Dr.

*SRS* Streets identified as Safe Routes to School  
*SPOT* streets with transit stops

### **Low Priority** (Play streets)

Arbor Way  
Aspen Ct.  
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

Potential addition: the final block of a cul d'sac with no potential for vehicular extension.

### **Intersections**

The ability to cross streets is essential to walkability.

- All intersections within the Downtown 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
- Cedar and Fifth Street is a busy and important pedestrian gateway to downtown
- Cedar at Division as library access?
- Pine Street offset intersections; a challenge for crossing Pine Street
- 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*

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