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MEMORANDUM

TO:	Jeremy Grimm, City of Sandpoint Jason Welker, City of Sandpoint
FROM:	Colin McAweeney, TischlerBiseGalena Nicholas Huff, TischlerBiseGalena
DATE:	January 7, 2025
RE:	DRAFT Demographic Data and Development Projections for Impact Fee Study

As part of our Work Scope, TischlerBise has prepared documentation on demographic data and development projections that will be used in the Sandpoint Impact Fee Study. The data estimates and projections are used in the study's calculations and to illustrate the possible future pace of service demands on the City's infrastructure. The demographic assumptions are used in the impact fee calculations to determine current and future levels of service.

This chapter includes discussion and findings on:

- Household/housing unit size
- Current population and housing unit estimates
- Residential projections
- Current employment and nonresidential floor area estimates
- Nonresidential projections
- Functional population
- Vehicle trip generation and projections

Note: calculations throughout this technical memo are based on an analysis conducted using Excel software. Results are discussed in the memo using one-and two-digit places (in most cases), which represent rounded figures. However, the analysis itself uses figures carried to their ultimate decimal places; therefore, the sums and products generated in the analysis may not equal the sum or product if the reader replicates the calculation with the factors shown in the report (due to the rounding of figures shown, not in the analysis).



POPULATION AND HOUSING CHARACTERISTICS

Impact fees often use per capita standards and persons per housing unit or persons per household to derive proportionate share fee amounts. Housing types have varying household sizes and, consequently, a varying demand on City infrastructure and services. Thus, it is important to differentiate between housing types and size.

When persons per housing unit (PPHU) is used in the development impact fee calculations, infrastructure standards are derived using year-round population. In contrast, when persons per household (PPHH) is used in the development impact fee calculations, the fee methodology assumes all housing units will be occupied, thus requiring seasonal or peak population to be used when deriving infrastructure standards. Sandpoint and the surrounding area is home to a large number of second/vacation homes and hosts many visitors throughout the year. Thus, TischlerBise recommends that fees for residential development in Sandpoint be imposed according to persons per household.

Based on housing characteristics, TischlerBise recommends using two housing unit categories for the Impact Fee study: (1) Single Family and (2) Multifamily. Each housing type has different characteristics which results in a different demand on City facilities and services. Figure 1 shows the US Census American Community Survey 2022 5-Year Estimates data for Sandpoint. As a result, single family units have a household size of 2.47 persons and multifamily units have a household size of 2.13 persons. Additionally, there is a housing mix of 70 percent single family and 30 percent multifamily.

The estimates in Figure 1 are for PPHH calculations. Base year population and housing units are estimated with another, more recent data source.

		Housing	Persons per		Persons per	Housing	Vacancy
Housing Type	Persons	Units	Housing Unit	Households	Household	Unit Mix	Rate
Single Family [1]	6,363	2,834	2.25	2,574	2.47	70%	10.1%
Multifamily [2]	2,058	1,223	1.68	968	2.13	30%	26.3%
Total	8,421	4,057	2.08	3,542	2.38		14.5%

Figure 1. Persons per Household

[1] Includes attached and detached single family homes and mobile homes

[2] Includes all other types

Source: U.S. Census Bureau, 2022 American Community Survey 5-Year Estimates



RESIDENTIAL CONSTRUCTION TREND

To illustrate residential development trends in the city, Figure 2 lists the past five years of new construction. Over that time, there has been a total of 538 housing units constructed in the city. Additionally, there has been some growth of ADUs (accessory dwelling units) in the city. These are smaller sized dwellings which are more similar to an apartment and other multifamily housing types. Also, based on the seasonal and tourism nature of the area, development of ADUs and tiny homes are included in the residential projections.

Overall, over the past five years of residential development there has been an average of 108 housing units constructed annually.

Figure 2. Annual New Construction Estimates by Housing Type

Development	2019	2020	2021	2022	2023	Total	5-Year Average
Total Units	80	67	191	95	105	538	108

Source: Sandpoint Planning Department

BASE YEAR HOUSING UNITS AND POPULATION

To calculate the base year (2024) housing stock, the total number of housing units found from the 2020 U.S Census is combined with the new residential building permits trends from 2021 to 2023 based on conversations with City staff. Shown in Figure 3, there is an estimated 3,136 single family units and 1,550 multifamily units in Sandpoint (totaling 4,686 housing units).

Figure 3. Base Year Housing Units

	2020	New Housing	Base Year
Housing Type	Census[1]	Units [2]	2024
Single Family	3,000	136	3,136
Multifamily	1,295	255	1,550
Total	4.295		4.686

[1] Source: TischlerBise analysis of U.S Census Bureau 2020 Decennial Census

[2] Source: City of Sandpoint building permit data



Furthermore, the nature of the influx of seasonal population in Sandpoint necessitates three types of populations to be included in the impact fee study:

- 1) Permanent Residents
- 2) Seasonal Residents
- 3) Visitors

As mentioned, the city is a destination for vacationers and because of the presence of temporary residents and visitors, city services have been sized to accommodate the additional demand. The seasonal population includes residents who have second homes in the city and the seasonal labor influx during peak tourism months.

The seasonal population includes residents of second and vacation homes who don't reside in Sandpoint year-round. The estimated seasonal housing units are found by taking the permanent housing units and multiplying by the vacancy rate (3,136 x 10.1 percent = 317 single family seasonal housing units). The seasonal population is found by applying the PPHH factors to the seasonal housing. Shown in Figure 4 there is an estimated 724 seasonal housing units and an estimated seasonal population of 1,651 residents in the base year.

	Base Year	Vacancy	Seasonal		Seasonal
Housing Type	Total Units	Rate	Housing	РРНН	Population
Single Family	3,136	10.1%	317	2.47	782
Multifamily	1,550	26.3%	408	2.13	868
Total	4,686		724		1,651
Source: TischlerBise	analysis of LLS	Consus Rur		nial Consi	11.5

Figure 4. Seasonal Housing and Population

Source: TischlerBise analysis of U.S Census Bureau 2020 Decennial Census; U.S. Census Bureau, 2022 American Community Survey 5-Year Estimates vacancy rate factors; City of Sandpoint building permit data

The visitor population includes overnight visitors at lodging locations. From a survey done by TischlerBise, there are four lodging properties within city limits that total 192 rooms. Based on general lodging assumptions (two occupants and 95 percent occupied during peak season), a total of 365 overnight-visitors are estimated in the city shown in Figure 5.



Property	Rooms
Cedar Street Hotel and Suites	68
Best Western Edgewater Resort	54
Dynamic by Hotel Inn	62
K2 Inn	8
Total	192
Total Lodging Rooms	192
Assumed Ave Occupancy	2
Assumed Occupancy Rate	95%
Total Overnight-Visitors	365
Source: TischlerBise survey of lod	ging

Figure 5. Lodging Rooms and Peak Visitors

property and general peak season lodging

The information above is summarized in Figure 6. Permanent housing population and seasonal housing population estimates are found by applying the PPHH factors for each housing type to base year housing estimates. As a result, there is a permanent population estimate of 9,397 residents and a seasonal population estimate of 1,651 residents. Combined with the overnight visitor population of 365, there is an estimated peak population of 11,413 in the city.

Figure 6. Base Year Housing and Population

	Base Year
City of Sandpoint	2024
Permanent Hsg Population [1]	9,397
Seasonal Hsg Population [2]	1,651
Overnight-Visitors [3]	365
Total Peak Population	11,413
Housing Units [4]	
Single Family	3,136
Multifamily	1,550
Total Housing Units	4,686

[1] TischlerBise analysis of occupied housing units and PPHH factors

[2] TischlerBise analysis of vacant/seasonal housing units and PPHH factors

[3] TischlerBise survey of available lodging rooms

[4] Source: TischlerBise analysis of U.S. Census Bureau 2020 Decennial Census, and City of Sandpoint Planning Department



HOUSING UNIT AND POPULATION PROJECTIONS

To project residential growth, the past housing construction trends are assumed to continue through the next ten years. Thus, the five-year annual average totals are included in the projections to estimate housing growth in the city. Permanent and seasonal population growth is estimated based on housing development and PPHH by housing type. Overnight visitors are expected to grow at the same rate as the permanent and seasonal population. Planned developments based on conversations with City staff are included in the first two years of projections.

As a result, there are 1,314 new housing units projected in the city over the next ten years, 374 units single family and 940 units multifamily. Based on the housing development, peak population is estimated to grow by 3,372 residents or 30 percent.

	Base Year											Total
City of Sandpoint	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Increase
Permanent Hsg Pop [1]	9,397	9,777	10,156	10,350	10,543	10,736	10,929	11,122	11,316	11,509	11,702	2,305
Seasonal Hsg Pop [1]	1,651	1,766	1,881	1,930	1,979	2,027	2,076	2,125	2,173	2,222	2,271	620
Overnight-Visitors [2]	365	604	699	713	728	742	756	770	784	798	812	447
Total Peak Population	11,413	12,147	12,737	12,993	13,249	13,505	13,761	14,017	14,273	14,529	14,785	3,372
Percer	nt Increase	6.43%	4.86%	2.01%	1.97%	1.93%	1.90%	1.86%	1.83%	1.79%	1.76%	30%
Housing Units [3]												
Single Family	3,136	3,173	3,211	3,248	3,285	3,323	3,360	3,398	3,435	3,472	3,510	374
Multifamily [4]	1,550	1,739	1,928	1 <i>,</i> 998	2,068	2,139	2,209	2,279	2,349	2,420	2,490	940
Total Housing Units	4,686	4,912	5,139	5,246	5,354	5,462	5,569	5,677	5,784	5,892	6,000	1,314

Figure 7. Residential Development Projections

[1] Population projected based on housing growth and persons per household factors.

[2] Visitor growth is assumed to grow at the same rate as permanent and seasonal population

[3] Housing projections are based on building permit trends provided by the City of Sandpoint Planning Department

[4] Includes ADUs and tiny homes which are considered to be occupied during peak season



CURRENT EMPLOYMENT AND NONRESIDENTIAL FLOOR AREA

The impact fee study will include nonresidential development as well. Utilizing ESRI Business Analyst data, 2024 total employment in the city is estimated at 7,656 jobs. ESRI Business Analyst profile data is then used to breakdown the employment total into industry sectors. Listed in Figure 8, there are an estimated 1,513 retail jobs, 2,303 office jobs, 1,461 industrial jobs, and 2,379 institutional jobs located in the city.

To estimate the nonresidential floor area, employee density factors from the Institute of Transportation Engineers (ITE) *Trip Generation* Manual (2021) are applied to job estimated. Figure 9 lists the land use type and density factors that are included in the analysis. Overall, there is 3,182,951 square feet estimated in the city. Industrial development has the largest share while institutional has a significant share as well.

City of Sandnoint	Base Year	Sq. Ft. per	Floor Area	Percent
city of Sandpoint	1002[1]	100 [2]	(34.10)	OFFOCAL
Retail	1,513	471	712,623	22%
Office	2,303	307	707,021	22%
Industrial	1,461	637	930,657	29%
Institutional	2,379	350	832,650	26%
Total	7,656		3,182,951	100%

Figure 8. Base Year Employment and Nonresidential Floor Area

[1] ESRI Business Analyst; TischlerBise Analysis

[2] Source: *Trip Generation*, Institute of Transportation Engineers, 11th Edition (2021)

Figure 9. Institute of Transportation Engineers (ITE) Employment Density Factors

Employment	ITE		Demand	Emp per	Sq. Ft.
Industry	Code	Land Use	Unit	Dmd Unit	per Emp
Retail	820	Shopping Center	1,000 Sq Ft	2.12	471
Office	710	General Office	1,000 Sq Ft	3.26	307
Industrial	110	Light Industrial	1,000 Sq Ft	1.57	637
Institutional	610	Hospital	1,000 Sq Ft	2.86	350

Source: *Trip Generation*, Institute of Transportation Engineers, 11th Edition (2021)



EMPLOYMENT AND NONRESIDENTIAL FLOOR AREA PROJECTIONS

Job and nonresidential floor area projections for the next ten years are provided in Figure 10. Job growth is projected using Idaho Department of Labor average annual growth rate by job type for the Idaho Northern Region. Over the next ten years there is a projected increase of 1,286 jobs, a 17 percent increase from the base year. Institutional and industrial developments account for the greatest share of the increase.

Job growth is converted into nonresidential floor area using the ITE square feet per employee averages shown in Figure 9. Over the next ten years, the nonresidential floor area is projected to increase by approximately 538,000 square feet.

Figure 10. Employment and Nonresidential Floor Area Projections

			-									
	Base Year											Total
Industry	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Increase
Jobs [1]												
Retail	1,513	1,529	1,544	1,560	1,576	1,592	1,609	1,625	1,642	1,659	1,676	163
Office	2,303	2,328	2,354	2,379	2,406	2,432	2,458	2,485	2,513	2,540	2,568	265
Industrial	1,461	1,519	1,577	1,596	1,616	1,635	1,655	1,675	1,696	1,716	1,737	276
Institutional	2,379	2,440	2,502	2,555	2,609	2,665	2,721	2,779	2,839	2,899	2,961	582
Total	7,656	7,815	7,977	8,091	8,207	8,324	8,444	8,565	8,689	8,814	8,942	1,286
Nonresidential F	loor Area (1	1,000 sq	l. ft.) [2]									
Retail	713	720	727	735	742	750	758	766	773	781	789	77
Office	707	715	723	730	738	747	755	763	771	780	788	81
Industrial	931	967	1,005	1,017	1,029	1,042	1,054	1,067	1,080	1,093	1,106	176
Institutional	833	854	876	894	913	933	953	973	993	1,015	1,036	204
Total	3,183	3,256	3,330	3,376	3,423	3,471	3,519	3,569	3,618	3,669	3,721	538

[1] Source: ESRI Business Analyst; Idaho Department of Labor; TischlerBise analysis

[2] Source: Institute of Transportation Engineers, Trip Generation, 2021



FUNCTIONAL POPULATION

Both residential and nonresidential developments increase the demand on City services and facilities. To calculate the proportional share between residential and nonresidential demand on service and facilities, a functional population approach is used. The functional population approach allocates the cost of the facilities to residential and nonresidential development based on the activity of residents and workers in the city through the 24 hours in a day.

Residents that do not work are assigned 20 hours per day to residential development and 4 hours per day to nonresidential development (annualized averages). Residents that work in Sandpoint are assigned 14 hours to residential development. Residents that work outside the city are assigned 14 hours to residential development, the remaining hours in the day are assumed to be spent outside of the city working. Inflow commuters are assigned 10 hours to nonresidential development. Based on the most recent functional population data (2021), residential development accounts for 62 percent of the functional population, while nonresidential development accounts for 38 percent.

City of Sa	ndpoint (2021)		
Residential		Demand	Person
Population*	8,139	Hours/Day	Hours
	\sim		
Residents Not Working	4,270	20	85,400
Employed Residents	3,869		
	\sim		
Employed in Sandpoint	1,712	14	23,968
Employed outside Sandpoint	2,157	14	30,198
	Resident	ial Subtotal	139,566
	Residenti	al Share =>	62%
Nonresidential			
Non-working Residents	4,270	4	17,080
Jobs Located in Sandpoint	6,740		
	4.F		
Residents Employed in Sandpoint	5,028	10	50,280
Non-Resident Workers (inflow commuters)	1,712	10	17,120
	Nonresident	ial Subtotal	84,480
	Nonresidenti	al Share =>	38%
		TOTAL	224,046
		-	

Figure 11. Sandpoint Functional Population

Source: U.S. Census Bureau, OnTheMap 6.1.1 Application and LEHD Origin-Destination Employment Statistics.

* Source: U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates



VEHICLE TRIP GENERATION

RESIDENTIAL VEHICLE TRIPS ADJUSTMENT FACTORS

A vehicle trip end is the out-bound or in-bound leg of a vehicle trip. As a result, so to not double count trips, a standard 50 percent adjustment is applied to trip ends to calculate a vehicle trip. For example, the out-bound trip from a person's home to work is attributed to the housing unit and the trip from work back home is attributed to the employer.

However, an additional adjustment is necessary to capture city residents' work bound trips that are outside of the city. The trip adjustment factor includes two components. According to the National Household Travel Survey, home-based work trips are typically 31 percent of out-bound trips (which are 50 percent of all trip ends). Also, utilizing the most recent data from the Census Bureau's web application "OnTheMap", 56 percent of Sandpoint workers travel outside the city for work. In combination, these factors account for 15 percent of additional production trips (0.31 x 0.50 x 0.56 = 0.09). Shown in Figure 12, the total adjustment factor for residential housing units includes attraction trips (50 percent of trip ends) plus the journey-to-work commuting adjustment (9 percent of production trips) for a total of 59 percent.

Trip Adjustment Factor for Commuters	
Employed Sandpoint Residents (2021)	3,869
Residents Working in Sandpoint (2021)	1,712
Residents Commuting Outside of Sandpoint for Work	2,157
Percent Commuting Out of Sandpoint	56%
Additional Production Trips	9%
Standard Trip Adjustment Factor	50%
Residential Trip Adjustment Factor	59%

Figure 12. Residential Trip Adjustment Factor for Commuters

Source: U.S. Census, OnTheMap Application, 2021

NONRESIDENTIAL VEHICLE TRIPS

Vehicle trip generation for nonresidential land uses are calculated by using ITE's average daily trip end rates and adjustment factors found in their recently published 11th edition of *Trip Generation*. To estimate the trip generation in the Sandpoint, the weekday trip end per 1,000 square feet factors listed in Figure 13 are used.

Figure 13. Institute of Transportation Engineers Nonresidential Factors

Employment	ITE		Demand	Wkdy Trip Ends	Wkdy Trip Ends
Industry	Code	Land Use	Unit	per Dmd Unit	per Employee
Retail	820	Shopping Center	1,000 Sq Ft	37.01	17.42
Office	710	General Office	1,000 Sq Ft	10.84	3.33
Industrial	110	Light Industrial	1,000 Sq Ft	4.87	3.10
Institutional	610	Hospital	1,000 Sq Ft	10.77	3.77

Source: Trip Generation, Institute of Transportation Engineers, 11th Edition (2021)



For nonresidential land uses, the standard 50 percent adjustment is applied to office, industrial, and institutional. A lower vehicle trip adjustment factor is used for retail because this type of development attracts vehicles as they pass-by on arterial and collector roads. For example, when someone stops at a convenience store on their way home from work, the convenience store is not their primary destination.

In Figure 14, the Institute for Transportation Engineers' land use code, daily vehicle trip end rate, and trip adjustment factor is listed for each land use.

	ITE	Daily Vehicle	Trip Adj.	Daily Vehicle				
Land Use	Codes	Trip Ends Factor		Trips				
Residential (per housing unit)								
Single Family	210	8.52	59%	5.03				
Multifamily	220	4.11	59%	2.42				
Nonresidential (per 1,000 square feet)								
Retail	820	37.01	38%	14.06				
Office	710	10.84	50%	5.42				
Industrial	110	4.87	50%	2.44				
Institutional	610	10.77	50%	5.39				

Figure 14. Daily Vehicle Trip Factors

Source: *Trip Generation*, Institute of Transportation Engineers, 11th Edition (2021); National Household Travel Survey, 2009



VEHICLE TRIP PROJECTIONS

The base year vehicle trip totals and vehicle trip projections are calculated by combining the vehicle trip end factors, the trip adjustment factors, and the residential and nonresidential assumptions for housing stock and floor area. Citywide, residential land uses account for 19,523 vehicle trips and nonresidential land uses account for 20,604 vehicle trips in the base year (Figure 15).

Through 2034, it is projected that daily vehicle trips will increase by 7,597 trips with the majority of the growth being generated by multifamily (35 percent) and single family (25 percent) development.

Figure 15. Vehicle Trip Projections

	Base Year											Total
City of Sandpoint	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Increase
Residential Trips												
Single Family	15,764	15,952	16,140	16,328	16,515	16,703	16,891	17,079	17,267	17,454	17,642	1,878
Multifamily	3,759	4,414	5,069	5,239	5,410	5,580	5,750	5,921	6,091	6,261	6,432	2,673
Subtotal	19,523	20,366	21,209	21,567	21,925	22,283	22,641	23,000	23,358	23,716	24,074	4,551
Nonresidential Trips												
Retail	10,022	10,125	10,230	10,335	10,441	10,549	10,657	10,767	10,878	10,990	11,103	1,081
Office	3,832	3,874	3,916	3,959	4,003	4,046	4,091	4,136	4,181	4,227	4,273	441
Industrial	2,266	2,356	2,446	2,476	2,506	2,537	2,567	2,599	2,630	2,662	2,694	428
Institutional	4,484	4,598	4,715	4,815	4,918	5,022	5,129	5,238	5,350	5,464	5,580	1,096
Subtotal	20,604	20,953	21,307	21,585	21,868	22,154	22,445	22,739	23,039	23,342	23,650	3,046
Vehicle Trips												
Grand Total	40,127	41,319	42,516	43,152	43,793	44,437	45,086	45,739	46,396	47,058	47,724	7,597

Source: Institute of Transportation Engineers, Trip Generation, 11th Edition (2021)



DEMAND FACTORS BY HOUSING UNIT SIZE

The following section details residential demand factors based on the square footage of the dwelling unit. This analysis will assist if the impact fee schedule assesses residential fees based on the size rather than type of housing type.

The U.S. Census Bureau provides a continuous monthly mailing of surveys, known as the American Community Survey (ACS), which has limitations due to sample-size constraints. For example, data on detached housing units are combined with attached single units (commonly known as townhouses). Part of the rationale for deriving fees by house size, as discussed further below, is to address this ACS data limitation. Because townhouses generally have fewer bedrooms and less living space than detached units, fees by house size ensure proportionality and facilitate construction of affordable units.

Impact fees must be proportionate to the demand for infrastructure. Because averages per household, for both persons and vehicle trip ends, have a strong, positive correlation to the number of bedrooms, TischlerBise recommends residential fee schedules that increase by unit size.



Demographic data by bedroom range can be found using U.S Census Bureau survey responses found in Public Use Microdata Samples (PUMS). PUMS information is available for areas of 100,000 or more persons in which the City of Sandpoint is included in Public Use Microdata Area (PUMA) 100. Shown in . Figure 16 on the right are the PPHU factors for households within several categories of square foot ranges. On the left is the average square footage and PPHU of a housing unit with the listed number of bedrooms within the Census Mountain division.

As shown in the upper right corner of the table below, the smallest floor area range (1,000 square feet or less) has an estimated average of 1.31 persons per housing unit. The largest floor area range (4,000 or more square feet) has an estimated average of 3.63 persons per housing unit.

		-		
Actual	Averages per Hs	Fitted-Curve Values		
Bedrooms	Square Feet	Persons	Sq Ft Range	Persons
0-2	1,021	1.69	Under 1,000	1.31
3	2,070	2.65	1,000 to 1,999	2.20
4	2,986	3.10	2,000 to 2,999	2.87
5+	4,235	3.53	3,000 to 3,999	3.30
			4,000 or more	3.63

Figure 16. Persons per Housing Unit by Bedroom Range

Average persons per household derived from 2022 ACS PUMS data (PUMA 100) that includes Sandpoint. Unit size for 0-2 bedroom is from the 2023 U.S. Census Bureau average for all multifamily units constructed in the Census West region. Unit size for all other bedrooms is from the 2023 U.S. Census Bureau average for single family units constructed in the Census Mountain division.





Vehicle data by bedroom range can be found using U.S Census Bureau survey responses found in Public Use Microdata Samples (PUMS). PUMS information is available for areas of 100,000 or more persons in which the City of Sandpoint is included in Public Use Microdata Area (PUMA) 100. Shown in Figure 17 on the right are the trip end factors for households within several categories of square foot ranges. On the left is the average square footage and trip ends of a housing unit with the listed number of bedrooms within the Census Mountain division.

As shown in the upper right corner of the table below, the smallest floor area range (1,000 square feet or less) has an estimated average of 5.14 vehicle trip ends per housing unit. The largest floor area range (4,000 or more square feet) has an estimated average of 12.28 vehicle trip ends per housing unit.

	•			
Actual	Averages per Hs	Fitted-Curve Values		
Bedrooms	Square Feet	Trip Ends	Sq Ft Range	Trip Ends
0-2	1,021	6.18	Under 1,000	5.14
3	2,070	9.46	1,000 to 1,999	7.91
4	2,986	10.88	2,000 to 2,999	9.94
5+	4,235	11.73	3,000 to 3,999	11.28
			4,000 or more	12.28

Figure 17. Vehicle Trips by Bedroom Range

Vehicle trips by dwelling size are derived from 2022 ACS PUMS data (PUMA 100) that includes Sandpoint. Unit size for 0-2 bedroom is from the 2023 U.S. Census Bureau average for all multifamily units constructed in the Census West region. Unit size for all other bedrooms is from the 2023 U.S. Census Bureau average for single family units constructed in the Census Mountain division.



