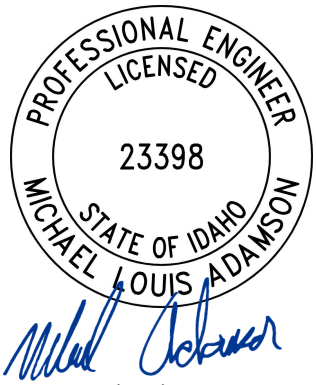
Ridley Village Court

Traffic Impact Analysis

Prepared for:
Affinity Real Estate



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FEHR PEERS

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1. Executive Summary

This study summarizes the potential transportation-related impacts from the proposed Ridley Village Court residential development located south of Highway 2 between Ridley Village Road and Madison Avenue in Sandpoint, Idaho. Ridley Village Court is proposed to include a total of 56 units of townhomes (single family attached housing). This study includes traffic operations and impacts analysis for 2024, and 2032 background and Plus Project conditions at key intersections. Plus Project conditions analyses were performed using volumes generated by the proposed development in all analysis years.

1.1 Project Conditions

This project is located south of Highway 2 between Ridley Village Road and Madison Avenue in Sandpoint, Idaho. Fehr & Peers estimated the project's total trip generation using trip generation rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*, 2021. Since the development only includes one land use, no reductions for internal capture were assumed. **Table 1** shows the proposed land use and the trips generated by the development.

Table 1: Trip Generation Estimates

Land Use[1]	Quantity (Dwelling Units)	ITE Trip Rate	Daily	AM Peak Hour[2]			PM Peak Hour[2]		
				In	Out	Total	In	Out	Total
(215) Single-Family Attached	56	**Daily:** 7.2 trips/unit (50% Enter, 50% Exit) **AM Peak:** 0.48 trips/unit (25% Enter, 75% Exit) **PM Peak:** 0.57 trips/unit (59% Enter, 41% Exit)	404	7	20	27	19	13	32

1. (XXX) Indicates ITE Land Use Code. Land Use Code from the Institute of Transportation Engineers - 11th Edition Trip Generation Manual (ITE Manual).
2. Traffic Generated by the development according to trip generation rates provided in the ITE Manual.

Source: Fehr & Peers, 2025.

1.2 Traffic Conditions

Fehr & Peers analyzed weekday AM and PM peak-hour traffic conditions for 2024 and 2032 background and Plus Project conditions at key intersections. **Table 2** shows the study's analysis results.

Table 2: Level of Service Summary – Existing Intersection Configurations

Intersection			2024 Background	2024 + Project	2032 Background	2032 + Project
ID	Location	Period	LOS / Delay (in seconds)	LOS / Delay (in seconds)	LOS / Delay (in seconds)	LOS / Delay (in seconds)
1	Park Avenue & Highway 2[2]	AM	B / 13 (NB)	B / 13 (NB)	B / 14 (NB)	B / 14 (NB)
		PM	B / 12 (NB)	B / 12 (NB)	B / 14 (NB)	B / 14 (NB)
2	Ridley Village Road & Highway 2[2]	AM	B / 13 (NB)	B / 13 (NB)	C / 15 (NB)	C / 16 (NB)
		PM	B / 12 (NB)	B / 13 (NB)	C / 16 (NB)	C / 17 (NB)
3	Highway 2 & Ontario Street[2]	AM	C / 20 (WB)	C / 21 (EB)	D / 33 (EB)	D/ 34 (EB)
		PM	D / 26 (EB)	D / 26 (EB)	**E / 48 (EB)**	**E / 50 (EB)**
4	Division Avenue & Highway 2[1]	AM	C / 24	C / 24	B / 28	C / 29
		PM	B / 14	B / 15	B / 20	C / 20
5	Division Avenue & Michigan Street[2]	AM	B / 10 (EB)	B / 10 (EB)	B / 11 (EB)	B / 11 (EB)
		PM	B / 11 (EB)	B / 11 (EB)	B / 11 (EB)	B / 11 (EB)
6	Boyer Avenue & Highway 2[1]	AM	B / 15	B / 15	B / 19	B / 19
		PM	C / 22	C / 23	D / 40	D / 42
7	Division Avenue & Ontario Street[2]	AM	B / 10 (NB)	B / 10 (SB)	B / 10 (NB)	B / 10 (NB)
		PM	B / 11 (NB)	B / 11 (SB)	B / 11 (SB)	B / 11 (NB)
101	Park Avenue & West Access[2]	AM	--	A / 9 (WB)	--	A / 9 (WB)
		PM	--	A / 9 (WB)	--	A / 9 (WB)
102	Ridley Village Road & North Access[2]	AM	--	A / 8 (WB)	--	A / 8 (WB)
		PM	--	A / 8 (EB)	--	A / 8 (EB)
103	Ridley Village Road & South Access[2]	AM	--	A / 9 (EB)	--	A / 9 (EB)
		PM	--	A / 9 (EB)	--	A / 9 (EB)

1. This represents the overall intersection LOS for signalized intersections using the HCM 6 methodology.
2. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 6 methodology.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
4. LOS highlighted in **bold** indicate deficient LOS.

Source: Fehr & Peers

Table 3: Level of Service Summary – Alternative Intersection Concept

Intersection			2032 Background	2032 + Project
ID	Location	Period	LOS / Delay (in seconds)	LOS / Delay (in seconds)
3a	Highway 2 & Ontario Street (West)	AM	D / 27 (EB)	D / 27 (EB)
		PM	**E / 35 (EB)**	**E / 36 (EB)**
3b	Highway 2 & Ontario Street (East)	AM	C / 24 (WB)	C / 24 (WB)
		PM	D / 31 (WB)	D / 32 (WB)

1. This represents the overall intersection LOS for signalized intersections using the HCM 6 methodology.
2. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 6 methodology.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
4. LOS highlighted in **bold** indicate deficient LOS.

Source: Fehr & Peers

1.3 Summary

This study includes traffic operations, queueing, turn lane, and percent of traffic analyses for 2024 and 2032 background and Plus Project conditions at key intersections.

Operationally, all study intersections operate at acceptable LOS in all analyzed peak hour scenarios, except for the intersection at Highway 2 & Ontario Street, which operates at LOS E in the 2032 Background and Plus Project conditions. This is largely attributable to eastbound left turn movement delay, with high through traffic volumes on Highway 2 providing insufficient gaps for eastbound left-turning vehicles from Ontario Street. The Sandpoint Multimodal Transportation plan shows a conceptual redesign of that intersection and is included in **Appendix B**. The concept proposes to convert the four-way intersection into two offset three-legged intersections by realigning Ontario Street. When analyzed, Fehr & Peers found that the proposed configuration would improve intersection operations in 2032 background and plus project peak period scenarios. The proposed operation is still projected to operate at LOS E in the 2032 Background and Plus Project PM peak period at the west intersection, but the delay is only 2-3 seconds per vehicle below the LOS D threshold at worst and it is anticipated that queueing at these intersections will be minimal, based on the low traffic volume. The concept also appears to improve the approach angle for drivers along Ontario Street, which may improve safety at the intersections. Therefore, Fehr & Peers recommends that the proposed concept is a viable alternative and should be implemented when feasible. No other intersection improvements are required to mitigate delay from the proposed development.

Queueing was not found to exceed existing storage in any study intersections, except for the intersection at Highway 2 & Boyer Avenue. In all future background and plus project scenarios, the queue at this intersection is projected to exceed existing storage capacity in AM and PM peak periods. However, the AM peak period queue is only projected to block a minor one-way driveway access. The PM peak hour is projected to intermittently block the intersection with 6th Ave. However, this queue is expected to clear during most traffic signal cycles and will not require mitigation. The queues will exceed available storage with or without the Ridley Village Court development, and are not a direct result of the development.

The right- and left-turn lane analyses performed in this study found that left-turn lanes are warranted along Highway 2 at Ridley Village Road under both Background and Plus Project conditions under all analysis horizons. Ridley Village Court generated trips are anticipated to only contribute between 14-25% of total left-turning traffic contributing to this warrant. Additionally, it should be noted that the intersections where left-turn warrants are met operate within acceptable levels of delay under all scenarios even assuming no left-turn storage lane is in place. It should be noted that, if a westbound left-turn lane were added at Ridley Village Court, that lane would likely overlap with the right-of-way needs of the US 2 & Ontario Street realignment**. It is recommended that (given the turn lane is warranted under background conditions), the turn lane be considered alongside the background efforts being performed for the US 2 & Ontario Street realignment to determine feasibility and appropriate storage length available given that realignment.**

The percentage of traffic analysis found that the development is projected to contribute between 0.7% and 5.0% of the total traffic at the study intersections in the 2024 Plus Project scenario. As other developments contribute to the overall traffic of the network, the percentage of traffic contributed by Ridley Village Court decreases to between 0.6% and 3.9%, depending on the intersection. The intersections that the development contributes the most significantly to are Highway 2 & Ridley Village Road as well as Division Avenue & Ontario Street; these two intersections are the direct connection between the site and the more major city and state facilities. Intersections that are further away from the proposed development or that already experience high traffic volumes will be proportionally less affected by the project's generated trips.

2. Introduction

This traffic impact analysis (TIA) summarizes results and recommendations developed through traffic operations analysis to evaluate potential impacts from the proposed Ridley Village Court development located south of Highway 2 between Ridley Village Road and Madison Street. **Figure 1** shows the project's location. **Appendix A** shows a more detailed site plan.

This study analyzes the traffic operations and impacts for 2024 and 2032 background and Plus Project conditions at key intersections described below in the Scope section. Consistent with discussions with the Idaho Transportation Department (ITD) and City of Sandpoint staff, this analysis assumed the full buildout of the Homestead Village development as a background development for both existing and 2032 conditions. Plus Project conditions analyses were performed using volumes generated by the proposed development in both analysis years. For each of the evaluation periods, mitigation (roadway geometry changes or operational improvements) actions, if needed, were recommended.

2.1 Scope

This study analyzes the expected traffic impacts stemming from the proposed development at adjacent intersections. Impacts are specifically addressed at the following study intersections:

1. Highway 2 & Park Avenue – Stop Controlled
2. Highway 2 & Ridley Village Road – Stop Controlled
3. Highway 2 & Ontario Street – Stop Controlled
4. Highway 2 & Division Avenue – Signal Controlled
5. Division Avenue & Michigan Street – Stop Controlled
6. Highway 2 & Boyer Avenue – Signal Controlled
7. Division Avenue & Ontario Street – Stop Controlled
101. Ridley Village Road & Northwest Access – Stop Controlled
102. Ridley Village Road & Southwest Access – Stop Controlled
103. Madison Avenue & Southeast Access – Stop Controlled

Figure 1 shows the study intersections and project accesses analyzed in this study.

Intersections

Access Points

Figure 1

Project Location and Study Intersections

2.2 Analysis Method

Level of Service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. For this study, acceptable LOS is defined as LOS A through D; unacceptable LOS is defined as LOS E or F. **Table 4** provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections. The Highway Capacity Manual 6th Edition (HCM 6th Edition) methodology was used in this study to remain consistent with "state of the practice" professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For unsignalized intersections, the LOS is provided for the worst intersection movement (average of worst approach delays).

Per the City of Sandpoint's Multimodal Transportation Master Plan (MTMP), the City maintains an LOS standard of LOS D on all roadways.

Table 4: Level of Service Descriptions

LOS	Description	Signalized Intersections	Unsignalized Intersections
		Avg. Delay (sec/veh)[1]	Avg. Delay (sec/veh)[2]
A	*Free Flow / Insignificant Delay* Extremely favorable progression. Individual users are virtually unaffected by others in the traffic stream.	< 10.0	< 10.0
B	*Stable Operations / Minimum Delays* Good progression. The presence of other users in the traffic stream becomes noticeable.	> 10.0 to 20.0	> 10.0 to 15.0
C	*Stable Operations / Acceptable Delays* Fair progression. The operation of individual users is affected by interactions with others in the traffic stream	> 20.0 to 35.0	> 15.0 to 25.0
D	*Approaching Unstable Flows / Tolerable Delays* Marginal progression. Operating conditions are noticeably more constrained.	> 35.0 to 55.0	> 25.0 to 35.0
E	*Unstable Operations / Significant Delays Can Occur* Poor progression. Operating conditions are at or near capacity.	> 55.0 to 80.0	> 35.0 to 50.0
F	*Forced, Unpredictable Flows / Excessive Delays* Unacceptable progression with forced or breakdown of operating conditions.	> 80.0	> 50.0

1. Overall intersection LOS and average delay (seconds/vehicle) for all approaches.
2. Worst approach LOS and delay (seconds/vehicle) only.

Source: Fehr & Peers descriptions, based on *Highway Capacity Manual, 6th Edition*.

3. Existing (2024) Background Conditions

3.1 Purpose

The existing background conditions analysis examines the nearby study intersections during the peak travel periods of the day under existing traffic and geometric conditions. Through this analysis, Fehr & Peers can identify existing traffic operations deficiencies and recommend relevant mitigation measures.

3.2 Roadway System

The primary roadways that will provide access to the project are described below.

- **Highway 2** is a state-owned principal arterial roadway with a 35-mph speed limit near the study area. Throughout the study area, Highway 2 has one travel lane in each direction with left-turn storage lanes at the intersections at Division Avenue and at Boyer Avenue. East of the study area Highway 2 provides access to downtown Sandpoint and continues north to Ponderay, Idaho; west of the study area, Highway 2 exits Sandpoint and extends southwest toward Spokane, Washington.
- **Ridley Village Road** is a local residential road with a 25-mph speed limit. It connects to the west accesses to the site.
- **Madison Avenue** is a local residential road with a 25-mph speed limit. It runs along the east side of the proposed Ridley Village Court site.
- **River Rock Road** is a local residential road with a 25-mph speed limit. It is proposed to run through the Ridley Village Court site.
- **Ontario Street** is a major collector road with a 25-mph speed limit. Its entire length has one travel lane in each direction.
- **Division Avenue** is a minor arterial road with a 25-mph speed limit. Near the study area, Division Avenue has one travel lane in each direction with left-turn storage lanes at the intersections at Highway 2 and at Michigan Street. Division Avenue serves as the primary access route for Sandpoint Middle and High Schools within the study area, and as the primary access route for the Sandpoint Library and Farmin-Stidwell Elementary School north of the study area. It is proposed to connect to River Rock Road, which will tie into the Ridley Village Court development from the east.
- **Michigan Street** is a local residential road with a 25-mph speed limit. Its entire length has one travel lane in each direction and allows for on-street parking.
- **Boyer Avenue** is a minor arterial road with a 25-mph speed limit. Near the study area, Boyer Avenue has one travel lane in each direction with left-turn storage lanes at the intersection at Highway 2.

North of the study area, Boyer Avenue runs parallel to Highway 2 and serves as a secondary north-south route throughout Sandpoint.

3.3 Collision History

Fehr & Peers reviewed vehicle collision data reported by the Local Highway Technical Assistance Council (LHTAC) at the study intersections during a five-year period from 2018 to 2022. **Table 5** and **Table 6** summarize the collision totals, frequencies, severities, and types at each study intersection. Fehr & Peers compared the data from LHTAC to that shown in ITD's online crash database and found the crash records to be identical.

Table 5: Collision Data Summary by Year, January 1, 2018, to December 31, 2022

Intersection	2018	2019	2020	2021	2022	5-Year Collisions			Average Annual Collision Frequency	Collisions per MEV
						Injury	Non-Injury	Total		
Park Avenue & Highway 2	0	1	0	0	0	0	1	1	0.2	0.06
Ridley Village Road & Highway 2	0	2	0	0	0	0	2	2	0.4	0.11
Highway 2 & Ontario Street	0	2	0	0	2	1	3	4	0.8	0.15
Division Avenue & Ontario Street	0	0	1	0	0	0	1	0	0.2	0.22
Division Avenue & Highway 2	3	2	1	1	0	3	4	7	1.4	0.20
Division Avenue & Michigan Street	0	0	0	0	0	0	0	0	0	0
Boyer Avenue & Highway 2	1	4	3	2	0	3	7	10	2	0.33

Source: LHTAC Idaho Crash Data

Table 6: Collision Data Summary by Type, January 1, 2018, to December 31, 2022

Intersection	5-Year Total Collisions	Collision Type							
		Rear End	Angle (Turning)	Angle (Through)	Head-On	Fixed Object/ Animal	Ped/Bike	Sideswipe	Other
Park Avenue & Highway 2	1	1	0	0	0	0	0	0	0
Ridley Village Road & Highway 2	2	2	0	0	0	0	0	0	0
Highway 2 & Ontario Street	4	1	0	1	1	1	0	0	0
Division Avenue & Ontario Street	1	0	1	0	0	0	0	0	0
Division Avenue & Highway 2	7	6	1	0	0	0	0	0	0
Division Avenue & Michigan Street	0	0	0	0	0	0	0	0	0
Boyer Avenue & Highway 2	10	6	0	0	1	2	0	1	0

Source: LHTAC Idaho Crash Data

3.4 Transit Services

Selkirks Pend Oreille Transit (SPOT) provides transit service in Sandpoint. SPOT buses run seven days a week with hourly headways.

- The Green Route starts in Dover, runs along Highway 2, and then north along Division Avenue toward Main Street; the Green Route terminates near Kootenai Elementary School. The Green route crosses through all study intersections along Highway 2 from Park Avenue to Division Avenue, and then proceeds north through the intersection at Division Avenue & Michigan Street.
- The Blue Route originates north of Sandpoint on Schweitzer Mountain Road and proceeds south along Highway 2 towards downtown Sandpoint and eventually routes up north along Division Avenue to circulate around the Lake Pend Oreille Alternative High School. The Blue line only briefly intersects with the study area at the intersection at Highway 2 & Boyer Avenue.

3.5 Pedestrian & Cyclist Facilities

Highway 2 has a multi-use path that runs parallel to the road on the northside but has no sidewalks. All study intersections have striped pedestrian crossings. Division Avenue also has striped bike lanes. Near

the study area, Boyer Avenue does not have bike lanes, but does have buffered bike lanes beginning north of Church Street.

3.6 Planned Projects

The City of Sandpoint published its MTMP on May 5, 2021. Per the MTMP, the plan was "developed based on extensive analysis, community and stakeholder input, and data-driven decision-making, resulting in strategies and projects to be completed over the next 20 years. Implementing these actions will enhance safety, connectivity, accessibility, and mobility for all—pedestrians, bicyclists, motorists, watercraft, transit riders, freight transporters, and those accessing places such as the airport and passenger rail station for transportation beyond Sandpoint." The following concepts included in the MTMP affect the study area examined in this TIA:

- A long-term plan for the east-west connection at the intersection of Highway 2 & Boyer Avenue that would create a one-way couplet with Fifth Avenue and a new extension of Highway 2 from Pine Street to Cedar Street (MTMP, Figure 23).
- Ontario Street is proposed to be realigned to separate the four-way intersection into two three-way, T-intersections (MTMP, Figure 26 & Figure 28).

The figures from the MTMP that show these planned improvements are included in **Appendix B**

3.7 Traffic Volumes

Fehr & Peers coordinated with Sandpoint staff and local data collection vendors to collect intersection turning movement counts at the study intersections to establish a baseline of existing conditions and operations for the area. Sandpoint staff collected intersection turning movement counts at the intersection at the following intersections, with date of collection and collection entity also provided:

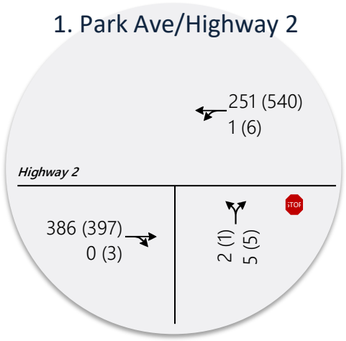
- Collected by Quality Counts on Thursday, August 4, 2022:
    1. Highway 2 & Park Avenue
    2. Highway 2 & Ridley Village Road
    3. Highway 2 & Ontario Street
    4. Highway 2 & Division Avenue
    5. Division Street & Michigan Street
- Collected by Sandpoint staff on Thursday, May 12, 2022:
    6. Highway 2 & Boyer Avenue
- Collected by Quality Counts on Tuesday, June 18, 2024:
    7. Division Avenue & Ontario Street

All data was collected from 7:00 to 9:00 AM in the AM peak period, and 4:00 to 6:00 PM in the PM peak period. Fehr & Peers processed the turning movement counts to establish a baseline of existing conditions and operations for the area. As part of post processing, Fehr & Peers added the estimated trips generated by the proposed Homestead Village development. With this post processing step, it was

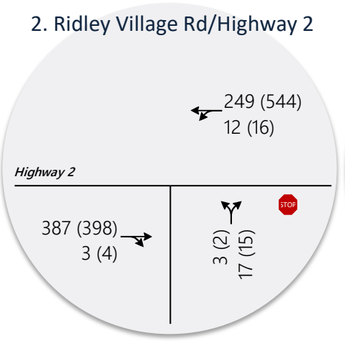
anticipated that the traffic volume on the study intersections would be an adequate approximation of 2024 conditions. The study area's AM and PM peak hours were found to be 7:45-8:45 AM and 4:00-5:00 PM, respectively. The turning movement counts are included in **Appendix C**.

Figure 2 shows existing background weekday AM and PM peak hour volumes.

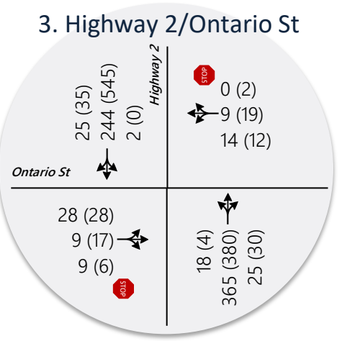
1. Park Ave/Highway 2



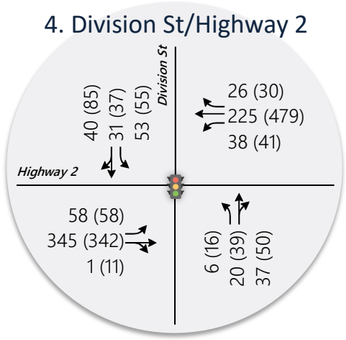
2. Ridley Village Rd/Highway 2



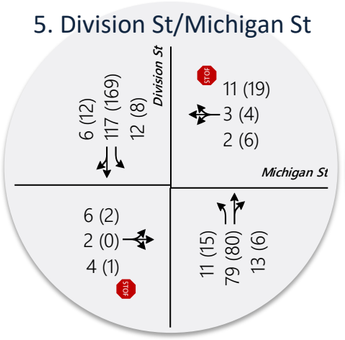
3. Highway 2/Ontario St



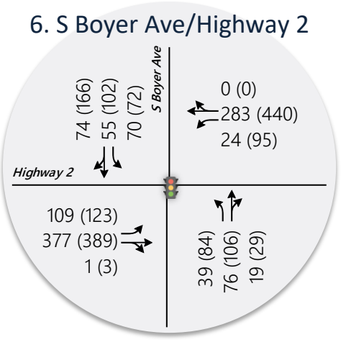
4. Division St/Highway 2



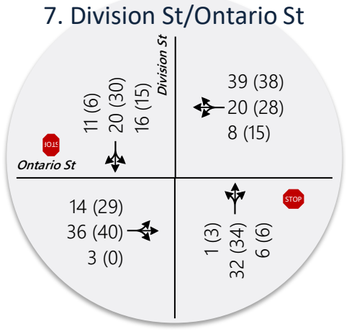
5. Division St/Michigan St



6. S Boyer Ave/Highway 2



7. Division St/Ontario St



LEGEND

STOP *Stop Sign* *Signalized*

Lane Configuration AM (PM) AM (PM) AM (PM) *Peak Hour Traffic Volume*

Figure 2

Existing (2024) Background Conditions

3.8 Level of Service and Queueing Analyses

Using Synchro software and the HCM 6 delay thresholds outlined in the introduction, Fehr & Peers computed the existing background weekday AM and PM peak hour LOS at each study intersection. **Table 7** reports the results of the weekday level of service and queueing analyses (see **Appendix E** for the detailed LOS and queuing reports). These results serve as a base for the analysis of the impacts of the proposed development. As shown in the table, all study intersections were found to operate at acceptable levels of service in the existing background conditions analysis in both the AM and PM peak hours.

It should be noted that the 95th percentile queues at Boyer Avenue & Highway 2 extend past the nearby driveways; the eastbound queue was found to extend past Lake Street in the AM peak, and the westbound queue was found to extend past Pine Street in the PM peak. However, these are minor one-way driveways, so the queues won't block any side-street traffic and are considered acceptable.

Since all study intersections operated acceptably, no intersection improvements are recommended for the Existing (2024) Background conditions.

Table 7: Existing 2024 Weekday AM and PM Background Conditions Level of Service

Intersection				Worst Movement[1,3]			Overall Intersection[2,3]		Queue Storage (ft)[5]	95th % Queue (ft)[5]
ID	Location	Period	Control	Movement[4]	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS		
1	Park Avenue & Highway 2	AM	NB Stop	NB	13	B	-	-	-	-
		PM		NB	12	B	-	-	-	-
2	Ridley Village Road & Highway 2	AM	NB Stop	NB	13	B	-	-	-	-
		PM		NB	12	B	-	-	-	-
3	Highway 2 & Ontario Street	AM	EB/WB Stop	WB	20	C	-	-	-	-
		PM		EB	26	D	-	-	-	-
4	Division Avenue & Highway 2	AM	Signal	-	-	-	24	C	790	325 (EB)
		PM		-	-	-	15	B	380	225 (WB)
5	Division Avenue & Michigan Street	AM	EB/WB Stop	EB	10	B	-	-	-	-
		PM		EB	11	B	-	-	-	-
6	Boyer Avenue & Highway 2	AM	Signal	-	-	-	15	B	**200**	**250 (EB)**
		PM		-	-	-	22	C	**250**	**325 (WB)**
7	Division Avenue & Ontario Street	AM	NB/SB Stop	NB	10	B	-	-	-	-
		PM		NB	11	B	-	-	-	-

1. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 6 methodology.
2. This represents the overall intersection LOS for signalized intersections using the HCM 6 methodology.
3. LOS highlighted in **bold** indicate deficient LOS.
4. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
5. This represents the worst movement storage and 95th percentile queue.
   Source: Fehr & Peers

4. Project Conditions

4.1 Purpose

The project conditions analysis explains the type and intensity of development. This provides the basis for trip generation, distribution, and assignment of project trips to the surrounding study intersections defined in the Introduction of this report.

4.2 Project Description

The Ridley Village Court development is proposed to be located south of Highway 2 between Ridley Village Road and Madison Avenue in Sandpoint, Idaho. To provide a conservatively high estimate of trip generation for the traffic impact analysis, Ridley Village Court is proposed to include 56 townhome (single-family attached) dwelling units. As part of development of the Ridley Village Court, River Rock Road will be extended to connect between Division Street and Ridley Village Road; it is anticipated that this will result in up to 20-25 trips per peak hour currently accessing US 2 via Ridley Village Road to instead re-route along River Rock Road. This re-routing will be accounted for in all plus project conditions, in addition to the trip generation. To facilitate slower speeds along this connection, the development will include traffic calming measures along its right-of-way, including a speed table and other geometric interventions.

The proposed site plan includes three total accesses to the roadway network and is shown in **Appendix A**.

4.3 Trip Generation

Fehr & Peers estimated the project's total trip generation using trip generation rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*, 2021. Since the development only includes one land use, no reductions for internal capture were assumed. The project-generated trips using the net vehicle trips expected to be generated by the proposed development in the peak hour are shown in **Table 8**.

Table 8: Trip Generation Estimates

Land Use[1]	Quantity (Dwelling Units)	ITE Trip Rate	Daily	AM Peak Hour[2]			PM Peak Hour[2]		
				In	Out	Total	In	Out	Total
(215) Single-Family Attached	56	**Daily:** 7.2 trips/unit (50% Enter, 50% Exit) **AM Peak:** 0.48 trips/unit (25% Enter, 75% Exit) **PM Peak:** 0.57 trips/unit (59% Enter, 41% Exit)	404	7	20	27	19	13	32

1. (XXX) Indicates ITE Land Use Code. Land Use Code from the Institute of Transportation Engineers - 11th Edition Trip Generation Manual (ITE Manual).
2. Traffic Generated by the development according to trip generation rates provided in the ITE Manual.

Source: Fehr & Peers, 2025.

4.4 Trip Distribution and Assignment

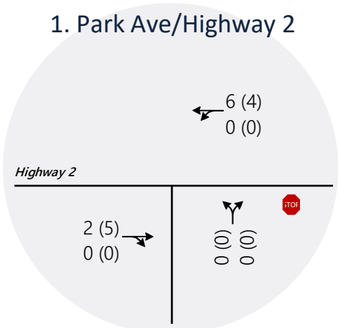
Project traffic was assigned to the roadway network based on the proximity to major streets and freeways, roadway network, high population densities, and regional attractions. The existing travel patterns near the site observed during data collection also provided helpful guidance to establish these distribution percentages.

Fehr & Peers distributed the project-generated trips to and from the study intersections in the project conditions analyses in the following percentages:

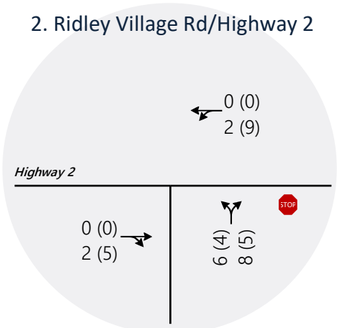
- West on HWY 2 - 25%
- West on Ontario - 5%
- East on Ontario - 5%
- North on Division - 10%
- North on Boyer - 15%
- South on Boyer - 10%
- East on HWY 2 (past Boyer) - 30%

Figure 3 outlines the distributed trip generation for the Ridley Village Court development.

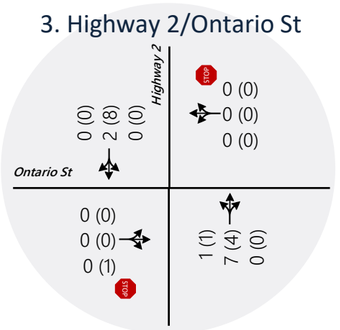
1. Park Ave/Highway 2



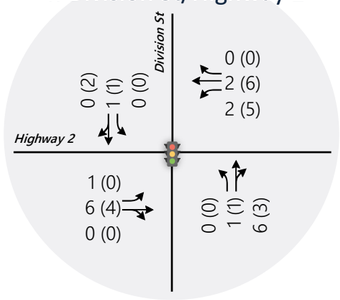
2. Ridley Village Rd/Highway 2



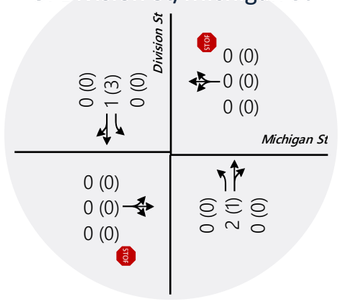
3. Highway 2/Ontario St



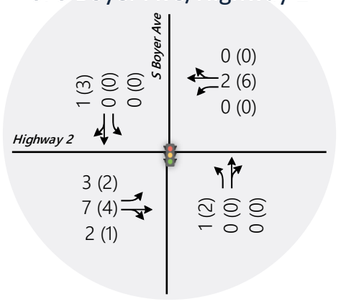
4. Division St/Highway 2



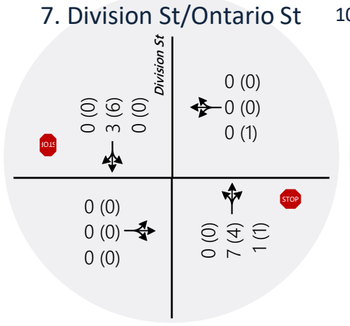
5. Division St/Michigan St



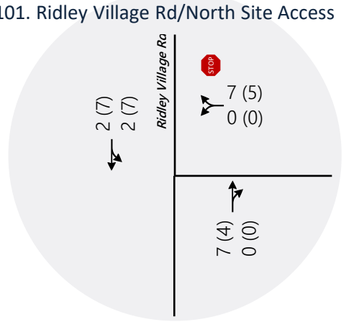
6. S Boyer Ave/Highway 2



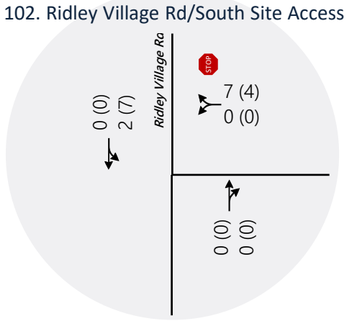
7. Division St/Ontario St



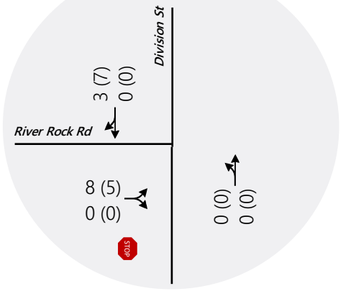
101. Ridley Village Rd/North Site Access



102. Ridley Village Rd/South Site Access



103. Division St/River Rock Rd



LEGEND

STOP *Stop Sign* *Signalized*

Lane Configuration — AM (PM) / AM (PM) / AM (PM) — *Peak Hour Traffic Volume*

Figure 3

Project Trips

5. Existing Plus Project Conditions

5.1 Purpose

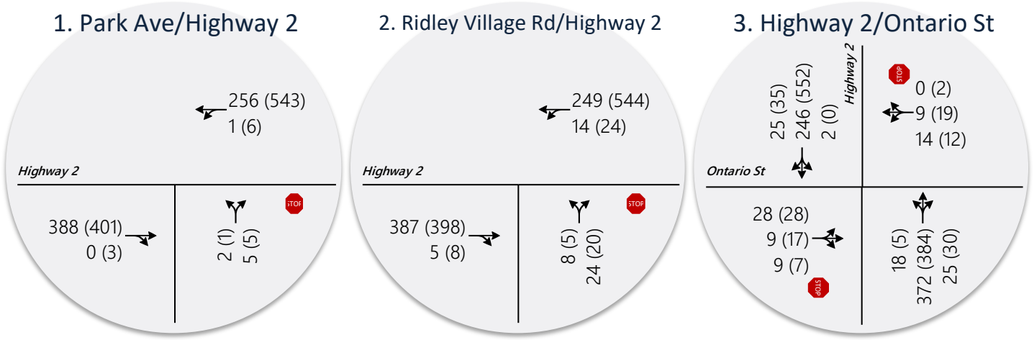
The existing Plus Project conditions analysis evaluates the impact of the proposed development traffic on the surrounding roadway network. To analyze the impact of the development, Fehr & Peers combined the existing background traffic volumes with volumes generated by the development at its peak hours. We compared the analysis results to the results of the background traffic volumes to determine the impact of the proposed project.

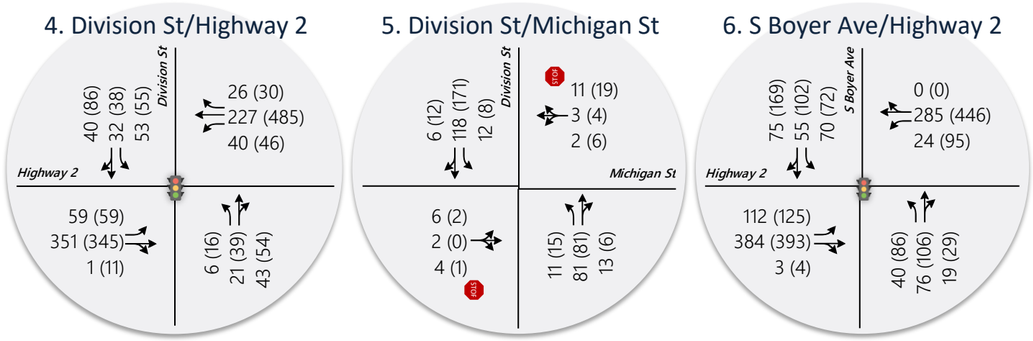
5.2 Traffic Volumes

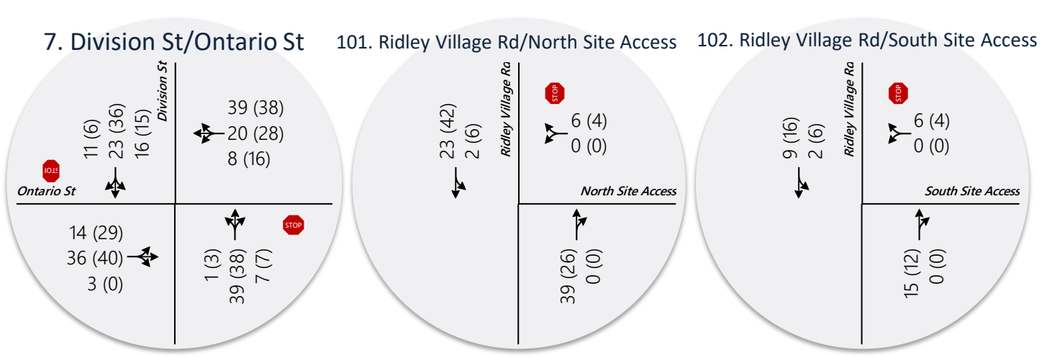
Fehr & Peers added the project-generated traffic to the background existing volumes to yield existing Plus Project weekday peak hour volumes as shown in **Figure 4.**

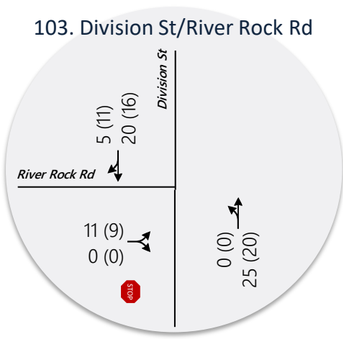
As part of development of the Ridley Village Court, River Rock Road will be extended to connect between Division Street and Ridley Village Road; it is anticipated that this will result in up to 20-25 trips per peak hour currently accessing US 2 via Ridley Village Road to instead re-route along River Rock Road. This re-routing has been accounted for in all plus project conditions, in addition to the trip generation. To facilitate slower speeds along this connection, the development will include traffic calming measures along its right-of-way, including a speed table and other geometric interventions.

It should also be noted that the Synchro analysis does not assume any center turn lanes being added along Highway 2 between Park Avenue and Ridley Village Road as a result of the Homestead Village development, which is currently facing bankruptcy. Traffic conditions were analyzed assuming left-turning vehicles would have to wait within the travel lane in order to turn into either of these side streets.









LEGEND

STOP *Stop Sign* *Signalized*

Lane Configuration AM (PM) / AM (PM) / AM (PM) *Peak Hour Traffic Volume*

Figure 4

Existing (2024) Plus Project Conditions

5.3 Level of Service and Queueing Analyses

Using Synchro software and the HCM 6 delay thresholds outlined in the introduction, Fehr & Peers computed the existing Plus Project weekday AM and PM peak hour LOS at each study intersection. **Table 9** reports the results of the weekday level of service and queueing analyses (see **Appendix E** for the detailed LOS and queuing reports). As shown in the table, all study intersections were found to operate at acceptable levels of service in the existing Plus Project conditions analysis in both the AM and PM peak hours.

It should be noted that the 95th percentile queues at Boyer Avenue & Highway 2 continue to extend past the nearby driveways as was found in the existing conditions analysis. The eastbound queue was found to extend past Lake Street in the AM peak, and the westbound queue was found to extend past Pine Street in the PM peak. However, these are minor one-way driveways, so the queues won't block any side-street traffic and are considered acceptable.

Since all study intersections operated acceptably, no intersection improvements are recommended for the existing Plus Project conditions.

Table 9: Existing 2024 Weekday AM and PM Plus Project Conditions Level of Service

Intersection				Worst Movement[1,3]			Overall Intersection[2,3]		Queue Storage (ft)[6]	95th % Queue (ft)[6]
ID	Location	Period	Control	Movement[4]	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS		
1	Park Avenue & Highway 2	AM	NB Stop	NB	13	B	-	-	-	-
		PM		NB	12	B	-	-	-	-
2	Ridley Village Road & Highway 2	AM	NB Stop	NB	13	B	-	-	-	-
		PM		NB	13	B	-	-	-	-
3	Highway 2 & Ontario Street	AM	EB/WB Stop	WB	21	C	-	-	-	-
		PM		EB	26	D	-	-	-	-
4	Division Avenue & Highway 2	AM	Signal	-	-	-	24	C	790	325 (EB)
		PM		-	-	-	15	B	380	225 (WB)
5	Division Avenue & Michigan Street	AM	EB/WB Stop	EB	10	B	-	-	-	-
		PM		EB	11	B	-	-	-	-
6	Boyer Avenue & Highway 2	AM	Signal	-	-	-	15	B	**200**	**250 (EB)**
		PM		-	-	-	23	C	**250**	**325 (WB)**
7	Division Avenue & Ontario Street	AM	NB/SB Stop	NB	10	B	-	-	-	-
		PM		NB	11	B	-	-	-	-
101	Ridley Village Road & Northwest Access	AM	WB Stop	WB	9	A	-	-	180	-
		PM		WB	9	A	-	-	180	-
102	Ridley Village Road & Southwest Access	AM	WB Stop	WB	8	A	-	-	110	-
		PM		WB	8	A	-	-	110	-
103	Madison Avenue & Southeast Access	AM	EB Stop	EB	9	A	-	-	110	-
		PM		EB	9	A	-	-	110	-

1. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 6 methodology.
2. This represents the overall intersection LOS for signalized intersections using the HCM 6 methodology.
3. LOS highlighted in **bold** indicate deficient LOS.
4. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
5. This represents the worst movement 95th percentile queue.
   Source: Fehr & Peers

6. Future (2032) Background Conditions

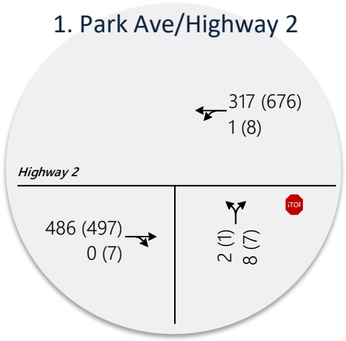
6.1 Purpose

The future 2032 background analysis evaluates the study intersections during the peak travel periods of the day under projected ten-year horizon traffic volumes. This analysis provides a baseline condition for the year 2032, which can be used to determine future project impacts.

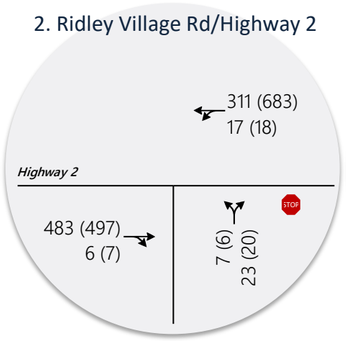
6.2 Traffic Volumes

As recommended by Sandpoint city staff as part of the Homestead Village TIA completed in 2023, a flat 2.5% annual growth rate (25% total over 10 years to 2032) was applied to the 2022 counts to estimate 2032 background volumes. In the case of the Division Avenue & Ontario Street counts (which were collected in 2024), this growth rate was applied over 8 years instead of 10. Considering the current development constraints of the Homestead Village development, only trip generation for 36 of the total 110 units (the currently built units) were included. **Figure 5** shows the projected 2032 background weekday peak hour traffic volumes.

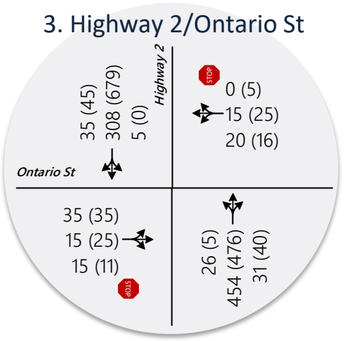
1. Park Ave/Highway 2



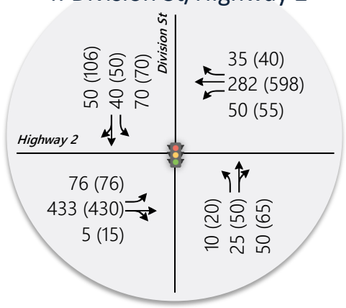
2. Ridley Village Rd/Highway 2



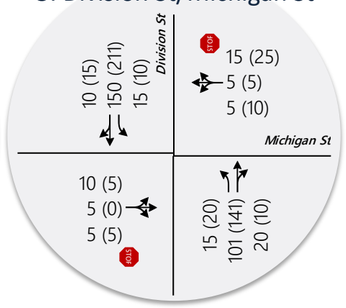
3. Highway 2/Ontario St



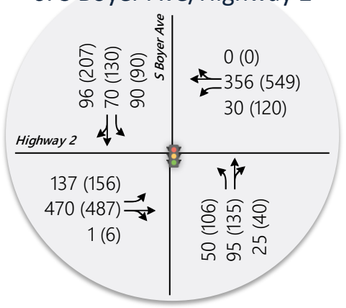
4. Division St/Highway 2



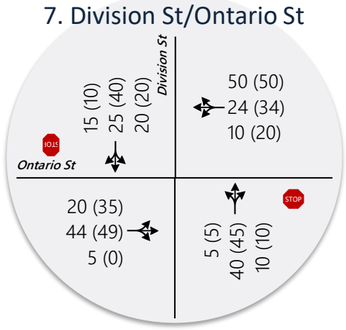
5. Division St/Michigan St



6. S Boyer Ave/Highway 2



7. Division St/Ontario St



LEGEND

STOP *Stop Sign* *Signalized*

Lane Configuration AM (PM) AM (PM) AM (PM) *Peak Hour Traffic Volume*

Figure 5

Future (2032) Background Conditions

6.3 Level of Service and Queueing Analyses

Fehr & Peers used Synchro software and the HCM 6 delay thresholds outlined in the introduction to compute the existing Plus Project weekday AM and PM peak hour LOS at each study intersection**. Table 10** reports the results of the weekday level of service and queueing analyses (see **Appendix E** for the detailed LOS and queuing reports).

Table 10: Future 2032 Weekday AM and PM Background Conditions Level of Service

Intersection				Worst Movement[1,3]			Overall Intersection[2,3]		Queue Storage (ft)[6]	95th % Queue (ft)[6]
ID	Location	Period	Control	Movement[4]	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS		
1	Park Avenue & Highway 2	AM	NB Stop	NB	14	C	-	-	-	-
		PM		NB	14	B	-	-	-	-
2	Ridley Village Road & Highway 2	AM	NB Stop	NB	15	C	-	-	-	-
		PM		NB	16	B	-	-	-	-
3	Highway 2 & Ontario Street	AM	EB/WB Stop	EB	33	D	-	-	-	-
		PM		EB	48	E	-	-	-	-
4	Division Avenue & Highway 2	AM	Signal	-	-	-	28	C	790	475 (EB)
		PM		-	-	-	20	C	380	300 (WB)
5	Division Avenue & Michigan Street	AM	EB/WB Stop	EB	11	B	-	-	-	-
		PM		EB	11	B	-	-	-	-
6	Boyer Avenue & Highway 2	AM	Signal	-	-	-	19	B	**200**	**350 (EB)**
		PM		-	-	-	40	D	**250**	**425 (WB)**
7	Division Avenue & Ontario Street	AM	NB/SB Stop	NB	10	B	-	-	-	-
		PM		NB	11	B	-	-	-	-

1. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 6 methodology.
2. This represents the overall intersection LOS for signalized intersections using the HCM 6 methodology.
3. LOS highlighted in **bold** indicate deficient LOS.
4. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
5. This represents the worst movement 95th percentile queue.

Source: Fehr & Peers

As shown in the table, all study intersections were found to operate at acceptable levels of service in the 2032 background conditions analysis in both the AM and PM peak hours, with the exception of the Ontario Street & Highway 2 intersection, which operates at LOS E in background 2032 AM peak hour conditions, and LOS F during PM peak hour conditions. As previously noted, the City has planned to split this intersection into two three-leg intersections. The performance of this concept will be tested in a subsequent section.

It should be noted that the 95th percentile queues at Boyer Avenue & Highway 2 continue to extend past the nearby driveways as was found in the existing conditions analysis. The eastbound queue was found to extend past Lake Street in the AM peak, and the westbound queue was found to extend past 6th Ave in the PM peak. While Lake Street is a minor one-way driveway, 6th Ave is a two-way side street. However, the intermittent nature of the projected queue and the low volume on 6th Ave mean this is not likely a problem requiring mitigation.

Since all study intersections operated acceptably, no intersection improvements are recommended for the future 2032 background conditions.

6.4 Alternative Intersection Concept

Figure 28 of the Sandpoint Multimodal Transportation plan shows a conceptual redesign of the intersection of Ontario Street & Highway 2 and is included in **Appendix B**. The concept proposes to convert the four-way intersection into two offset three-legged intersections by realigning Ontario Street. The two three-way intersections would be approximately 400 feet apart and include a mid-block crossing to separate vehicle traffic from pedestrians and cyclists. Fehr & Peers performed an additional analysis to demonstrate how the alternative intersection concept would operate using the 2032 background conditions volumes. **Table 11** reports the results of this analysis.

As shown in the table, the proposed concept configuration of the intersection at Highway 2 & Ontario Street significantly improves projected traffic operations compared to the existing configuration. In the 2032 PM peak hour, the west portion of the reconfigured intersection is projected to operate at LOS E. However, the delay is only 2 seconds per vehicle below the threshold for LOS D, and the projected queue length is insignificant. Fehr & Peers recommends that this proposed concept is a viable alternative, operationally. Separately from the operations analysis, the concept also appears to improve the approach along Ontario Street, which may improve safety at the intersections Therefore, Fehr & Peers recommends that the proposed concept and should be implemented when feasible.

Table 11: Future 2032 Weekday AM and PM Background Conditions Level of Service for Alternative Intersection Concept

Intersection				Worst Movement[1,4]			Overall Intersection[2]	
ID	Location	Period	Control	Movement[3]	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS
3a	Highway 2 & Ontario Street (West)	AM	EB Stop	EB	27	D	-	-
		PM		**EB**	**35**	**E**	-	-
3b	Highway 2 & Ontario Street (East)	AM	WB Stop	WB	24	C	-	-
		PM		WB	31	D	-	-

1. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 6 methodology.
2. This represents the overall intersection LOS for signalized intersections using the HCM 6 methodology.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
4. LOS highlighted in **bold** indicate deficient LOS.

Source: Fehr & Peers

7. Future (2032) Plus Project Conditions

7.1 Purpose

The future 2032 Plus Project conditions analysis evaluates the impact of the proposed development traffic on the surrounding roadway network in the year 2032. To analyze this impact, Fehr & Peers combined the future background traffic volumes with volumes generated by the proposed project. The results of this analysis can be compared to the results of the future background traffic volumes to determine the impact of the proposed project.

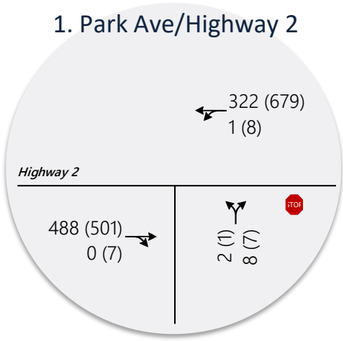
7.2 Traffic Volumes

Fehr & Peers added the project-generated traffic (**Figure 3**) to the future 2032 background volumes (**Figure 5**) to yield "future 2032 Plus Project" weekday AM and PM peak hour traffic volumes at the study intersections, as shown in **Figure 6**.

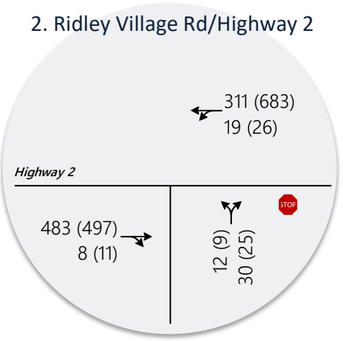
As part of development of the Ridley Village Court, River Rock Road will be extended to connect between Division Street and Ridley Village Road; it is anticipated that this will result in up to 20-25 trips per peak hour currently accessing US 2 via Ridley Village Road to instead re-route along River Rock Road. This re-routing has been accounted for in all plus project conditions, in addition to the trip generation. To facilitate slower speeds along this connection, the development will include traffic calming measures along its right-of-way, including a speed table and other geometric interventions.

It should also be noted that the Synchro analysis does not assume any center turn lanes being added along Highway 2 between Park Avenue and Ridley Village Road as a result of the Homestead Village development, which is currently facing bankruptcy. Traffic conditions were analyzed assuming left-turning vehicles would have to wait within the travel lane in order to turn into either of these side streets.

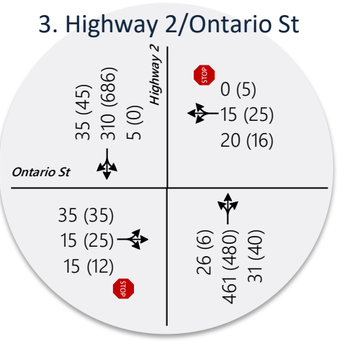
1. Park Ave/Highway 2



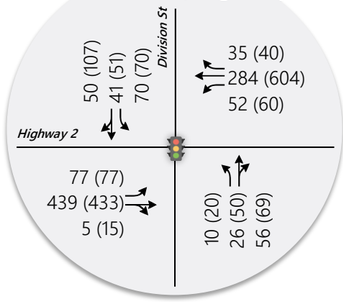
2. Ridley Village Rd/Highway 2



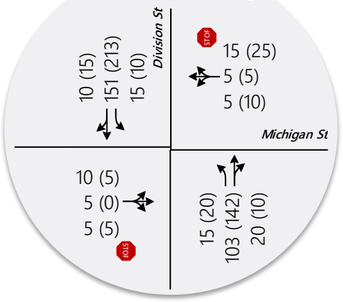
3. Highway 2/Ontario St



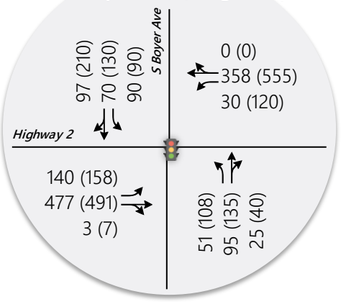
4. Division St/Highway 2



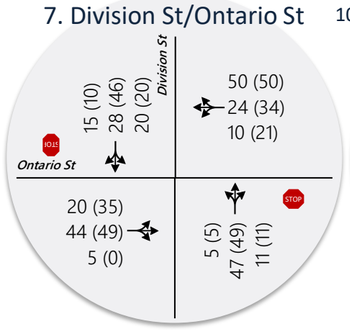
5. Division St/Michigan St



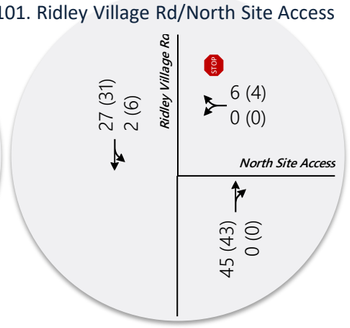
6. S Boyer Ave/Highway 2



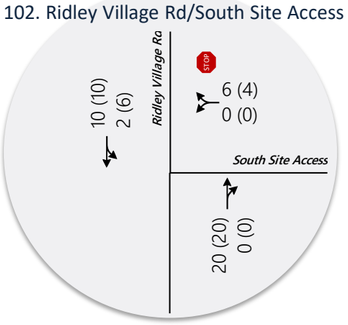
7. Division St/Ontario St



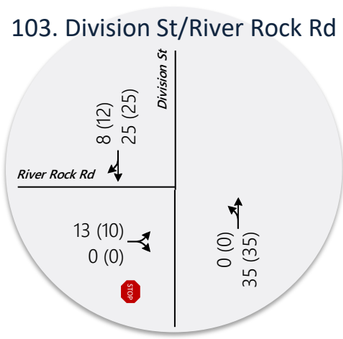
101. Ridley Village Rd/North Site Access



102. Ridley Village Rd/South Site Access



103. Division St/River Rock Rd



LEGEND

STOP *Stop Sign* *Signalized*

Lane Configuration — AM (PM) / AM (PM) / AM (PM) — *Peak Hour Traffic Volume*

Figure 6

Future (2032) Plus Project Conditions

7.3 Level of Service and Queueing Analyses

Fehr & Peers used Synchro software and the HCM 6 delay thresholds outlined in the introduction to analyze signalized and unsignalized intersections, respectively. **Table 12** reports the results of the weekday level of service and queueing analyses (see **Appendix E** for the detailed LOS and queuing reports). As shown in the table, all study intersections were found to operate within acceptable levels of delays in the 2032 Plus Project conditions except for the intersection at Highway 2 & Ontario Street, which operates at LOS E and F in the AM and PM peak periods, respectively, due to high eastbound left turn movement delay; high through traffic volumes on Highway 2 provides insufficient gaps for eastbound left-turning vehicles from Ontario Street.

It should be noted that the 95th percentile queues at Boyer Avenue & Highway 2 continue to extend past the nearby driveways as was found in the existing conditions analysis. The eastbound queue was found to extend past Lake Street in the AM peak, and the westbound queue was found to extend past 6th Ave in the PM peak. While Lake Street is a minor one-way driveway, 6th Ave is a two-way side street. However, the intermittent nature of the projected queue and the low volume on 6th Ave mean this is not likely a problem requiring mitigation. The projected PM WB queue at this intersection is 13 feet longer than in background conditions.

Table 12: Future 2032 Weekday AM and PM Plus Project Conditions Level of Service

Intersection				Worst Movement[1,3]			Overall Intersection[2,3]		Queue Storage (ft)[6]	95th % Queue (ft)[6]
ID	Location	Period	Control	Movement[4]	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS		
1	Park Avenue & Highway 2	AM	NB Stop	NB	14	C	-	-	-	-
		PM		NB	14	C	-	-	-	-
2	Ridley Village Road & Highway 2	AM	NB Stop	NB	16	C	-	-	-	-
		PM		NB	17	B	-	-	-	-
3	Highway 2 & Ontario Street	AM	EB/WB Stop	EB	34	D	-	-	-	-
		PM		**EB**	**50**	**E**	-	-	-	-
4	Division Avenue & Highway 2	AM	Signal	-	-	-	29	C	790	525 (EB)
		PM		-	-	-	20	C	380	325 (WB)
5	Division Avenue & Michigan Street	AM	EB/WB Stop	EB	11	B	-	-	-	-
		PM		EB	11	B	-	-	-	-
6	Boyer Avenue & Highway 2	AM	Signal	-	-	-	19	B	**200**	**375 (EB)**
		PM		-	-	-	42	D	**250**	**450 (WB)**
7	Division Avenue & Ontario Street	AM	NB/SB Stop	NB	10	B	-	-	-	-
		PM		NB	11	B	-	-	-	-
101	Ridley Village Road & Northwest Access	AM	WB Stop	WB	9	A	-	-	180	-
		PM		WB	9	A	-	-	180	-
102	Ridley Village Road & Southwest Access	AM	WB Stop	WB	8	A	-	-	110	-
		PM		WB	8	A	-	-	110	-
103	Madison Avenue & Southeast Access	AM	EB Stop	EB	9	A	-	-	110	-
		PM		EB	9	A	-	-	110	-

1. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 6 methodology.
2. This represents the overall intersection LOS for signalized intersections using the HCM 6 methodology.
3. LOS highlighted in **bold** indicate deficient LOS.
4. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
5. This represents the worst movement 95th percentile queue.

Source: Fehr & Peers

7.4 Alternative Intersection Concept

As was shown in the future 2032 background conditions analysis, Fehr & Peers performed an additional analysis to demonstrate how the alternative intersection concept at the intersection of Highway 2 & Ontario Street would operate using the 2032 Plus Project conditions volumes. **Table 13** reports the results of this analysis.

As shown in the table, the proposed concept configuration of the intersection at Highway 2 & Ontario Street significantly improves projected traffic operations compared to the existing configuration. In the 2032 PM peak hour, the west portion of the reconfigured intersection is projected to operate at LOS E. However, the delay is only 3 seconds per vehicle below the threshold for LOS D, and the projected queue length is insignificant. Fehr & Peers recommends that this proposed concept is a viable alternative, operationally. Separately from the operations analysis, the concept also appears to improve the approach along Ontario Street, which may improve safety at the intersections Therefore, Fehr & Peers recommends that the proposed concept and should be implemented when feasible.

Table 13: Future 2032 Plus Project Weekday AM and PM Background Conditions Level of Service for Alternative Intersection Concept

Intersection				Worst Movement[1,4]			Overall Intersection[2]	
ID	Location	Period	Control	Movement[3]	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS
3a	Highway 2 & Ontario Street (West)	AM	EB Stop	EB	27	D	-	-
		PM		EB	**36**	**E**	-	-
3b	Highway 2 & Ontario Street (East)	AM	WB Stop	WB	24	C	-	-
		PM		WB	32	D	-	-

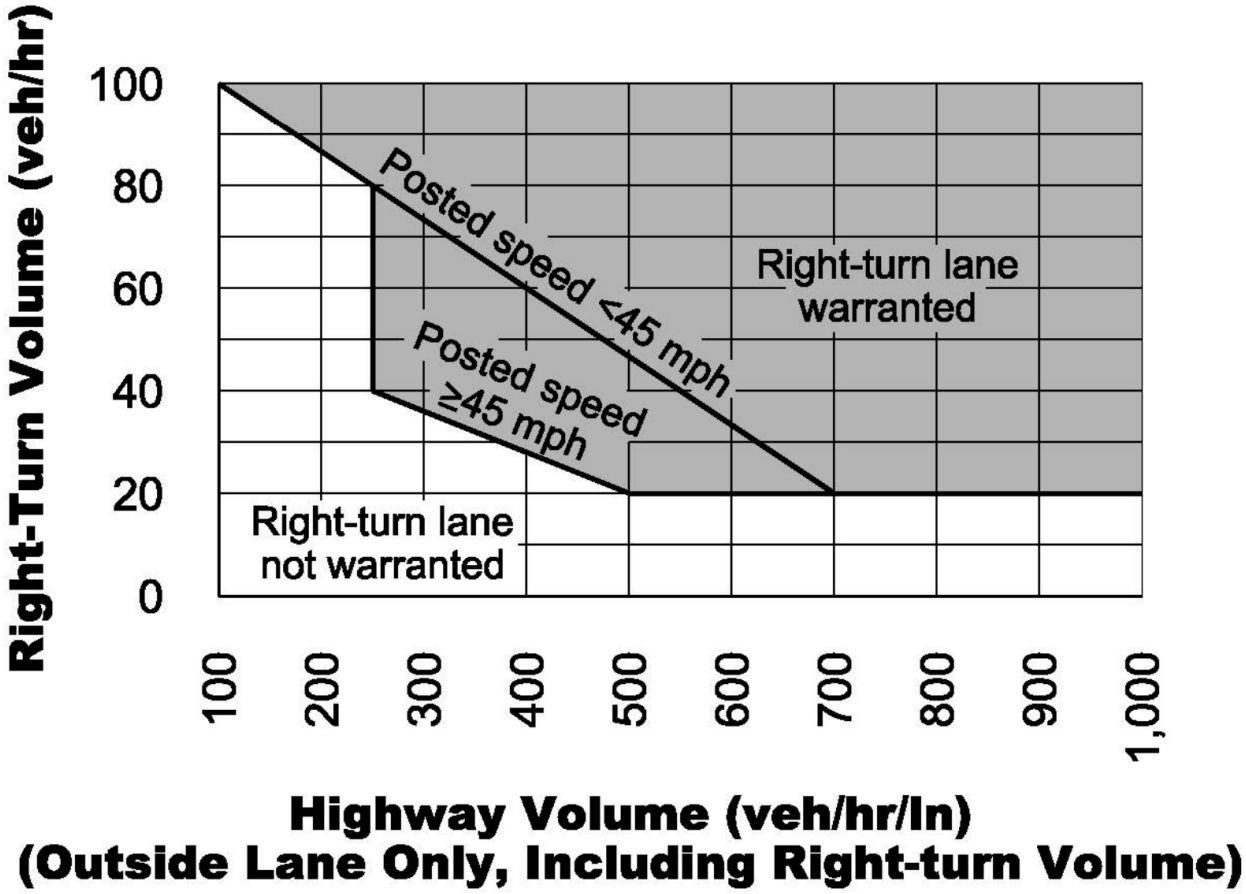
1. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 6 methodology.
2. This represents the overall intersection LOS for signalized intersections using the HCM 6 methodology.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
4. LOS highlighted in **bold** indicate deficient LOS.

Source: Fehr & Peers

8. Turn Lane Analysis

Since Highway 2 is an ITD road, Fehr & Peers analyzed the intersection at Highway 2 & Ridley Village Road Park to determine if the trips generated by the proposed development would warrant providing right- or left-turn lanes at either. As stated in ITD's *Idaho Supplementary Guidance to the MUTCD*, "A right-turn lane warrant is shown in Figure 3B-1 that can be used for unsignalized intersections with streets and driveways where the highway is uncontrolled, and the minor-road approaches are STOP controlled. … Determine the use of left-turn or right-turn lanes at signalized or all-way stop controlled intersections through highway capacity analysis of the intersection, crash modification factors, or both."

Figure 3B-1. Right-Turn Lane Warrant



As shown in the figure, regardless of speed limit and other highway traffic volumes, ITD does not consider right-turn lanes to be warranted unless the right turn volume exceeds 20 vehicles per hour. At both intersections, right-turning vehicle volume was found to be 11 vehicles or less per hour in all scenarios. Therefore, the trips generated by the proposed development would not warrant providing right-turn lanes at either Park Avenue or at Ridley Village Road.

Table 9-25. Suggested Left-Turn Treatment Guidelines Based on Results from Benefit–Cost Evaluations for Intersections on Two-Lane Highways in Rural Areas (*16*)

Left-Turn Lane Peak-Hour Volume (veh/h)	Three-Leg Intersection, Major-Road Two-Lane Highway Peak-Hour Volume (veh/h/ln) that Warrants a Bypass Lane	Three-Leg Intersection, Major-Road Two-Lane Highway Peak-Hour Volume (veh/h/ln) that Warrants a Left-Turn Lane	Four-Leg Intersection, Major-Road Two-Lane Highway Peak-Hour Volume (veh/h/ln) that Warrants a Left-Turn Lane
5	50	200	150
10	50	100	50
15	< 50	100	50
20	< 50	50	< 50
25	< 50	50	< 50
30	< 50	50	< 50
35	< 50	50	< 50
40	< 50	50	< 50
45	< 50	50	< 50
50 or More	< 50	50	< 50

Source: *"A Policy on Geometric Design of Streets", AASHTO*

Fehr & Peers compared the project left-turn volumes on these roads to the table above, from "*A Policy on Geometric Design of Streets*" under both Future (2030) Background and Plus Project conditions. **At Ridley Village Road, the left-turn warrants are met under both Background and Plus Project conditions. This is likewise the case for both Existing (2024) Background and Plus Project conditions, meaning this condition is considered a background issue.** These warrants would be met even without the recently added Homestead Village traffic (from the 36 constructed units). Ridley Village Court generated trips are anticipated to only contribute between 14-25% of total left-turning traffic contributing to this warrant.

It should be noted that, if a westbound left-turn lane were added at Ridley Village Court, that lane would likely overlap with the right-of-way needs of the US 2 & Ontario Street realignment (see **Appendix B**). **It is recommended that (given the turn lane is warranted under background conditions), the turn lane be considered alongside the background efforts being performed for the realignment to determine feasibility and appropriate storage length available given that realignment.**

9. Percent of Traffic Analysis

Fehr & Peers compared the trips generated by the development at each intersection to the total trips at each intersection during the Plus Project conditions analyses. **Table 14** outlines the percentage of traffic at each intersection that is generated by the development. The project trips were calculated by adding all the project generated trips generated at an intersection, as shown in Figure 3. Similarly, the plus project trips were calculated by adding all the trips projected at an intersection in each of the Plus Project scenarios as shown in **Figure 4** and **Figure 6** for the 2024 Plus Project scenarios. These plus project trips include trips generated by the Homestead Village development, which is anticipated to be in-place by the time Ridley Village Court is developed.

As shown in the table, the Ridley Village Court residential development is projected to contribute between 0.7% and 5.0% of the total traffic at the study intersections in the 2024 Plus Project scenario. As other developments contribute to the overall traffic of the network, the percentage of traffic contributed by Ridley Village Court decreases to between 0.6% and 3.9%, depending on the intersection. The intersections that the development contributes the most significantly to are Highway 2 & Ridley Village Road as well as Division Avenue & Ontario Street; these two intersections are the direct connection between the site and the more major city and state facilities. Intersections that are further away from the proposed development or that already experience high traffic volumes will be proportionally less affected by the project's generated trips.

Table 14: Project Trips as a Percent of Total Plus Project Intersection Volume

ID	Location	Period	Project Trips	2024 Plus Project trips	2032 Plus Project Trips	2024 Project Trip %	2032 Project Trip %
1	Park Avenue & Highway 2	AM	7	652	821	1.1%	0.9%
		PM	7	959	1203	0.7%	0.6%
2	Ridley Village Road & Highway 2	AM	16	687	863	2.3%	1.9%
		PM	20	999	1251	2.0%	1.6%
3	Highway 2 & Ontario Street	AM	9	757	968	1.2%	0.9%
		PM	13	1091	1375	1.2%	0.9%
4	Division Avenue & Highway 2	AM	19	899	1145	2.1%	1.7%
		PM	21	1264	1596	1.7%	1.3%
5	Division Avenue & Michigan Street	AM	3	269	359	1.1%	0.8%
		PM	3	325	460	0.9%	0.7%
6	Boyer Avenue & Highway 2	AM	16	1143	1436	1.4%	1.1%
		PM	18	1627	2044	1.1%	0.9%
7	Division Avenue & Ontario Street	AM	11	217	279	5.1%	3.9%
		PM	12	256	330	4.7%	3.6%

10. Conclusion and Recommendations

This study summarizes the potential transportation-related impacts from the proposed Ridley Village Court residential development located south of Highway 2 between Ridley Village Road and Madison Avenue in Sandpoint, Idaho. This study includes traffic operations, queueing, turn lane, and percent of traffic analyses for 2024 and 2032 Background and Plus Project conditions at key intersections.

Operationally, all study intersections operate at acceptable LOS in all analyzed peak hour scenarios, except for the intersection at Highway 2 & Ontario Street, which operates at LOS E in the 2032 Background and Plus Project conditions. This is largely attributable to eastbound left turn movement delay, with high through traffic volumes on Highway 2 providing insufficient gaps for eastbound left-turning vehicles from Ontario Street. The Sandpoint Multimodal Transportation plan shows a conceptual redesign of that intersection and is included in **Appendix B**. The concept proposes to convert the four-way intersection into two offset three-legged intersections by realigning Ontario Street. When analyzed, Fehr & Peers found that the proposed configuration would improve intersection operations in 2032 background and plus project peak period scenarios. The proposed operation is still projected to operate at LOS E in the 2032 Background and Plus Project PM peak period at the west intersection, but the delay is only 2-3 seconds per vehicle below the LOS D threshold at worst and it is anticipated that queueing at these intersections will be minimal, based on the low traffic volume. The concept also appears to improve the approach angle for drivers along Ontario Street, which may improve safety at the intersections. Therefore, Fehr & Peers recommends that the proposed concept is a viable alternative and should be implemented when feasible. No other intersection improvements are required to mitigate delay from the proposed development.

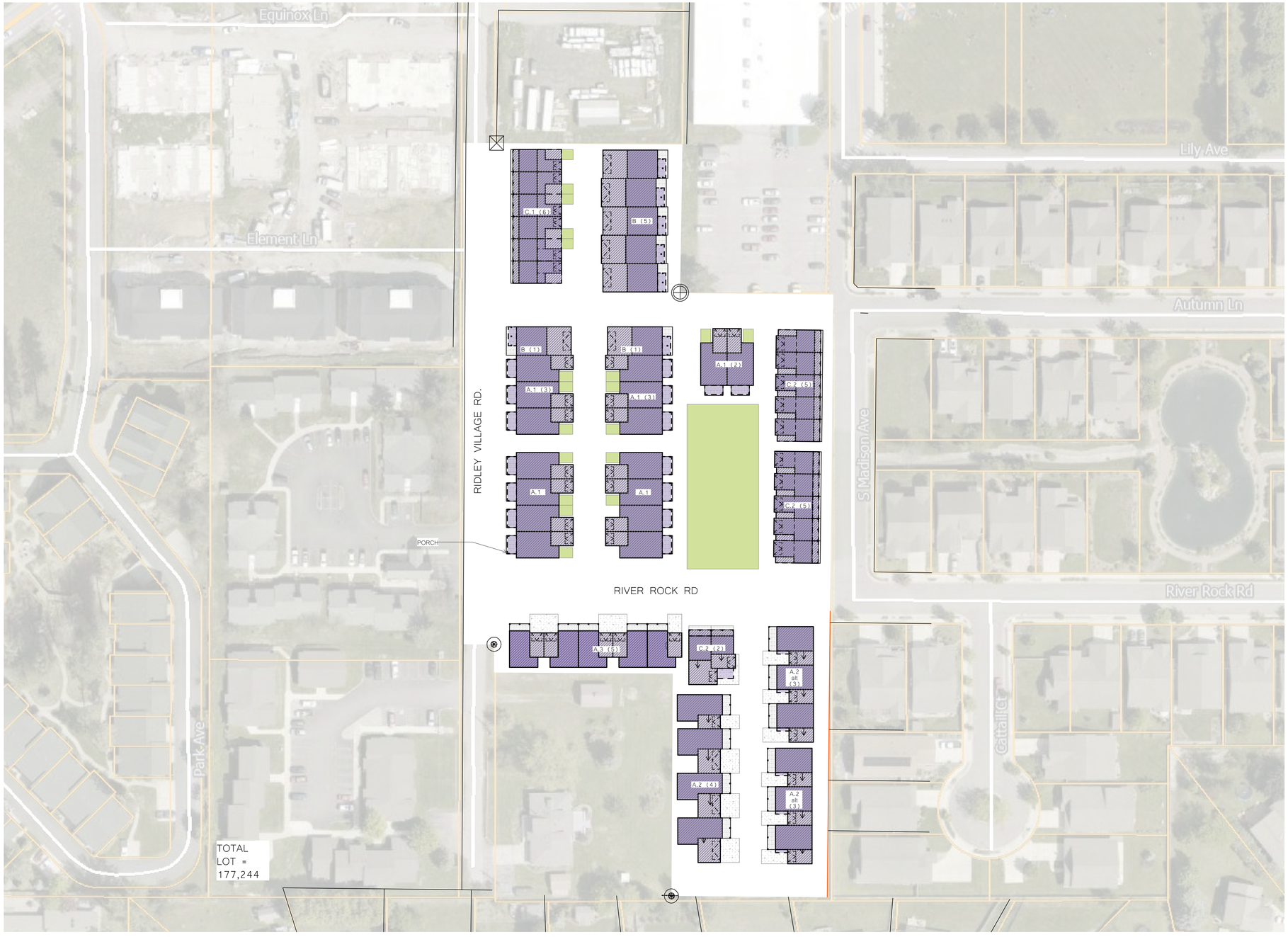
Queueing was not found to exceed existing storage in any study intersections, except for the intersection at Highway 2 & Boyer Avenue. In all future background and plus project scenarios, the queue at this intersection is projected to exceed existing storage capacity in AM and PM peak periods. However, the AM peak period queue is only projected to block a minor one-way driveway access. The PM peak hour is projected to intermittently block the intersection with 6th Ave. However, this queue is expected to clear during most traffic signal cycles and will not require mitigation. The queues will exceed available storage with or without the Ridley Village Court development, and are not a direct result of the development.

The right- and left-turn lane analyses performed in this study found that left-turn lanes are warranted along Highway 2 at Ridley Village Road under both Background and Plus Project conditions under all analysis horizons. Ridley Village Court generated trips are anticipated to only contribute between 14-25% of total left-turning traffic contributing to this warrant. Additionally, it should be noted that the intersections where left-turn warrants are met operate within acceptable levels of delay under all scenarios even assuming no left-turn storage lane is in place. **It is recommended that (given the turn lane is**

warranted under background conditions), the turn lane be considered alongside the background efforts being performed for the US 2 & Ontario Street realignment to determine feasibility and appropriate storage length available given that realignment.

The percentage of traffic analysis found that the development is projected to contribute between 0.7% and 5.0% of the total traffic at the study intersections in the 2024 Plus Project scenario. As other developments contribute to the overall traffic of the network, the percentage of traffic contributed by Ridley Village Court decreases to between 0.6% and 3.9%, depending on the intersection. The intersections that the development contributes the most significantly to are Highway 2 & Ridley Village Road as well as Division Avenue & Ontario Street; these two intersections are the direct connection between the site and the more major city and state facilities. Intersections that are further away from the proposed development or that already experience high traffic volumes will be proportionally less affected by the project's generated trips.

Appendix A: Development Site Plan



1 SITE PLAN
SCALE: 1" = 50'

CONCEPT - NOT FOR CONSTRUCTION

ISSUE	ID	CHANGE NAME	DATE

RIDLEY

RIDLEY VILLAGE RD
SANDPOINT, ID

NORTH ROOT ARCHITECTURE
info@northrootarchitecture.com
NORTHROOTARCHITECTURE.COM
208 255 8041

ARCH. SITE PLAN

5/19/2025

Appendix B: Sandpoint MTMP Concepts

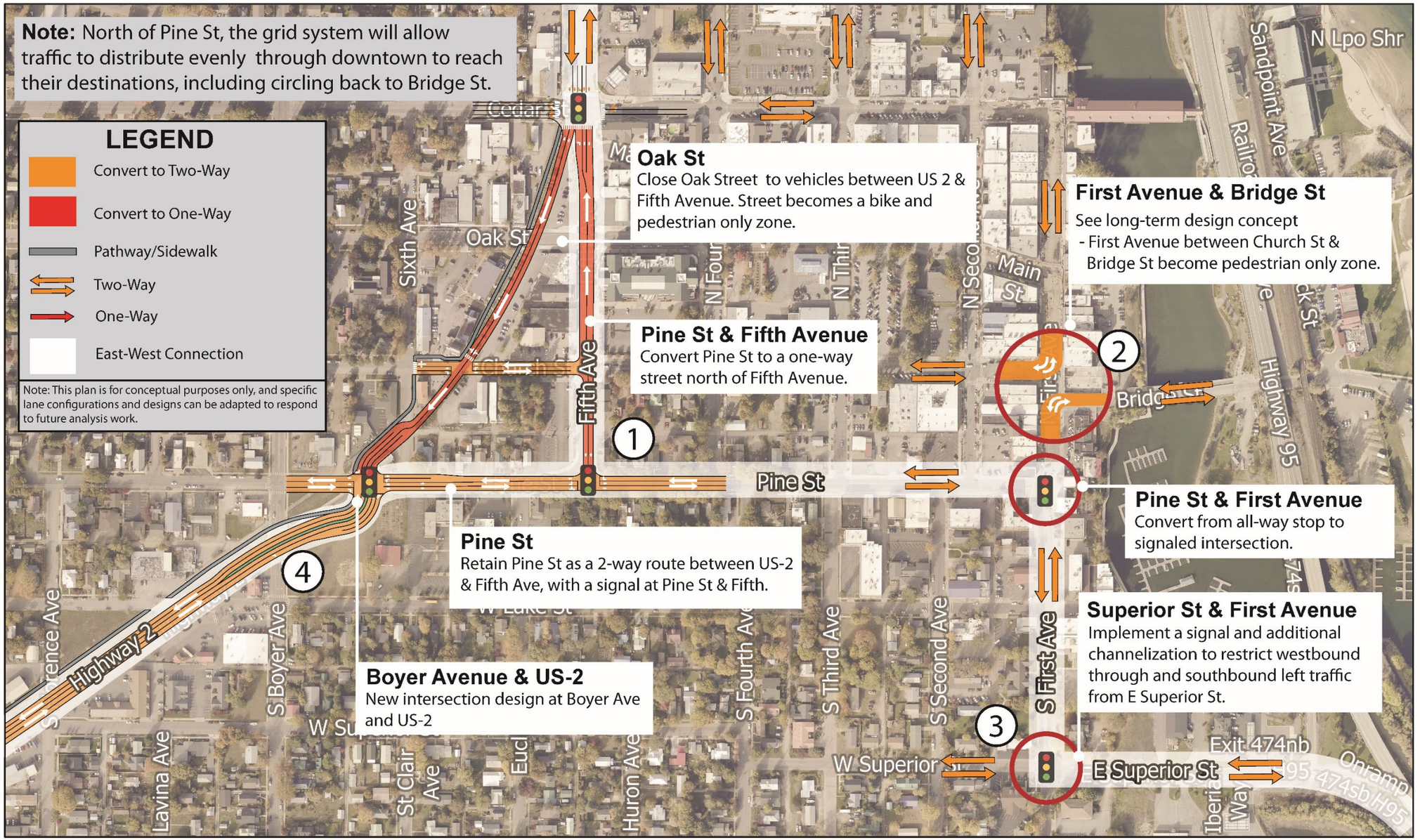
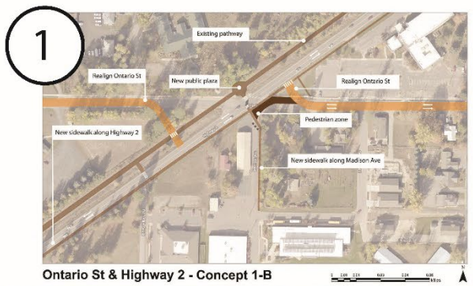
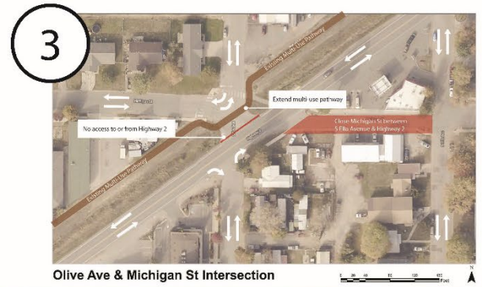


Figure 23 East-West Connection – Long Term Plan

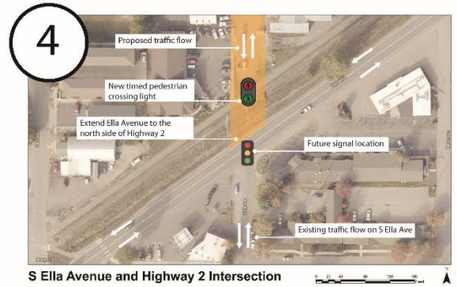


Ontario St & Highway 2 - Concept 1-B

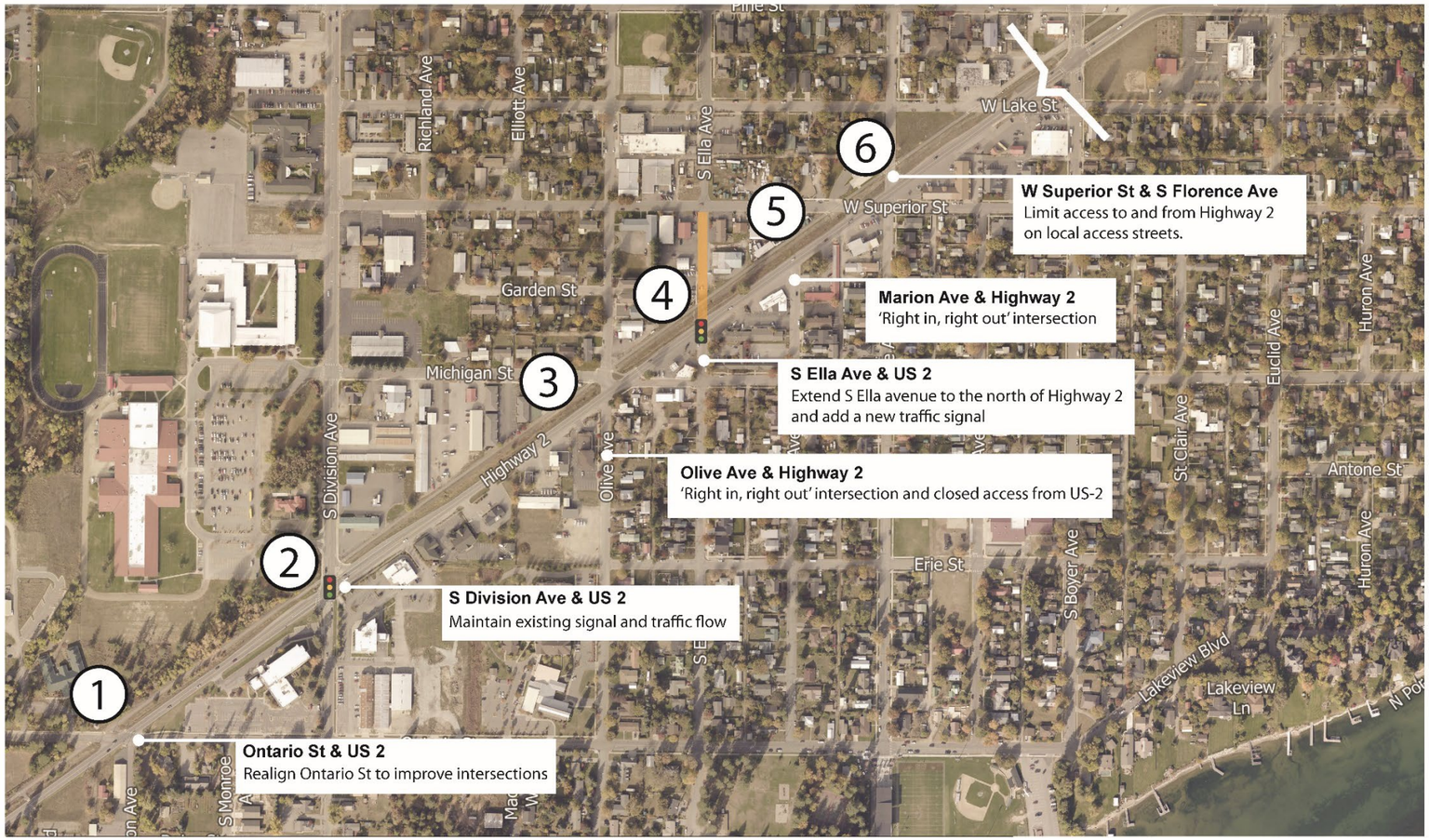
S Division Ave & HighwaConcept 1-Bon



Olive Ave & Michigan St Intersection



S Ella Avenue and Highway 2 Intersection



Marion Ave & Highway 2 Intersection

US-2 and S Florence Ave Intersection

Figure 26 Overview of Highway 2 (US-2) Concepts

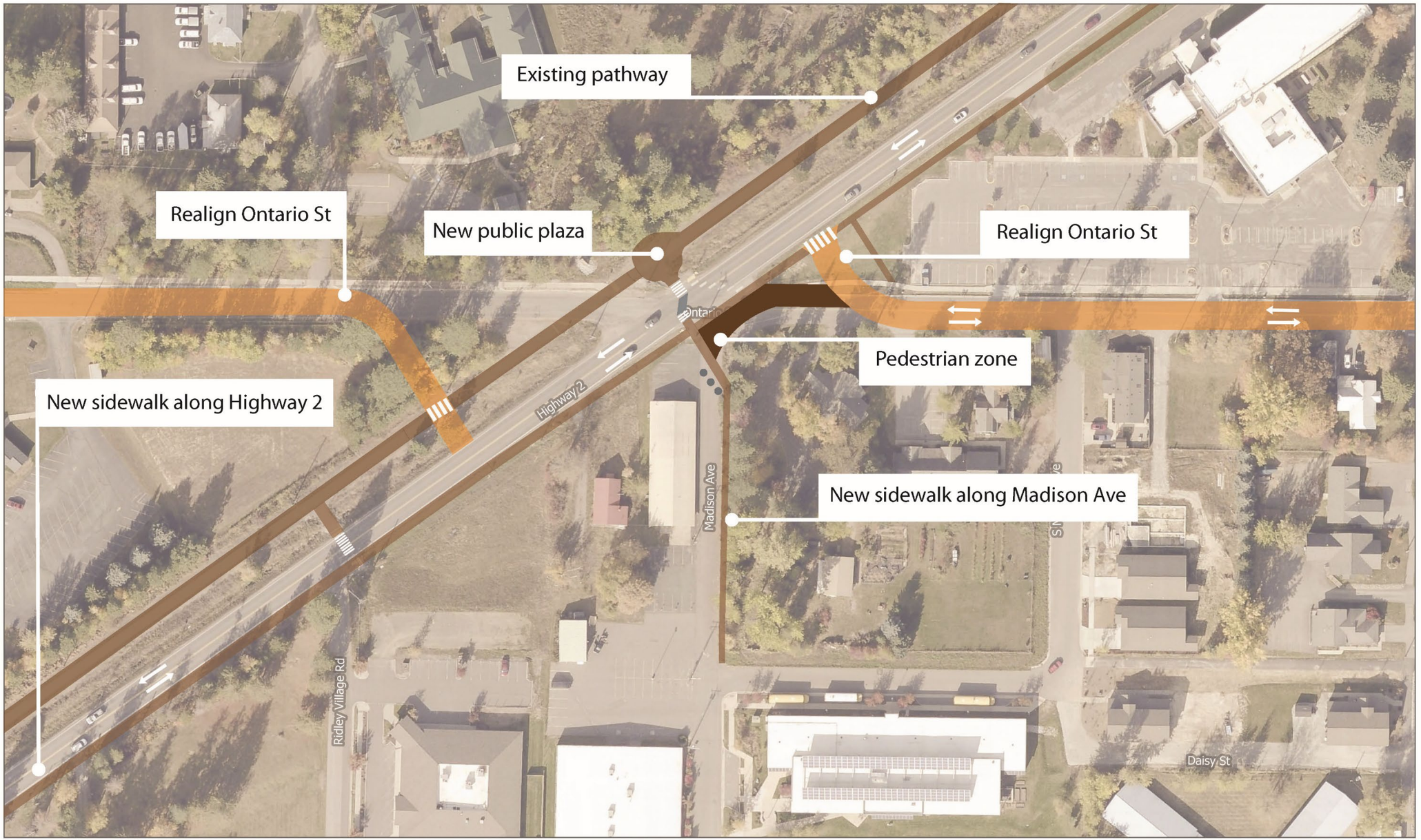


Figure 28 Ontario Street/Highway 2 (US-2) Concept

Appendix C: Traffic Counts