

Categorization of Sandpoint Streets by Pedestrian Priority Level

Pedestrians walk at about two miles/hour. Walking a full block “out of direction” can mean several minutes of “wasted time” and significantly discourage people from walking to a destination. The Pedestrian Bicycle Advisory Committee (PBAC) has reviewed all city streets, identifying walking patterns of students, and known walking paths of adults.

All streets in the City are used for walking. All streets which connect to others are “collectors” of pedestrian traffic. Within the city “grid” pattern, all streets are important. With effort, the PAC has selected those which would constitute an essential well improved network as “high priority.” By relegating the others to the “medium priority” category, we hope their importance is not overlooked; all are essential.

High Priority:

All streets downtown

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

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

Other High Priority (generally with less vehicular traffic)

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

High Priority, Cont.

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

Medium Priority

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

Medium Priority of special note:

Garden St. *SRS*
Grey Way (high recreation potential)
Ella S. of Ontario (high recreation potential)
Hickory Glen *SRS*
Hickory Street (full length) *SRS*
Lake Street (Downtown to Division) *SRS*
Lavina Ave. *SRS*
Madison Avenue (Hickory to Spruce) *SRS*

Other Medium Priority:

Airport Way
Alder St.
Alexander Way
Aspen Lane
Aspen Way
Baldy Park Drive
Chestnut St. *SPOT*
Culver's Drive
Daisy St.
Dearborn St.

Medium Priority, Cont.

Ebbett Way
Elliott Ave.
Fir St.
S. First (S. of Downtown)
Forest Ave.
Industrial
Jefferson Ave.
Juniper
Halley St.
Hemlock Ct.
Huckleberry
Huron Ave.
Idaho St.
Janelle Way
Kinnickinnick Ave.
Louis Lane
Marion Ave.
Megan Lane
S. Monroe Ave.
Mountain View E. (West of Boyer)
Northshore Dr.
Olive Ave. (N. of Ontario)
Ontario St. (W. of Lincoln)
Pacific St.
Ponderosa Dr.
Poplar St.
Richland Ave.
Ridley Village Rd.
River Rock Road
Rogers Dr.
Ruth Ave.
Sandpoint West Drive
Sequoia Lane
Short Ave.
Sixth Ave.
St. Clair Ave.
S. Second (S. of Downtown)
S. Third (S. of Downtown)
Walnut St.
Willow Dr.
Vineyard Dr.

Low Priority (Dead ends are potentially labeled Play Streets (PS))

Arbor Way (PS)

Aspen Ct. (PS)

Birch Street

Browning Way

Bryce Lane (PS)

Creekside Lane (PS)

Elm Street

Geri Ct. (PS)

J.R. Ct. (PS)

Loman Circle (PS)

Olive Ave. S. of Ontario

Merton Street

Mt. Meadow Way

Remington Court (PS)

Rosedale Way (PS)

Vineyard Drive

Winchester Way (PS)

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

Intersections

The ability to cross streets is essential to walkability.

- All intersections within the Downtown are important and should be designed to facilitate pedestrian movements. This will help reduce parking problems as it strongly encourages “park and walk” activity.

Some **crossings of especial pedestrian concern** include:

- Oak and Fifth Street as an important pedestrian gateway to downtown
- Cedar and Fifth Street is a busy and important pedestrian gateway to downtown
- Cedar at Division as library access?
- Pine Street offset intersections; a challenge for crossing Pine Street
- Crossings along Highway 2 (especially important to students)
 - Ella through Olive, inclusive *SRS*
 - Boyer; present configuration is awkward for bikes and pedestrians *SRS*
 - Ontario *SRS*
- Heavily used crossings near schools *SRS*

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