

## High Priority Pedestrian Street Sub Groups

**Within the BID:** – Streets are not subranked. They are all considered extremely important to pedestrians and pedestrians are extremely important to the long term success of this business district.

**First Tier:** – Streets which carry significant vehicular traffic and are also extremely important as pedestrian thoroughfares. It is dangerous for pedestrians to be forced to walk in the traffic lanes on these streets; most are important routes for students.

<i>Ranking</i>	<i>Name</i>	<i>SRS? &amp; RoW</i>	<i>Comments</i>
<b>1</b>	Highway 2, south of Pine	SRS	Washington Elementary School PTA #2 priority, the ability to walk along and cross safely.
<b>2</b>	Ontario	SRS (60' RoW)	Washington Elementary School PTA #1 priority; no sidewalks, a great deal of student walking traffic from elementary through high school.
<b>3</b>	Boyer Avenue	SRS (60' RoW)	Important to LPO High School students, Panhandle Special Needs and other walking populations; dangerous for pedestrians as it is narrow with high traffic volumes; incomplete and deteriorated sidewalks. Bike path planned north for 2004.
<b>4</b>	Pine Street	(60' RoW)	Two parks, gaps in sidewalks, heavy traffic, major E/W carrier, offset blocks with difficult crossings.
<b>5</b>	Division Avenue	SRS (60' RoW)	Heavily used by students from Farmin and SMS, narrow sidewalks on east side are unusable in winter, have some year-round obstructions, etc.
<b>6</b>	Michigan Street	SRS (60' RoW)	Washington Elementary School PTA #3 priority; high middle school pedestrian traffic, unsafe crossing at Hwy 2, major gaps in sidewalks, others deteriorated.
<b>7</b>	Cedar Street, Fifth to Division	(80'RoW)	Carries people between the library and downtown through the center of Sandpoint's neighborhoods. Close to having a south side sidewalk from library to downtown; identified for extensive street work in 2004.
<b>8</b>	Spruce Street	SRS (60' RoW)	Fronts two schools, heavy student pedestrian use, no sidewalks, narrow pavement width 25-37'
<b>9</b>	Lincoln Avenue	(60' RoW)	Heavily walked full length. N. Lincoln is a major route to Farmin Stidwell School; S. Lincoln used by students and recreational walkers. Essential bike path planned for N. Lincoln in 2004, S. Lincoln needs treatment for pedestrian safety; perhaps experiment with striping.
<b>10</b>	Schweitzer Cutoff Road		Important to provide urban pedestrian facilities as work is done and the area builds up. Traffic is heavy and fast; an important arterial where alternative routes are not available to pedestrians.

**Second Tier:** – These streets serve students and other pedestrians but generally have somewhat less vehicular traffic than those in the first tier.

<i>Ranking</i>	<i>Name</i>	<i>SRS? &amp; RoW</i>	<i>Comments</i>
<b>1</b>	Oak Street	(80' RoW to Division, 60' west to end)	High density population, many with special needs; ties the BID to neighborhoods and Division, planned to extend west to Lincoln and become even more important with that connection; adjoins the library.
<b>2</b>	Superior Street	SRS (60' RoW)	A major student access to SMS and SHS with vehicle/pedestrian conflicts; unsafe crossing at Hwy 2, some Washington Elementary pedestrian traffic.
<b>3</b>	Lake Street	SRS (60'RoW)	Used by students and other pedestrians as an alternative to Pine Street, heavy pedestrian traffic often without sidewalks.
<b>4</b>	Larch Street	SRS (60' RoW)	Heavy, fast vehicular traffic, used by students and other pedestrians between downtown and Division, as a pedestrian collector for FS Elementary west of Division. No sidewalks west of Boyer; pedestrians walk in the street.
<b>5</b>	Cedar Street, Division-Lincoln	(60' RoW)	Major pedestrian access to the library for NW neighborhoods; one of few through streets Division to Lincoln. No sidewalks, pedestrian/vehicle conflicts.
<b>6</b>	N. Ella Avenue	SRS (60' RoW)	Major N-S neighborhood thoroughfare, heavily used by students, especially from LPO High, and other pedestrians. Pine St. Park at its south end, it provides access to Hickory St. Park. Curbs, almost no sidewalks.
<b>7</b>	Baldy Mountain Road		Will become increasingly important with development north. Very fast, heavy truck traffic. Currently used by pedestrians and unsafe. Should be brought to urban standards as appropriate.
<b>8</b>	Lakeview Blvd.	(50' RoW)	An extension of Ontario to Euclid. Narrow, with high pedestrian use and neighborhood cut-through vehicles.
<b>9</b>	Euclid Avenue	SRS (60' RoW)	Extensive use by Washington Elementary students and others walking downtown. Traffic fast, sidewalks in disrepair.
<b>10</b>	Main Street	(80' RoW, Fifth to Division)	Narrow paving, carries fast and heavy vehicular traffic, pedestrians use it surprisingly often considering the risk. Diagonal makes it a good "cut through" to downtown, Pine Street Park, FS school. Wide RoW has excellent potential.

**Third Tier:** – Streets which carry substantial pedestrian traffic.

<i>Ranking</i>	<i>Name</i>	<i>SRS? &amp; RoW</i>	<i>Comments</i>
<b>1</b>	Church Street	(80' RoW)	Excellent gateway to downtown, an alternative to walking on Pine Street, few sidewalks, pedestrians walk in traffic.
<b>2</b>	Washington Avenue	SRS (60' RoW)	A through street a wide block from Division. Offers an alternative walkway, especially in winter when sidewalks on east side of Division are buried in snow. Narrow paving forces pedestrians to walk in travel lanes.
<b>3</b>	Monroe Street	SRS (60' RoW)	Major neighborhood student access to F/S Elementary School, narrow today. Should be a pedestrian alternative to Division. With added development will become even more important.
<b>4</b>	N. Third Avenue	(70' RoW)	Important pedestrian link from BID and hospital to Larch. Deteriorated and missing sidewalks.
<b>5</b>	S. Fourth Ave.	(60' RoW)	A pedestrian collector from neighborhoods to downtown. A good place to cross Pine Street. Some students for Washington and the Middle schools. Sidewalks missing and deteriorated.
<b>6</b>	Great Northern/Woodland	(50' RoW)	Especially important for bicycles today. Will increase in importance as City builds out. Neighborhood pedestrian destinations are likely to develop. Needs to meet urban standards as urbanized.

**Fourth Tier:** Safe Routes to School and important routes to commercial destinations for other pedestrians on neighborhood streets.

<i>Ranking</i>	<i>Name</i>	<i>SRS? &amp; RoW</i>	<i>Comments</i>
<b>1</b>	Erie Street	SRS (60' RoW)	Washington Elementary School PTA #4 priority; many students, little sidewalk, conflicts with vehicles at the school.
<b>2</b>	S. Ella Avenue	SRS (60' RoW)	Ties into Hwy 2 crossing with Michigan at Dairy Depot, carries student walking traffic to Erie from both directions. Heavy pedestrian use from Lakeview Park, the Festival, and other events in the park.
<b>3</b>	Florence Avenue	SRS (60' RoW)	Carries student foot traffic to Erie from both directions. Heavy pedestrian use from Lakeview Park, the Festival, and other events in the park.
<b>4</b>	N. Fourth Avenue	(80' RoW)	Important for professional office area, pedestrian access to Safeway and Super Drug blocks from downtown and neighborhoods south.
<b>5</b>	Antone Street	SRS (60' RoW)	A short street with limited vehicle traffic. A neighborhood collector for students walking to Washington School.