

Overview of Public Meeting

On Tuesday, March 24, 2026, the City of Sandpoint, in coordination with J-U-B ENGINEERS, Inc., and Welch Commer held a public meeting to present information on the effort of the City's 3rd Phase of their Downtown Revitalization Project. The Langdon Group, a J-U-B ENGINEERS, Inc. subsidiary company specializing in public involvement and facilitation, was contracted to assist in the planning and facilitation of the public meeting. Fliers were posted around town, shared via the city's social media page, an advertisement was sent to the Daily Bee (Exhibit A)

The information was presented in a drop-in style public meeting, held from 4:00 – 7:00 pm held at the Sandpoint Community Hall. Upon arrival attendees were greeted by a team member and encouraged to sign in, they were then given a brief explanation of the information being shared during the open house. Additionally, attendees were directed to take a comment card to record their feedback. During this time, they were able to review project boards (Exhibit B), look at a map of the project site and talk through potential design elements with a project engineer, ask questions, participate in two dot voting activities, a penny jar voting activity, and provide feedback to the project team.

The dot voting activities asked the public to balance their priorities and vote on a style that think fits the downtown best. The penny dot voting activity asked participants to place marbles in the jars that represented items that were most important to their downtown.

In total, about 51 members of the public attended the open house. Attendees shared they heard about the open house through the Daily Bee, social media posts, and word of mouth through neighbors. 7 comment cards were turned in during the open house (Exhibit C). Participants were encouraged to take a comment card and then later drop it off at the city or send an email to the project team with their questions, feedback, or concerns.

Balancing Priorities- Voting Results

Participants were asked to place their dot in the space of which user they thought should be prioritized. They were then asked to place a second dot in the space of which elements they thought should be prioritized

The following is a summary of comments heard and the result of the dot voting activity

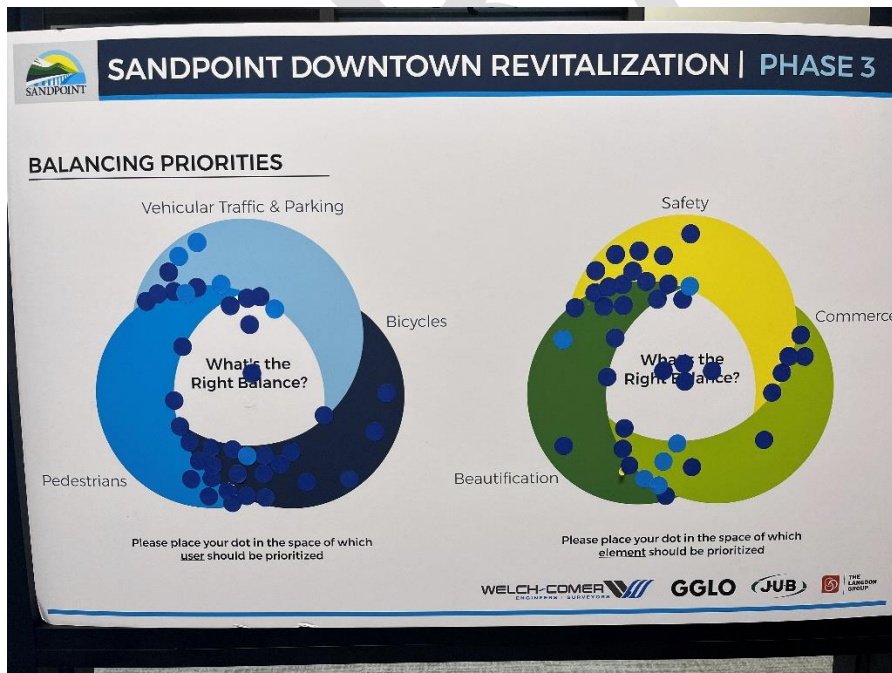
Users:

- Most participants felt that pedestrians are the top priority downtown.
- Participants also recognized the continued importance of vehicle access and parking, particularly for those who cannot easily walk downtown.
- Bicycles were viewed as important for access to downtown, with the expectation that cyclists would transition to walking once they arrive.
- It is important for cars and bikes to get downtown, and it is important for pedestrians to have safe access once downtown.

Elements:

- There was strong consensus that commerce, safety, and beautification are all important and interconnected.
- Some felt downtown is already relatively safe, so safety may not need to be emphasized as a standalone priority.
- Commerce was seen as essential to a successful downtown, though not at the expense of safety or overall experience.

Dot Voting Results



What Should Downtown Sandpoint Look Like? – Voting Results

Participants were asked to place a sticky dot on the style that they thought best fits Downtown Sandpoint.

Early feedback noted that the photo of the existing downtown appeared less favorable compared to the example images (darker, zoomed out, less polished). It was clarified that the existing photo was included for reference only, and participants were being asked to select a preferred direction for Phase 3 from the other options.

The following is a summary of comments heard and the result of the dot voting activity

- One participant noted that the “rustic” option did not fully reflect what they think of rustic character, though several people responded positively to the weathered steel elements.
- Several people commented that the modern small city options felt too much like Spokane, but many people still favored it.
- Many participants were split between the more modern “small city” aesthetic and the rustic direction. There may be an opportunity to blend elements of both into a cohesive approach.
- Some participants asked how any new direction for Phase 3 would be integrated with Phases 1 and 2 to maintain overall consistency.
- There were also comments about long-term maintenance, particularly regarding wood materials, with interest in exploring more durable, low-maintenance alternatives that achieve a similar look.

Dot Voting Results

- Natural Rustic- 19
- Small Town Vibrant- 15
- Elevated Traditional – 7

SANDPOINT DOWNTOWN REVITALIZATION | PHASE 3

WHAT SHOULD DOWNTOWN SANDPOINT LOOK LIKE?

CURRENT DOWNTOWN

NATURAL RUSTIC

SMALL TOWN VIBRANT

ELEVATED TRADITIONAL

Place a sticky dot on the style that you think best fits Downtown Sandpoint.

WELCH-CRAMER | GGLO | JUB | THE SANDPOINT GROUP

Penny Jar Voting Activity – Results

Participants were asked to place their coins in the jars to show which items are most important to them for downtown. They could put all their pennies in one jar or spread them across several to reflect their priorities.

- Bike Racks - 17
- Picnic Areas - 10
- Benches - 14
- Flowers - 19
- Street Lighting - 21
- Street Trees - 34
- Café Seating - 16

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Summary of Public Comments Heard

The following is a summary of the conversations had during the public meeting.

- A local business owner shared that this was the most effective open house he had attended and expressed a desire to see greater participation from other business owners.
- Overall, participants appeared to appreciate the interactive format and the opportunity to provide input.

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Comment Cards Received During Open House

Comment cards were scanned and then transcribed.

- Voiced concerns about traffic flow during construction with a slow slow year downtown due to economy and mild winters. Construction timing for this fall will be extremely difficult for downtown businesses that are easily down in sales 30-40%. Some have closed already. I don't know enough of speed bump design but in general, most are not a fan and how does it impact snow and ice removal?
Concerned, we are this close to project and there isn't a detour plan in place so businesses can prepare.
Appreciate Jason's team taking time to thoroughly share vision/ plan and answer questions.
- I am very happy about the expanded sidewalk and safety measure. I'm super excited for the future roundabout coming into town to slow down traffic and safety for any walking and biking into town.
I'd love to see the empty lots on 1st finally set developed and _____ of the back streets behind 1st. There is so much opportunity to have a vibrant town but still a lot of unused storefronts/too many real estate offices. Fastening the connection from 1st to city beach and 2nd and eventually connecting is more to _____ would be what I envision while maintaining the historic feel. It would be amazing to have a historic preservation district in fourth Sandpoint to save the original homes and educate the public on how to preserve them before they are torn down as more people discover Sandpoint.
- I would like to see the roundabout on 1st and Superior. Please no traffic light but a roundabout instead with a welcoming Sandpoint inspired Soul plane.
- South Pine 60' – Can bike lanes be printed? Curbed bike lane can get damaged in winter with snow removal. Shared ped/bike have their own issues a well
Both phases make sure to maintain good visual corridors at any intersection, trees, signage and even. Many on our existing intersection have poor visual corridors and you have to enter traffic to see around parked cars.
- I would continue with the same esthetic used in Phase 1 & 2. Changing it up would be incohesive.
I would explore acquiring and repurposing the parking lots south of Bridge St. Swoop the walking/biking lanes alongside the buildings and provide on-street parallel parking adjacent to First Ave.
Love the proposed roundabout at Superior.

- My thought pertains to the parking directly across from Bridge Street.
Two parallel spots are in the design, essentially blocking those businesses – the only ones with a potential for a view to the lake/from Bridge Street – from having that view.
Given that those are the only two spots that are preventing that potential view. I would prioritize moving those spots to create a view for restaurants down Bridge Street instead at the side of a car.
- I like the roundabout at Superior and 1st - this will be much safer.

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