



AGENDA REPORT

City Council Meeting

TODAY'S DATE: November 11, 2025

MEETING DATE: November 19, 2025

TO: MAYOR AND CITY COUNCIL

FROM: Rachel McKinley, Project Manager

SUBJECT: Project Update and Council Direction: Cedar Street Reconstruction, Lincoln Ave. to Division Ave.

BACKGROUND:

Staff provided an update on the Preliminary Design at 60% Engineering for the Cedar Street Reconstruction Project from Lincoln Avenue to Division Avenue at the Council Meeting on February 19, 2025. See attached Figure 1- Streetscape View of the Original Design at 60%.

During that meeting, Council expressed concern about two primary elements of the design concepts; the use of sharrows to accommodate bicyclists in the travel lanes and preservation of the large 43-inch diameter Silver Maple tree and surrounding small grove located at 1525 Cedar Street. A City Council Special Meeting/Workshop was held on March 12, 2025, where Council provided staff with design direction. See attached Figure 2 - Streetscape View of the Council's Design Direction

Following this meeting, the newly hired, Project Manager reviewed the past work completed and Council's Design Direction with the project's contracted Design Engineer Dan Tadic, PE with HMM Engineering.

DESCRIPTION:

Several factors were identified during the review which is now being brought to Council for clarification. Staff has outlined three design options for consideration prior to proceeding to the final design phase. *Note – Conceptual Figures provided are not to scale.*

Option #1: Multiuse Path on the Southside - Keeping existing Sidewalk (Council directive)

Scope: This option (Figure 2) would construct a 10ft wide asphalt multiuse path along the south side of Cedar Street where there was no existing sidewalk (Figure 3 – Design Overview Option #1), allowing the City to salvage approximately 700-linear feet of existing sidewalk.

Challenges: This design creates an inconsistent path widths and surface materials along the corridor, which may be confusing for bicyclists and pedestrians. As the path progresses west to east, the width and material would transition multiple times - from 10' asphalt to 5' concrete, back to 10' asphalt, and then to 6' concrete. These variations could unintentionally route bicyclists on and off the roadway at the narrower concrete segments.

Option #2: Continual Multiuse Path on the Southside - Replacing existing sidewalk

Scope: This design option (Figure 4 - Design Overview Option #2) is to construct a continuous 10ft wide asphalt multiuse path along the south side of Cedar Street, replacing the

existing sidewalk. This provides a consistent and dedicated route for both pedestrians and bicyclists between Lincoln Avenue and Division Avenue.

Challenges: Note, the original 60% design did not include reconstruction of Cedar Street from N. Monroe Avenue to Division Avenue (adjacent to the Library) since the utilities and road & sidewalk were determined to be in good condition and reconstruction was unnecessary. This reduction in scope was also cost saving. Option #2 would require reconstruction of this portion of Cedar Street and narrowing the road at the Division Ave intersection reducing turning radius, increasing costs.

Overhead power lines present conflicts between N. Madison Avenue and Division Avenue, with nine poles located within the ROW (as shown in Figure 5 - Design Overview Option #2, zoomed in). Seven of these poles are located directly in the middle of the proposed the 10ft wide multiuse path (Figure 6 & 7 for an example and profile view of power poles in the center of a bike path) and two are located within the path limit at the south ROW boundary line (Figure 8 & 9 for example of the power poles in the sidewalk and in green way). Undergrounding the power lines and fiber may be cost prohibitive.

Both Option #1 & #2 assume asphalt for the multiuse path, which is more cost-effective than concrete and provides a clear contrast for bicycle routes. Concrete, while more durable, would significantly increase cost.

Option #3: Sidewalk on the Southside - Keeping existing Sidewalk (Original Design, City Standard)

Scope: This option reflects the original preliminary design at 60% engineering that was presented to Council in February 2025. This design includes 6ft concrete sidewalks along the south side of Cedar St with 12ft shared vehicle and bike lanes (with painted sharrows).

Challenge: Two power poles (noted above) located between 1605 and 1525 Cedar fall within the sidewalk limits at the south ROW boundary (Figure 10), requiring either design accommodation or relocation.

Cost Considerations: A full design cost comparison exercise was not included in the scope or budget and is not recommended given limited project funding and the additional design costs that would be required.

Both Option #1 & #2 will accrue an additional \$30,000 (estimated) in engineering design costs and extend the design schedule due to redesign efforts. Option 3 would not require an additional \$30,000 (estimated) in engineering design costs nor additional time for redesign efforts.

Next Steps:

After receiving City Council design direction, HMM Engineering will complete the Final Design Tasks.

STAFF RECOMMENDATION: N/A

ACTION:

Identified as an action item for any recommendations/changes requested, which may be voted on by Council.

WILL THERE BE ANY FINANCIAL IMPACT? Yes **HAS THIS ITEM BEEN BUDGETED?** Yes

ATTACHMENTS:

1. Figures for Project Update and Council Direction: Cedar Street Reconstruction, Lincoln Avenue to Division Avenue.

LINKS:

- [City of Sandpoint | City Council Special Meeting | 03/12/2025](#) – Recording

- mccmeetings.blob.core.usgovcloudapi.net/sndpointid-pubu/MEET-Packet-ef1bbfb20c274acf8765166e8d2341c3.pdf – Meeting Packet
- [City of Sandpoint | City Council Meeting | 02/19/2025](#) – Recording
- [City of Sandpoint | City Council Meeting | 02/19/2025 - MEET-Packet-ef1bbfb20c274acf8765166e8d2341c3.pdf](#) -Meeting Packet with Option #3 design plans
- Figure 9 - sourced from: <https://www.news.com.au/national/nsw-act/news/new-waverley-council-cycle-path-leads-directly-into-pole/news-story/c7aef44368ea2f725b9c62e326533427>