

Proposal for Phase 3 Priorities – Downtown Revitalization Project

Submitted by: Multimodal Transit Master Plan Subcommittee

To: Pedestrian and Bicycle Advisory Committee

Date: 05/08/2025

Background

The Multimodal Transit Master Plan (MTMP) Subcommittee of the Pedestrian and Bicycle Advisory Committee (PBAC) has developed a set of priorities for Phase 3 of the Downtown Revitalization Project. These priorities are intended to improve safety, accessibility, and multimodal connectivity in downtown Sandpoint.

Upon approval by PBAC, these recommendations will be formally presented to the Mayor for consideration and potential forwarding to City Staff, contractors, and the City Council as appropriate.

Proposed Priorities for Phase 3 Implementation

1. **Safe Multimodal Intersections:** Ensure that intersections safely accommodate bicycle and pedestrian traffic in all directions.
 2. **Pilot Temporary Solutions:** Test temporary accommodations for bicycles and pedestrians where feasible before committing permanent resources.
 3. **Dedicated Bicycle Lanes:** Install dedicated bicycle lanes in both directions downtown to promote safer and more predictable bike travel.
- Separation of Modes:** Whenever possible, create physical barriers between bicyclists and vehicular traffic to enhance safety.
4. **High ROI Enhancements:** Prioritize improvements that deliver significant benefits for minimal investment, such as lane painting and signage.
 5. **Connection to Existing Routes:** Tie new downtown bicycle routes into the existing Oak Street bicycle corridor to create a cohesive network.
 6. **Roundabout at 1st & Superior:** Consider installing a single-lane roundabout at the intersection of 1st Avenue and Superior Street, with pedestrian-activated flashing beacons on the north, east, south, and west crossings.
 7. **Dedicated Lanes for Each Mode:** Create separate, dedicated lanes for cars, bicycles, and pedestrians wherever feasible.
 8. **Tight Turning Radii and accessible crossings:** Strive for consistent curb radii of approximately 8 feet at intersections, aligning with recommendations from the Intersection Committee, to slow vehicle turns and improve pedestrian safety. Install accessible curb ramps in both directions at each corner and at T intersections. People on

foot should not be required to cross traffic multiple times when they want a straightforward single crossing.

9. **Speed Reduction Measures:** Implement traffic calming measures to reduce vehicle speeds downtown, particularly during the summer peak season. Temporary/seasonal measures such as speed bumps should be considered.
10. **Trail and Pathway Connectivity:** Focus on linking existing trails, sidewalks, and bike paths to facilitate continuous non-vehicle access between key destinations including the Long Bridge, City Beach, and the Sand Creek Trail.