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Memorandum

TO:	**SANDPOINT CITY COUNCIL**
FROM:	**MATT GILLIS, PE, WELCH COMER ENGINEERS**
PRJ. #:	**44050.03**
SUBJECT:	**BASIS OF DESIGN SUMMARY – DOWNTOWN REVITALIZATION, PHASE 3**
DATE:	**MARCH 25, 2026**

The project team has completed the Basis of Design (BOD) phase for Downtown Revitalization, Phase 3. This memo summarizes key findings and presents the recommended design direction as the project moves into the preliminary design phase.

Phase 3 Goals:

1. Deliver a community supported design and construction
2. Enhance and build upon Phases 1 & 2
3. Replace aging infrastructure
4. Improving safety and accessibility for pedestrians and bicyclists
5. Transparent design process through outreach

Input From the Technical Advisory Group (TAG), stakeholders, and the public has been consistent:

1. Strong desire to slow traffic and improve safety
2. Increased emphasis on walkability and bike access
3. Promote and Incorporate "Third Spaces"
4. Interest in a more active, inviting downtown
5. Importance of maintaining business access
6. Mixed opinions on parking, with more focus on function and efficiency rather than quantity
7. Everything done should be through the lens of commerce, safety and beautification

<u>Recommendations for Preliminary Design:</u>

Street Configuration & Traffic Operations

- General
    - Maintain one lane in each direction
    - Narrower lanes and streetscape elements to slow traffic
    - Added trees, lighting, and street furnishings
    - Reduce corner radii where possible to shorten pedestrian crosswalks

    - Design Vehicle(s): All intersections and turning movements will be designed to accommodate a BUS-45 (transit bus) and a large motor home pulling a boat trailer. Additionally, downtown will allow a WB-50 or WB-67 (think Walmart truck) to pass *through* downtown in the event they accidentally end up on First Avenue to maintain network continuity. That said, downtown is not "designed" for large trucks like this. The design does not intend for these large trucks to stay within the lane lines to complete movements in the downtown area.
- Specific
    - Seasonal left-turn restrictions at Bridge Street using removable elements to improve safety and reduce congestion
    - Maintain NB left turn at Pine Street. This movement is increasingly encouraged for northbound traffic through downtown who are not stopping.
    - Remove left turn lanes at Lake Street to improve pedestrian and bicycle access, as well as encourage vehicles to use Pine Street as intended.
    - Raised intersection on First Avenue from just north of Pine Street to just north of Church Street. Raised intersection is intended to calm/slow traffic and further prioritize pedestrian and bicycle use.

Multimodal Improvements

- Shared-use path on the east side of First Avenue within the Phase 3 project area.
- ADA-compliant sidewalks and crossings

Traffic Signal (First & Pine)

- Traffic signal may be warranted in the future, but not now
- As part of this project, install conduit, junction boxes, and foundations for signal poles and push button poles to plan for future signal installation.

Initial Stormwater Considerations

- Stormwater evaluation during this phase focused on feasibility within the corridor
- Existing systems and constraints have been reviewed
- Investigation of existing utilities in properties fronting the project area has been completed.
- Opportunities exist to improve function within the project area
- Enhancements to Phase 2 rain garden approaches are anticipated

Next Steps and Requested Direction

With Council concurrence, the project will move into preliminary design, including plans and updated cost estimates.

In summary, we are requesting confirmation on:

1. Overall street configuration
2. Pine Street strategy (no signal now, future-ready infrastructure)
3. Raised intersection concept
4. General stormwater strategy

Basis of Recommendations

The recommendations presented herein are based on a combination of engineering judgment, technical analysis, and input received through the public outreach process approved by City Council. This includes feedback from the Technical Advisory Group, stakeholder interviews, and the first community open house event.

The project has also been developed in consideration of applicable engineering standards and best practices, including AASHTO guidance, MUTCD requirements, ADA and PROWAG accessibility standards, and the City of Sandpoint design standards.

In addition, the design approach is informed by the following City-adopted plans and guiding documents:

- Multimodal Transportation Master Plan (MTMP) – Adopted 2021
- Downtown Streets Plan and Design Guide – Adopted December 2012
- Downtown Waterfront Design Competition / Visioning Report – 2023
- Downtown Parking Management Plan – Based on 2022 study (adopted ~2023)
- Parks & Recreation Master Plan – Adopted August 2020
- Arts, Culture, and Historic Preservation Plan – Adopted 2021
- Urban Forestry Management Plan – Adopted November 2022