



City of Sandpoint Downtown Revitalization Technical Advisory Group

Technical Advisory Group Meeting #1 – Kick Off
Monday, March 2nd, 2026 | Noon-3pm
Marigold Bistro | 414 Church St, Sandpoint, ID 83864

Attendance

Project Team

City of Sandpoint

Erik Bush, Project Manager
Holly Ellis, Public Works Director
Jason Welker, Community Planning and
Development Director
Bill Dean, City Planner

Consultant, Welch Comer

Matt Gillis, Project Manager
Cody Hodgson, Design Engineer

Consultant, The Langdon Group

Hannah Anderson, Public Involvement Lead
Tracy Ortiz, Public Involvement Support

Consultant, GGLO

Mark Sindell, Principal/Landscape Architect
Josiah Brown, Urban Designer

Technical Advisory Group

Mayor Jeremy Grimm
Corey Coon
Rick Decker
Diana Duke
Donna Griffin
Jassica Janssen
Kate Mcallister
Corey Obenauer
Radley Peterson
Rory Whitney
Chase Youngdahl

Meeting Goal: To establish a shared understanding of the Downtown Revitalization project, schedule, and goals, and to receive initial guidance and feedback from the Technical Advisory Group (TAG).

Meeting minutes

Welcome and Introductions

Hannah Anderson, The Langdon Group, welcomed the group. She reviewed meeting goals, introduced the project team, and led Technical Advisory Group (TAG) participants through brief introductions.

She then provided an overview of the TAG's role in the project. Hannah explained that during this meeting the TAG would gain a project understanding. Throughout the process they would be asked to provide their perspectives using both local and professional knowledge, review draft materials, provide feedback to the City and project team, and communicate progress as appropriate with their networks.



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Project Overview

Erik Bush, Sandpoint, and Matt Gillis, Welch Comer, provided a brief project overview for the group. They shared background and history of the project. Erik highlighted the previous project phases of the downtown revitalization Phase 1 (2018) and Phase 2 (2019).

Project Goals

1. *Deliver a community supported design and construction*
2. *Enhance and build upon Phase 1 & 2*
3. *Replace aging underground infrastructure*
4. *Improve pedestrian and bicycle facilities*
5. *Transparent design process through outreach*

Erik also highlighted existing documents that the project team is using to inform design choices, including the 2025 Parking Management Plan, 2021 Multimodal Transportation Master Plan, and the Downtown Waterfront Design Competition. In these documents he called out key notes from the plans that were relevant and impactful to the work being done.

Matt then highlighted opportunities for improvement from phase 1& 2 and shared an overview of the project site. He reviewed the project timeline, highlighting key milestones for Project Design and Public Engagement.

Public Involvement Plan

Hannah presented the goal of public outreach for the Downtown revitalization project: To identify and understand needs and perspectives of key stakeholders and the community to inform the planning process and produce recommendations that are appropriate for the area.

She reviewed the Public Involvement Strategy for the project, noting which items have been completed so far as well as what was to come.

Public Involvement Strategy:

- *Situation Assessment - Key Stakeholder Interviews*
- *Technical Advisory Group Meetings*
- *Public Comment Database, Point of Contact*
- *Public Informational Materials*
- *Public Open House / Community Events*
- *Summary of Public Involvement*



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Summary of Outreach So Far – Situation Assessment Key Findings

Hannah provided a brief summary of feedback collected so far, during the stakeholder interview process, as follows:

Bike and Pedestrian Traveling- Interviewees shared their perspectives on bike and pedestrian usage along the project corridor. They shared their ideas for improvements to make the corridor safer for both Bicyclists and Pedestrians. This included adding designated bike routes, expanding sidewalks, not allowing wider vehicles through, and adding crosswalks.

Construction Management- Stakeholders discussed their priorities during project construction and shared their experiences and lessons learned during the first two phases of the project. Many asked that the project team prioritize clear signage for the project site to help direct shoppers to clear routes. Others shared the need for clear and regular communication between construction crews and the city during the construction phase.

Safety- Community members discussed that they would like the design team to prioritize safe route designs for all users.

Parking- Interviewees shared their perspective on parking. There was no genuine consensus between stakeholders on whether more parking should be added or if parking should be removed along the corridor. Some believed that the diagonal parking created more issues and made it difficult for bikers and pedestrians to navigate. Others shared that they would like to see all parking spaces removed and users be directed towards the city parking lot. A few also hoped to see more parking included in the area and thought that by having more parking available they would see an uptick in patrons coming downtown.

Public Outreach- All stakeholders interviewed shared that early, transparent, and ongoing communication is a priority to the community. Stakeholders shared methods of communication and outreach that had been successful in the past.

Public Engagement Opportunities-Discussion

Hannah asked the group to consider the following questions and share their thoughts on how the project team can continue to improve the public involvement efforts and meet the people where they are.



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What are potential interests or key issues the community may have with this plan?



What is the best way you've engaged with the community? What didn't work?



Are there organizations/groups that can help spread the word?



Where do people look for information from the City?

Below is high level summary of the discussion:

- One TAG member mentioned that it is important to consider business access during construction. Maintaining access is a priority for downtown businesses.
 - There are opportunities to provide contractors with incentives to minimize impacts on businesses.
- Freight traffic through downtown makes it difficult to access loading zones for fire and safety vehicles. They also can obstruct traffic.
- A TAG member mentioned that it would be a good idea to have a public event in conjunction with the Lost in The 50's event during the third week of May.
- Another TAG member mentioned that holding a booth during the farmers market would also be beneficial for the project team to share information.
- It was recommended to consider youth engagement opportunities through the skate park and high school sporting events.

Project Design Review

Matt presented a more detailed explanation of the project design in context with current design and potential options for change where appropriate. Below is a high-level summary of the conversation and discussion of the respective intersections and presented alternative configurations.

- First and Superior – in design
 - Roundabout would include taking easement and/or purchasing property
 - This intersection is comparable to a roundabout at Boyer and Larch
- First and Lake – in design
 - The goal is to create friction to slow down users
 - A TAG member asked about parking alongside the courthouse and if it was considered how many users turn into the parking lot



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- Another TAG member asked if simply including a speedbump would be enough of a speed reduction
- First and Pine – In Design
 - It was supported by the stakeholder assessment that including a cross walk at First and Pine is desired

- First and Bridge – Alternatives Review

This intersection is highly complex. Matt explained that during heavy seasonal traffic to City beach, frequent turning movements and high pedestrian activity create congestion, driver confusion, and safety concerns for people walking, biking, and driving. He then presented the group with two alternatives:

- Option A - “Porkchop”
 - A TAG member mentioned that this road will see users driving at higher speeds
- Option B - Restricted Left
 - Does option B favor vehicles over pedestrians?
 - This option may cause users driving even faster through the intersection
 - Concrete slabs don’t depict what would go there, such as street dining, trees, or something similar
 - This would not be a favorable choice for the Police Department

- Option C - Potential Woonerf between Church and Pine

Matt provided an overview of a Woonerf and asked the TAG to consider whether this option would be a good fit for Sandpoint. Highlights of a woonerf design include:

- | | |
|---|--|
| 1. <i>People come first</i> | 7. <i>Safety through awareness, not barriers</i> |
| 2. <i>No curbs - One continuous surface</i> | 8. <i>Placemaking...not a traffic solution</i> |
| 3. <i>Low vehicle speeds</i> | 9. <i>Downtown activation</i> |
| 4. <i>Vehicles are allowed</i> | 10. <i>More social interaction</i> |
| 5. <i>Quality of life up...speeds down</i> | |
| 6. <i>Supports downtown business</i> | |

- Woonerfs commonly include concrete colors that signify pedestrian and vehicles. Adding moveable planters and trees can also visually designate pedestrian areas.
- This could discourage skateboarders from riding on the sidewalks because of the textured surface.



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- A woonerf can serve as a dedicated area that can be blocked off for events.
- Because of the access to City Beach in the summer and associated high levels of traffic, it might not be ideal for tourists and those who visit City Beach.
- Boat traffic would have a difficult time navigating the woonerf area.
- A TAG member asked if it was possible to be able to do a combination of a Pork Chop woonerf with more of a focus on vegetation.
 - This was a favored option by the group
 - Someone asked if it is possible to be able to do this all the way down Pine.
 - One person mentioned that anything that slows down traffic is a benefit.
- It was explained that the concept was not intended to accommodate larger vehicles because the turning movements would still be the same.
- A TAG member made the comment that they hoped a woonerf might help create a 3rd space for folks.
- Generally, the TAG had some reservations about the woonerf idea. However, some asked if a raised intersection, tabletop, or long speed hump was appropriate. Although these ideas are similar to a woonerf, the group supported them.

The project team will take all of the feedback collected and come back with options for the TAG to consider at the next meeting.

Pedestrian Amenities:

Mark Sindell, GGLO, went over potential pedestrian amenities during this phase of the revitalization. He shared the goals for design and went through examples currently found in downtown Sandpoint. Mark shared how some of these elements could be improved.

Goals for Design:

- Extend the Phase 2 improvements into Phase 3 - more comfortable, attractive and walkable.
- Apply lessons learned from operations and maintenance of the prior phases.
- Bring bikes to and through downtown from the regional system safely.
- Enhance and represent the culture and community character of Downtown Sandpoint.



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- Continue the traditional, approachable character of Phases 1 & 2 with a refresh, adding natural materials and relaxed, inviting elements.

Elements

- Existing Paving – Continue prior phase paving and lights, add multi use Path.
- Existing Elements – Bike Racks, Benches, Trash receptacles, Moveable tables and Chairs, Lighting
- New Elements – Complementing what is existing

Street Trees – Silvia Cells = Healthy Trees

TAG Discussion

Hannah led the group through a discussion that would help the TAG reflect on what was important to them and identify their priorities. The following prompts were presented to encourage feedback and discussion:

How should Sandpoint's history be reflected downtown?

10 Year Story – What does a thriving downtown look like, feel like?

What should be prioritized when considering revitalization of downtown?

What do we want to change? What do we not want to change?

What did you like or not like about Phase 1 and 2?

What is the right balance between pedestrian, bicycle, and vehicle traffic?

Commerce & Downtown Activation

What else should we consider?

Below is a summary of feedback provided by the TAG:

- 10 Year Story – What does a thriving downtown look like, feel like?
 - Create “third places” where everyone can come and hangout or eat lunch downtown.
- What should be prioritized when considering revitalization of downtown?
 - Designated bike racks throughout downtown.
 - Greenery in the downtown area.
 - Seeing more pedestrians downtown and vehicle traffic moved away.
 - Working on the dead spaces in the downtown area that have been unused spaces for years. Utilize the space.
 - Create more utility than just a bench – find ways to balance form and function.
- What do we want to change? What do we not want to change?
 - Create spaces with streetscapes.
- Commerce & Downtown Activation



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- Creating an inviting downtown corridor. Lots of people avoid downtown because of the parking and congestion. Downtown is missing the local edge.
- This is an urban renewal investment that enhances and increases the property values of the downtown area.
- What else should we consider?
 - Identify funding opportunities.
 - Create downtown signage plan.
 - How do we accommodate parking and loading during construction to accommodate deliveries?
 - Transportation issues during events can be solved by buses.

Next Steps

Hannah let the group know that the team would incorporate appropriate feedback and bring options back to the group during the second TAG.

Adjourn Meeting

Hannah thanked the group and the meeting was adjourned.