

DOWNTOWN STREETS PLAN AND DESIGN GUIDE

CITY OF SANDPOINT



DECEMBER 2012

ACKNOWLEDGMENTS

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“2012 Most Beautiful
Small Town in America”

USA Today, in collaboration with Rand McNally

EXECUTIVE SUMMARY

Downtown Sandpoint aspires to be the “Hub of the Inland Northwest” – a welcoming, authentic place where one can find the best food, entertainment, shopping, art, and recreation, and a genuine sense of community in all seasons.

Today, the four streets that encircle the downtown core are owned, operated, and maintained by the Idaho Transportation Department, which restricts the influence the City and its citizens have on the look and feel of Downtown’s most important commercial streets.

This is about to change.

The Sand Creek Byway project was opened in summer 2012. When the US 2 (“The Curve”) project is completed in 2015, the City will reclaim its jurisdiction of First Avenue, Cedar Street, Pine Street, and Superior Street. The downtown streets will revert to **two-way travel**, making it easier to get around - particularly for first-time visitors. First Avenue and Cedar Street will get the streetscape make-over that the community has been wanting for years: a **distinctive design** that maximizes solar exposure and responds to the new circulation

system, **new sidewalks, better lighting, healthier trees, more parking** - for both vehicles and bicycles, **pedestrian safety enhancements, places to sit and gather, banners and hanging baskets**, and **sustainable stormwater facilities** that will capture and detain run-off so that Sand Creek and Lake Pend Oreille are cleaner and safer for drinking and swimming.

Distinctive downtown **gateways** at First Avenue and Pine Street, Fifth Avenue and Cedar Street, and along Superior Street will define the Downtown Core. A **roundabout** will improve traffic flow and pedestrian safety at the First Avenue and Superior Street intersection, as well as be a distinctive place for **vehicle signage** welcoming people to the community.

A comprehensive **pedestrian wayfinding signage system** will guide people to downtown destinations, like Sand Creek Landing, City Beach, parking areas, restrooms, and shopping districts. Designated and signed **bikeways** will help people get from their neighborhood to City Beach quickly and safely on a bike or a skateboard. The City will work with private property owners to **formalize**

and improve bikeway links in Downtown and explore ways to **celebrate Sand Creek** as a prominent downtown attraction.

Local streets will continue to be systematically **upgraded** to improve safety, update infrastructure, encourage redevelopment of underutilized properties, and spur private investment in the Downtown Core.

The City will continue to work with the Sandpoint Arts Commission, local artists, and interested community members on **integrating art into the public realm** - as functional art (benches, waste and recycling cans, planters) or as a vehicle for storytelling. Murals, temporary art installations in the alleys, sculpture for gateways, and projected light works are some of the many ideas that came from the project's process.

The Downtown Streets Plan and Design Guide provides a framework and design guidance for streets in Sandpoint's Downtown Core. The design concepts have been vetted with

interested community members through a robust public outreach process. They build on a strong foundation of planning and project implementation in Downtown Sandpoint. The recommendations in this guide build on the City's existing engineering standards, learn from past experiences, incorporate the current best practices and innovations in public realm design, and respond directly to ideas and concerns expressed during the project's public involvement process.

The Downtown Streets Plan and Design Guide is intentionally flexible. It has been developed to accommodate change and allow for creative solutions to problems that are unique to Sandpoint, while providing guidance for high-quality, safe, accessible, and vibrant public streets.

Above all, the Downtown Streets Plan and Design Guide illustrates that the City is actively anticipating and preparing for downtown street projects. The City is poised to act responsively to the community's vision for Downtown as the heart of the community - and the Hub of the Northwest.

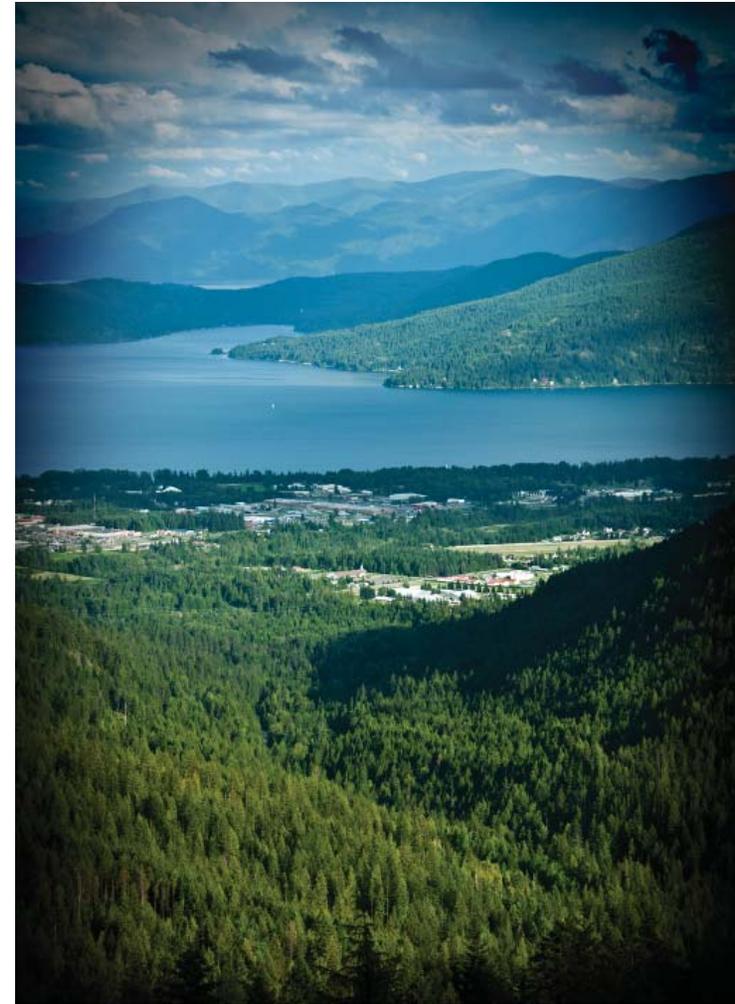
1. INTRODUCTION. A LITTLE HISTORY.

Walking around Downtown Sandpoint 15 years ago wasn't as easy or as pleasant as it is today. The streets and sidewalks were in poor condition, the area was inadequately lighted, which made it uncomfortable and unsafe in the dark, and there were few ADA-accessible curb ramps. Sand Creek was a backwater footnote to Lake Pend Oreille and all of the traffic from Highways 95 and 2 threaded through the middle of Downtown.

A full-scale revitalization process for Downtown Sandpoint was started in the early 2000s with a planning effort by the City of Sandpoint in collaboration with Tom Hudson. Since then, many people – business owners, property owners, community members, consultants, and the City and its representatives – have worked diligently to plan, design, fund, and construct improvements in Downtown Sandpoint. Notable projects have included full sidewalk and street reconstruction, pedestrian crossing safety improvements, utility and infrastructure upgrades, better lighting and more of it, a new plaza and splash fountain, public restrooms, park enhancements, better access to City Beach, public art, and a new waterfront boardwalk and boat launch along Sand Creek.

These improvements, coupled with private building investments and successful year-round event programming by the Downtown Sandpoint Business Association (DSBA), have given Sandpoint national recognition as one of “America’s Most Beautiful Small Towns” and “Best Places to Live,” and have established Downtown Sandpoint as the charming heart of the region. Sandpoint is now a premier visitor destination that touts its regional attractions, but is working hard to protect its small town authenticity and livability in the face of change. Downtown is the place to get fresh local produce and goods, have a delicious meal, stroll along Sand Creek to watch the boats, meet friends, go shopping, see a doctor, get your hair cut, and do your business. It is a place that thousands of people love to visit and a place that many are proud to call home.

But for as much as the City and its community members have already accomplished in Downtown, they have reached a crux. For decades, two state highways (US 2 and US 95) have converged and encircled the heart of the downtown core, bringing over 13,000 cars and trucks a day onto a one-way, four-street route via Pine Street,



Sandpoint and Lake Pend Oreille from Schweitzer Mountain Road

First Avenue, Cedar Street, and Fifth Avenue. Because the City of Sandpoint does not have control over these streets, locals have been limited in their ability to reinforce Downtown Sandpoint as the charming, walkable, thriving commercial district that it strives to be. This has the opportunity to change when the highways are rerouted and the streets can be reclaimed by the community and reshaped according to their vision.

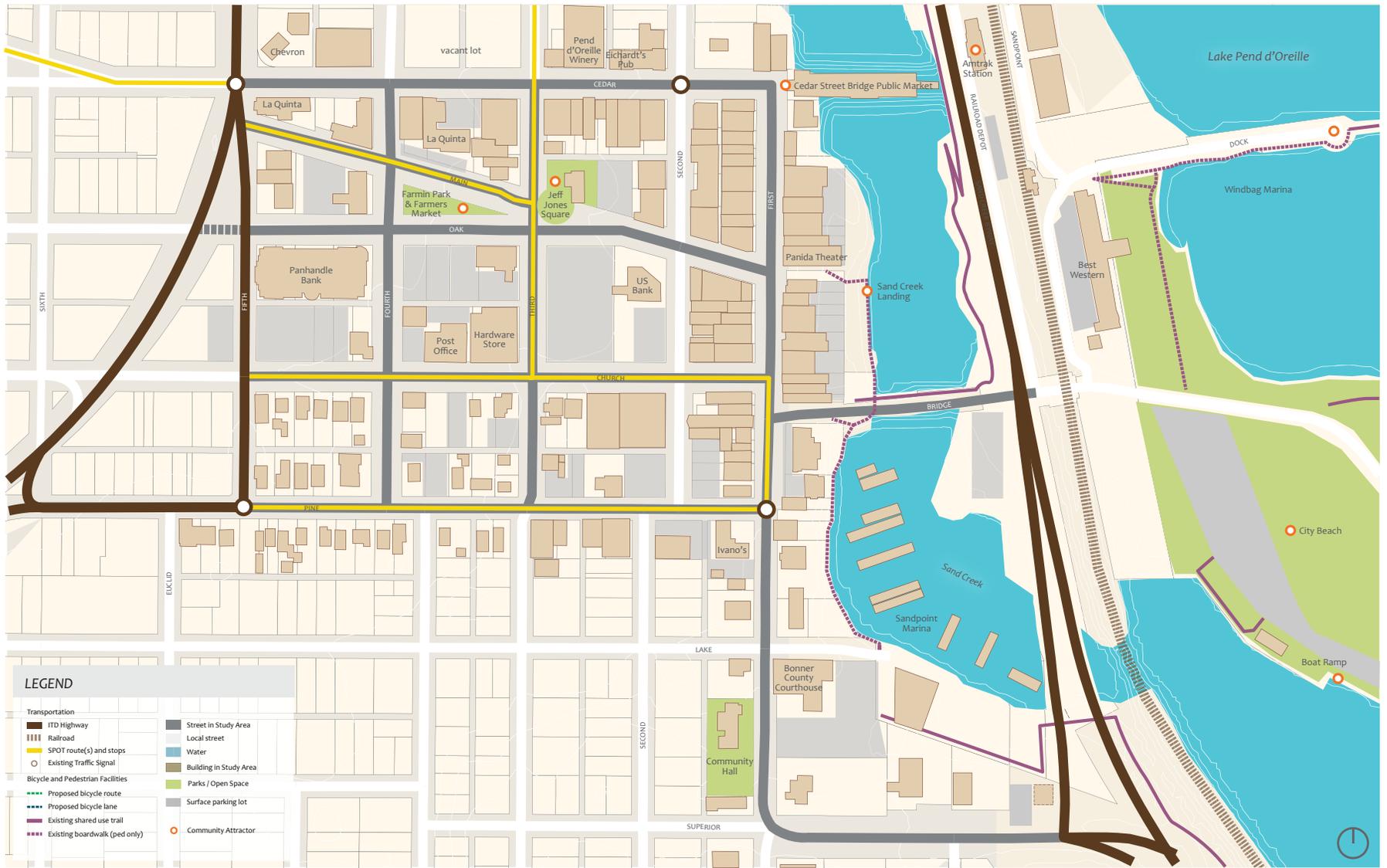
The long-planned and divisive Sand Creek Byway project was constructed over a four-year period and opened to vehicles on June 29, 2012. Considered one of Idaho's single largest highway projects, it is – by most accounts – one of its most successful. Though it is too soon to know the magnitude of the economic impacts of the Byway on downtown, the initial anecdotal reports from business owners and community members in Sandpoint is that downtown feels safer, quieter, and easier to get around. It feels like more people are coming downtown now that most of the trucks are gone. It *feels* like a step in the right direction.

Superior Street, Pine Street, First Avenue, and Cedar Street cannot be relinquished by the Idaho Transportation Department (ITD) until US 2 is rerouted as well. This project, called “The Curve,” went through a public concept design development process in 2010, and construction funding for the project was approved in August 2012. Once “The Curve” project is complete and open to traffic, ITD can formally relinquish the highway streets to the City. Only then will adjacent business and property owners be able to start making the changes they want to see in the public right-of-way.

The Downtown Streets project was initiated by the City of Sandpoint in December 2011 to engage the community in discussions about the future of its downtown streets, and to develop preliminary street design concepts – for Superior, Pine, First, and Cedar in particular – to prepare for this transition.

The Downtown Streets Plan and Design Guide is the outcome of the Downtown Streets project process. The Plan and Design Guide directs

the design intent for future street projects in Sandpoint's Downtown Core. It builds on the City's existing engineering standards, learns from past experiences, incorporates the current best practices and innovations in public realm design, and responds directly to ideas and concerns expressed during the project's public involvement process.

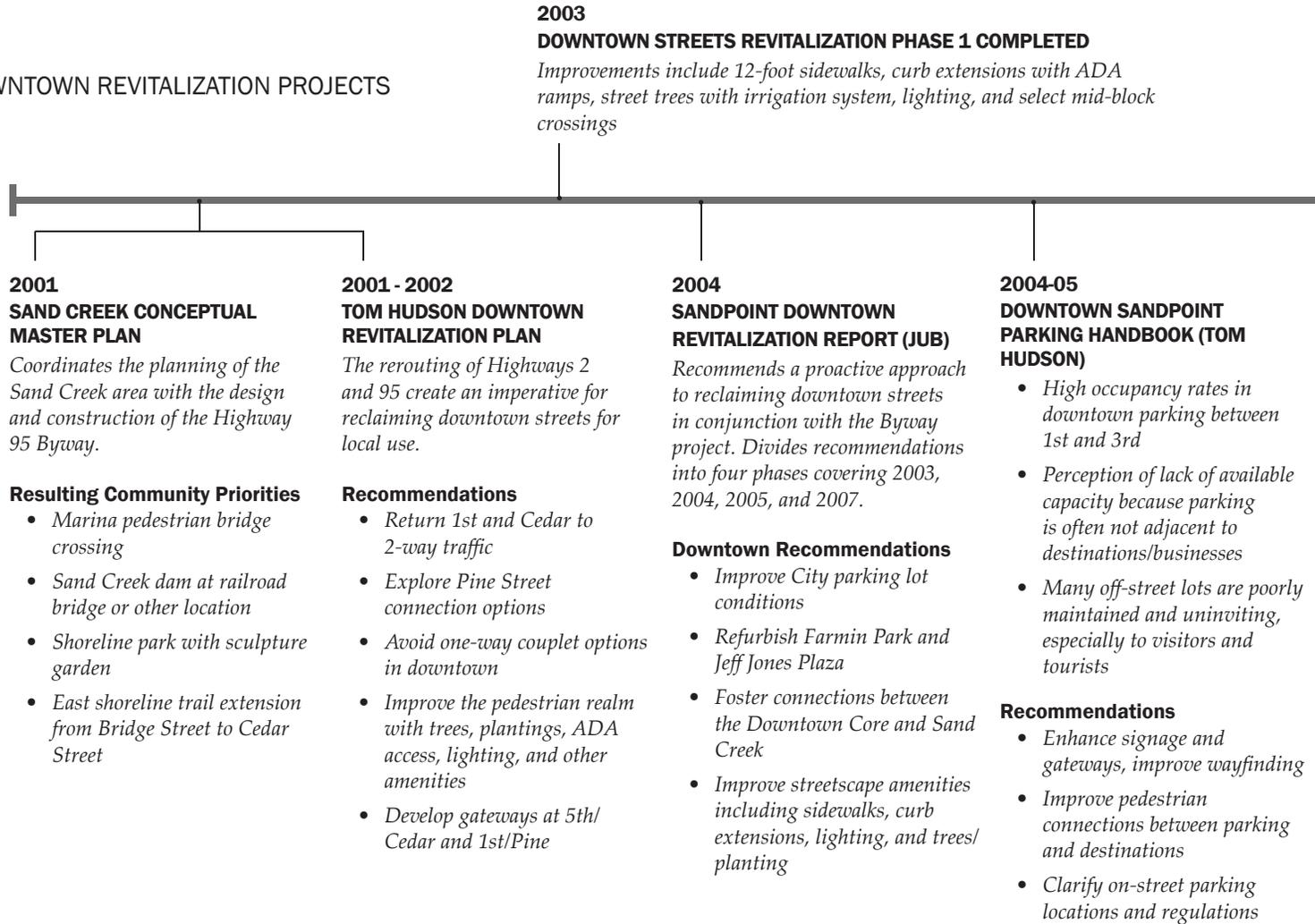


Downtown Study Area Map
Sandpoint Downtown Streets Project



A TIMELINE OF DOWNTOWN REVITALIZATION PROJECTS

2000



2013

**2005
SANDPOINT DOWNTOWN REVENUE
ALLOCATION AREA PLAN**

An urban renewal plan for revitalizing Downtown Sandpoint with a focus on project implementation.

Recommendations

- *Parking Management Plan, redevelop the City parking lot*
- *Streetscape improvements (based on JUB study)*

**2007
URBAN AREA TRANSPORTATION
PLAN FOR 2026**

Comprehensive transportation planning for Dover, Sandpoint, Kootenai, Ponderay, and the Independent Highway District.

Select Recommendations

- *Assists the ITD in setting project priorities for highways*
- *Implement projects to serve the transportation disadvantages*

**2009
SANDPOINT COMPREHENSIVE
PLAN**

A 20-year development and planning guide for Sandpoint and the vicinity.

Key Streetscape Goals

- *Enhance civic, cultural, entertainment, and government uses in downtown*
- *Reduce the visual prominence of automobiles in parking locations*
- *Develop a primary non-motorized network to connect key institutions, schools, parks, and downtown*
- *Plan for increase bicycle and pedestrian travel in and around downtown and along recreational routes*

- *Ensure that transportation facilities preserve natural, cultural, and historic qualities of the area*
- *Develop and adopt unified street design standards*

**2011
2nd AVENUE STREETScape
REBUILD COMPLETE**

**SAND CREEK LANDING (NORTH)
COMPLETE**

**2010
DOWNTOWN SANDPOINT
URBAN RENEWAL PLAN**

Strategic financing of downtown core improvement projects

Generates Funds to Benefit:

- *Street, ROW, and infrastructure improvements*
- *Parks and open space, pedestrian walkways*
- *Parking reorganization*
- *Bicycle access improvements*
- *Planning and design of underdeveloped parcels*

**CITY OF SANDPOINT ADOPTS
COMPLETE STREETS POLICY**

- *Mandates adequate bicycle and pedestrian provisions in all construction and reconstruction projects unless significant safety or technical challenges exist*
- *Emphasizes pedestrian, bicycle, and transit access improvements within streets projects*

**2012
HIGHWAY 95 BYWAY AND
SAND CREEK IMPROVEMENTS
COMPLETE**

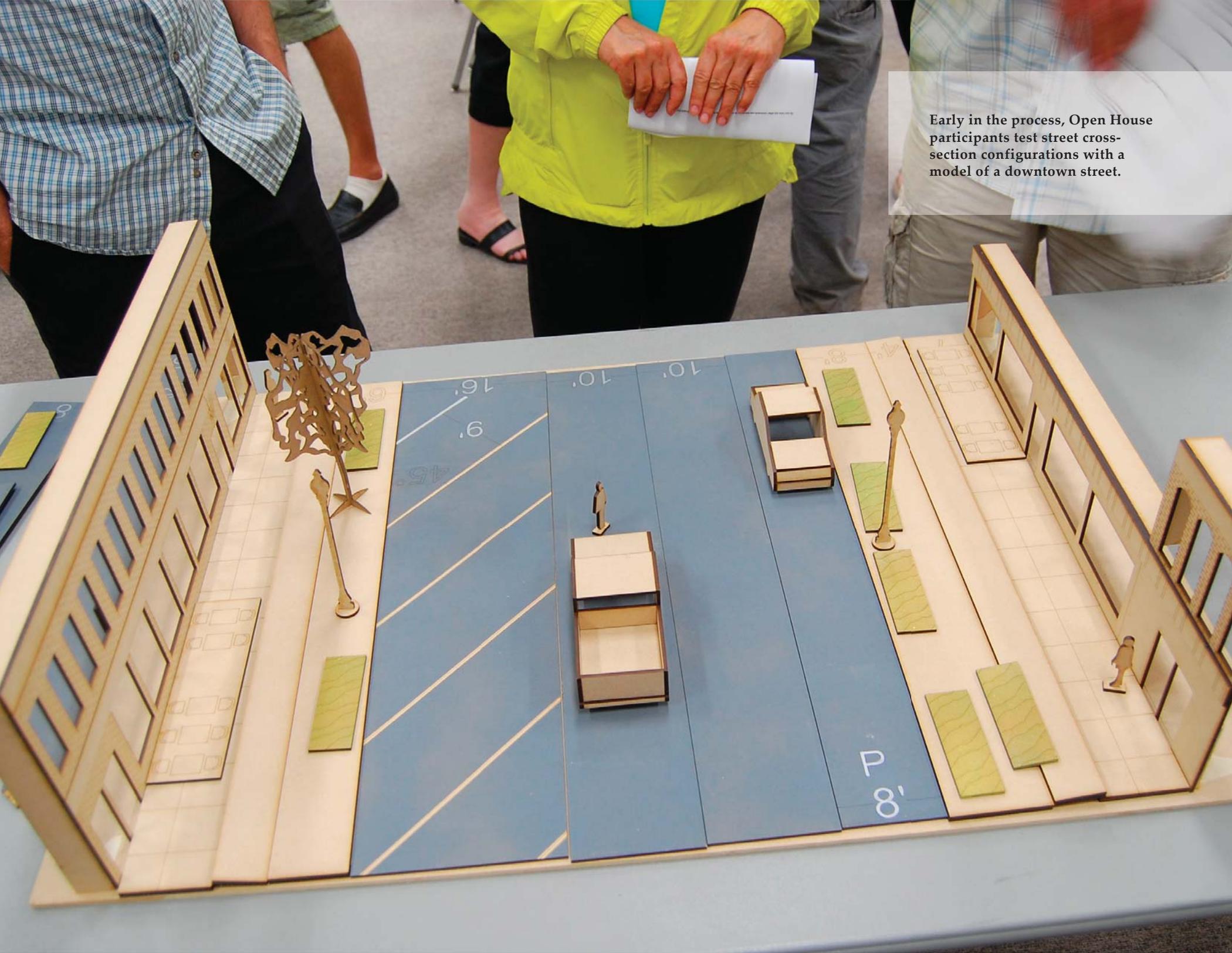
**2011
"THE CURVE" HIGHWAY 2
CONCEPT REPORT**

Existing conditions, goals, and alternatives in the exploration of options for rerouting Highway 2 along the west side of downtown.

Goals

- *Provide safe and efficient bicycle and pedestrian mobility along the corridor*
- *Provide safe automobile movement along the corridor*
- *Preserve existing features valued by the community, extend urban forest along the corridor, and match the aesthetic design of Sandpoint*

Early in the process, Open House participants test street cross-section configurations with a model of a downtown street.



2. PUBLIC INVOLVEMENT. ACTIVE LISTENING.

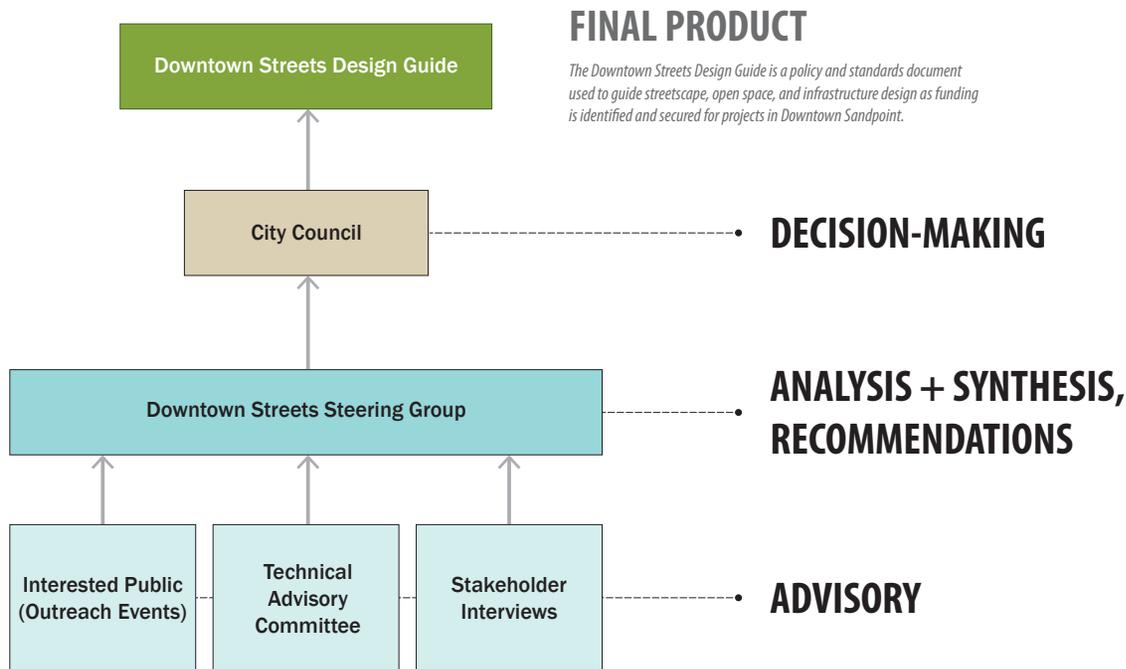
The public involvement process for the Downtown Streets project was designed to engage as many people as possible in discussions about the future look, feel, and function of streets in Downtown Sandpoint. Between May 2012 and September 2012, the Design Team and its City of Sandpoint partners hosted a variety of events to reach out to people interested in the project. They included:

- hosting over 35 hours of public meetings and exhibits at City Hall, the Cedar Street Bridge, Panhandle Bank, Bonner County Fairgrounds, and the Farmers Market in Farmin Park;
- developing over 50 graphically-rich, full-color poster exhibits and handouts;
- constructing an interactive scale-model of a downtown street with interchangeable elements, so that people could explore their own streetscape ideas;
- having over 500 face-to-face conversations with community members and downtown visitors;
- conducting over 40 hours of interviews with downtown stakeholders;
- facilitating over 12 hours of Steering Group and Technical Advisory Committee meetings;
- presenting to the Rotary Club and Bicycle and Pedestrian Advisory Committee;
- updating the City Council at their regularly scheduled meeting on a regular basis;
- hosting a project website clearinghouse with all of the presentation exhibits and a way for people to provide meaningful feedback;
- collecting and analyzing over 150 submitted feedback forms;
- maintaining a continual project presence at the Transportation Information Office to field questions, comments, and concerns about the project;
- working with local journalists on print and online articles in the Bonner County Daily Bee; and
- broadcasting a 20-minute interview about the Downtown Streets Project on 88.5 KRFY Sandpoint Community Radio.

Public outreach events were the foundation of the Downtown Streets project. During these events, participants expressed a range of creative ideas, comments, and concerns that covered on-street parking, dedicated bicycle facilities, pedestrian safety, plazas and open space, redevelopment opportunities, and streetscape amenities (benches, lights, etc.).

The public outreach events confirmed the community's support for locally-controlled, enhanced downtown streets. Participants were generally excited to see more streetscape projects in the future, supportive of the return to two-way traffic, and interested in balancing the needs of everyone who uses Downtown streets, from little kids on bikes to visitors in RVs; from skateboards to snowplows; from pickups to Priuses.

The Downtown Streets Plan and Design Guide has attempted to acknowledge all of the ideas and concerns that emerged during the public involvement process - either in this document or during the planning process.



Downtown Streets involvement and decision-making process

The Downtown Streets project included a feedback process that included stakeholder interviews, a Technical Advisory Committee (TAC) and a Steering Group. These groups were included in the project to ensure that the design process wasn't conducted in a vacuum and that any fatal flaws were identified early in the process.

The stakeholder interviews included one-on-one discussions with people who have been active in Downtown, either as a long-time resident, an influential business owner or property owner, or a Downtown investor. The list of stakeholders was limited by the project's budget and timeline. The Technical Advisory Committee included City employees and individuals with technical expertise related to the project. These two groups served in an advisory capacity to the project.

The final recommendations for the project were developed by the Steering Group, a mayor-appointed advisory committee. The Steering Group was responsible for analyzing and synthesizing options from the public and design team and making recommendations for inclusion in the Downtown Streets Plan and Design Guide.



The Downtown Streets Steering Group and design team

Streets, intersections, bridges and transit stops within Sandpoint should be designed, constructed, reconstructed, operated and maintained so that all users, pedestrians, bicyclists, transit riders, motorists, and people with disabilities can travel safely and independently to and from their respective destinations.

*Guiding Principle, Sandpoint Complete Streets Policy
Resolution 10-75, December 15, 2010*

DOWNTOWN STREET DESIGN PRINCIPLES

The Downtown Street Design Principles express the community's core values and desires for new projects in the downtown core. They are distilled from city policies, previous planning efforts, and the public involvement process conducted as part of the Downtown Streets project. The intent of the design principles is to provide **decision-making guidance** for future planning, design, and construction projects in Downtown Sandpoint. They should be used to help evaluate projects by providing benchmarks for assessing project advantages, disadvantages, and trade-offs.

1. PEDESTRIAN SAFETY AND ACCESS

Walking is one of the most fundamental, equitable, and healthy forms of transportation. Streets in Downtown Sandpoint should be designed to accommodate pedestrians of all ages and abilities with barrier-free, buffered sidewalks, accessible curbs, pedestrian-scale lighting, and enhanced street crossing treatments to improve pedestrian safety and access.

2. PEDESTRIAN AMENITIES

Streets in Downtown Sandpoint should have an appropriate level of pedestrian amenities to reinforce the pedestrian-oriented character of the downtown commercial district. Pedestrian amenities could include seating, transit shelters, trash / recycling receptacles, dog waste bag dispensers, water fountains, weather-protection (awnings), and pedestrian-scale signage.

3. TREES AND LANDSCAPING

Street trees and other landscaping not only provide aesthetic enhancements to a street, but also help reduce air pollution, provide shade and lower temperatures, and provide opportunities for better stormwater control. Proper facility design and maintenance is key to the success of planted areas. Streets in Downtown Sandpoint should be designed to support healthy tree growth and encourage a mature canopy that can be enjoyed by future generations.

4. SUSTAINABILITY

Streets in Downtown Sandpoint should be designed to improve the environmental health of the city and its watershed, particularly the impact

of untreated stormwater run-off on Sand Creek and Lake Pend d'Oreille. Street designs should include at-the-source stormwater management with vegetated stormwater facilities (swales, planters, basins) and permeable surfaces; locally-sourced materials that are durable and non-toxic; and energy-efficient infrastructure and fixtures.

5. MAINTENANCE

Streets in Downtown Sandpoint should be designed to balance long-term maintenance costs and efforts with the desire for a high-quality, pedestrian-oriented streetscape. Projects should account for weather conditions specific to North Idaho and the need for safe and continuous access through Downtown.

6. PARKING

Well-designed streets support economic vitality by drawing customers to businesses and providing access and transportation options for reaching businesses. Downtown Sandpoint streets should be designed to provide short-term access (4 hours or less) for all vehicles to support local merchants, including parking for automobiles, delivery vehicles, and bicycles.

7. BICYCLE SAFETY AND ACCESS

Bicycling is one of the most efficient, healthy, and cost-effective ways to travel around Sandpoint. Streets in Downtown Sandpoint should be designed to accommodate bicyclists and to help them safely and efficiently connect to and through Downtown from surrounding neighborhoods. Bicycle facilities could include separated tracks, bicycle lanes, sharrows, or shared lanes.

8. CHARACTER AND IDENTITY

Aesthetically pleasing surroundings – such as public art, materials, landscaping, and human-scale architecture – enhance the experience of using a street and reinforce the district’s identity. Streets in Downtown Sandpoint should be designed to respect and enhance the distinctive identity of the city, its unique character, and its cultural and historical context.

9. YEAR-ROUND ACTIVITY

North Idaho enjoys four seasons, each with their own distinct character and challenges. Streets in Downtown Sandpoint should be designed to be used by people year-round, in all seasons and all weather, to ensure that the downtown core is a lively and accessible place throughout the year.

10. COST-EFFECTIVENESS

An accessible, safe, and attractive streetscape can significantly contribute to a healthy downtown commercial core. Downtown Streets should consider the full life-cycle costs and benefits for projects, taking into account their initial capital outlays and maintenance costs, as well as the project’s impact on the local economy, environment, safety, and health of its community members and visitors.

3. DOWNTOWN STREET TYPOLOGIES. CONTEXT-SENSITIVE STREET DESIGN.

“Functional classification” is a transportation planning term often used to categorize what type of street is appropriate for a given alignment or location based on a series of quantifiable inputs or desires, such as traffic volume, mobility, speed, and access points. Functional classification is usually translated into a set of standards for street design and applied to whole alignments or long stretches of a single roadway. Viewed from this largely technical standpoint, functional classification often ignores the context-sensitive inputs or design elements that help form the character of a street - or how a street “feels” when one travels along it.

Street typologies, in contrast, start with the notion of the street as a key piece of the public realm, and not simply as a means to only move goods and people. Street typologies consider each street segment’s context, including adjacent land uses and the design of those uses, the proximity of buildings to the right-of-way, and the relationship of an individual street segment to the rest of the city and the rest of the network. It also integrates the full range of both users and uses – and therefore considers not only the need to move cars, trucks,

bikes, and pedestrians, but also a street’s potential to host outdoor cafes, parades, festivals, etc. Although difficult to quantify and catalog, these “livability” and “programming” inputs are crucial to consider in Downtown Sandpoint, because they should impact every aspect of street design – from the cross-section dimensions, paving materials, and fixtures, to the spacing of various elements. Although they require additional visioning, planning, and input from the public, street typologies ultimately tell a better and clearer story about a place’s character and potential.

The Downtown Streets Plan and Design Guide uses street typologies to determine which street types should be applied to each segment throughout the downtown core. Please note that these street typologies are conceptual, and remain general in terms of design treatments. The City should take full advantage of the industry’s latest innovations and best practices regarding stormwater management, lighting, landscaping, materials, and fixtures when designing future streetscape projects for any of these streets.



Church Street street trees

URBAN DESIGN FRAMEWORK

The Downtown Street Typologies reinforce the key features of the **urban design framework**. Illustrated at right, the framework synthesizes the area's existing conditions, previous planning efforts, existing public investments in streets, parks, and trails, and future aspirations. The urban design framework identifies gateways, activity nodes, destinations, landmarks, districts, key pathways, and decision-making points. The intent of the framework is to provide a structure for future streetscape design (Downtown Street Typologies) and help determine a logical phasing sequence to ensure that projects build on past investments toward a common vision.

The key features of the urban design framework include:

Recognize First Avenue and Cedar Street as the showcase retail streets in the Downtown Core.

First and Cedar are widely recognized as the streets that anchor the commercial heart of Downtown Sandpoint. After the Byway and the Curve are open, these two streets have the best opportunity to further transform Downtown into a preeminent

pedestrian-oriented community destination and gathering place.

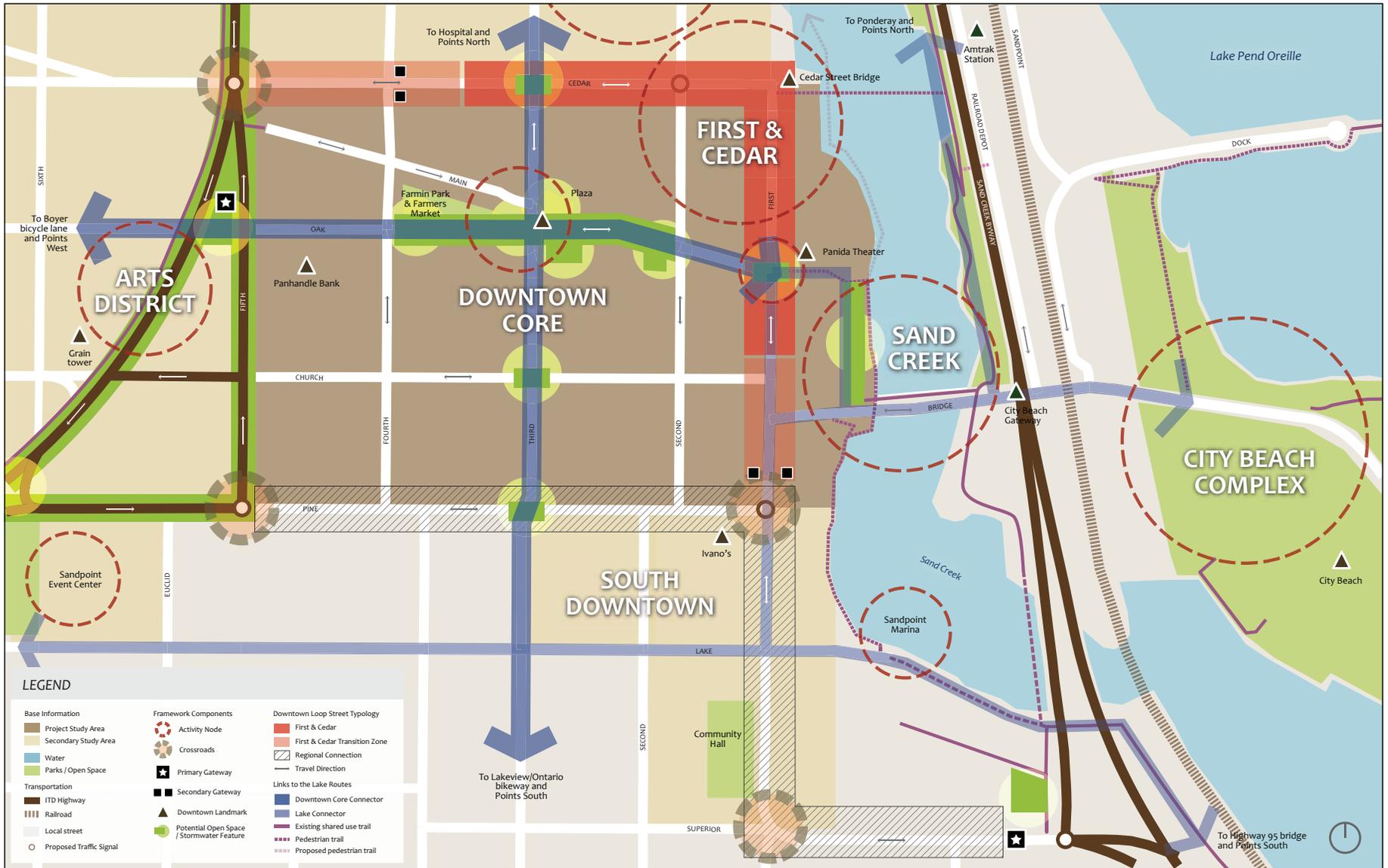
Establish Primary and Secondary downtown gateways to define districts and improve wayfinding. Gateways help identify districts and announce transitions between places. Primary Gateways serve as identifiers for the entire downtown district. Secondary Gateways help define the commercial district, specifically First Avenue and Cedar Street.

Maximize on-street parking, where feasible, on non-Links to the Lake streets to support a competitive downtown retail core. This principle strikes a balance between safe bicycle and pedestrian access through Downtown and additional parking. Angled parking should be considered for those streets not part of the Links to the Lake system, where feasible.

Prioritize bicycle and pedestrian travel on Links to the Lake streets to improve access to the Downtown Core and City Beach. Links to the Lake are enhanced routes for bicyclists and

pedestrians to provide better connections from surrounding neighborhoods to the Downtown Core and Lake Pend Oreille. Oak and Third have been identified as Downtown Core Connector routes because they link existing activity nodes and open space, and they are on low-volume, low-speed streets.

Pay special attention to the transition zones and crossroads. First and Cedar Transition Zones are segments of First Avenue and Cedar Street that may have a different street character and cross-section due to the location of existing parking lots/ and driveways, the need for intersection queueing capacity, or to accommodate long vehicles (i.e., boat trailers and recreation vehicles). **Crossroads** are places where a significant number of vehicles converge and have to make critical decisions. These locations may have unique site conditions, including skewed geometry, poor sight distance, constrained right-of-way, high traffic volumes, and/ or significant pedestrian and bicycle interactions. Both of these areas will require innovative design and engineering solutions to accommodate all street users.



Urban Design Framework
Sandpoint Downtown Streets Project



HOW IT ALL WORKS

The Downtown Street Typologies are organized by category and color, and are keyed to the map on the following page. The Downtown Street Typology categories are:

- Downtown Retail - DR (red)
- Downtown Retail Transition - DRT (pink)
- Downtown Business - DB (yellow)
- Links to the Lake - LL (blue)
- Regional Connection - RC (gray)

Each street in the project area has been closely studied and assigned a category/color based on its role in the urban design framework, its existing curb-to-curb dimensions, whether portions of the street that have been improved in the last 10 years, and the probability of the street or sidewalk being reconstructed in the next 10 years. Some street segments include a number identifier, which indicates a specific cross-section for that particular segment.

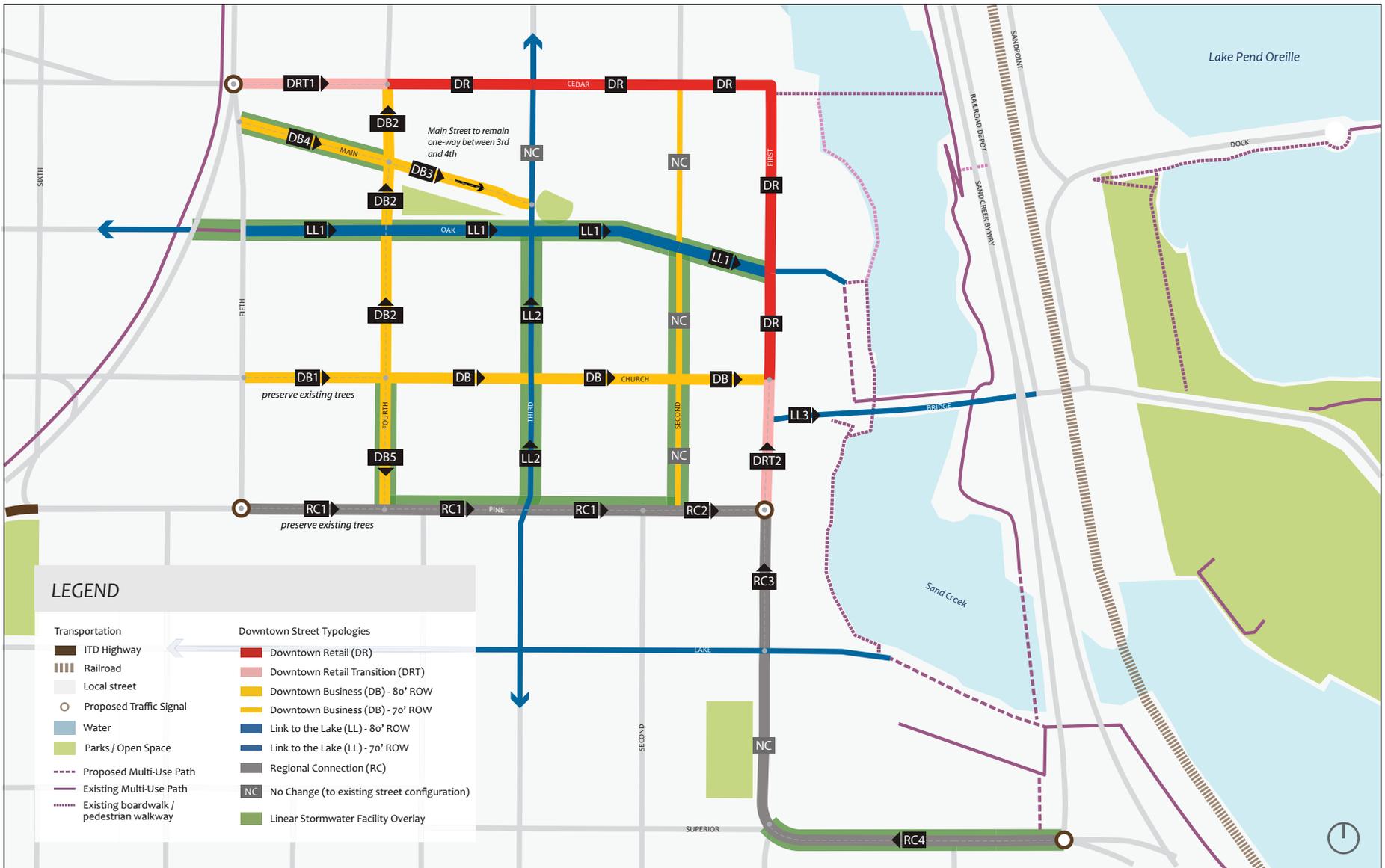
Each Downtown Street Typology has a graphic street cross-section that illustrates the preferred travel lane width, parking lane width, sidewalk width, and sidewalk configuration (including type of stormwater facility). It also details the type and dimension of the preferred bicycle facility, if applicable.

The cross-section graphic also illustrates the preferred surfaces and materials for each street cross-section, but these components are the most flexible and should be explored on a project-by-project basis as long as it is consistent with the material guidelines outlined in Section 4 - Downtown Street Design Guidelines.

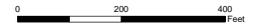
The Linear Stormwater Facility Overlay (green) identifies street segments that can and should accommodate landscaped linear stormwater facilities (i.e., stormwater planters).

It is important to note that the preferred cross-section may not be able to be built as intended due to unforeseen existing constraints (e.g., existing

grades, drainage issues, existing landscaping, etc.) or funding limitations. In this case, project designers should work with the Design Principles and make an effort to design a reasonable project that meets the intent of the preferred cross-section.



Downtown Street Typologies
Sandpoint Downtown Streets Project



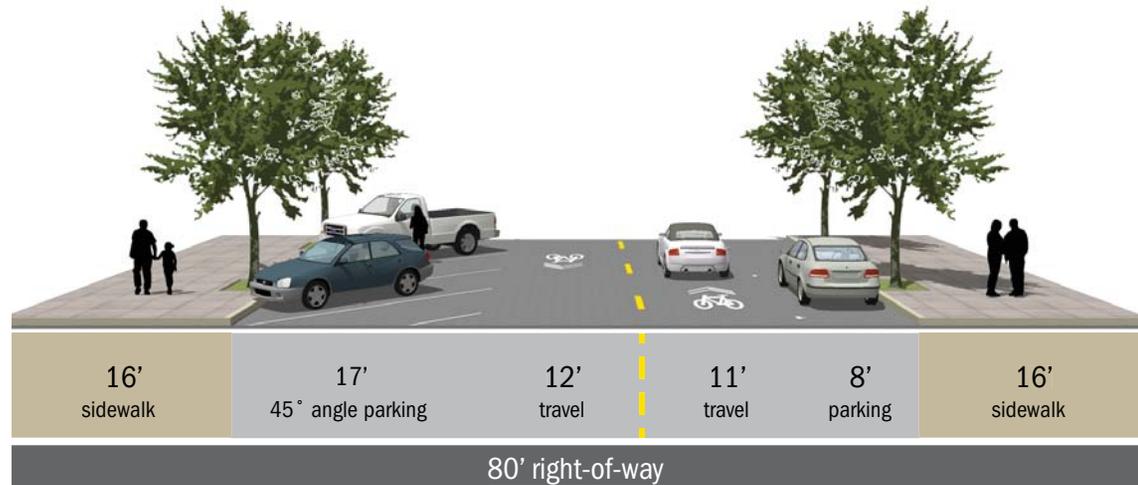
DR

DOWNTOWN RETAIL

First Avenue and Cedar Street are the signature retail streets in Downtown Sandpoint. Once relieved of their State Highway designation and functionality (post-Byway and Curve construction), these two streets present the greatest opportunity for the City of Sandpoint and the downtown business community to create a signature pedestrian-oriented “Main Street”.

The preferred street cross-section for First Avenue and Cedar Street includes 16-foot sidewalks with street trees, angled parking on one side of the street, and parallel parking on the other side of the street. Sharrows should be included in the travel way to reinforce bicycle travel on these streets.

The community prefers that the angled parking switch sides of the street depending on its location, to maximize sidewalk solar gain and to put angled parking where the heaviest traffic flow will be traveling. For more specific design direction on the First Avenue and Cedar Street streetscape, refer to Section 5 - First and Cedar Streetscape Concept.



Downtown Retail (DR) - First Avenue and Cedar Street. 45-degree angled parking on one side of the street, parallel parking on the other side, sharrows, street trees, stormwater planters in targeted locations, pedestrian-scale street lights (16' or taller), and wayfinding signage. Parking and loading zones need to be carefully considered with the business community during the Schematic Design (30% Design Development) phase.

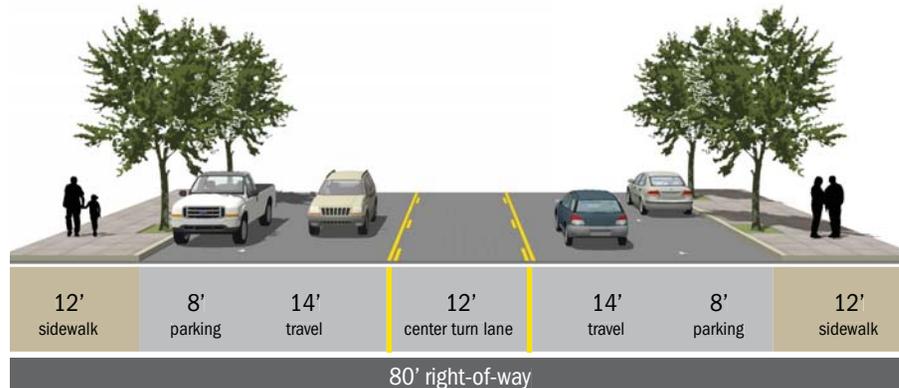
DRT

DOWNTOWN RETAIL TRANSITION (DRT)

Downtown Retail Transitions are segments of First Avenue and Cedar Street that have a different street character and cross-section due to the location of existing parking lots/driveways, the need for intersection queuing capacity, or the need to accommodate vehicles with specific design requirements (i.e., boat trailers and recreation vehicles). These segments of First Avenue and Cedar Street will have parallel parking and either a continuous left turn lane (DRT 1) or a cycletrack (DRT 2) to accommodate their particular needs.

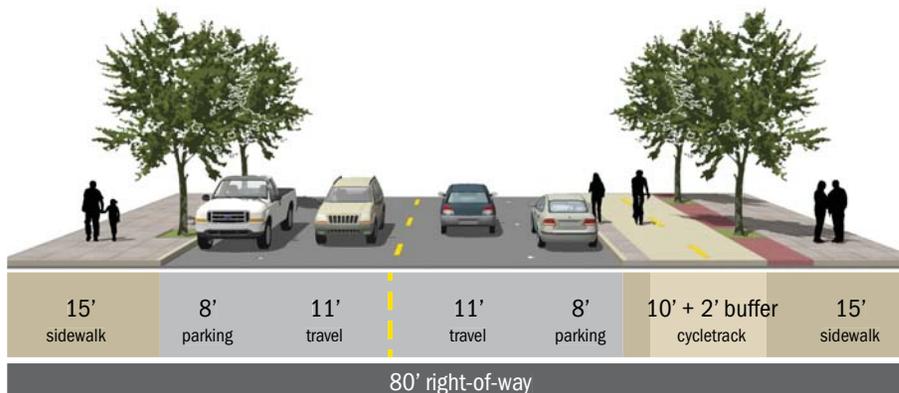
Note:

The 5th Avenue and Cedar Street intersection (east leg) should include a combined right turn/thru lane (westbound), left turn lane (westbound), and a thru lane (eastbound). Pedestrian safety features at this intersection should include Leading Pedestrian Interval (LPI) signal timing, high-visibility crosswalks, illumination, and curb extensions.



DRT

Downtown Retail Transition 1 (DRT1) - Cedar Street between 4th Avenue and 5th Avenue. The existing curbs are not modified in this section; the sidewalk width is the same as existing except at the 5th Avenue intersection, where curb extensions should be provided to improve pedestrian safety. (See note at left.)



DRT

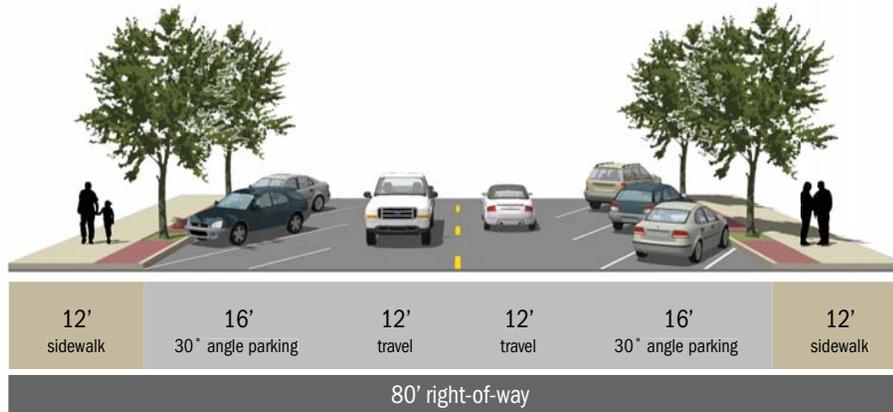
Downtown Retail Transition 2 (DRT 2) - First Avenue between Pine Street and Bridge Street

DB

DOWNTOWN BUSINESS

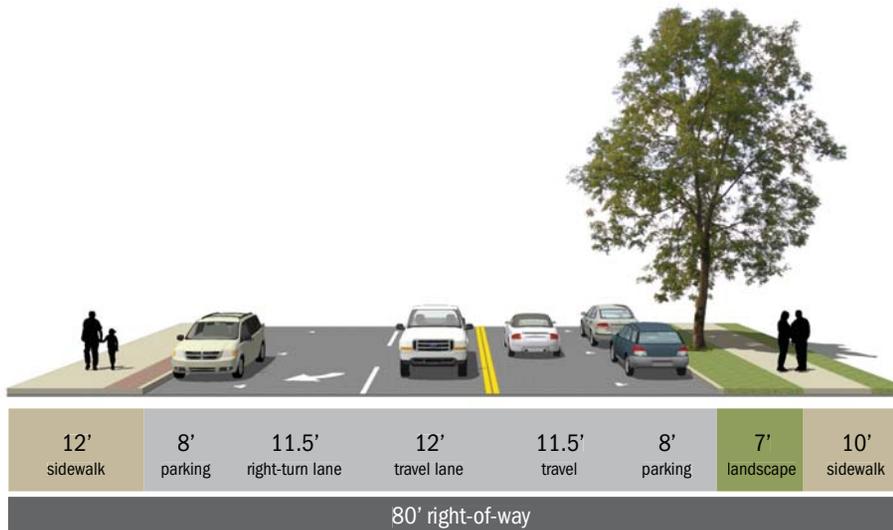
Downtown Business streets include Church Street, Main Street, 4th Avenue, and 2nd Avenue. The public rights-of-way on these streets vary between 68-feet and 80-feet with a variety of existing curb-to-curb distances. Because 2nd Avenue was fully reconstructed in the last 10 years, it was not considered as part of the Downtown Streets project and is not represented by a specific Downtown Street Typology.

Downtown Business streets with 80-feet of public right-of-way should include 12-foot sidewalks with street tree wells and 30-degree angled parking. On-site stormwater facilities can be accommodated in block end curb extensions, or in linear facilities, like 2nd Avenue.



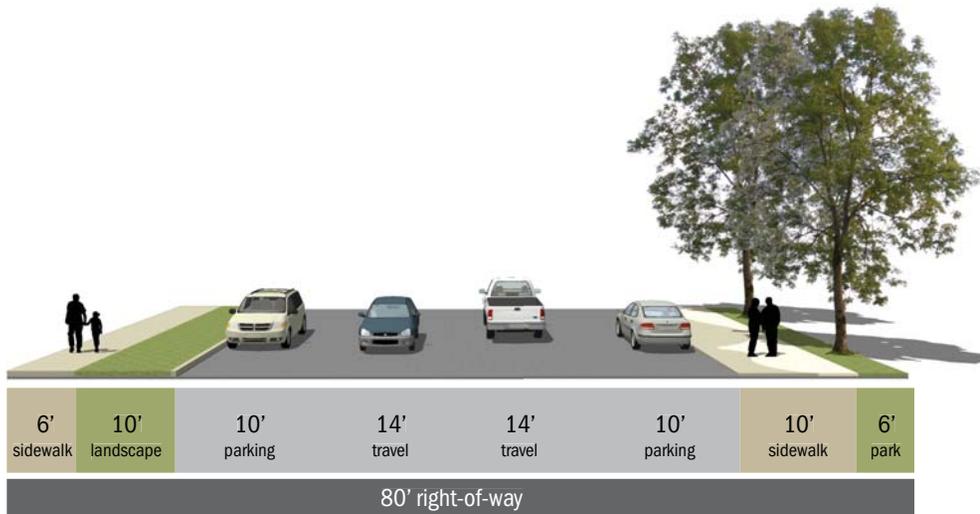
DB

Downtown Business (DB) - typical cross-section for Downtown Business streets



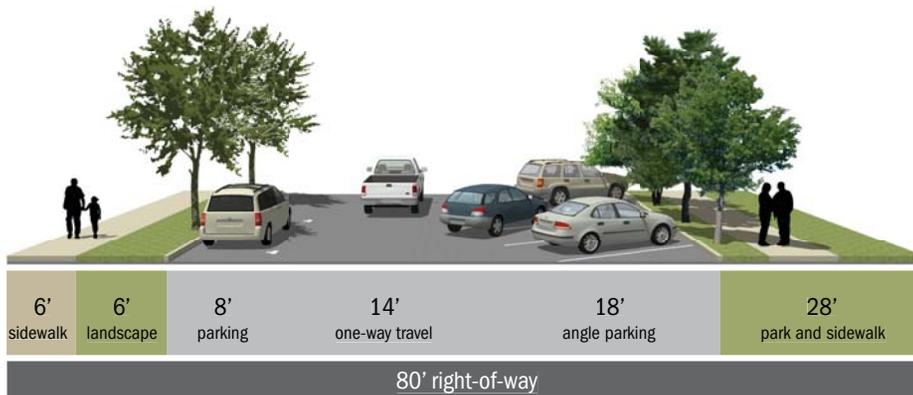
DB

Downtown Business 1 (DB1) - Church Street between 4th Avenue and 5th Avenue. This cross-section preserves the existing curb locations to protect the existing street trees on the south side of Church and sidewalk investments on the north side of Church.



DB

Downtown Business 2 (DB2) - 4th Avenue between Main Street and Church Street. This street section has not been modified from its existing configuration, in order to preserve the existing curblines and the recent sidewalk investments on both the east and west side of 4th Avenue. Some spot sidewalk improvements will be necessary on the east side of the street just north of Church.



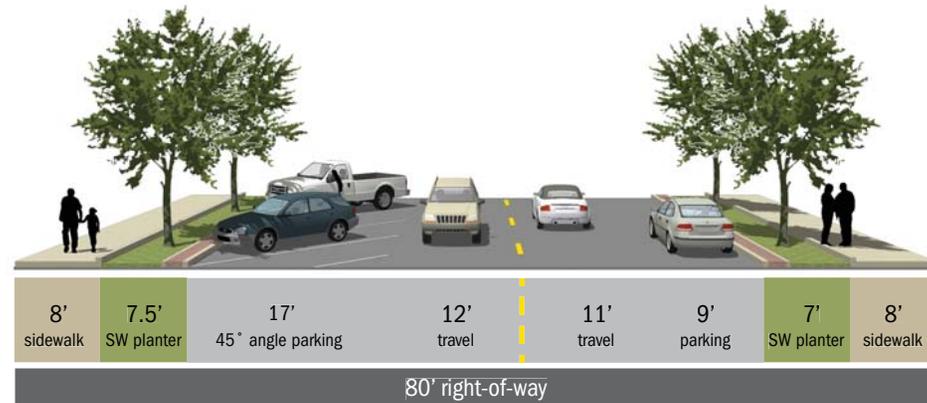
DB

Downtown Business 3 (DB3) - This section of Main Street is the only proposed one-way travel segment in the Downtown Core. It has not been modified from its existing configuration.



DB

Downtown Business 4 (DB4) - Main Street between 4th Avenue and 5th Avenue. This block may have restricted access from 5th Avenue, based on concept designs for US 2 "The Curve" project. The existing curb-to-curb distance is 46'. In the short-term, the street should simply be restriped as configured in the diagram above. The City should work with the adjacent property owners to find the best site-specific solution once "The Curve" project's engineering plans are complete.



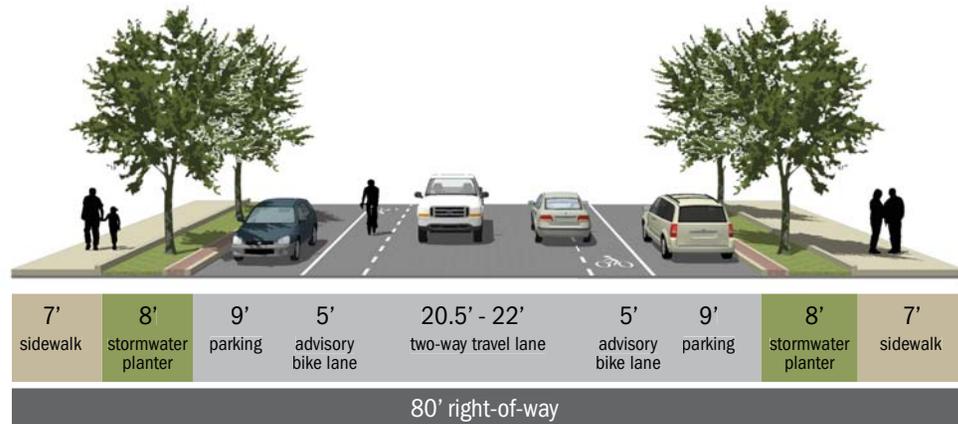
DB

Downtown Business 5 (DB5) - 4th Avenue between Church and Pine. Maintains existing curbline. This cross-section can be modified slightly to be applied to Church Street between 3rd and 4th.

LL

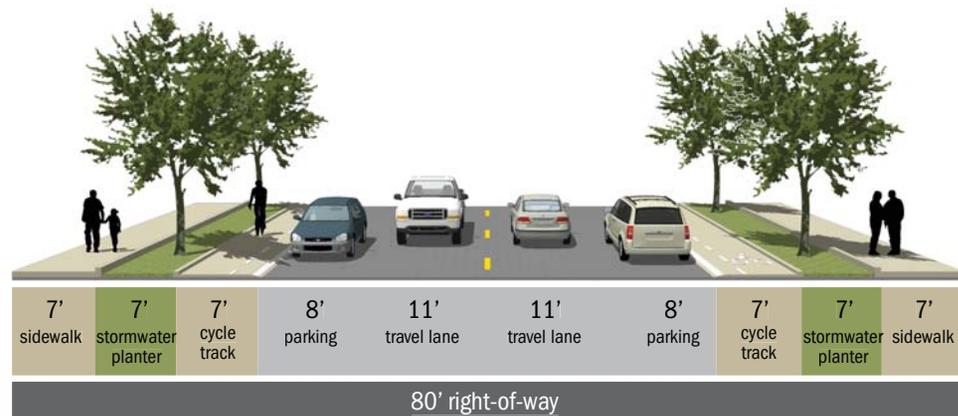
LINKS TO THE LAKE

Links to the Lake are enhanced routes for bicyclists and pedestrians to help them better connect from surrounding neighborhoods to the Downtown Core and Lake Pend Oreille. Oak and Third have been identified as Downtown Core Connector routes because they link existing activity nodes and open space, and are low-volume, low-speed streets. Lake Connector routes support the Downtown Core Connector routes and provide direct access to the Sand Creek trail system, the City Beach complex (and Pend Oreille Bay Trail), and the Long Bridge trail.



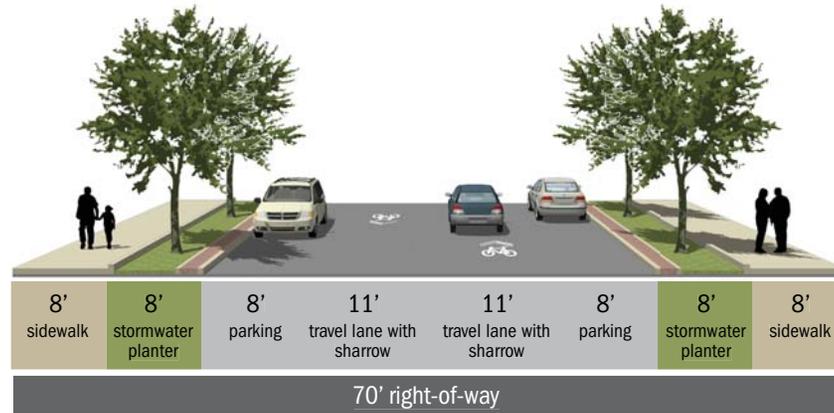
LL

Links to the Lake 1 (LL1) - Oak Street / Main Street (Short-term option). This section includes striped bicycle lanes and/or advisory bicycle lanes to preserve the existing curbs. This design does not require any physical modifications to the roadway.

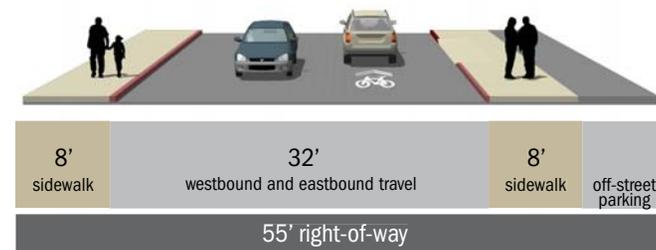


LL

Links to the Lake 1 (LL1) - Oak Street / Main Street (Long-term option). The long-term desire for Oak Street is to have a curb-separated cycletrack between the sidewalk and the parking lane. This treatment will require adjusting curbs and stormwater inlets along the street.



Links to the Lake 2 (LL2) - 3rd Avenue between Oak Street and Pine Street. This section includes shared lane markings (“sharrows”) to help direct bicyclists where to ride in the road and to reinforce the corridor as a bikeway. The sharrow marking should be positioned at least 11 feet from the curbline .



Links to the Lake 3 (LL3) - Bridge Street. This short segment of Bridge Street should include shared lane markings (“sharrows”) to guide bicyclists over the bridge or to the shared use pathway.

RC

REGIONAL EAST-WEST CONNECTION

Regional East-West Connections are segments of the local street system that will continue to have significant east-west through-traffic (e.g., Cour d'Alene/Sagle to Dover) and require a street configuration to support those volumes closest to the First Avenue intersection and the Fifth Avenue intersection, like turn lanes and slightly wider travel lanes.

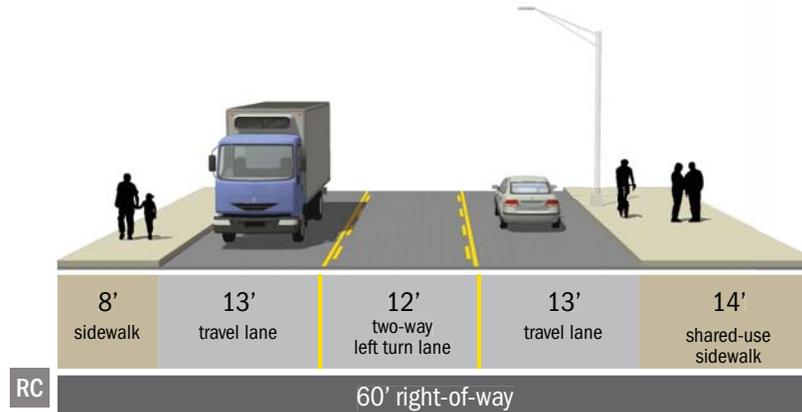
Where a Regional Connection segment shares a Links to the Lake designation (First Avenue, from Superior to Pine Street), a shared-use facility is proposed on the east side of the street. Facility is considered sub-standard and should be considered a temporary solution; the preferred north-south connection from the Long Bridge to Downtown is via a new bike-ped bridge over Sand Creek, near the Byway bridges.



Regional Connection 1 (RC1) - Pine Street between 2nd Avenue and 5th Avenue. Slightly wider travel lanes are the result of maintaining the existing curbline to protect mature street trees. The extra width helps to protect landscaping behind the existing curbline and is more comfortable for confident bicyclists sharing the travel lane with vehicles. New street trees are proposed for blocks with no existing street trees.

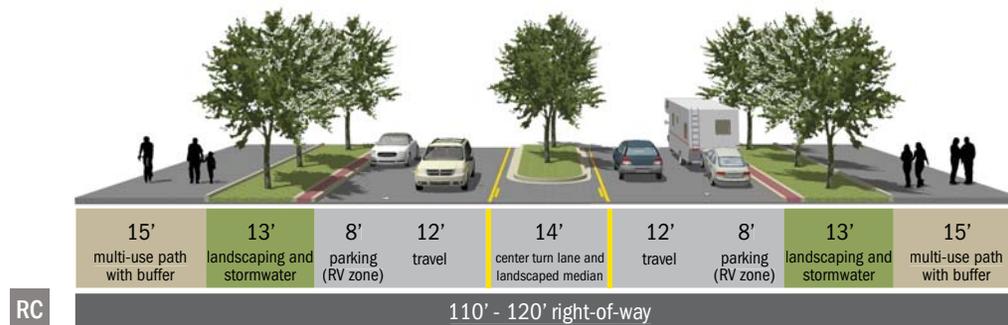


Regional Connection 2 (RC2) - Pine Street between First Avenue and Second Avenue.



RC

Regional Connection 3 (RC3) - First Avenue between Pine Street and Superior Street. The block between Pine Street and Lake Street provides a critical bicycle and pedestrian trail link. A shared use sidewalk is proposed on the east side of First Avenue for this short connection, but can be extended to Superior Street in the long term to connect to the proposed bicycle and pedestrian facilities there (RC4 - Superior Street). Existing utility poles will need to be adjusted so they do not block the sidewalk.



RC

Regional Connection 4 (RC4) - Superior Street. Preliminary design concepts for the Superior Street gateway are discussed in Section 7 of this guide.

4. DOWNTOWN STREETScape DESIGN GUIDELINES. FLEXIBLE GUIDANCE.

In the previous section, the Downtown Street Typologies established each of the preferred street cross-sections in the Downtown Core and set how the public right-of-way should be allocated and organized for each segment. The City of Sandpoint has several adopted standards, ordinances, and resolutions that address various components of street design for the city streets. Some of the components that directly affect Downtown include sidewalk width and pedestrian configurations, ADA-accessible curb ramps, curb extensions, street construction, pedestrian lighting, stormwater swales, and street trees, as well as an excellent “Green Street Toolkit” that explores best practices in stormwater management.

The Downtown Streetscape Design Guidelines consolidates the various standards for Downtown into one section and makes recommendations for future street projects in the Downtown Core. The recommendations are based on discussions with City staff and the Downtown Streets Steering Group, the industry’s best practices, and the community’s preferences expressed during the Downtown Streets project.

It was clear from discussions with the community and the project stakeholders that future Downtown street projects should be **durable, easy and inexpensive to maintain, complementary, flexible, safe and fun, year-round.**

OVERARCHING DESIGN GUIDANCE

In Downtown - and particularly on First Avenue and Cedar Street - foundational streetscape elements, like sidewalks, lighting, street trees, stormwater facilities, and informational / wayfinding signage, should be simple, elegant, consistent throughout the district, and should harmonize with the historic architecture and previous streetscape investments.

Additive streetscape elements - like banners, benches, waste cans, public art, seat walls, kiosks, etc. - can be more whimsical and should introduce a more artistic character to the public realm. Buildings can also influence the artistic character of the community with wall murals, facade improvements, and alley art.



Downtown Sandpoint

SIDEWALK WIDTH

The City of Sandpoint's Streetscape Ordinance (1159) defines the three main zones of the sidewalk between the property line and the curb face: the Building Frontage zone, the Pedestrian Travel zone, and the Features and Planting zone. The minimum widths and expectations for these zones are described in the Streetscape Ordinance and illustrated in the diagram on the facing page.

Refer to the Downtown Street Typologies section of this Plan for the preferred sidewalk width and configuration for each street in the Downtown Core. Sidewalk widths (including all zones) in the Downtown Core range from 10-feet to 16-feet wide. Generally speaking, sidewalks should be as wide as possible to accommodate the projected amount of foot traffic and other sidewalk activities along the street. Sidewalks must conform to ADA requirements for minimum clear path width and provision of spaces where wheelchair users can pass one another or turn around.

SIDEWALK MATERIALS

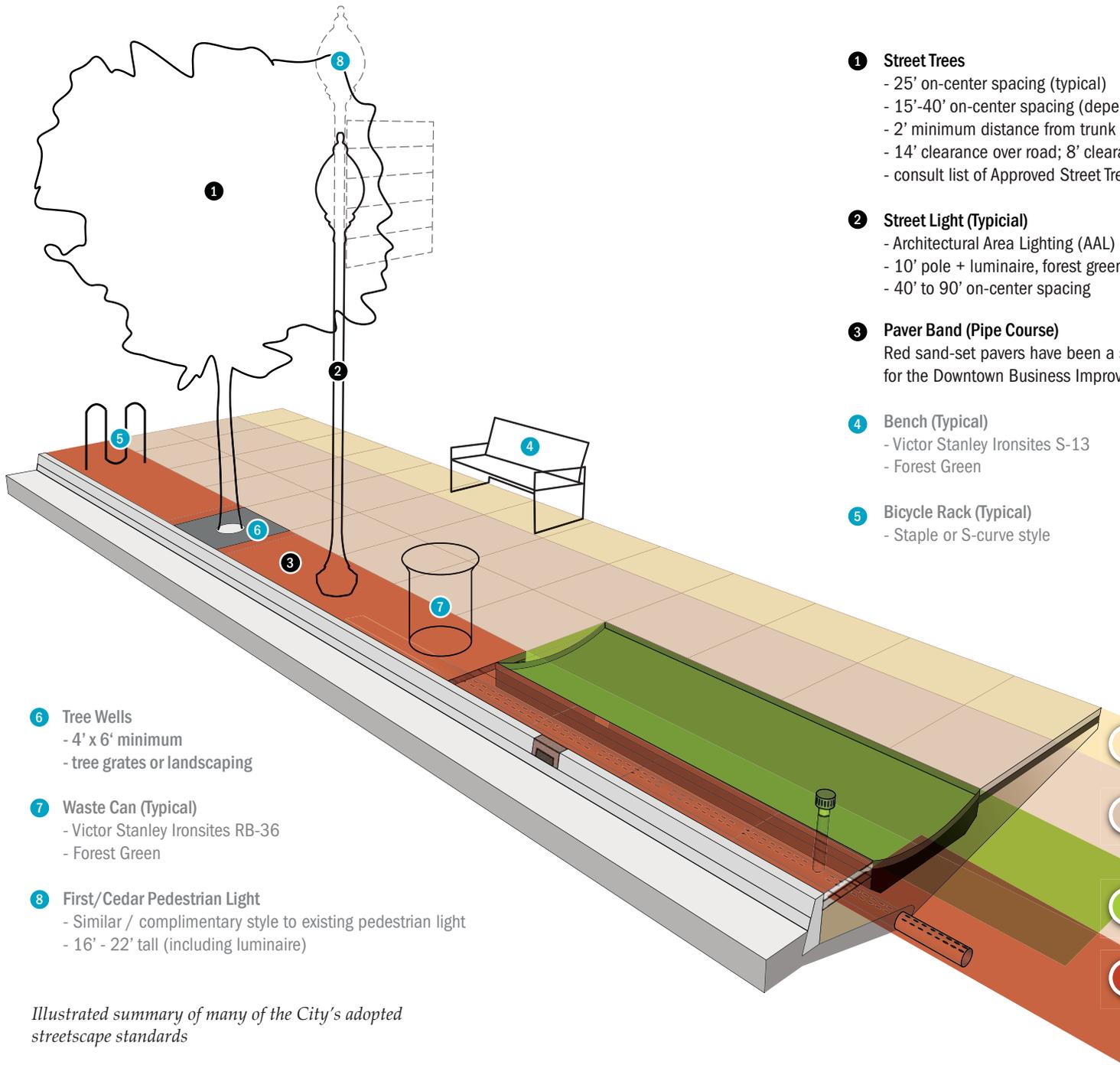
Concrete is the preferred surface material for sidewalks in Downtown Sandpoint. It is durable, attractive, ADA-accessible, widely available, and provides a number of aesthetic enhancement opportunities such as using different scoring patterns and integral color applications. Concrete looks good when professionally applied and is easy to repair. A few considerations with concrete are that concrete sidewalks tend to ice up in snowy conditions, can spall over time in areas where chemicals and salt are used to melt snow/ice, and – like a white shirt – will show stains until it patinas over time.

Porous concrete is a sustainable concrete alternative that could be used in discrete applications throughout Downtown. Porous concrete, which allows stormwater to drain through to the subsurface, may reduce slick or icy sidewalk conditions, but has not been tested in Downtown Sandpoint yet. This treatment is not appropriate over water-sensitive subsurface infrastructure (i.e., unprotected electrical conduit),

needs proper soils for good drainage, and may require routine vacuuming to maintain porosity. Porous concrete is best applied in the Features and Planting zone, particularly between street tree wells and/or sustainable stormwater facilities.

Red concrete sand-set pavers have been a standard treatment in the Features and Planting zone for streets in the Business Improvement District (BID) since 2003. Pavers generally help prolong the streetscape investment by providing easy access to utility and irrigation pipe chases, and by allowing street trees to grow without damaging the adjacent concrete sidewalk. They are also relatively easy and inexpensive to repair. Unmortared pavers are permeable and tend to melt snow faster with less propensity for icing up.

The red paver band was initially intended to help tie the district streetscapes together visually; it was a visual cue that one was in the Downtown Business Improvement District. While some of the paver installations in Downtown are aging well, many of the pavers have settled and shifted over



- 1 Street Trees**
 - 25' on-center spacing (typical)
 - 15'-40' on-center spacing (depending on tree size)
 - 2' minimum distance from trunk to back of curb
 - 14' clearance over road; 8' clearance over sidewalk
 - consult list of Approved Street Trees
- 2 Street Light (Typical)**
 - Architectural Area Lighting (AAL) Federal Globe
 - 10' pole + luminaire, forest green
 - 40' to 90' on-center spacing
- 3 Paver Band (Pipe Course)**
 - Red sand-set pavers have been a standard for the Downtown Business Improvement District since 2003.
- 4 Bench (Typical)**
 - Victor Stanley Ironsites S-13
 - Forest Green
- 5 Bicycle Rack (Typical)**
 - Staple or S-curve style

- # Standard Design
- # Flexible Design

B Building Frontage Zone
 - 2' minimum width
 - 3' minimum width with seating

P Pedestrian Zone
 - 5' minimum width (ADA)
 - no obstructions

S Stormwater Planter
 - 5' minimum width + 2' step out zone

F Features and Planting Zone
 - 1' minimum adjacent to angled parking
 - 4' minimum with street trees
 - 4' recommended width of red concrete pavers standard in Business Improvement District

6 Tree Wells
 - 4' x 6' minimum
 - tree grates or landscaping

7 Waste Can (Typical)
 - Victor Stanley Ironsites RB-36
 - Forest Green

8 First/Cedar Pedestrian Light
 - Similar / complimentary style to existing pedestrian light
 - 16' - 22' tall (including luminaire)

Illustrated summary of many of the City's adopted streetscape standards



Recent red concrete paver application on 3rd Avenue in Downtown

the years, which have created tripping hazards and ADA-accessibility issues in the Features and Planting zone. Additionally, the absence of a prescriptive paver standard and inconsistent application on projects over the years have resulted in a diverse array of paver brands and color hues and has weakened the urban design intent of the treatment.

About a quarter of the Downtown streets currently have a red concrete paver band. The red pavers should continue to be an urban design element in the Features and Planting zone, with the following considerations:

- The paver band in the Features and Planting zone should be as wide as the tree well (4' minimum from back of curb).
- Pavers should be used in the “step out zone” adjacent to landscaped stormwater facilities.
- A specific concrete paver standard or a list of suitable alternatives for consistent applications throughout Downtown should be established for continuity.
- Failing paver installations should be repaired or replaced immediately with the new paver standard.

Dozens of clay **donor bricks** are embedded in the sidewalk in front of the Panida Theater on First Avenue. To the greatest extent possible, these bricks should be preserved-in-place in future streetscape designs or creatively repurposed in the vicinity. The City should work with the Panida community to determine the best course of action for the bricks in the future.

CURB RAMPS

ADA-compliant pedestrian ramps must be provided at all pedestrian crossings. The color of the detectable warning strip should contrast with surrounding pavement. The City of Sandpoint’s standard for Downtown is a 24” x 24” precast metal detectable warning strip, which is extremely durable and attractive (pictured at right). This standard should be continued throughout the Downtown Core, using care to maintain the ADA acceptable level of color contrast between the warning strip and the concrete.

CURB EXTENSIONS

Curb extensions – also called “bump outs” – are a best practice element in urban environments that significantly improve pedestrian safety by shortening the roadway crossing distance and situating the pedestrian closer to the travel lane so that she and the driver can easily see one another. They also improve visibility for vehicles pulling out from side streets and visually narrow the street to calm traffic. Curb extensions are the City’s preferred standard intersection crossing enhancement in the Downtown Core. Some curb extensions have included artistic decorative features (like the colored concrete patterns near Farmin Park) and can be programmed with streetscape elements like public art, landscaping, seating, and/or stormwater facilities.

Recently constructed curb extensions in Downtown have a metal strip set in the radius edge to protect the curb from snow plow damage, with mixed success. This practice should be continued but monitored closely during the construction process to ensure that the metal strip is set in the curb properly and will not loosen when hit over time.

In addition, vertical elements should be used to alert drivers and snow plow operators to the presence of the curb extension. Vertical elements could include seasonally-installed plastic candlestick barriers or break-away posts, or other

vertical streetscape elements (i.e., bollards, lights, art). Advanced operator training or an alternative snow removal method may be required for streets with curb extensions in Downtown Sandpoint to extend the life of the investment.



Curb ramp and curb extension treatment in Downtown Sandpoint

SEASONAL SIDEWALK EXTENSIONS

Seasonal sidewalk extensions or “parklet” are terms used to describe small, typically non-permanent, installations of park features such as benches, planters, bicycle racks, and tables and chairs in public spaces. Typically, parklets are built as extensions of the sidewalk into on-street parking strips, either on an elevated platform or directly on the pavement surface. Planters, fences, and other non-intrusive barriers around the parklet help separate people using the space from surrounding vehicle traffic.

Sandpoint’s businesses and property owners can work with the City to install parklets in order to provide more outdoor dining and lounge space and add greenery to the streetscape. Dozens of people can use these sidewalk extensions to gather, meet friends, and patronize businesses in the space of only one vehicle parking spot. More attractive gathering spaces downtown will draw in visitors, provide destinations for people walking and bicycling, and help boost business activity.

Seasonal sidewalk extensions can be a low-cost, temporary fixture on downtown streets during the busy summer months. In winter, the entire installation can be disassembled and stored, making space for vehicle parking and allowing snow removal from the streets. While on-street applications are most common, similar tactics can be applied to vacant properties and parking lots as a way of improving underused space in Downtown Sandpoint.

The City of Sandpoint should develop its own seasonal sidewalk extension policy and design standards in preparation for the transition of First Avenue and Cedar Street.



This parklet in San Francisco, California uses two on-street parking spaces to provide additional bicycle parking, seating, and landscaping in the public right-of-way.



Infiltration stormwater planters are one of the most effective sustainable stormwater solutions in urban environments, like on Second Avenue in Downtown Sandpoint.

SUSTAINABLE STORMWATER MANAGEMENT

Lake Pend Oreille is one of Sandpoint's most beloved and invaluable resources. The community has a vested interest in keeping the water clean so that it can be enjoyed for many generations. Currently, the majority of the stormwater run-off (rain and snow melt) from streets, parking lots, sidewalks, and some buildings in Downtown is untreated and piped directly into Sand Creek and Lake Pend Oreille. Sustainable stormwater management is the practice of replicating natural systems to capture, clean, and detain polluted water before it enters those waterways or filters back into the groundwater.

Another term used for sustainable stormwater management are Green Streets. Green Streets are landscaped spaces that transform street surfaces into living stormwater management facilities. The benefits of Green Streets are numerous. They:

- Provide habitat
- Increase stormwater infiltration
- Reduce peak stormwater flows
- Reduce volume of water entering piped storm

system and natural water bodies

- Improve water quality – pollutants and sediments are filtered
- Absorb heavy metals with their plantings
- Improve urban quality of life and walkability
- Slow vehicular traffic

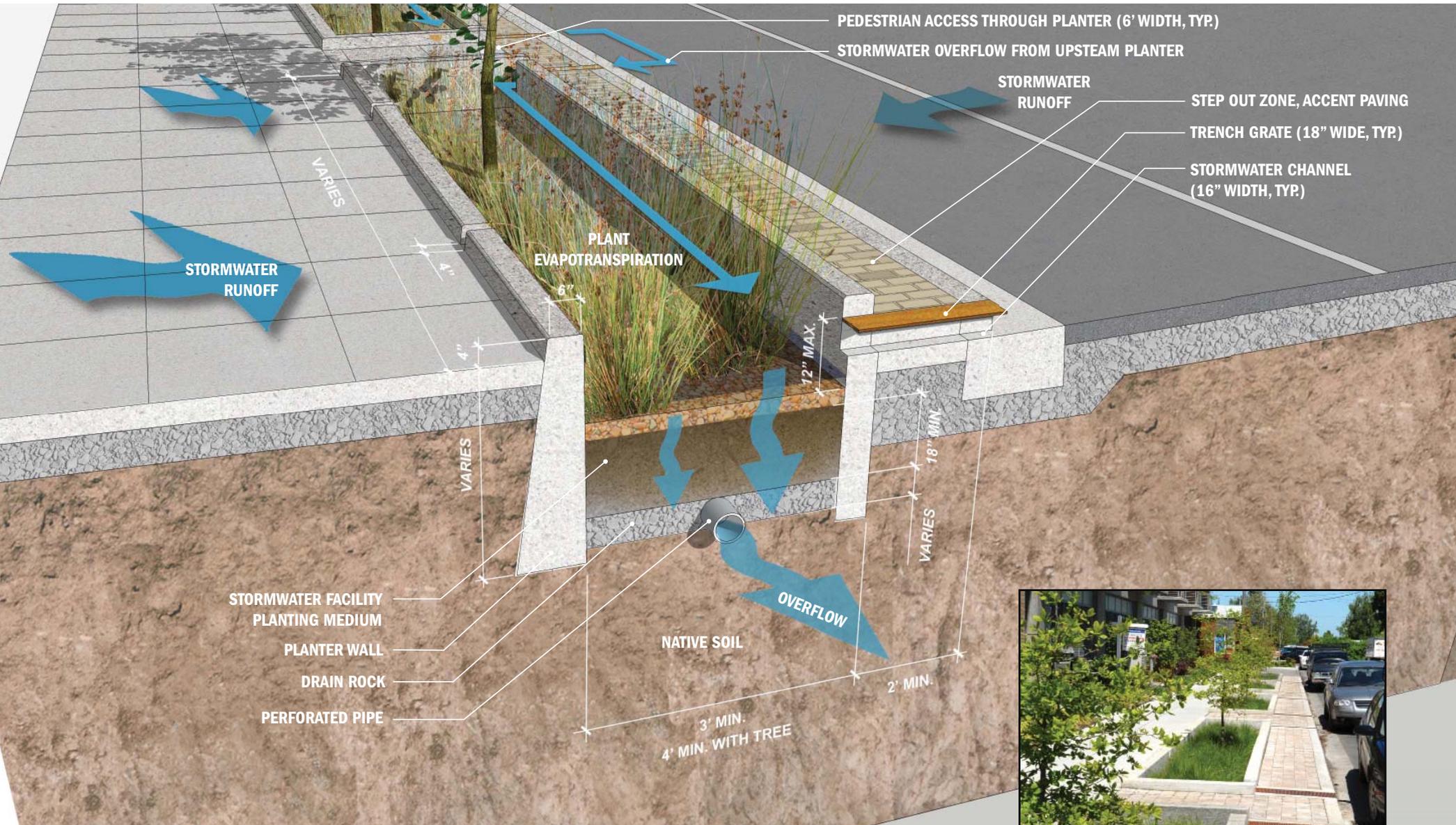
Current best practice designs for Green Streets generally utilize some combination of landscape and infiltration systems, including porous pavers, bioswales, flow-through planters, rain gardens, and/or other features to capture, slow, and treat stormwater before it flows into the nearest waterway. These on-site stormwater facilities are often supported by a more traditional storm sewer or culvert system, particularly in existing urban areas where such systems already exist.

The City has demonstrated its commitment to sustainable stormwater management solutions by constructing landscaped infiltration and detention stormwater planters as part of the Second Avenue streetscape project, and mandating that on-site stormwater treatment facilities be included as part of future street reconstruction projects in the Downtown Core (Ord. 1253).

Because local conditions vary widely – even in an area as small as the Downtown Core – sustainable stormwater facilities must be tailored for specific site conditions and weather patterns.

In urban settings with space constraints, flow-through planters and infiltration planters are often the facility of choice. As illustrated on the following page, these planters are structural, landscaped reservoirs used to collect, filter, and infiltrate stormwater run-off. Water flows downhill into one end of the planter; pollutants settle and filter out as the water percolates through a special blend of soil and infiltrates into the ground. Water exits through the planter's second curb cut, flows back out into the street and enters the next downstream stormwater planter. Depending on the intensity of a particular storm, run-off will continue its gravity run from planter to planter until all of the stormwater planters are at full capacity. If and when the stormwater planters exceed their carrying capacity, the water exits the last stormwater planter and enters the existing storm sewer system through an overflow pipe.

Best Practice components and dimensions for an urban stormwater planter



Flow-through stormwater planters with a permeable paver step-out zone for parallel parking

Where existing soil conditions do not percolate adequately, a perforated pipe is installed under the planting soil mix through which filtered stormwater is directed into the existing storm sewer system. In this scenario, stormwater is not infiltrated into the ground water, but pollutants are removed and water temperature is lowered before it enters the existing storm sewer system.

Stormwater planters with trees should be a minimum of 4-feet wide with an 18-inch to 24-inch step-out zone if parallel parking is adjacent to the facility. Stormwater planters without trees should be a minimum 3-feet wide. Curbs around the facility should be considered to accommodate visually-impaired pedestrians and wheelchairs.

Linear stormwater planters are proposed for Oak Street, Third Avenue, Main Street between 4th and 5th, and the north side of Pine Street, where there is enough room in the public right-of-way to accommodate them upon reconstruction. (See Downtown Street Typologies map on page 17.)

Sustainable stormwater facilities on all other Downtown streets will need to be located in the curb extensions or in larger rain garden sites on public property, so that the full width of the sidewalk is preserved for pedestrian use. Plants are critical to the performance of vegetated stormwater facilities.



Infiltration stormwater planter utilizing a curb extension with angled parking



Infiltration stormwater planters with angled parking



Flow-through stormwater planters (linear application) with larger infiltration planters in the curb extensions

GREEN STREET PLANT LIST

Plants in the stormwater planters should ideally be native species that are well-adapted to the wet/dry conditions of the facility to reduce irrigation needs. Consider the following for stormwater planter landscaping:

- Use native plants when appropriate.
- Use plants that are hardy. Sandpoint is located in USDA plant zone 6a.
- Use plants that are adapted to wet conditions and are drought tolerant.
- Use plants that do not exceed 24"-30" in height.
- Use plants that are evergreen as much as possible to improve facility appearance in spring and fall.
- Planting design should eliminate or minimize the need for herbicides, fertilizers, pesticides or soil amendments on a long-term basis.
- Plantings should minimize the need for pruning or irrigation.

Table 1 (opposite page) shows which plants are optimal for stormwater planters, swales, and curb extensions. They have been categorized for Zone A and Zone B. Zone A is defined as the bottom of the facility to the designed high water mark. This area has moist to wet soils and plants located here should be tolerant of mild inundation. Zone B is defined as the side slopes of the facility from the designed high water line up to the edge of the facility. This area typically has dry to moist soils.

Table 1. Plants Appropriate for Stormwater Planters, Swales, and Curb Extensions

	TREES	HERBACEOUS PLANTS	SHRUBS	ACCENT PLANTS	GROUNDCOVERS
ZONE A	<ul style="list-style-type: none"> • <i>Acer campestre</i> 'Evelyn' – Queen Elizabeth Hedge Maple • <i>Celtis occidentalis</i> – Hackberry • <i>Nyssa sylvatica</i> – Black Tupelo • <i>Prunus virginiana</i> 'Canada Red' – Canada Red 	<ul style="list-style-type: none"> • <i>Carex Densa</i> – Dense Sedge • <i>Carex morrowii</i> - Ice Dance • <i>Deschampsia cespitosa</i> - Tufted Hair Grass • <i>Juncus patens</i> – Spreading Rush • <i>Juncus effuses</i> – Soft Rush 	<ul style="list-style-type: none"> • <i>Cornus sericea</i> 'Kelseyii' - Kelsey Dogwood • <i>Spiraea betulifolia</i> - Birchleaf Spiraea • <i>Spiraea densiflora</i> - Sub-alpine Spiraea • <i>Spiraea japonica</i>, Japanese spirea cultivars: Dart's Red, Goldflame, Goldmound, Little Princess, Magic Carpet 	<ul style="list-style-type: none"> • <i>Camassia leichtlinii</i> - Great Camas • <i>Camassia quamash</i> - Common Camas 	
ZONE B		<ul style="list-style-type: none"> • <i>Helictotrichon sempervirens</i>, Blue Oat Grass 	<ul style="list-style-type: none"> • <i>Euonymus japonicus</i> 'Microphyllus' Boxleaf Evergreen Euonymus 	<ul style="list-style-type: none"> • <i>Iris douglasiana</i> - Douglas Iris • <i>Iris tenax</i> - Oregon Iris 	<ul style="list-style-type: none"> • <i>Arctostaphylos uva-ursi</i> – Kinnickinnick • <i>Fragaria chiloensis</i> - Coastal Strawberry • <i>Mahonia repens</i> - Creeping Oregon Grape



Farmin Park is home to some of the nicest trees in Downtown's urban forest.

STREET TREES

Street trees provide benefits that are fundamental to a city's livability. The traditional perception of street trees is that their primary benefit is to enhance the beauty and character of streets. Streets are more attractive with street trees because their shade, beauty, colors, and textures soften the hard appearance of gray infrastructure. There are, however, numerous additional benefits to be gained by planting street trees aside from this most obvious benefit. Street trees have been proven to provide significant benefits to people in terms of improved air quality, temperature moderation, traffic noise attenuation, traffic calming, increased property values, stormwater management, and improved safety.

Trees improve air quality through their leaves, which absorb pollutants, such as carbon dioxide, nitrogen dioxide, and sulfur dioxide, as well as capture air-borne particles, including dirt, dust and soot. Trees also shade impervious pavement which reduces the surrounding air temperature.

By intercepting precipitation, street trees provide ecological and economic stormwater management benefits. Rain that hits the leaves, stems, and branches of trees is absorbed or evaporates and reduces stormwater runoff and flooding. Studies have found that an average tree can intercept approximately 1,270 gallons of precipitation annually. As a result, erosion and discharge of stormwater laden with sediment and contaminants into lakes and rivers is reduced, as is the infrastructure cost of draining stormwater into piped systems.

The benefits are not all ecological. Property values have been shown to increase on streets with street trees, and consumers spend more at businesses near green landscapes. Street trees can increase safety by the calming effect they can have on traffic, which studies show moves more slowly along a tree lined street. Traffic noise is reduced as a result of slower moving traffic. Additionally, a line of large leafy trees can absorb a significant amount of noise.

The City of Sandpoint has been recognized as a "Tree City USA" for the last 16 years. Many of the City's residential areas feature large coniferous and deciduous trees and the lovely green canopy of tree cover is an identifying characteristic of the city. However, with the exception of pockets of mature trees in Farmin Park and along Church Street, there are relatively few healthy street trees in Downtown. This has been mostly attributed to too-small tree wells, mismatched species, and general neglect.

STREET TREE DESIGN AND CARE GUIDELINES

Street trees serve as an important component in the overall assemblage of parts that compose a streetscape. Every tree species has unique set of characteristics such as tree shape, size, branching pattern, leaf size and texture, flowering and fall color. Careful consideration should be given to these characteristics when selecting a tree species and how a tree's character will help to support the streetscape design and contribute to cultivating Sandpoint's unique identity.

- Select tree species that have a strong central leader
- Maximize tree canopy size where possible
- Use small trees sparingly for flowering accent where appropriate
- Consider tree size and potential conflicts with power lines, trucks and buildings
- Avoid trees that drop excessive litter, seeds, nuts or fruit
- Consider tree species with less dense branching structure and leaf canopy for use in front of businesses to mitigate screening effect
- Trees located in stormwater planters must

be acclimated for wet conditions (See Table 1 for species recommended for stormwater facilities.)

When designing streetscape projects with street trees in Downtown, consider the following:

- The number of tree species selected should be more than one species to provide interest and variety but be limited to not more than five to prevent the feeling of a hodge podge.
- Use a single primary species consistently in tree wells on First and Cedar for a consistent and cohesive appearance. Use secondary species to provide accent such as in landscape planters or stormwater planters.
- Street tree species should be selected from the City's Approved Street Tree list. Modified versions of the lists are provided on the following page.
- Tree selection for projects on Main Street, Church Street and Pine Street should consider the context of existing street trees on those streets to provide consistency and continuity.
- Where possible, specify a larger caliper street tree (3.5") to better withstand vandalism and to provide a more mature tree canopy.

Before a tree goes in the ground, planning and design for its new home are just as important as the care it will need after it is planted. The largest obstacle to establishing trees in paved urban areas is the lack of an adequate volume of soil for tree root growth.

Soils under pavements are typically very compacted which leads to tree root growth being confined to small volumes and trees without adequate water, nutrients or oxygen. Consequently, many urban trees grow poorly or die prematurely.

The use of 'structural soil' is one method in use that allows for root penetration while providing necessary subgrade structure for pavements. An alternative system is Silva Cells, which is a modular system that suspends pavements and holds lightly compacted planting soils. Otherwise, in lieu of these methods, tree wells should be a minimum size of 4-feet wide by 6-feet long. The preferred standard is 5-feet by 5-feet.

Tree wells on streets with higher-volume pedestrian use (i.e., First Avenue) should be covered with tree grates to expand the usable width of the sidewalk. The City of Sandpoint has used several tree grate styles in the past: a pre-cast concrete grate and a decorative metal grate. The decorative metal grate should continue to be used in future streetscape projects, where tree grates are needed. The decorative metal tree grates can be designed to incorporate the City's logo or a special pattern.

On streets with sidewalks wider than 12-feet or with less pedestrian activity, tree wells can either be mulched and landscaped or surrounded with the red concrete pavers from the paver band. These applications may initially be less expensive than a metal tree grate, but will require more maintenance over time.



Three tree well options for street trees in Downtown Sandpoint (clockwise, from top left): a decorative metal tree grate, mulched and landscaped tree wells, and pavers.

Once in the ground, proper establishment care is essential to a tree's long term health and survival. A newly planted tree must be watered regularly for the first two to three years. This includes deep root watering to a depth of 30 inches. After two to three years, trees should be pruned to remove poorly connected branches and to train the tree for street and sidewalk clearances.

For complete guidance on tree selection and care, please refer to the City of Sandpoint's Arboricultural Manual.

RECOMMENDED STREET TREES*

SMALL TREES

- *Acer campestre*/ Hedge Maple/ "Flame" or "Evelyn" aka "Queen Elizabeth"
- *Acer Griseum*/ Paperbark Maple
- *Acer Plantanoides*/ Crimson Sentry Maple
- *Amelanchier x grandiflora*/ Serviceberry/ "Robin Hill"
- *Or Amelanchier x laevis*/ Service berry/ "Cumulus," "Autumn Brilliance"
- *Carpinus caroliniana*/ American Hornbeam
- *Cornus kousa* or *mas*/ Dogwood kousa or dogwood cornelian cherry
- *Pyrus calleryana*/ Flowering Pear/ "Capital"
- *Prunus Pados*/ May Day Tree "Merlot"
- *Prunus sargentii* / Columnar Sargent Cherry
- *Prunus serrulata* Amanogawa
- *Prunus serrulata* / Kwanzan Cherry

MEDIUM TREES

- *Oxydendron arboretum* / Sourwood
- *Styrax japonicus* / Japanese Snowbell
- *Acer Plantanoides* / Norway Maple/ "Columnare", "Ezestre", "Fairview" or "Parkway"
- *Acer Rubrum* / Red Leaf Maple / "Karpick", "Armstrong" or "Bowhall"
- *Acer x freemanii* / Hybrid Maple / "Armstrong"
- *Acer truncatum x acer plantanoides* / Norwegian Sunset Maple / "Keithsform"

- *Carpinus betulus* / European Hornbeam/ "Columnaris" or "Fastigiata"
- *Cersis Canadensis* / Eastern Redbud
- *Celtis occidentalis*/ Hackberry
- *Cercidiphyllum japonicum*/ Katsura Tree
- *Cladrastis kentukea* / Yellowwood
- *Fraxinus nigra*/ Green Ash/ "Fallgold"
- *Fraxinus pennsylvanica*/ Green Ash/
- *Gleditsia tricanthos*/ Honey Locust/"Morraine", "Skyline", "Imperial" or "Shademaster"
- *Liriodendron tulipifera*/ Tuliptree/ "Fastigiatum"
- *Nyssa sylvatica*/ Black Gum or Tupelo
- *Ostrya virginiana* / Ironwood or American Hop hornbeam

LARGE TREES

- *Acer plantanoides* Sp. – Norway Maple – 'Simmershade', 'Schwedler', 'Emerald Queen', 'Deborah', 'Emerald Lustre', 'Superform', 'Autumn Flame', 'Northwood', 'Redsunset'
- *Fraxinus pennsylvanica* – Green Ash
- *Fraxinus Americana* Sp. – White Ash – 'Autumn Applause', 'Autumn Purple', 'Rosehill', 'Skyline'
- *Ginkgo biloba* - Ginkgo – 'Autumn Gold', 'Princeton Sentry'
- *Liriodendron tulipifera* – Tulip Tree
- *Zelkova serrata* – Japanese Zelkova – 'Green Vase', 'Green Village'

* The street trees listed have been selected from the City's Approved Street Tree list. They have been recommended for streets in Downtown Sandpoint based on their compatibility with urban business districts.



Columnar

Commonly used for areas where there is not sufficient planting space. Narrow branches of tree can be susceptible to branch breaking.



Vase

V-shaped trees are a preferred form for planting near streets due to their broad, arching canopies that provide shade and protection from the elements.



Round

Round and spreading trees have good canopies for street trees, but can require more pruning to fit well within urban environments.



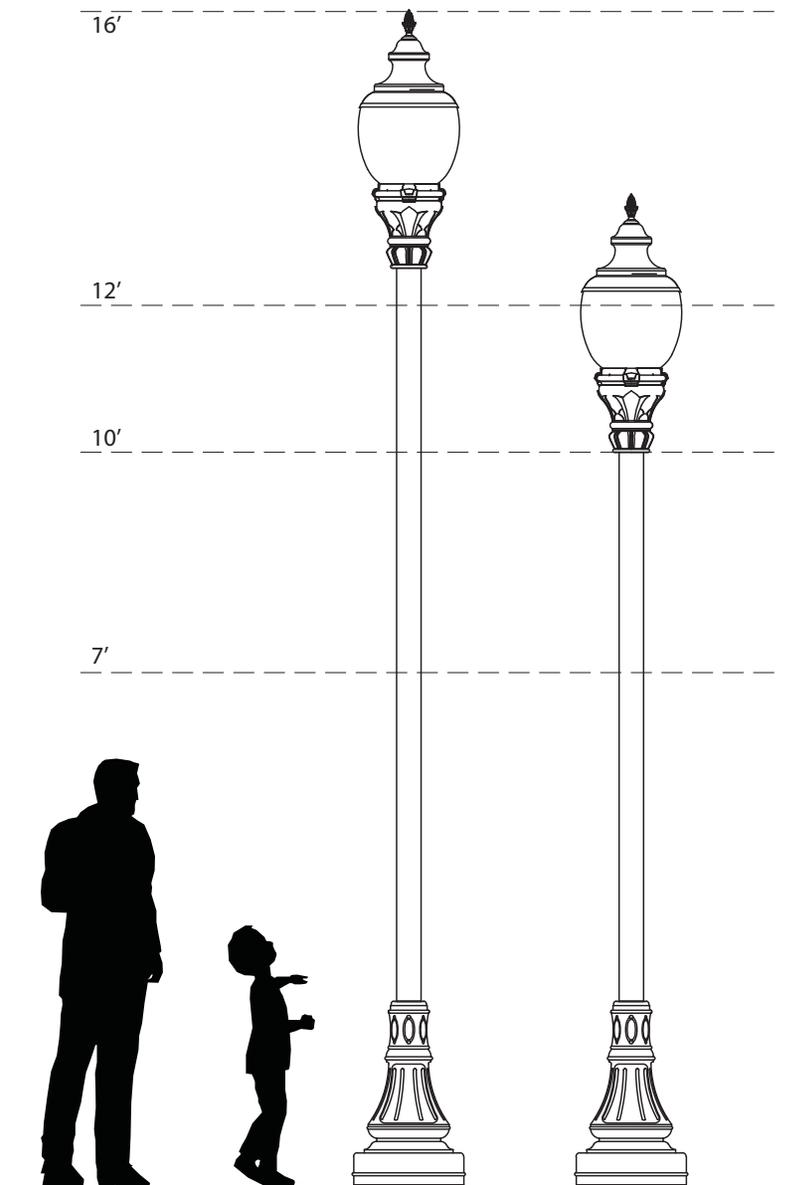
Pyramid

Pyramidal trees can vary in height and width, and offer an interesting tree form that varies from other forms.



Oval

Oval trees are broader than columnar trees and are a good form for streets lacking space while still providing a partial canopy over a streetscape.



Existing Downtown streetlight standard

STREET LIGHTING

Pedestrian-scale lighting is one of the most significant and important investments the City has made in the last decade. The City’s standard light pole is a 10-foot tall, fluted steel pole that has been custom polyester powder-coated in forest green. The luminaire is a traditional “Federal Globe” acorn-style lamp and has been outfitted with an internal cut-off to comply with the City’s “Dark Sky” ordinance. The light pole is manufactured by Architectural Area Lighting (AAL).

This light pole complements the district’s charming historic character and should continue to be used on all of the internal streets in the Business Improvement District.

A complementary, but taller (14-foot minimum, 16-foot preferred), light pole should be selected for the First Avenue and Cedar Street streetscape. The taller light pole allows banners, art, and flower baskets to be hung from the pole at a height that is easy to see at a distance and provides better vehicle clearance. The light tone and quality should remain the same between the two fixtures.

The City should continue to explore the latest advances in lighting, as LED technologies become more affordable and efficient.

SITE FURNISHINGS

Site furnishings are amenities for pedestrians that also help tell a story about a place. They help define the character of the landscape and helps create a true “sense of place.” Site furnishings include waste and recycling cans, benches and seat walls, bicycle racks, drinking fountains, and transit shelters.

As defined earlier in this section, additive streetscape elements like site furnishings can be more whimsical and should introduce a more artistic character to the public realm. The City’s standard **waste can** is a simple, durable model manufactured by Victor Stanley (Ironsites RB-36). **Waste and recycling cans** should be placed in high-traffic commercial areas and public spaces where waste is likely to accumulate. They should be easy to service and clean, placed in unobtrusive locations, and should include a cover to keep rain and snow out of the can.

Art can be incorporated into/onto the waste and recycling cans, but careful consideration must be given to this particular site furnishing as the cans will receive some of the heaviest – and smelliest – wear and tear.



Existing Downtown waste can standard (top) and one of many art trash cans in Canton, Ohio (bottom).



integrating art

In Albany, New York, the Delaware Avenue Merchants Association teamed with local artists to paint waste cans that would be placed in front of their businesses.

Local artists are working with community members and downtown visitors help create colorful glass mosaics to dress up their existing exposed-aggregate concrete waste cans in Corvallis, Oregon.

Downtown advocates in Astoria, Oregon, a fishing town on the Columbia River, wrapped their waste cans with brightly colored historic canned salmon labels. The popular street features are affectionately known around town as the “fish cans”.





There are several different types of benches in Downtown Sandpoint. Some function as pieces of art and craft (top photo), some are the City standard (middle photo), some are provided by Downtown businesses (bottom photo).



When a city provides lots of seating on its streets and in its public spaces, it is saying “Welcome! Come sit down and stay a while!” Having a place to sit – particularly in a pedestrian-focused retail core – is key for attracting and keeping people downtown. As noted urbanist William Whyte observed, “People tend to sit most where there are places to sit.”

Seating should be located where people want to sit: facing the buildings and sidewalk (if located in the Features and Planting zone), facing the sidewalk and street (if located in the Frontage zone), in areas of heavy pedestrian activity, near water bodies or overlooking nice views, in the shade, in the sun.

The standard **bench** for Downtown Sandpoint is based on a Victor Stanley model that complements the standard waste can and pedestrian lighting. Of all the site furnishings, however, the bench is the least consistent in Downtown – somewhat by design. While benches need to meet basic ADA-accessibility guidelines, the community has expressed a clear preference for this streetscape component to be the most flexible and open to artistic interpretation in Downtown.



The ADA Accessibility Guidelines for Buildings and Facilities (ADAAG) dictates that:

“...benches shall be fixed and shall have seats that are 20 inches minimum to 24 inches maximum in depth and 42 inches minimum in length. Benches shall have back support that is 42 inches minimum in length and that extends from a point 2 inches maximum above the seat to a point 18 inches minimum above the seat.”

For complete guidance on ADA-accessible bench requirements, please see the ADAAG website.

Seating doesn’t always have to be on a bench, however. Architectural features, like stairs, low walls, planters, and leaning posts / rails, are great places for people to sit and should be considered as potential streetscape elements in future projects.

Bicycle parking should be visible, accessible, easy to use, convenient, and plentiful. Racks should support the whole bike (not just one wheel) and enable the user to lock the frame and wheels of the bike with a cable or U-shaped lock. A **staple rack** is the preferred bicycle rack because it is simple, affordable, and extremely effective when installed correctly. Bicycle parking should preferably be covered, well lit, and in plain view without being in the way of pedestrians or motor vehicles. **Art racks** have been used in many communities as a fun way to incorporate public art into the streetscape, as long as they meet the basic bicycle rack guidelines.

Seasonal or permanent **bike corrals** make efficient use of the parking strip or curb extensions for bicycle parking in areas with high demand. Corrals typically have 6 to 12 bicycle racks in a row and can park 10 to 20 bicycles. Some bike corrals are placed on curb extensions and covered (often called **bike shelters**). They might also include area walking and bicycling information and bicycle amenities, like a tool stand and tire pump. These facilities would be suitable on First Avenue and Cedar Street to encourage cyclists to park and walk through the district, reducing conflict with pedestrians on the sidewalk.



Covered bike shelter in a curb extension (top photo) and a more temporary bike corral in an on-street parking space (bottom photo). Both facilities use a version of the staple bicycle rack.



A place to sit is integrated into the transit stop pole (top); shelters provide a place to wait for the bus out of the weather



TRANSIT STOPS

Bus stop improvements along SPOT (Selkirks – Pend Oreille Transit) routes can make public transit service more attractive for getting around Sandpoint and connecting to Ponderay, Kootenai, and Dover. Stop amenities and locations play an important role in making the bus a more appealing transportation option for everyone.

SPOT stops along public streets may consist of nothing more than a sign on a pole but general standards still apply. Stops should be located on streets with a connected, accessible sidewalk network. The stops should be in locations where the bus can easily reach the sidewalk, even during the snowy season, and where waiting passengers feel safe and welcome. Well-marked crossings at nearby intersections should be provided to make it safer to move between stops and local businesses, homes, and parking. On-street parking and driveway locations should be taken into consideration when siting or improving a stop.

In Downtown Sandpoint, transit amenities like shelters, lighting, highly-visible signage, route

maps, timetables, and seating will make waiting for the bus more comfortable for visitors and daily riders alike.

At a minimum, seating should be provided at all transit stops in the Downtown Core. Each stop should also include a highly-visible route indicator, a route map, and an up-to-date timetable.

If shelters are provided, they must be sited so that they do not block the pedestrian walking zone and do not interfere with the bus' wheelchair lift and its ability to load and unload passengers. Elongated curb extensions are great places to put a shelter and other transit amenities. If there isn't enough room to provide a shelter on the sidewalk, the stop should be located next to buildings with awnings or overhangs to provide protection from wind, sun, and inclement weather.

Adequate lighting should be provided at the stop to improve pedestrian visibility and safety. Waste and recycling cans and bicycle racks should be located close to the stop.



PUBLIC ART

Sandpoint is an art town.

The City has had a Public Art Policy (Resolution 06-16) since 2006. It's core mission is "to enhance the public spaces of the City of Sandpoint by the introduction of art into the City environment and to promote the City as a center for artistic and cultural excellence by such provision." The policy outlines specific goals and guidelines that are overseen by the advisory Sandpoint Arts Commission (SAC).

There are a number of opportunities to incorporate public art on streets in Downtown Sandpoint – from handcrafted site furnishings to wall murals to temporary exhibits in the public right-of-way. As mentioned at the beginning of this section as overarching design guidance, public art elements should be integrated into the non-foundational streetscape components (e.g., waste cans, benches, bicycle racks) where possible and appropriate. Stand alone art pieces should be featured in plazas, curb extensions, and gateway areas.

DOWNTOWN WAYFINDING

The modern street environment is a proliferation of signs telling us what things are, where to go, where not to go, how fast to go, who and what to watch for, and what potentially might be happening in front of us – and that’s just the regulatory signage. Adding a layer of non-regulatory signs of differing sizes, colors, textures, and brightness can make navigating the public environment confusing and distracting – so much so that most people, especially first-time visitors, tend to miss or ignore most signs.

Downtown vehicle and pedestrian wayfinding signage gets lost in most street environments because they have to compete for space in a cluttered visual environment. For the Downtown Sandpoint wayfinding system to be most effective, the existing sign clutter should be first removed, or at the very least culled and consolidated. Only then should a new system be put in place.

The Downtown Sandpoint wayfinding system is a two-tier hierarchy of signs. The **vehicle**

wayfinding signage system (tier 1) is intended to help visitors and community members navigate to various destinations and attractions in Sandpoint as they arrive in town. Vehicle wayfinding signs should clearly direct people arriving by car to Downtown, public parking areas, and/or other near-by visitor destinations, like the Sandpoint Event Center, Memorial Field, and Schweitzer Mountain Ski Area.

The **pedestrian wayfinding signage** system (tier 2) welcomes people to Downtown and helps them navigate to destinations and attractions in the district. The wayfinding system is intended to primarily serve first-time visitors by directing people arriving in vehicles to public parking and then encouraging them to explore Sandpoint’s compact, pedestrian-friendly downtown core on foot.

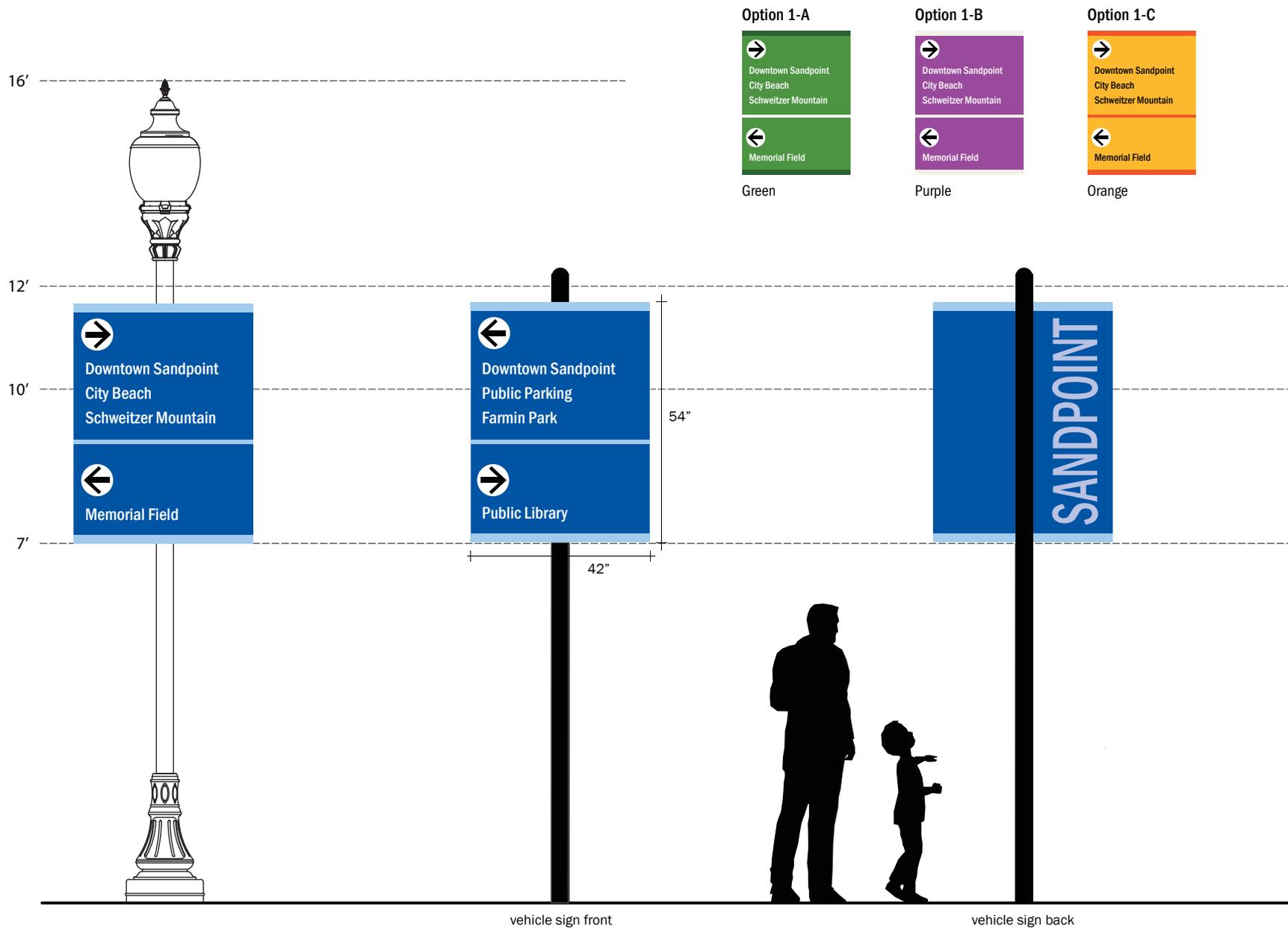
Wayfinding signs should:

- Be part of a comprehensive and coordinated system that also includes map kiosks throughout the district

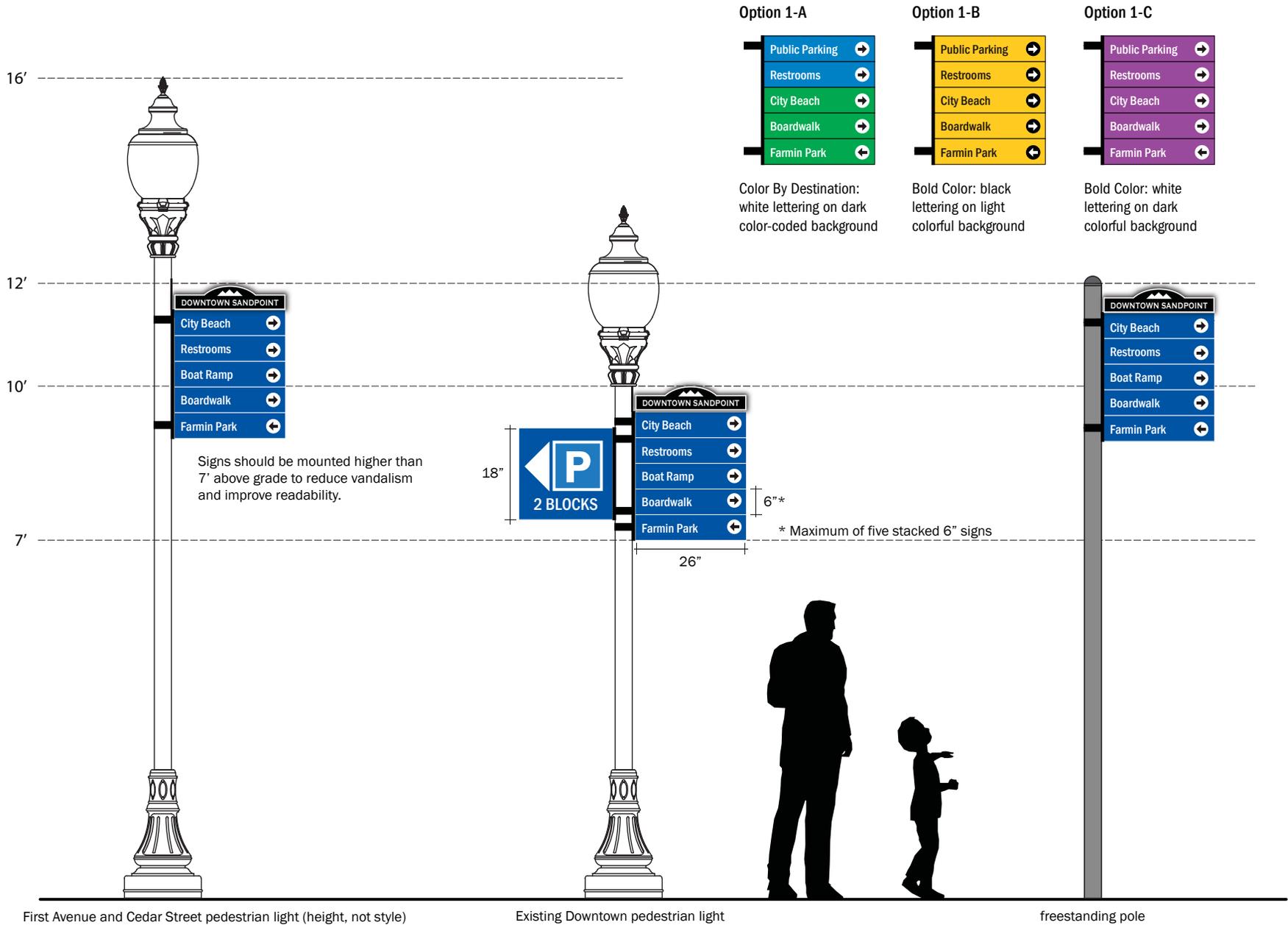
- Be easy to read and understand as a pedestrian standing 15 - 30 feet from the sign (clear and legible)
- Installed in intuitive locations and major decision points throughout the Downtown Core
- Not interfere with traffic control devices (i.e., signals, street signs), obstruct the pedestrian through zone or sightlines, or block building signage

The vehicle wayfinding system and pedestrian wayfinding system should be coordinated to ensure that all Downtown wayfinding signage presents a consistent message. Similar colors, lettering, and graphic styles should be used for both sign types.

The preferred vehicle and pedestrian wayfinding sign concepts and sizing guidelines are illustrated on the following pages.



Preferred Vehicle Wayfinding Signage Concept



Preferred Pedestrian Wayfinding Signage Concept

5. FIRST AND CEDAR STREETScape CONCEPT. DOWNTOWN'S FRONT PORCH.

An important component of the Downtown Streets project was to have a discussion with community members, business owners, property owners, and visitors about how First Avenue and Cedar Street should look, feel, and function once the streets are relinquished by ITD. First Avenue and Cedar Street are widely recognized as the streets that anchor the commercial heart of Downtown Sandpoint. They also have the most opportunity to further transform Downtown by becoming a preeminent pedestrian-oriented community destination and gathering place.

First Avenue and Cedar Street - along with the refocused Sand Creek shoreline - are part of Downtown Sandpoint's "front porch". It defines Sandpoint's curb appeal. It's the place people see when they pass through. It's where people gather and hang out. It's for people-watching and strolling and browsing store windows. It's the place for locals and visitors to come together without any good reason - a place just to be.

During the Downtown Streets public outreach process, some themes consistently came up in

conversations: **pedestrian-oriented, bicycle-friendly, vibrant, active, safe, artistic, green.**

First Avenue and Cedar Street are also places to do business and pursue dreams. Most of the businesses are locally-owned and have been battling a crippling recession for the last several years. Those that survived the 2008-2009 epoch are generally excited about the potential for change on First and Cedar but are worried that their fragile economic livelihood might be jeopardized in the face of too much change. While much of the business community is supportive of a vibrant and active street, they also expressed concerns about customer access, deliveries, and financial impacts on their property or business.

The objective of the Downtown Streets project was to determine a preferred street cross-section for First Avenue and Cedar Street and set a general design direction for the streetscape(s). Details about materials, street trees, landscaping, stormwater, loading zones, and other design components will be developed at a later date. Some initial ideas for those features are presented here to help guide that future process.



First Avenue - looking south (May 2012)

The preferred streetscape cross-section for First Avenue and Cedar Street attempts to balance the desire for a vibrant, pedestrian-oriented, bicycle-friendly streetscape with the perceived need for more downtown parking.

The preferred cross-section is a compromise solution that reorganizes the existing 80-foot public right-of-way to include wider sidewalks (16-feet versus the existing 12-feet), parallel parking on one side of the street, and 45-degree front-in angled parking on the opposite side of the street. This solution increases the on-street parking supply by over 50% and establishes a sidewalk width that supports healthy street trees, outdoor seating, lighting, site furniture, and a high level of pedestrian activity.

The location of the angled parking changes along the streets to provide the most parking for vehicles going in the predominant direction of travel and to maximize solar gain on the sidewalks next to parallel parking spaces. Parallel parking spaces can be easily converted into seasonal sidewalk extension areas.

On Cedar Street, the angled parking is on the south side of the street. On First Avenue, the angled parking is generally located on the east side of the street, but shifts in the long block face between Main and Cedar (See diagram on page 61). This shift is an attempt to balance the parking distribution and provide additional spaces for pedestrian amenities.

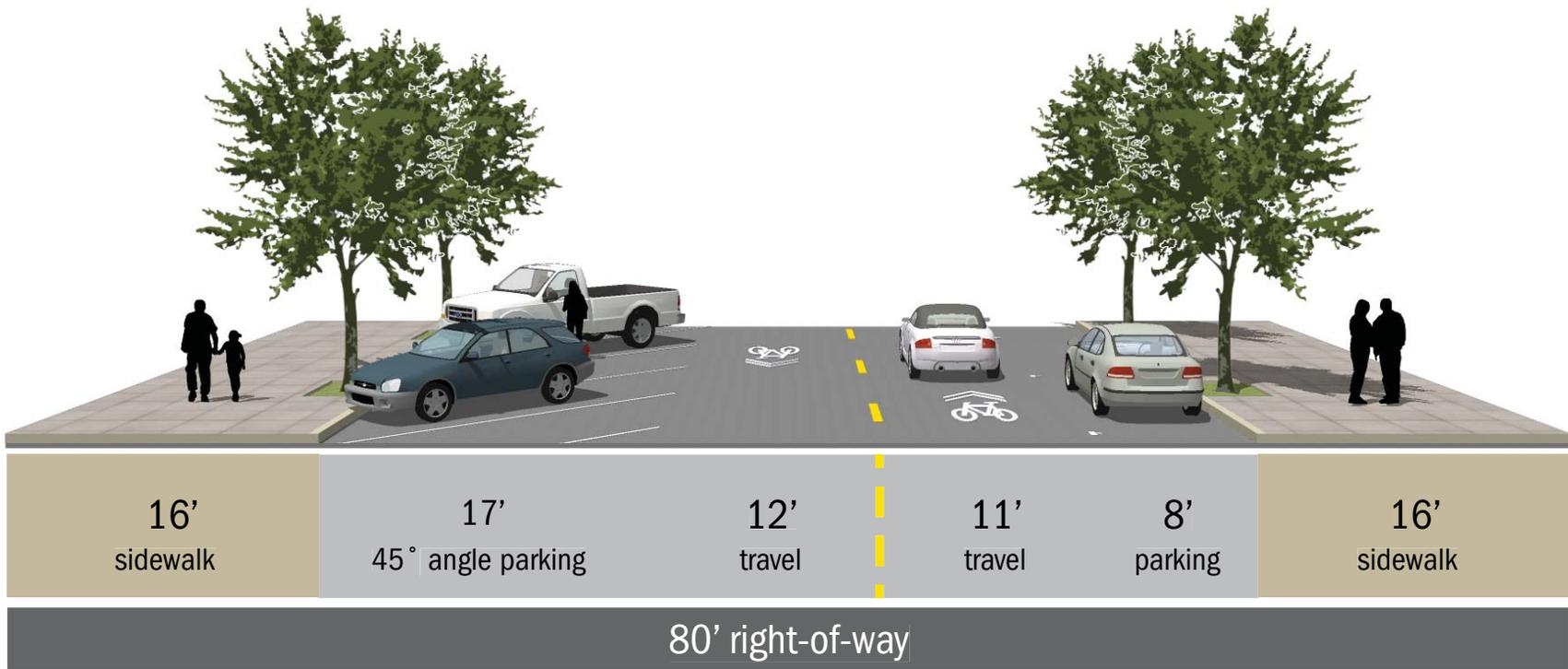
One of the benefits of this cross-section is that it's flexible. In the summer, when visitor populations and pedestrian activity is highest and there is more demand for sidewalk space for outdoor cafe seating and bicycle parking, select on-street parking spaces can be dedicated to these activities using temporary sidewalk extensions or temporary bike corrals (See Section 4 of this document for more information on those treatments). When there are fewer people out, the space can revert to parking or delivery areas.

Angled parking demands larger curb extensions at intersections, which provide opportunities for displaying public art, concentrating pedestrian and bicycle amenities, and/or centralizing stormwater facilities. These areas could also be used to

temporarily store snow in the winter when the space is not used as heavily.

Angled parking has a traffic calming effect when actively used. Motorists have to back into traffic slowly - sometimes blindly - which consequently slows traffic along the street. Bicycling on streets with angled parking is less predictable because of this issue. Back-in angled parking is a safer parking method for both motorists and bicyclists, but the community has expressed that it is too difficult to use and would prefer front-in angled parking.

Sharrows should be marked in the travel lanes to guide bicyclists away from the parking areas and to communicate that First Avenue and Cedar Street are shared, slow speed streets.



Preferred Streetscape Cross-Section for First Avenue and Cedar Street



First Avenue today



Artist rendering of First Avenue with the Preferred Streetscape

FIRST AND CEDAR STREETScape ELEMENTS

The vision for the First and Cedar streetscape should be to create a flexible, durable streetscape that invites pedestrian-oriented activities, supports existing businesses, encourages opportunities for new businesses, and facilitates bicycle use by keeping the design speed of the street to 20 miles per hour or less.

Angled parking should be sited along First and Cedar in the following manner (refer to diagram at right):

- First Avenue (Church-Main) - east side
- First Avenue (Main-Cedar) - east side + west side (chicane style)
- Cedar (First-Fourth) - south side

The following streetscape features *should be included* as part of the future First and Cedar streetscape project:

- two-way travel lanes
- sharrows
- 16-foot concrete sidewalks
- designated delivery zones

- street trees
- pedestrian-scale lighting (16-foot minimum)
- programmed curb extensions (areas for bicycle parking, stormwater facilities, seating, and/or public art)
- stormwater planters
- high-visibility crosswalks
- site furnishings (benches, waste and recycling cans, bicycle racks, etc.)
- pedestrian wayfinding signs and maps
- public art

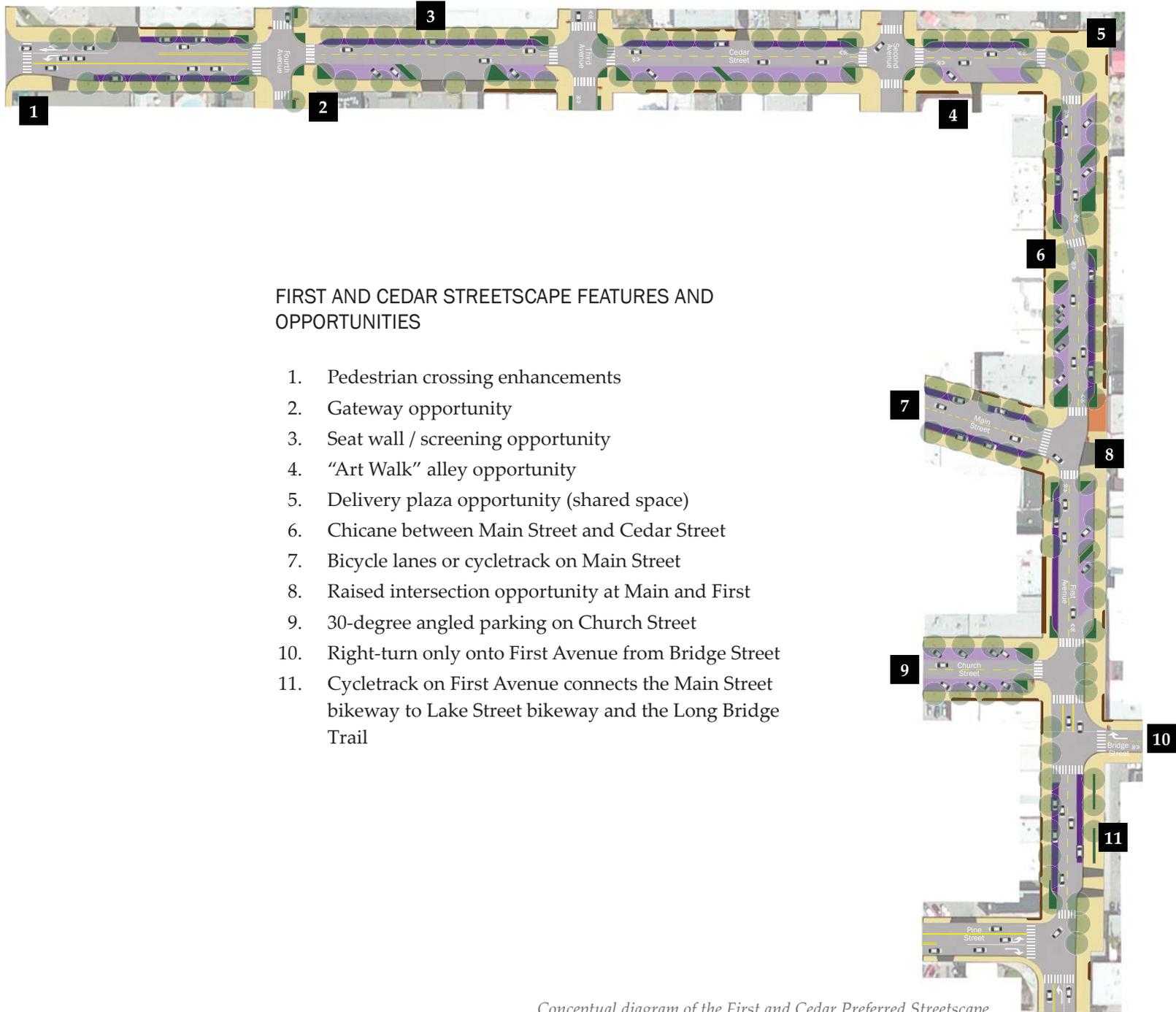
The following streetscape features *should be considered* for the future First and Cedar streetscape project:

- pavers
- raised intersection at First and Main
- undergrounding overhead utilities
- curbless sidewalks
- seasonal sidewalk extensions
- bike corrals or shelters
- heated sidewalks

SHORT-TERM OPPORTUNITIES

Once the US 2 “Curve” project is constructed and a Memorandum of Understanding (MOU) between the City and ITD is created, the City will have more control over how the streets in Downtown feel and function. However, a major streetscape investment along First and/or Cedar may not be feasible until funding is identified and secured. The following are some short-term solutions for the curb-to-curb width on First Avenue and Cedar Street and some “ready to go” streetscape amenities that the City and community members can invest in to make the streets in Downtown safer, more bicycle and pedestrian-friendly, and more attractive without precluding a more substantial infrastructure project in the future.

- Restripe First and Cedar to reflect the preferred cross-section, but with wider travel lanes (14-feet)
- Implement seasonal sidewalk extension program
- Add more seating, bicycle racks (features that can be removed and then returned after a construction project)
- Implement pedestrian wayfinding signage and map program



FIRST AND CEDAR STREETScape FEATURES AND OPPORTUNITIES

1. Pedestrian crossing enhancements
2. Gateway opportunity
3. Seat wall / screening opportunity
4. "Art Walk" alley opportunity
5. Delivery plaza opportunity (shared space)
6. Chicane between Main Street and Cedar Street
7. Bicycle lanes or cycletrack on Main Street
8. Raised intersection opportunity at Main and First
9. 30-degree angled parking on Church Street
10. Right-turn only onto First Avenue from Bridge Street
11. Cycletrack on First Avenue connects the Main Street bikeway to Lake Street bikeway and the Long Bridge Trail

Conceptual diagram of the First and Cedar Preferred Streetscape



How do you get a 10 year old from their house to City Beach safely on a bike?

Downtown Streets Project Goal

6. LINKS TO THE LAKE. MULTI-MODAL CONNECTIONS.

More and more people are looking for active places to live and visit. Sandpoint's compact area, relatively flat terrain, gorgeous landscape, existing trail system, and connected street grid provide a solid foundation for being a world class bicycling community. What the community currently lacks is a comprehensive network of designated routes and deliberate safety improvements that could make bicycling a safe and intuitive part of every resident's life and a significant part of the visitor experience.

Links to the Lake is a Downtown Streets concept that identifies safe bicycle and pedestrian connections from surrounding neighborhoods to and through the Downtown Core to the trails along Sand Creek and to Lake Pend Oreille. In addition to waterfront paths, shared use trails, and integrated transit connections, a well-connected network of city streets will make bicycling and walking in Downtown Sandpoint safer and more attractive for everyone.

The bicycle facilities created for the Downtown Street Design Guide were all developed with the following question in mind:

"How do you get a 10 year old from their house to City Beach safely on a bike?"

City Beach is one of the most popular destinations in Downtown Sandpoint – if not the entire city – for people of all ages. With limited parking and challenging vehicle access, visiting the lake by bike or on foot makes a lot of sense. Unfortunately, City Beach is also one of the most difficult places to access by bike because of the one-way street grid and the lack of dedicated facilities. Bicyclists will often ride on the sidewalk or the wrong way on a one-way street to avoid taking a less direct route. This has caused user conflicts in the past and it was a point of concern with a number of people during the project.

Links to the Lake addresses bicycle access and safety from a comprehensive standpoint. All of the streets in Downtown are legally open and available to bicyclists as a shared facility with motor vehicles, but the community has expressed a strong desire to provide dedicated facilities on key streets to improve safety and encourage more bicycle use.



Kids riding bikes on the Sand Creek Landing



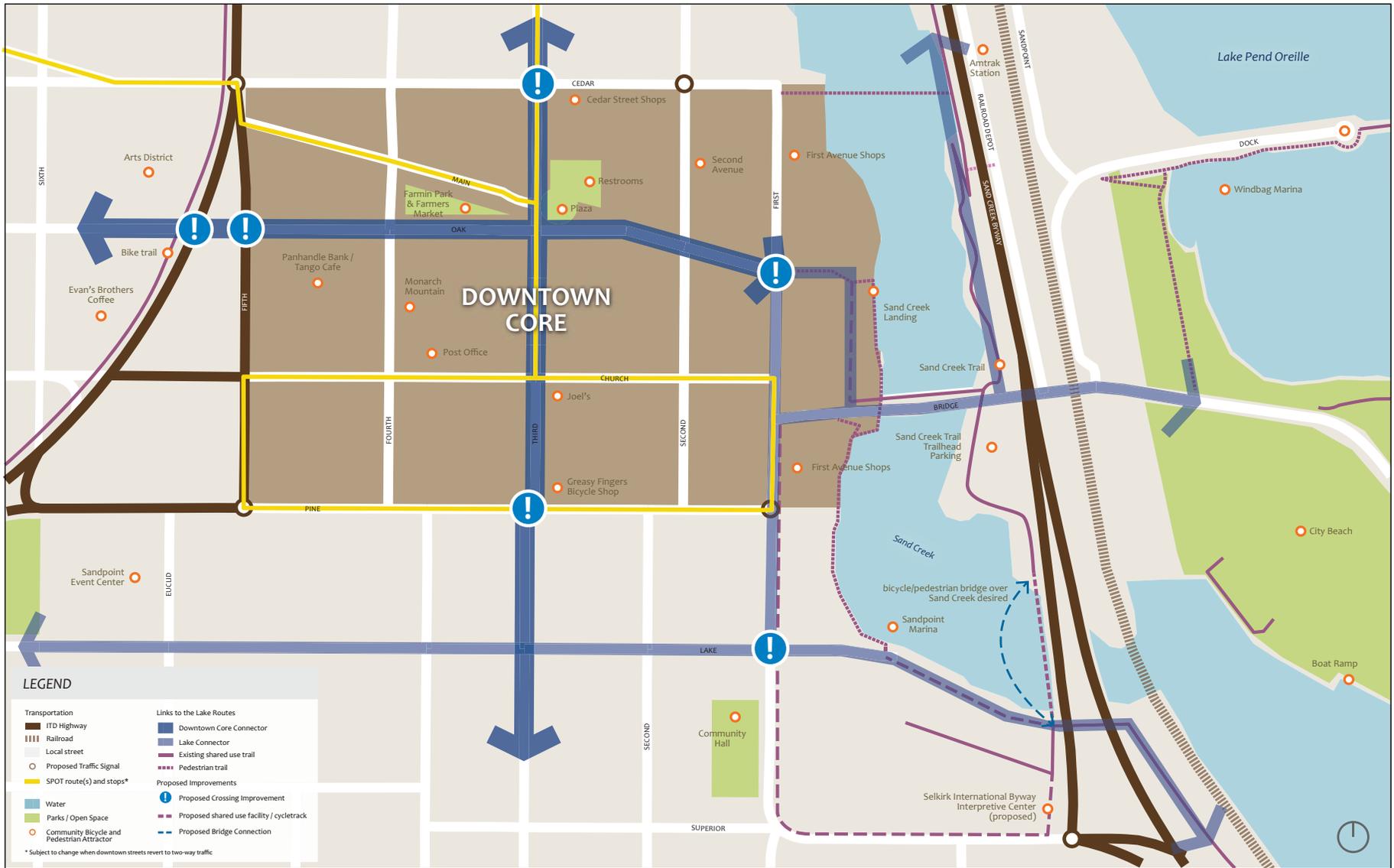
Though a little more challenging in the snow, bicycling is a year-round activity in Sandpoint.

The streets designated as Links to the Lake streets in Downtown are Oak Street, 3rd Avenue, and First Avenue between Bridge Street and Lake Street. Refer to Section 3 - Downtown Street Typologies for specific bicycle facility treatments on the proposed Links to the Lake routes.

In addition to on-street bicycle facilities, this plan identifies three off-street connections that are key components of the system:

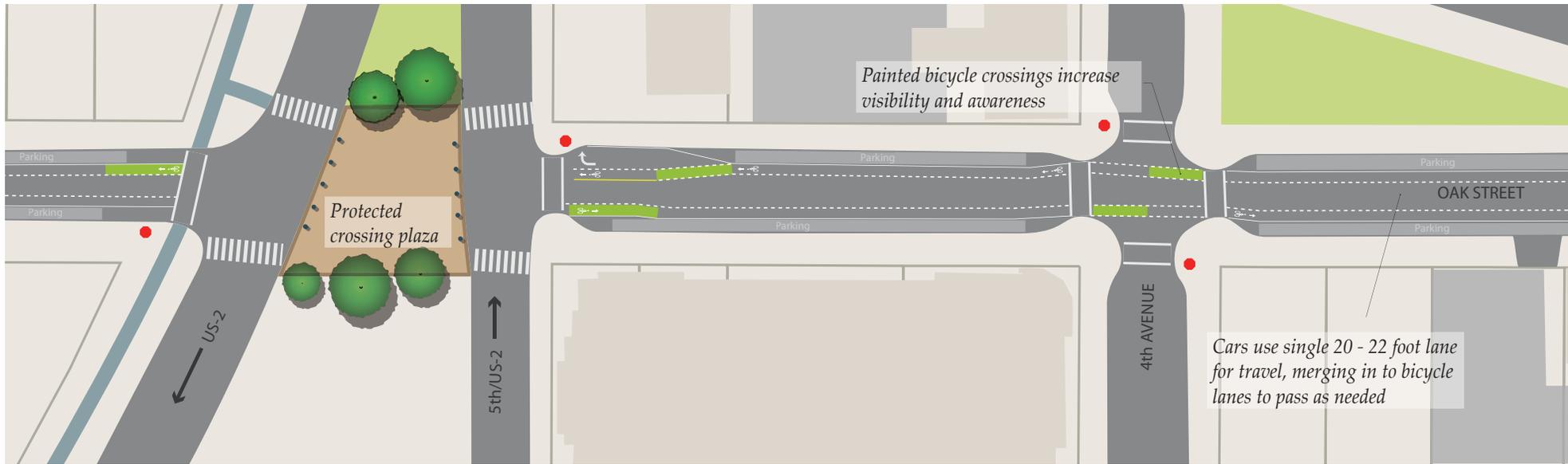
- a trail connection between the Byway off-ramp and the Lake Street right-of-way (north of the Power House along Sand Creek);
- a trail connection between Bridge Street and Main Street (along the Sand Creek bank);
- a bicycle/pedestrian bridge over the mouth of Sand Creek.

These crucial connections are highly desired by the community. They mitigate a number of potentially unsafe and uncomfortable links in the existing bikeway system. The City should work with the existing property owners to develop trail easements or user agreements to establish and formalize these important multi-modal connections.



Urban Design Framework - Links to the Lake
Sandpoint Downtown Streets Project





Conceptual design of advisory bicycle lanes on Oak Street and Main Street between The Curve and First Avenue

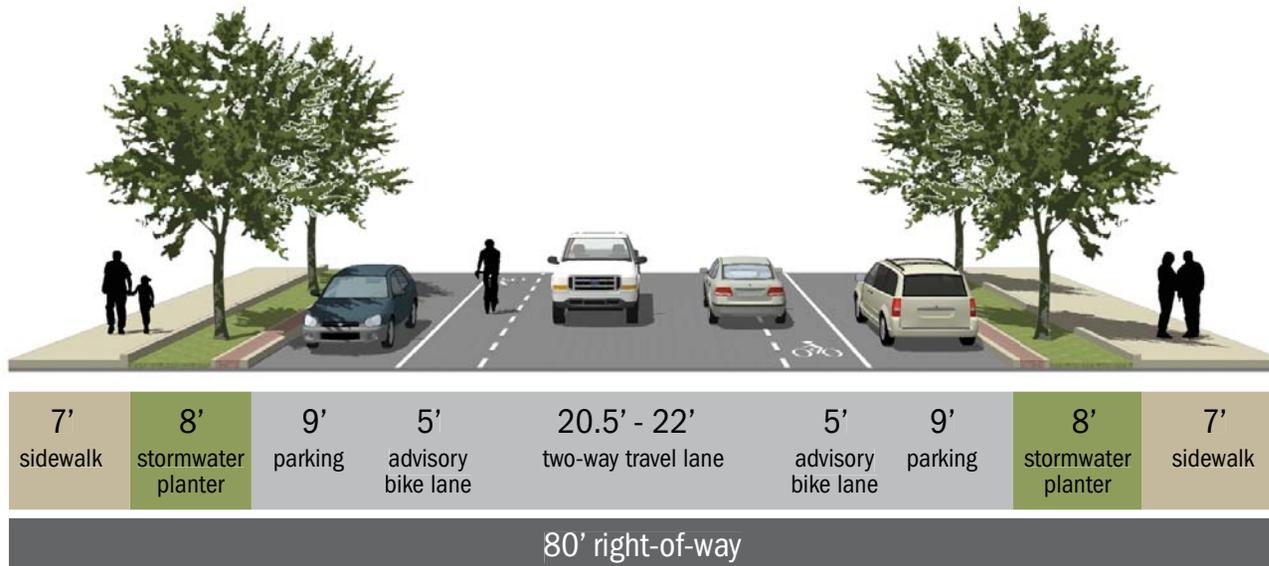
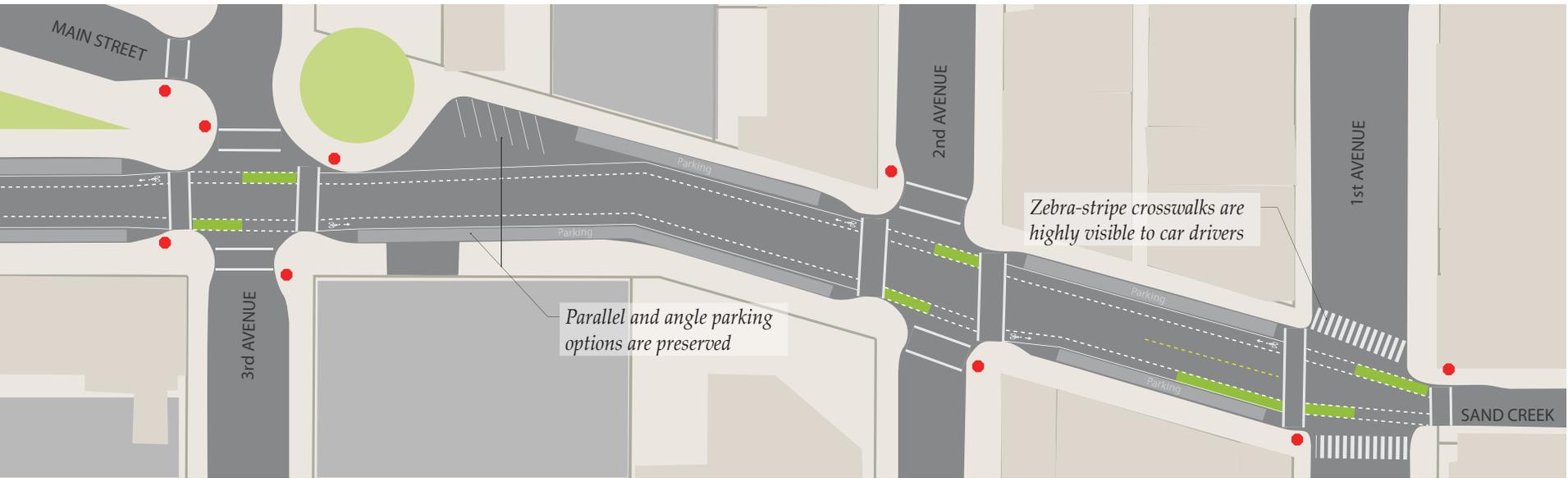
OAK STREET: ADVISORY BICYCLE LANES

An advisory bicycle lane facility is where the road is divided into two bicycle lanes and a single shared travel lane for cars going in both directions. Passing cars are permitted to merge into the “advisory” bicycle lanes. Bicycles have priority in the bicycle lanes; cars must yield before merging. Also called a “courtesy street”. Standard bicycle lanes can be marked most of the length of Oak Street. There are only one or two blocks that would require the advisory treatment.

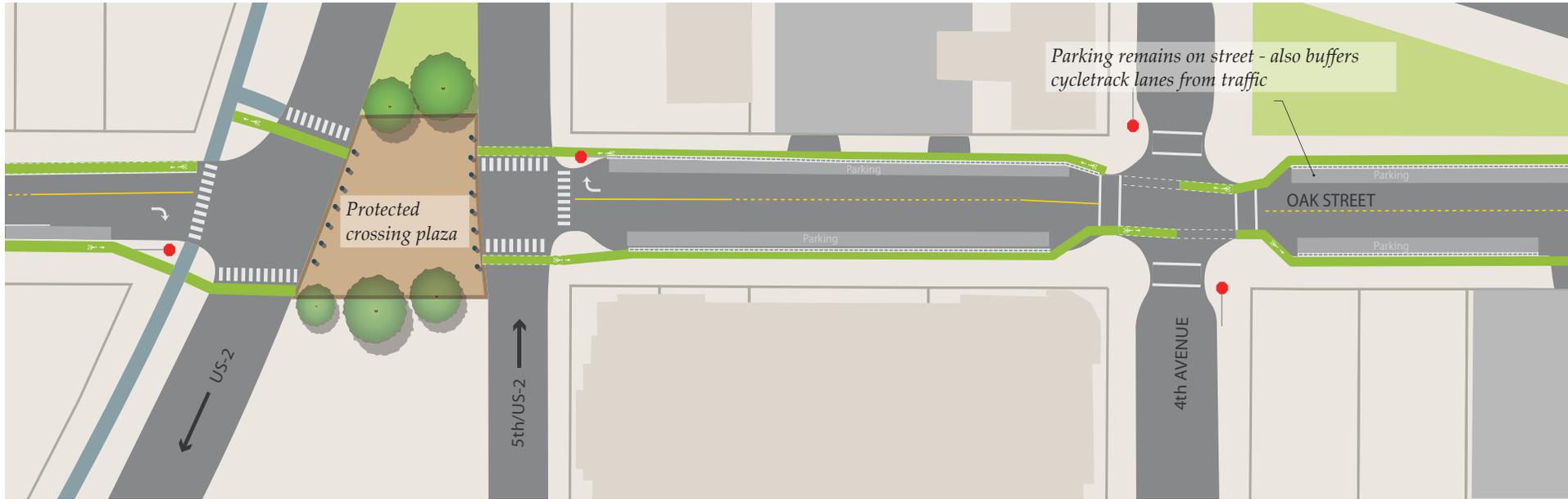
This option is considered a short term solution because it can be installed without adjusting the existing curblines or stormwater inlets.



Advisory bicycle lanes on a street in Minneapolis, Minnesota



Proposed cross-section for the Oak Street bikeway - short-term solution



Conceptual design for cycletracks on Oak Street / Main Street between The Curve and First Avenue

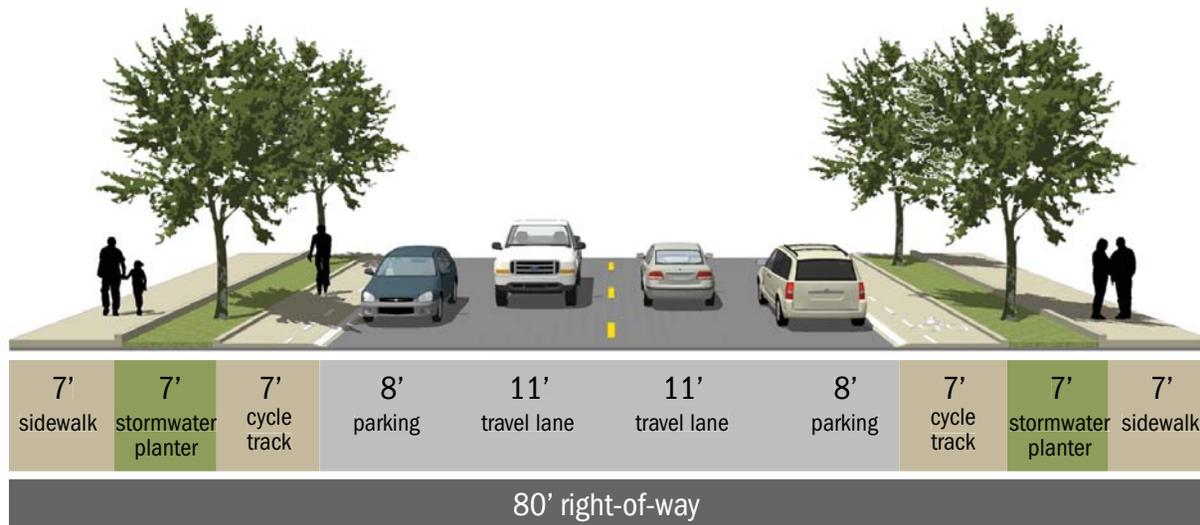
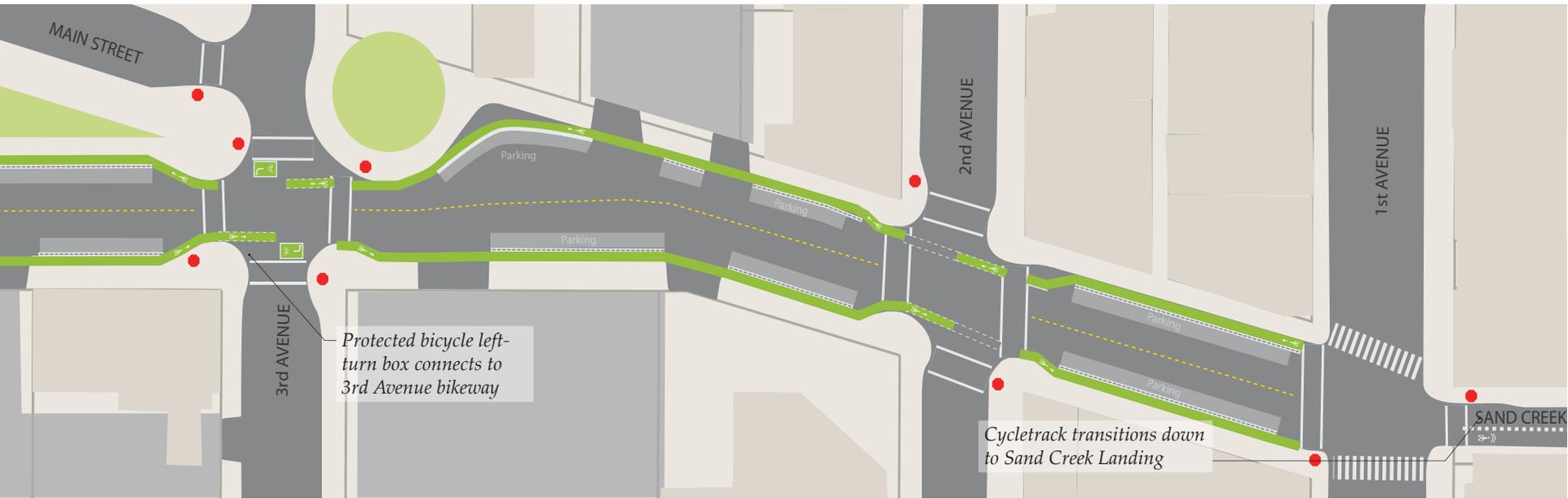
OAK STREET: CYCLETRACK

A cycletrack is a particular type of segregated cycling facility: it is a path for bicyclists located next to (alongside) a roadway. A cycletrack is usually separated by a curb and buffer from parking or the street. Two one-way cycletracks on Oak Street / Main Street would provide a dedicated, protected bicycle route between Sand Creek Landing and 5th Avenue. Parallel parking is preserved throughout the corridor and provides a buffer between the cycletrack and vehicle traffic.

This option is considered to be a long term solution because existing curblines and stormwater inlets would need to be adjusted to construct the facility.



Concrete separated cycletrack in Portland, Oregon



Proposed cross-section for the Oak Street cycletrack - long-term solution

BICYCLE ROUTE WAYFINDING

An innovation that came out of the Downtown Streets process was to designate and brand key bicycle routes throughout the city with wayfinding signs and color-coded badges. A color-coded route signage system will not only help residents and visitors navigate local bicycle routes, it could also be used by walkers and skaters, too. The route system has the potential to help Sandpoint further establish its unique character and sense of place - for both residents and visitors.

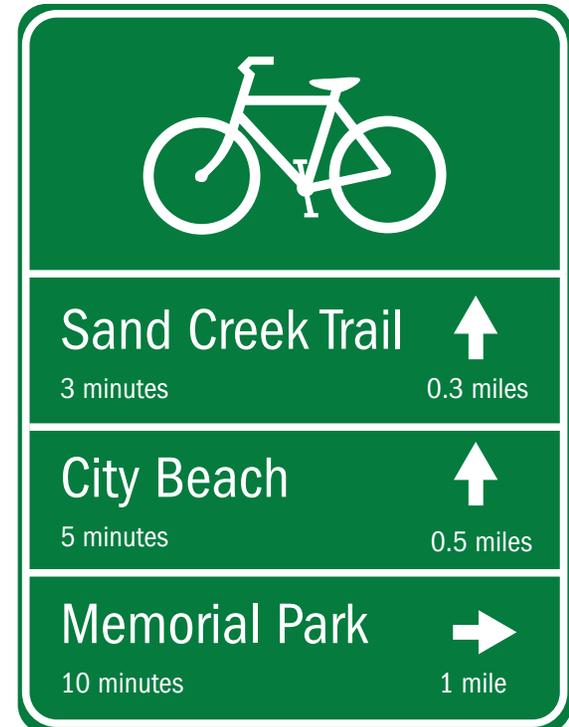
A color-code route map should be developed at the same time and posted in key locations around the city. A long-term goal should be to develop a web-based application that educates and advertises the routes.

The Manual on Uniform Traffic Control Devices (MUTCD) is a document issued by the Federal Highway Administration (FHWA) of the United States Department of Transportation (USDOT) to specify the standards by which traffic signs, road surface markings, and signals are designed, installed, and used.

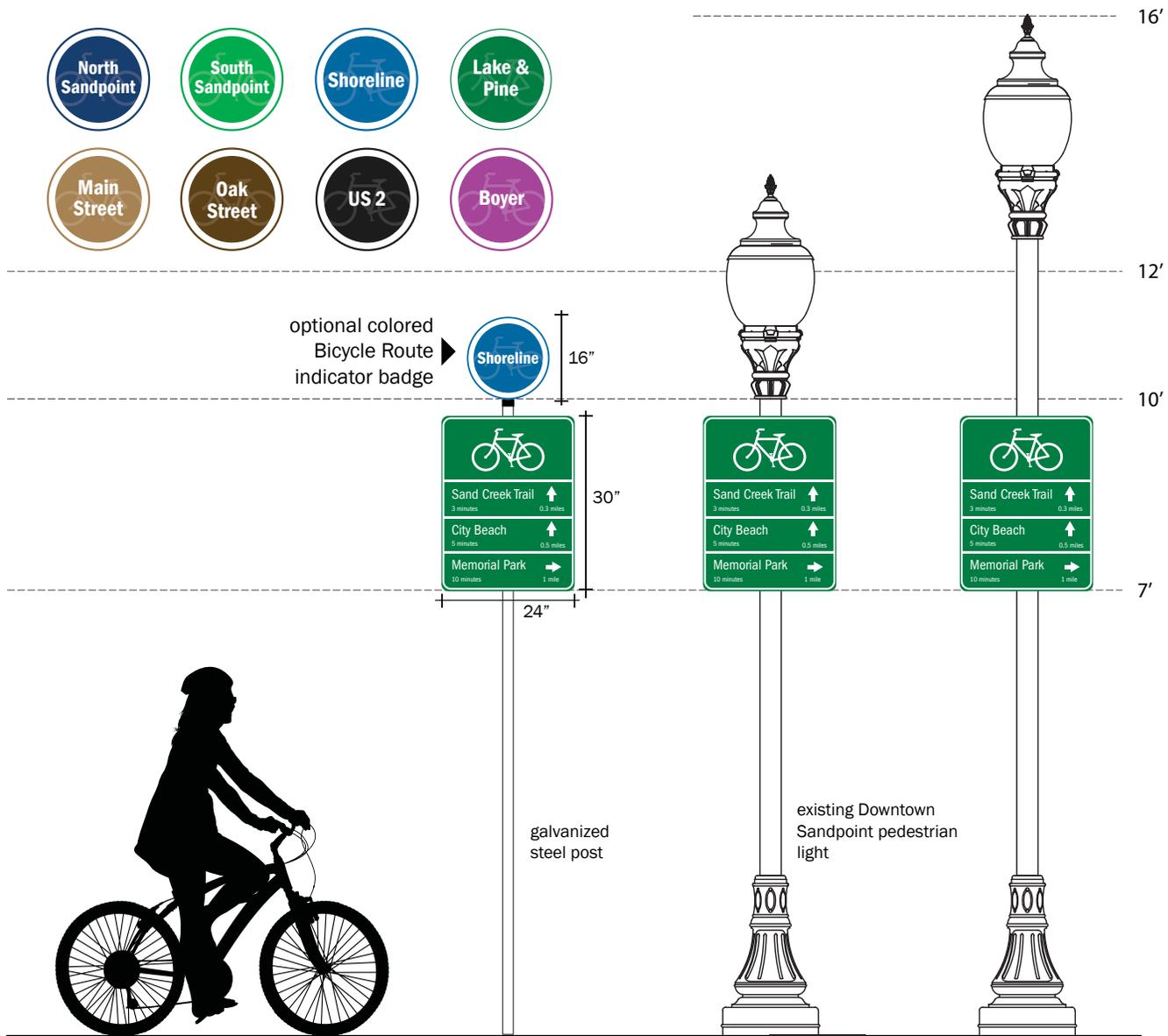
The City should use the standard green MUTCD-approved bicycle route wayfinding sign that includes destination, direction, time, and distance information. A color-coded Bicycle Route signage system (like the one shown on the opposite page) isn't currently in place anywhere else in the United States and is not MUTCD approved. The signs would be considered "decorative" signage and would need to be locally funded.

Sandpoint Bicycle Route badge colors should be rich, dark hues with white lettering to provide adequate contrast and legibility. The badges cannot be regulatory MUTCD colors (e.g., red, yellow, orange, etc.). Sign designs should strive to meet MUTCD-established guidelines for legibility.

City staff should work with the Bicycle and Pedestrian Advisory Committee to determine the most appropriate routes for the wayfinding system. To the greatest extent possible, routes should connect existing and planned bicycle and pedestrian facilities to schools, parks, the lake, Downtown, and other community attractions.



MUTCD-approved bicycle route sign with destination, direction, distance, and time information.



MUTCD-approved bicycle route sign with local color-coded Sandpoint Bicycle Route badges

7. GATEWAYS. PUTTING OUT THE WELCOME MAT.

When you are going somewhere, how do you know when you have arrived?

Gateways help identify districts and announce transitions between places. They can be literally passed through (like an arch or tunnel), iconic vertical elements (like a building, totem, cairn, or a piece of art), or a pattern or sequence of events that uses buildings and/or landscaping to define the experience. Gateways are important for a downtown district because they communicate to the visitor: “Welcome! You’ve arrived!”

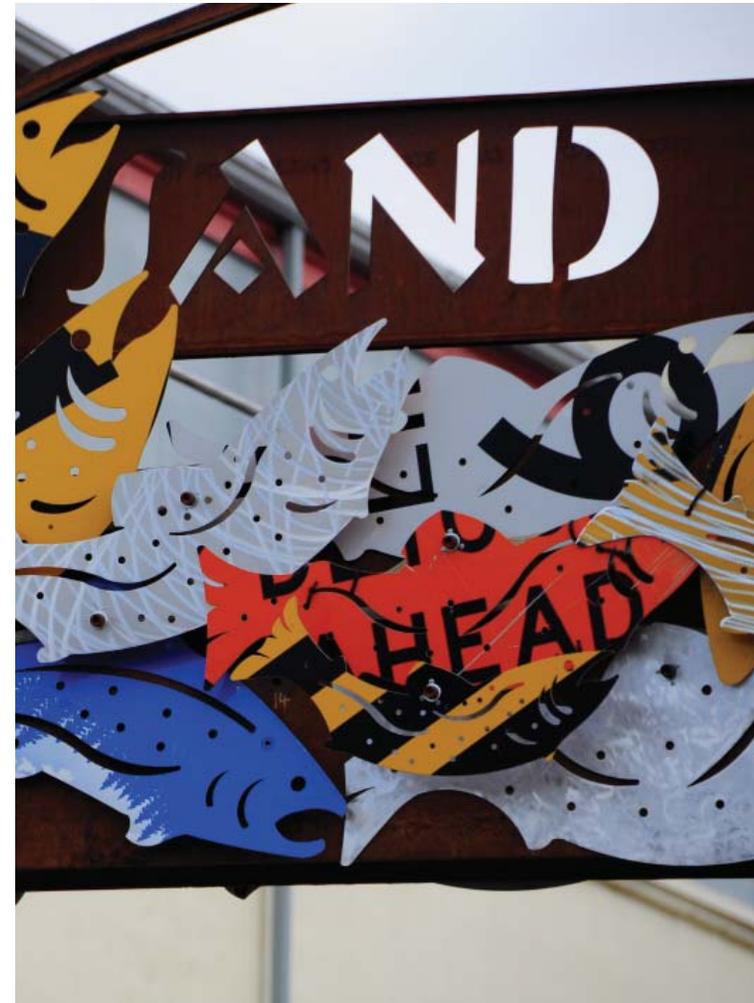
There are four gateways in the Downtown Street project study area. The gateways are organized as **Primary Gateways** to serve as identifiers for the entire downtown district, and as **Secondary Gateways** to help define the retail district, specifically First Avenue and Cedar Street.

The Primary Gateways are at / near the intersection of 5th Avenue and Cedar Street on “The Curve” (north gateway) and along Superior Street to First Avenue (south gateway). The western gateway to Downtown is outside of the project study

area, but would be in the vicinity of Lake Street, Boyer Avenue, and US 2. The eastern gateway to Downtown is unusual: Sand Creek as viewed from the Byway overpass. While Sand Creek is not a true gateway, it is considered part of Downtown Sandpoint’s “front porch” and contributes to the character of the district - particularly for people driving through on the Byway.

The area’s Secondary Gateways are located at First Avenue and Pine Street; and Cedar Street and Fourth Avenue.

This section discusses design strategies for the district’s primary and secondary gateways, and explores concepts for Sand Creek and the Superior Street gateway.



The Sand Creek gateway is a literal gateway to Sand Creek Landing



Secondary Gateways should act as a threshold to the district. They should convey a physical sense of arrival and help define the character of the district. Some of the examples of Secondary Gateways shown above include distinctive lighting, colored / textured intersection treatments, a physical arch, and a distinctive street tree or landscape component.



Vertical elements make great gateway elements. The elements could be natural, sculptural, lighted, kinetic, static, or any combination of them all.

There is an opportunity to put in a signature gateway feature at the point of "The Curve", just south of the Cedar Street/5th Avenue intersection. While it may not be a big blue bear, it should be something iconic and uniquely Sandpoint.

SUPERIOR STREET GATEWAY

Two landscape concepts were developed for the Superior Street gateway, which provide a hallmark entry sequence and stronger sense of arrival into Downtown Sandpoint from the Long Bridge/Sand Creek Byway. Water is an intrinsic part of Sandpoint's natural geography and culture due to its close proximity to the natural and recreational amenity of Lake Pend Oreille. Both concepts play upon the concept of water to strengthen Sandpoint's connection to this incredible natural resource.

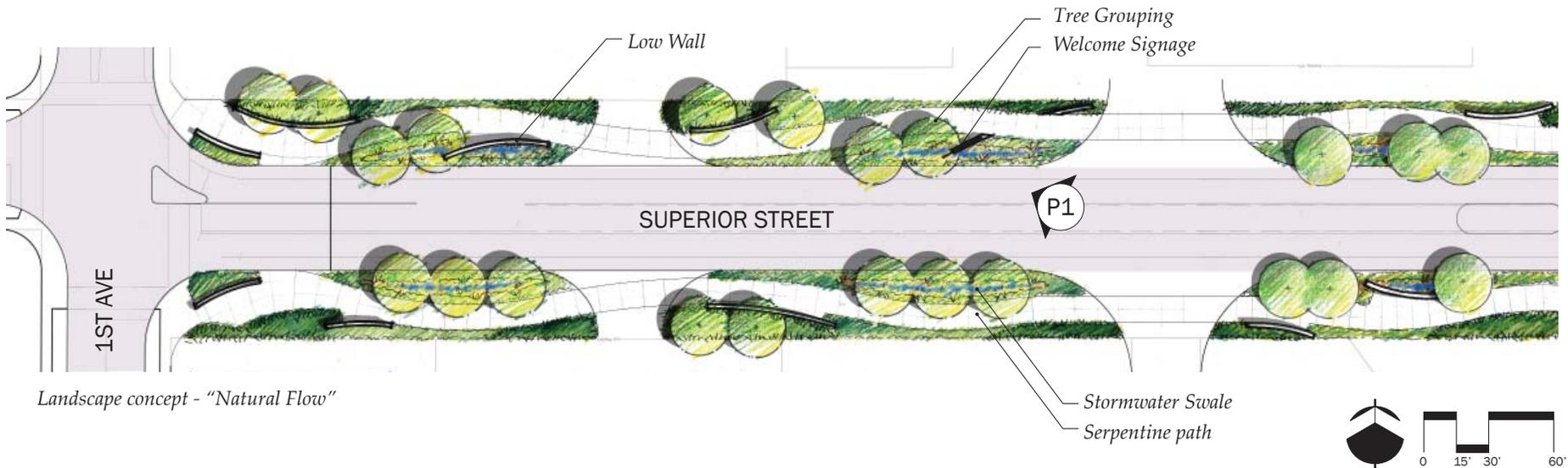
The first concept, called 'Natural flow', evokes water in a more natural way with sidewalks that meander slightly similar to a stream. The sidewalks in each of the concepts are twelve feet wide to provide space for both pedestrians and bikes. The curvilinear form of the sidewalks provides greater visual interest along this stretch of roadway. Incorporated into the curves of the sidewalks are low seat walls that provide places of rest in addition to strengthening the entry experience along Superior Street. These low walls could be constructed of board formed concrete or a natural

stone facing. A weathering steel entry sign panel could be incorporated into one of the walls at a strategic location visible as one is approaching downtown. Stormwater treatment is incorporated into the landscape strip with irregular groupings of street trees.

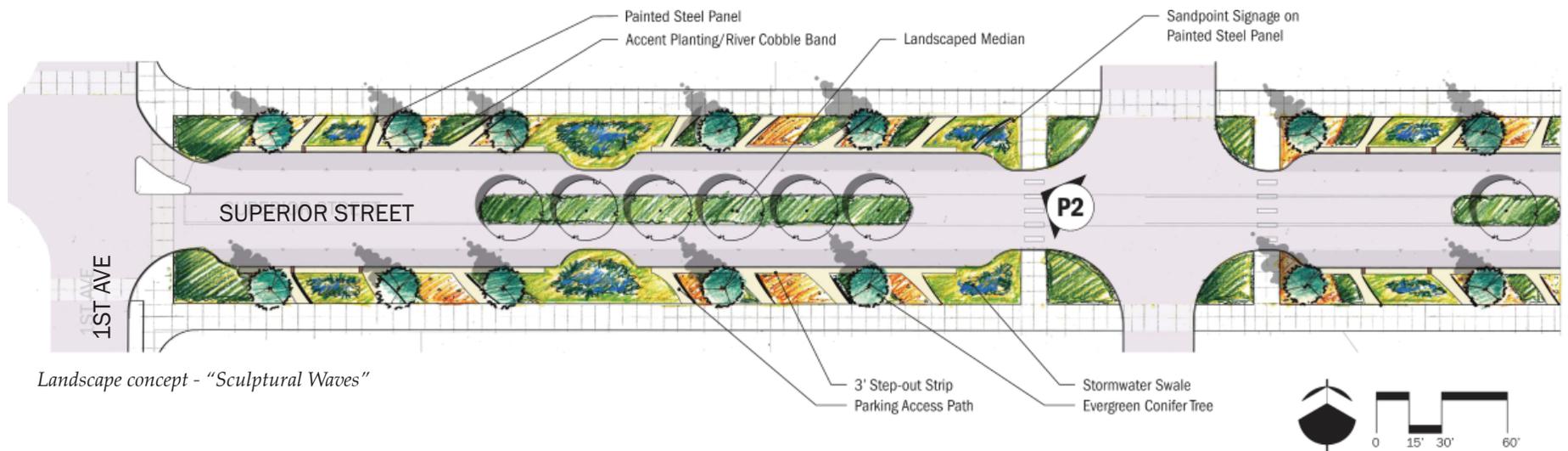
The second concept, called 'Sculptural Waves', is expressive of water in a more abstract and artistic way. Alternating arcing bands of planting and river cobble, akin to boat wakes radiate across the planting strip and provide a rhythmic sequence to the roadway. Low arcing panels of steel punctuate the bands and are suggestive of waves, boat hulls, mountains and ski tips.

The steel panels could be constructed of either weathered steel for a more natural appearance or be painted colorful hues to enliven the gateway and support other colorful streetscape gestures in Sandpoint. The panels should retain grade behind them to form an undulating landscape that emphasizes the wave concept. Sandpoint gateway signage could be placed on one or more of the

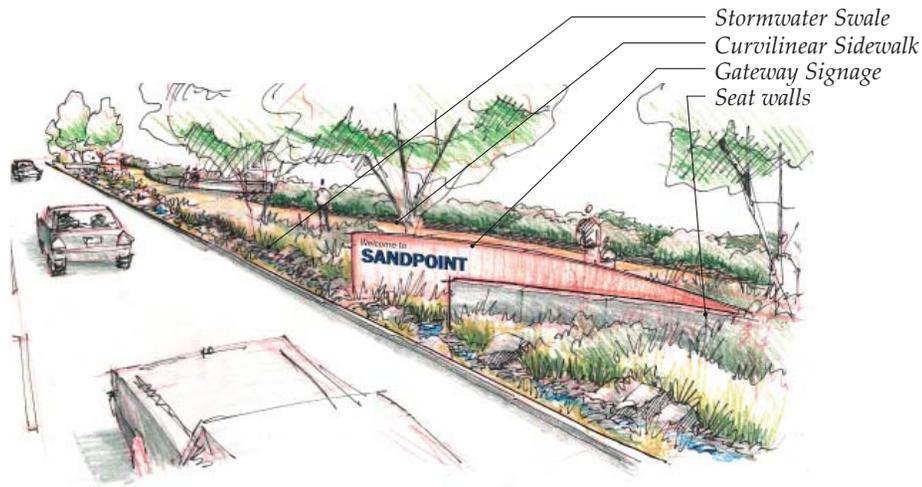
steel 'wave' panels in an artistically expressive way. There is also an opportunity to place graphic emblems on other panels that would relate to outdoor recreation opportunities and attractions of Sandpoint. Evenly spaced conifer trees march down the street provide a monumental scale to the gateway once they reach maturity.



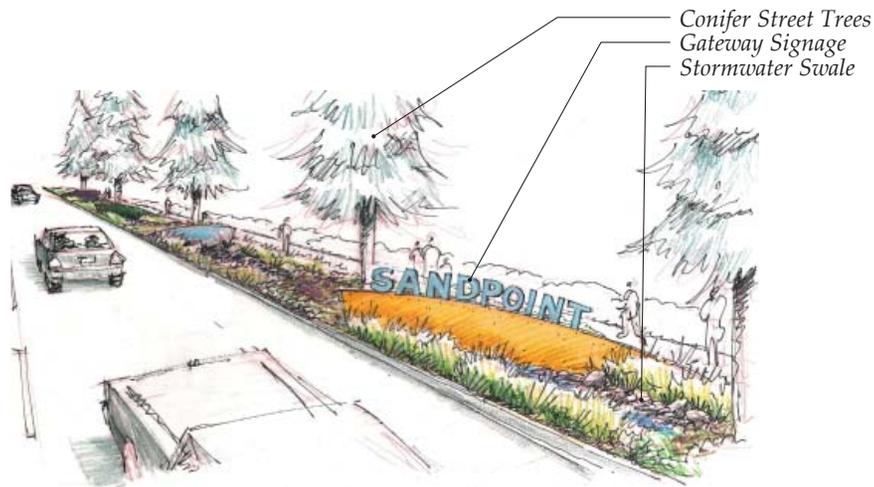
Landscape concept - "Natural Flow"



Landscape concept - "Sculptural Waves"



“Natural Flow” welcome sign concept



“Sculptural Waves” welcome sign concept

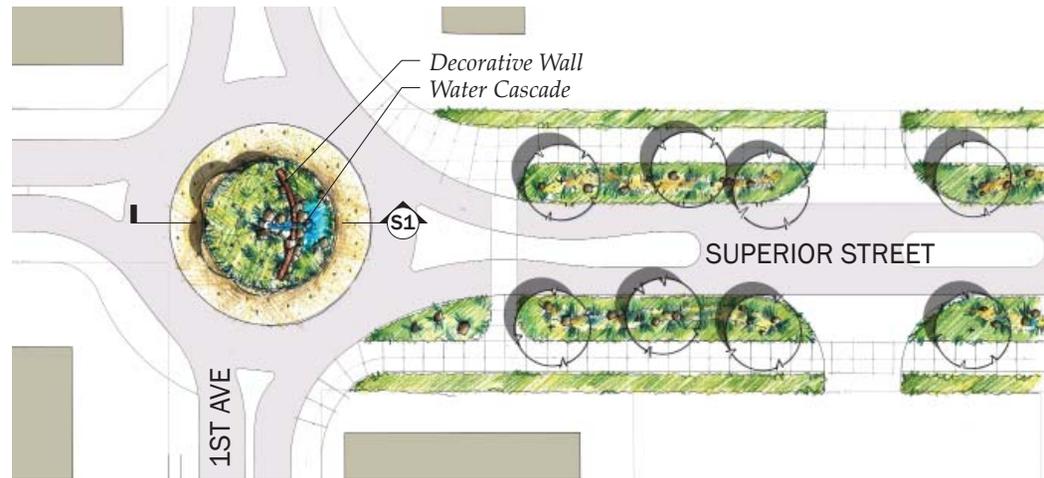
SUPERIOR STREET / FIRST AVENUE ROUNDABOUT

A roundabout located at the intersection of Superior Street and First Avenue is an alternative gateway to the two linear gateway concepts already described. The roundabout would create a gateway focal point and a wayfinding feature for the Superior Street gateway and Downtown Sandpoint. The roundabout would also clarify the intersection and make it easier to navigate, as both a motorist and a pedestrian. The concept of the roundabout was very well received by the community and is the preferred intersection treatment for Superior Street and First Avenue.

Each of the roundabout gateway concepts proposed translate the two linear gateway concepts previously described for Superior Street (‘Natural Flow’ and Sculptural Waves’) to fit to the circular form of the roundabout. If the roundabout option were adopted, then this plan proposes that the treatment along Superior Street be less intensive so that the focus is on the roundabout gateway feature.

The 'Natural Flow' roundabout concept proposes a simple decorative wall that slices across the circle that could be constructed of either board formed concrete or brick. Natural boulders of native stone would be placed in such a way that the wall appears to have been constructed around the boulders. A natural like water feature flows through the wall and into a pool. While it is recognized that a feature such as this presents certain funding and technical issues to overcome, it would be an attractive and iconic scene right at the entrance to downtown. Sandpoint entry lettering could be placed on the wall. This lettering should contrast with the wall material for optimal visibility. With attention given to the roundabout grading and engineering, stormwater could be directed into the roundabout and treated in a stormwater treatment facility.

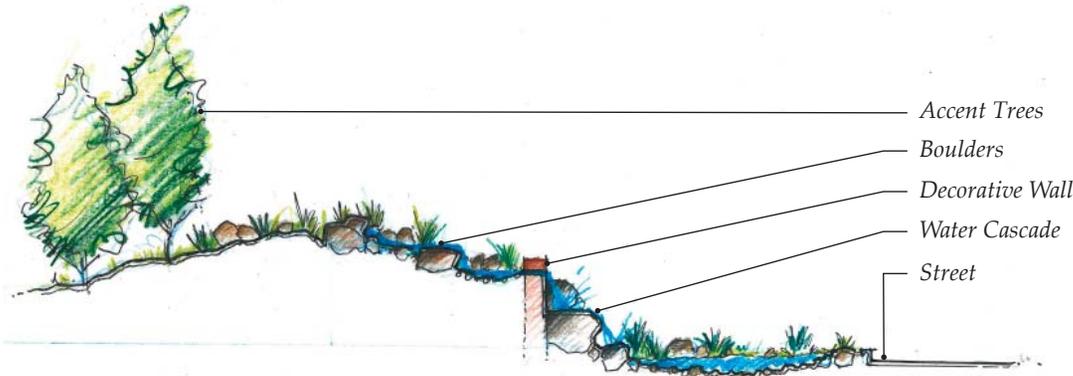
The 'Sculptural Waves' roundabout concept proposes incorporating the colorful steel panels in a radial pattern within a mounding landform. At the center of the roundabout would be a conifer that could serve as a living holiday tree for Sandpoint. Nobel Fir is a preferred tree species for such



"Natural Flow" roundabout concept

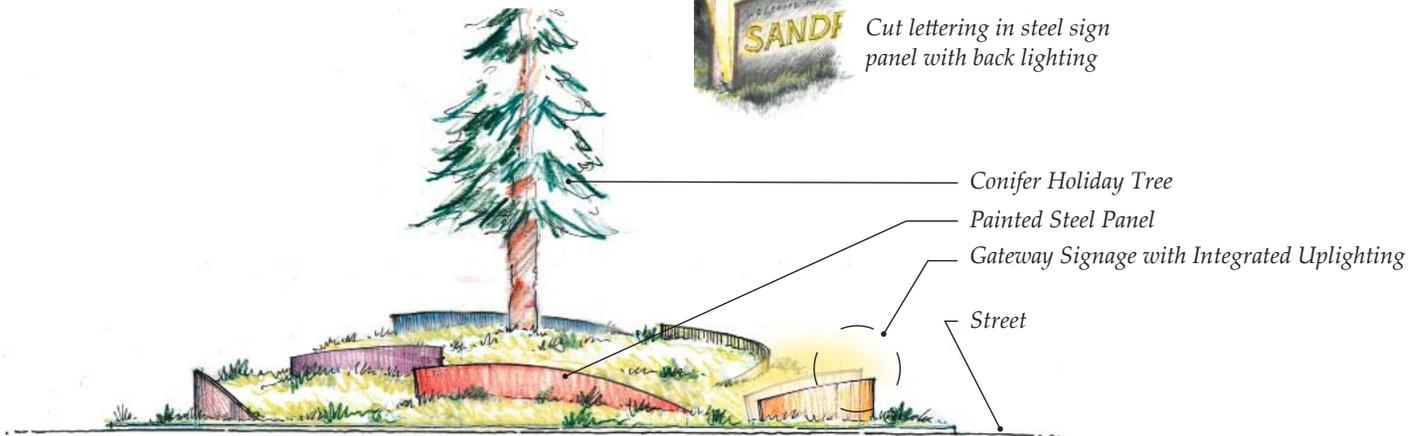


"Sculptural Waves" roundabout concept



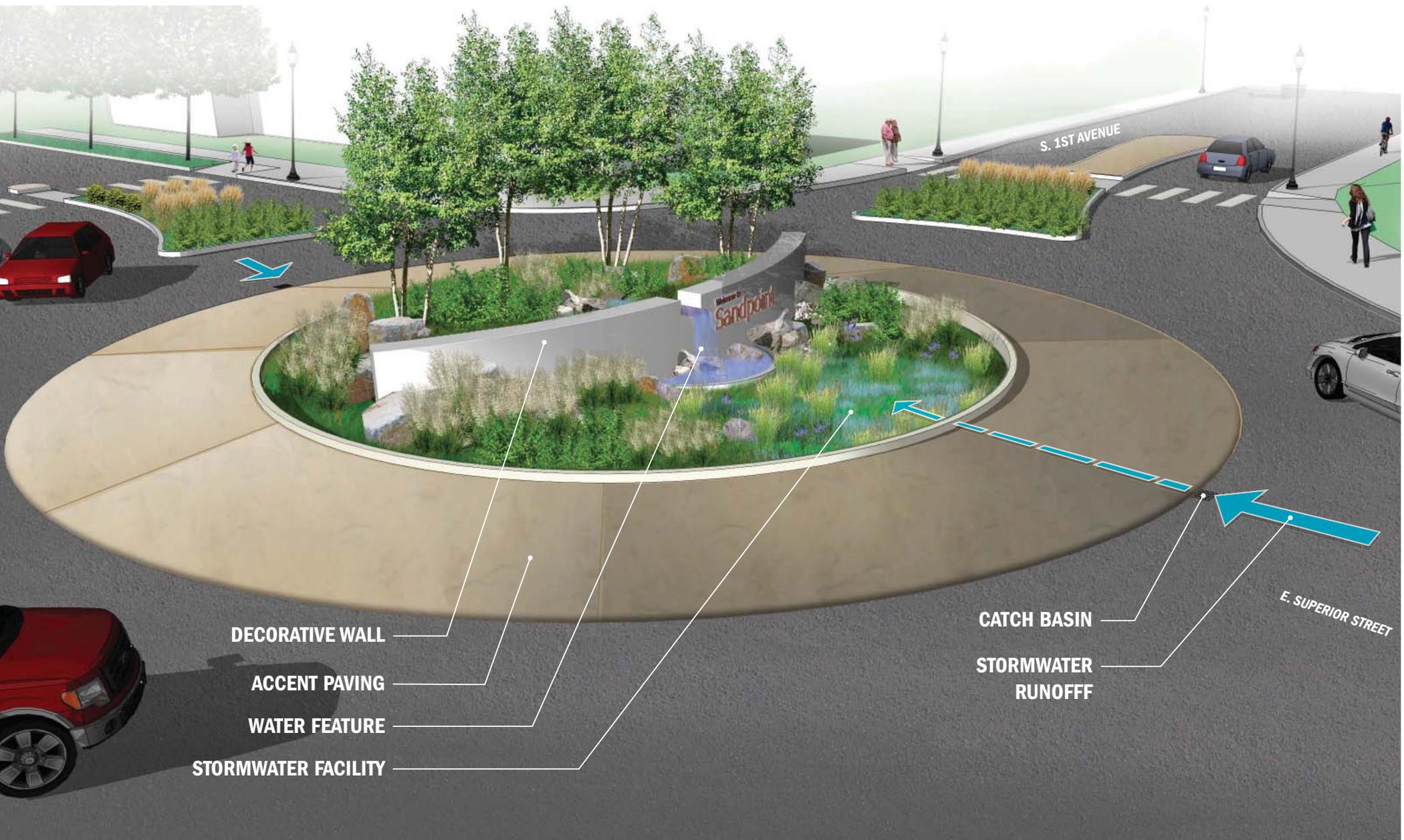
Section 1 (S1) - "Natural Flow" roundabout concept

applications. An entry sign panel would be created with a double steel panel with cut lettering into the front exposed panel with up-lighting between the panels to backlight through the lettering. The foreground panel should be a darker color and the background panel should be a lighter color or white. The panels would be spaced approximately 6 to 8 inches apart.



Section 2 (S2) - "Sculptural Waves" roundabout concept

"Neutral Flow" roundabout concept rendering





Out for an afternoon paddle on Sand Creek. This hidden gem is now the front porch for Downtown Sandpoint and is a highly-visible vantage point for visitors and passersby on the Sand Creek Byway.

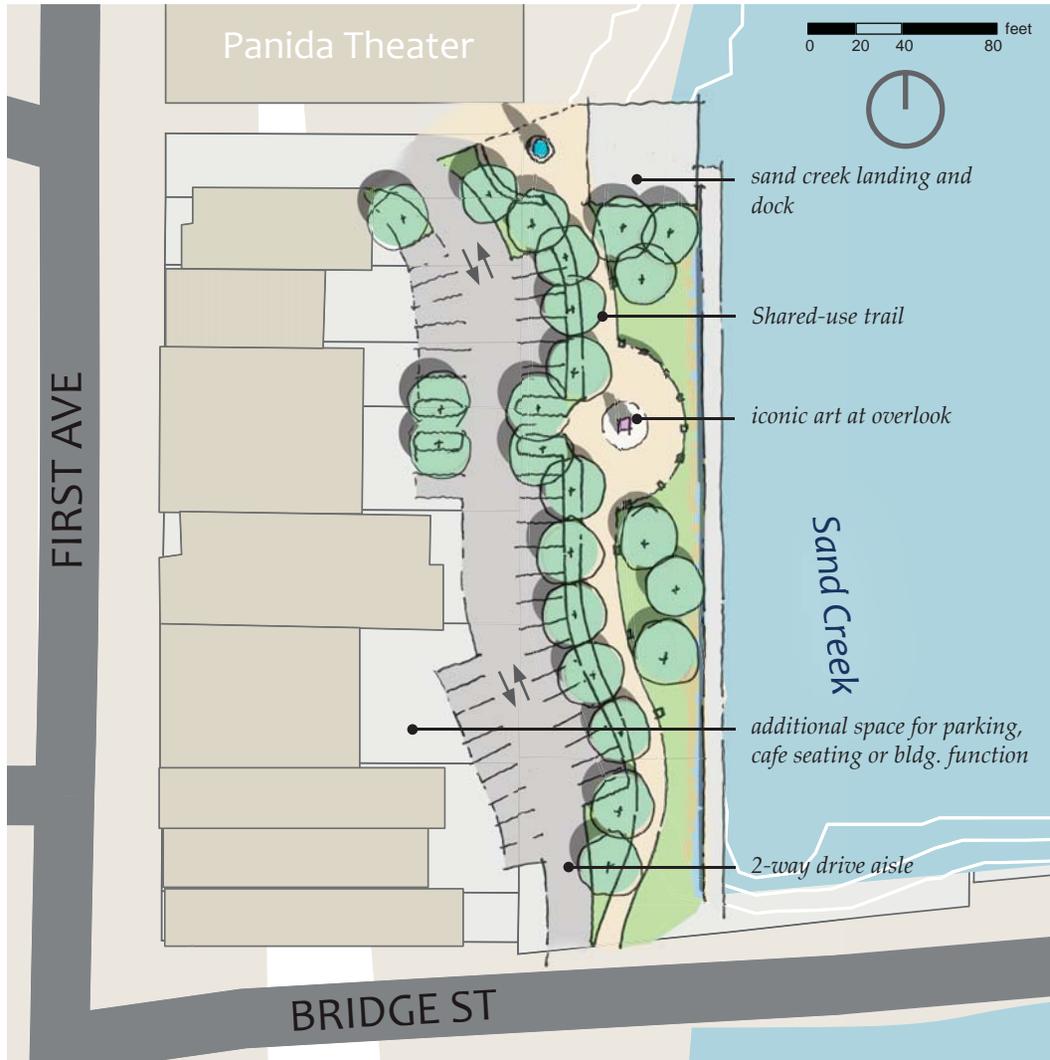
SAND CREEK

The City of Sandpoint owns only a small piece of property on Sand Creek between Bridge Street and Cedar Street - a small parcel north of Bridge Street on either side of the bridge. The Sand Creek Landing was constructed in an easement over land owned by the Farmin Trust, which extends approximately from the top of the Sand Creek bank into the water. Both the City and the community have a keen interest in further improving the west side of Sand Creek, so three initial urban design and landscape concepts were developed for the area between Bridge Street and Main Street as part of the Downtown Streets project. The existing parking and vehicular circulation has been reorganized into different configurations in each of the concepts to provide a more organized and unified appearance to the back side of the buildings.

During the public outreach process, no one concept was elevated as the most preferred. The community was generally enthusiastic about all of them. Some common design components that emerged included a **fountain** in the middle of Sand Creek, a seasonal **ice skating rink** (weir dam), and **extending the boardwalk** north to the Cedar Street Bridge - and beyond.

1. ICONIC ART

Large scale monumental art located at an overlook along a multi-use path provides attraction and distinction.



ICONIC ART

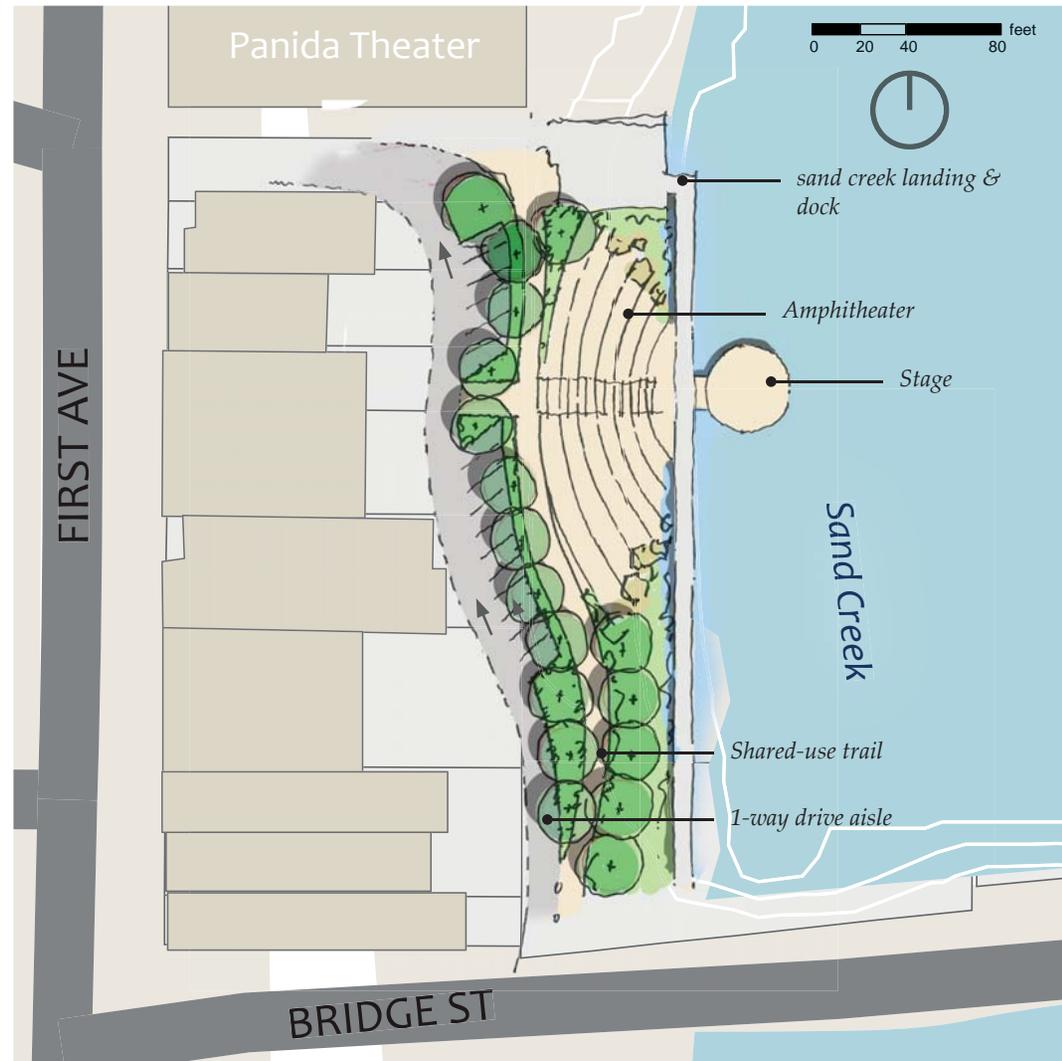
This concept proposes an overlook structure that would serve as a small informal public gathering space where people can relax and enjoy the scenery. A large-scale monumental public art piece would punctuate the space to provide an iconic and highly visible feature of the city. A multi-use path connects the top of the landing to Bridge Street.

2. THE AMPHITHEATER

Taking advantage of the natural topography of the site, this concept envisions an amphitheater to be used for either informal gatherings or formal events.

THE AMPHITHEATER

This concept takes advantage of the natural topography of the site and envisions an amphitheater that could be used for informal gatherings or more formal small events such as Saturday evening summer concerts in the park.



3. STEPPED PROMENADE

Stone steps are integrated into a pedestrian promenade creating places to linger, sit and interact at the creek edge.



STEPPED PROMENADE

This concept envisions a promenade along the upper edge of the embankment with natural stone seating features that would form an irregular organic edge and spaces for people to stop and sit. Stone seating features descend down the slope to the edge of Sand Creek to provide an additional way for people to get close to the water (like on the east side of the creek).



**Jeff Jones Plaza in the heart of
Downtown Sandpoint.**

8. PHASING AND IMPLEMENTATION. MOVING FORWARD.

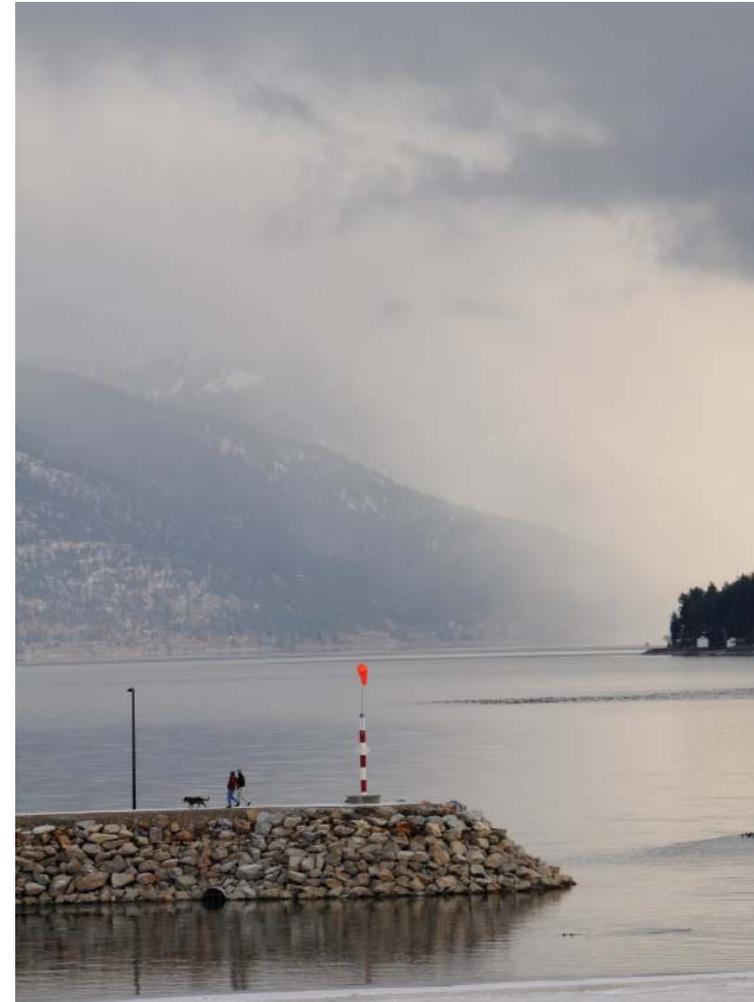
The City of Sandpoint and its partners have made tremendous strides towards revitalizing Downtown Sandpoint in the last decade. Sidewalks and streets have been repaired. Pedestrian safety and access has been improved. Trees have been planted. Ecologically innovative facilities have been constructed. Popular civic open spaces and waterway access have been developed. The Sand Creek Byway is open and considered a success. The US 2 “The Curve” project is funded and will be open in 2015. The community is generally excited for the change that is happening in Downtown, as they move closer to realizing their vision of an active year-round, resilient, attractive commercial and civic center.

The Downtown Streets Plan and Design Guide plays a key role in the future development of projects in Downtown Sandpoint. It establishes a community-vetted plan for the Downtown Core, consolidates and updates existing streetscape standards, and provides clear recommendations to guide the design and engineering phases for future projects. The Plan should be used to help prioritize limited funding sources and help secure additional funding from outside granting organizations.

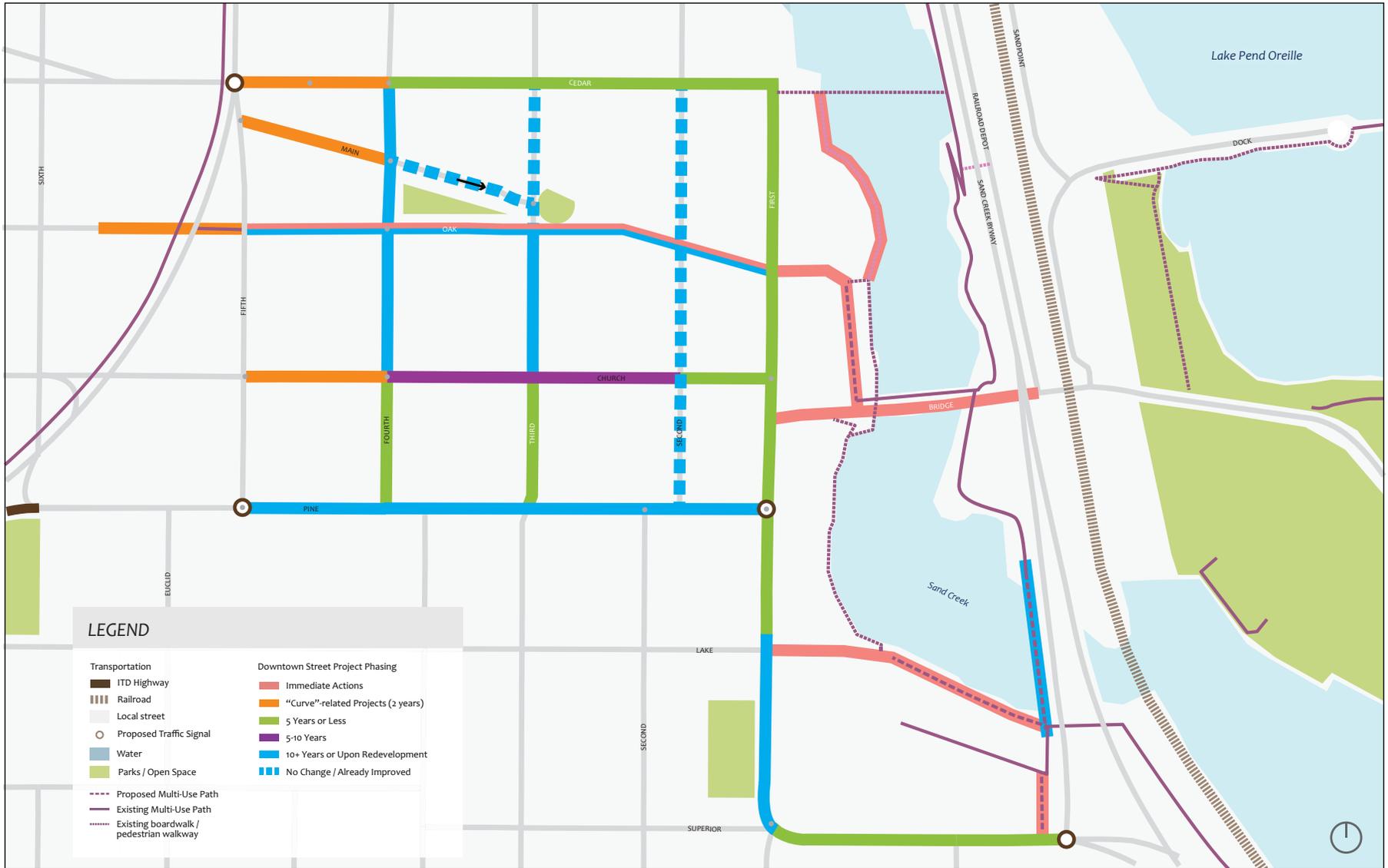
Though projects on the currently ITD-owned streets (Superior, Pine, First, Cedar) cannot take place until “The Curve” project is completed, there are still a number of projects the City can pursue in the meantime. These projects, listed on the following pages under the “Projects that can be Addressed Immediately” heading, range in complexity from simple roadway striping to easement acquisition and trail construction.

All other Downtown Streets projects have been organized according to their recommended phasing sequence. Each phase identifies a project, which department is responsible for leading the project, and which departments and/or partners should expect to be involved in some aspect of the project’s development, design and engineering, construction, and/or maintenance.

Projects specifically recommended for design and construction in the next five years (2013 - 2017) have been ranked according to priority. Ranked projects can be constructed concurrently; the priority list is simply recommended guidance to help focus design, engineering, and construction funding efforts for the next five years.



Watching a winter storm develop over Lake Pend Oreille



LEGEND

- | | |
|---|--|
| Transportation | Downtown Street Project Phasing |
| ITD Highway | Immediate Actions |
| Railroad | "Curve"-related Projects (2 years) |
| Local street | 5 Years or Less |
| Proposed Traffic Signal | 5-10 Years |
| Water | 10+ Years or Upon Redevelopment |
| Parks / Open Space | No Change / Already Improved |
| Proposed Multi-Use Path | |
| Existing Multi-Use Path | |
| Existing boardwalk / pedestrian walkway | |

Downtown Street Phasing
Sandpoint Downtown Streets Project



FIVE YEARS OR LESS (2013 - 2017): RECOMMENDED PROJECT PRIORITIES

PROJECT	LEAD	ASSIST
1. Third Avenue: between Church and Pine (green street + sharrows)	<i>Public Works</i>	<i>Parks and Recreation, Bicycle and Pedestrian Advisory Committee</i>
2. Fourth Avenue: between Church and Pine (repair sidewalks, green street + angled parking/parallel parking)	<i>Public Works</i>	<i>Parks and Recreation</i>
3. First/Superior roundabout and Superior Street improvements (e.g., curbs, stormwater swales, shared use trail, on-street RV parking)	<i>Public Works</i>	<i>Planning, Parks and Recreation, Downtown Sandpoint Business Association, Bicycle and Pedestrian Advisory Committee, Sandpoint Arts Council, Sandpoint Urban Renewal Agency</i>
4. First Avenue / Cedar streetscape: Lake Street to 4th Avenue	<i>Public Works</i>	<i>Parks and Recreation, Downtown Sandpoint Business Association, Chamber of Commerce, Bicycle and Pedestrian Advisory Committee, Sandpoint Arts Council, Sandpoint Urban Renewal Agency</i>
5. Church Street: 1st and 2nd (widen sidewalks, pavement)	<i>Public Works</i>	
6. Pedestrian and vehicle wayfinding project	<i>Public Works</i>	<i>Planning, Downtown Sandpoint Business Association, Chamber of Commerce, Sandpoint Urban Renewal Agency</i>
7. Superior Street gateway (landscaping and public art)	<i>Public Works</i>	<i>Planning, Parks and Recreation, Sandpoint Arts Council, Sandpoint Urban Renewal Agency</i>

PROJECTS THAT CAN BE ADDRESSED IMMEDIATELY

PROJECT	LEAD	ASSIST
<ul style="list-style-type: none"> City-wide bikeway development and wayfinding sign project (comprehensive bikeway planning, user map, sign design and fabrication) 	<i>Public Works</i>	<i>Bicycle and Pedestrian Advisory Committee, Parks and Recreation</i>
<ul style="list-style-type: none"> Oak Street bikeway: Restripe with advisory bicycle lanes 	<i>Public Works</i>	<i>Bicycle and Pedestrian Advisory Committee</i>
<ul style="list-style-type: none"> Third Street bikeway: Sharrows and signage 	<i>Public Works</i>	<i>Bicycle and Pedestrian Advisory Committee</i>
<ul style="list-style-type: none"> Seasonal Sidewalk Extensions design guidelines and fee structure 	<i>Planning</i>	<i>Public Works, Downtown Sandpoint Business Association</i>
<ul style="list-style-type: none"> Trail easement and development on Power House frontage 	<i>Public Works</i>	<i>Parks and Recreation, Planning, Bicycle and Pedestrian Advisory Committee, Sandpoint Urban Renewal Agency</i>
<ul style="list-style-type: none"> Sand Creek waterfront park development (easement acquisition, design for parking, trail, open space, public art) 	<i>Public Works</i>	<i>Parks and Recreation, Planning, Sandpoint Arts Council, Bicycle and Pedestrian Advisory Committee, Sandpoint Urban Renewal Agency</i>
<ul style="list-style-type: none"> Bridge Street: Sharrows and signage 	<i>Public Works</i>	<i>Bicycle and Pedestrian Advisory Committee</i>
<ul style="list-style-type: none"> Sand Creek Landing: extend north to Cedar Street Bridge 	<i>Public Works</i>	<i>Parks and Recreation, Sandpoint Arts Council, Sandpoint Urban Renewal Agency</i>

PROJECTS RELATED TO THE CURVE CONSTRUCTION (2013-2015)

PROJECT	LEAD	ASSIST
<ul style="list-style-type: none"> Oak Street bikeway crossing plaza design and intersection improvements 	<i>ITD</i>	<i>Public Works</i>
<ul style="list-style-type: none"> Cedar Street: mid-block 4th to 5th (widening + restriping) 	<i>ITD</i>	<i>Public Works</i>
<ul style="list-style-type: none"> Main Street: 4th to 5th (restriping) 	<i>ITD</i>	<i>Public Works</i>
<ul style="list-style-type: none"> Church Street: 4th to 5th (restriping) 	<i>ITD</i>	<i>Public Works</i>

FIVE TO TEN YEARS (2018 - 2022)

PROJECT	LEAD	ASSIST
<ul style="list-style-type: none"> • Church Street: between 2nd and 4th 	<i>Public Works</i>	<i>Parks and Recreation</i>
<ul style="list-style-type: none"> • First Avenue: between Superior and Lake 	<i>Public Works</i>	<i>Parks and Recreation</i>

TEN+ YEARS OR UPON REDEVELOPMENT (2022 AND BEYOND)

PROJECT	LEAD	ASSIST
<ul style="list-style-type: none"> • Third Avenue: between Oak and Church 	<i>Public Works</i>	<i>Parks and Recreation</i>
<ul style="list-style-type: none"> • Oak Street cycletrack 	<i>Public Works</i>	<i>Bicycle and Pedestrian Advisory Committee, Parks and Recreation</i>
<ul style="list-style-type: none"> • Pine Street (street trees and stormwater facilities) 	<i>Public Works</i>	<i>Parks and Recreation</i>

ALREADY IMPROVED / NO CHANGE

PROJECT	LEAD	ASSIST
<ul style="list-style-type: none"> • Second Avenue: Cedar to Pine 	<i>Public Works</i>	<i>Parks and Recreation</i>
<ul style="list-style-type: none"> • Third Avenue: Cedar to Oak 	<i>Public Works</i>	<i>Bicycle and Pedestrian Advisory Committee, Parks and Recreation</i>
<ul style="list-style-type: none"> • Main Street: Fourth to Third 	<i>Public Works</i>	<i>Parks and Recreation</i>

