



PEDESTRIAN AND BICYCLE ADVISORY COMMITTEE MEETING AGENDA

February 12, 2026 at 11:30 AM

Council Chambers at City Hall - 1123 W. Lake St. Sandpoint, Idaho

Call to Order

Roll Call

Meeting Minutes Approval

1. Approval of Minutes from the Committee's January 8, 2026, Meeting - **action item**

Old/Unfinished Business

2. Update of Downtown Streets Revitalization Phase 3 Advisory Committee - Radley Peterson
3. Discussion/Recommendation: Pedestrian Priority Streets - **action item**
4. Discussion: Work Team Reports
5. General Updates from Staff

New Business

6. Discussion: Future Working Group Needs Based on Council Priorities
7. Review/Recommendation: Tribute CUP25-001 Boyer Multi-Family - **action item**

Committee Roundtable Discussion

Adjourn

Public Participation Options and Information

Before the meeting, comment in writing: Email cityclerk@sandpointidaho.gov or deliver to City Hall.
Attend in person: See above for meeting location. Seating available on first-come, first-served basis.
Attend remotely: Register at <https://www.sandpointidaho.gov/meetings>.
After the meeting, view the recording on YouTube: <https://www.youtube.com/c/CityofSandpoint>.
For questions or requests for special accommodation: At least 48 hours prior to the meeting, send a message to the email address above or call (208) 263-3310.



PEDESTRIAN AND BICYCLE ADVISORY COMMITTEE MEETING MINUTES

January 8, 2026 at 11:30 AM

Council Chambers at City Hall - 1123 W. Lake St. Sandpoint, Idaho

Call to Order

Chair Cate Huisman called the meeting of the Sandpoint Pedestrian and Bicycle Advisory Committee to order at 11:30 a.m. on Thursday, January 8, 2026, in Council chambers at City Hall, 1123 W. Lake Street, Sandpoint, Idaho.

Roll Call

PRESENT

Cate Huisman, Chair
Erin Billings, Vice Chair
Molly O'Reilly *joined via Zoom.*
Radley Peterson
Reid Weber
Julie Perchynski *arrived at 11:36 a.m.*
Katie Stepleton
Sally Lankamer
Jennifer Heller *arrived at 11:38 a.m.*

Also present were staff liaison Associate Planner Erik Brubaker, and Community Planning and Development Administrative Assistant Mandy Brown, serving as board clerk. City Council liaison Deb Ruehle was absent.

Meeting Minutes Approval

1. The minutes from the Committee's October 9, 2025, meeting were approved as presented by a unanimous vote of the Committee members present.

Motion made by O'Reilly, Seconded by Peterson.

Voting Yea: Huisman, O'Reilly, Weber, Stepleton, Billings, Lankamer

Absent: Perchynski, Heller

Following this agenda item, both Committee members Perchynski and Heller arrived to the meeting.

Public Comment

A member of the public spoke during this time.

Old/Unfinished Business

2. Recommendation to Staff for Downtown Bike Parking

Committee members continued their discussion on downtown bicycle parking with input from Mr. Brubaker.

Committee member Stepleton made a motion to recommend that staff prioritize the installation of bicycle racks around Farmin Park and the surrounding area, followed by

First Street to Bridge Street, and lastly on Pine Street in front of the new businesses, seconded by Peterson.

Motion made by Stepleton, Seconded by Peterson.

Voting Yea: Huisman, O'Reilly, Weber, Stepleton, Billings, Lankamer, Perchynski, Heller

3. Pedestrian Bicycle Committee Priorities for 2026

The Committee continued their discussion on their priorities for 2026.

- MMTP Update: A top priority is making recommendations for a general update of the MMTP with bike and pedestrian supportive language, update of the Pedestrian Priority Network, Bicycle Priority Network, Capital Improvement Projects, and Consider Street Sections (currently in the 2009 UATP).
- Sidewalk and Street Frontage Ordinance Review and Recommendation to Planning Staff.
- City Parks and Streets maintenance, inventory, and prioritization: Safety, Striping, lane paint, street and pathway maintenance, traffic calming, wayfinding, regulatory signage, e-bikes, speed limits.
- Develop a Strategic Outreach Plan with communication policy.

Committee member Huisman made a motion to approve their priorities, seconded by Heller.

Motion made by Huisman, Seconded by Heller.

Voting Yea: Huisman, O'Reilly, Perchynski, Weber, Stepleton, Peterson, Lankamer, Heller, Billings

4. Update of the Downtown Revitalization Phase 3 Citizen Advisory Committee

Mr. Peterson announced that he did not have an update from the advisory committee as they have not met at this time.

5. General Updates from Staff Liaison

Mr. Brubaker shared a general update on current planning-related projects.

New Business

Committee Roundtable

Committee members discussed working groups, Multi-Modal Transportation Plan working group suggestions, and pedestrian prioritization of streets.

Adjourn

The meeting was adjourned at 12:58 p.m.

I presided over this meeting and can confirm that these minutes, prepared by the board clerk, were approved by the Committee during their meeting on _____, 2026.

Cate Huisman, Board Chair

Attest: Mandy Brown, Board Clerk

Categorization of Sandpoint Streets by Pedestrian Priority Level

Pedestrians walk at about two miles/hour. Walking a full block “out of direction” can mean several minutes of “wasted time” and significantly discourage people from walking to a destination. The Pedestrian Bicycle Advisory Committee (PBAC) has reviewed all city streets, identifying walking patterns of students, and known walking paths of adults.

All streets in the City are used for walking. All streets which connect to others are “collectors” of pedestrian traffic. Within the city “grid” pattern, all streets are important. With effort, the PAC has selected those which would constitute an essential well improved network as “high priority.” By relegating the others to the “medium priority” category, we hope their importance is not overlooked; all are essential.

High Priority:

All streets downtown

Priority Streets which are high vehicle and high pedestrian usage, leading to and from significant destinations:

Fifth Avenue (full length)
 Baldy Mountain (full length)
 Boyer (full length) *SRS SPOT*
 Cedar (from 5th to Lincoln)
 Division (full length) *SRS SPOT*
 Great Northern
 Highway 2 (full length) *SRS*
 Main (Fifth to far west end) *SPOT*
 Ontario (Lakeview to Lincoln) *SRS*
 Pine (full length) *SPOT*

Other High Priority (generally with less vehicular traffic)

Antone Street *SRS*
 Church Street (Downtown to end) *SPOT*
 Ella Avenue (Ontario to Chestnut) *SRS*
 Erie Street (full length) *SRS*
 Euclid Avenue (full length) *SRS*
 Florence Avenue (Ontario to Chestnut) *SRS*
 Fourth Ave. N.
 Fourth Ave. S (Pacific-Downtown)

SRS Streets identified as Safe Routes to School
SPOT streets with transit stops

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High Priority, Cont.

Lakeview Blvd.
 Larch Street (Downtown to Division)
 Larch Street (Monroe to Madison) *SRS*
 Lincoln Avenue (full length)
 Michigan Street (full length) *SRS SPOT*
 Monroe Avenue *SRS*
 Mountain View E. (East of Boyer)
 Oak Street (Downtown to west end)
 Sandpoint Avenue (Bridge St. to end at Pend Oreille Bay Trail)
 Schweitzer Cutoff Road
 Superior St. (full length) *SRS*
 Spruce Street (full length) *SRS*
 N. Boyer Road
 N. Third Ave. (N. of Downtown)
 Washington Avenue (full length) *SRS*
 Woodland Drive (east-west portion)

Medium Priority

(Includes all streets not otherwise identified as High or Low Priority, even if not named below)

Medium Priority of special note:

Garden St. *SRS*
 Grey Way (high recreation potential)
 Ella S. of Ontario (high recreation potential)
 Hickory Glen *SRS*
 Hickory Street (full length) *SRS*
 Lake Street (Downtown to Division) *SRS*
 Lavina Ave. *SRS*
 Madison Avenue (Hickory to Spruce) *SRS*

Other Medium Priority:

Airport Way
 Alder St.
 Alexander Way
 Aspen Lane
 Aspen Way
 Baldy Park Drive
 Chestnut St. *SPOT*
 Culver's Drive
 Daisy St.
 Dearborn St.

SRS Streets identified as Safe Routes to School
SPOT streets with transit stops

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Medium Priority, Cont.

Ebbett Way
 Elliott Ave.
 Fir St.
 S. First (S. of Downtown)
 Forest Ave.
 Industrial
 Jefferson Ave.
 Juniper
 Halley St.
 Hemlock Ct.
 Huckleberry
 Huron Ave.
 Idaho St.
 Janelle Way
 Kinnickinnick Ave.
 Louis Lane
 Marion Ave.
 Megan Lane
 S. Monroe Ave.
 Mountain View E. (West of Boyer)
 Northshore Dr.
 Olive Ave. (N. of Ontario)
 Ontario St. (W. of Lincoln)
 Pacific St.
 Ponderosa Dr.
 Poplar St.
 Richland Ave.
 Ridley Village Rd.
 River Rock Road
 Rogers Dr.
 Ruth Ave.
 Sandpoint West Drive
 Sequoia Lane
 Short Ave.
 Sixth Ave.
 St. Clair Ave.
 S. Second (S. of Downtown)
 S. Third (S. of Downtown)
 Walnut St.
 Willow Dr.
 Vineyard Dr.

SRS Streets identified as Safe Routes to School
SPOT streets with transit stops

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Low Priority (Dead ends are potentially labeled Play Streets (PS))

Arbor Way (PS)

Aspen Ct. (PS)

Birch Street

Browning Way

Bryce Lane (PS)

Creekside Lane (PS)

Elm Street

Geri Ct. (PS)

J.R. Ct. (PS)

Loman Circle (PS)

Olive Ave. S. of Ontario

Merton Street

Mt. Meadow Way

Remington Court (PS)

Rosedale Way (PS)

Vineyard Drive

Winchester Way (PS)

Potential addition: the final block of a cul d'sac with no potential for vehicular extension.
(PS)

Intersections

The ability to cross streets is essential to walkability.

- All intersections within the Downtown are important and should be designed to facilitate pedestrian movements. This will help reduce parking problems as it strongly encourages “park and walk” activity.

Some **crossings of especial pedestrian concern** include:

- Oak and Fifth Street as an important pedestrian gateway to downtown
- Cedar and Fifth Street is a busy and important pedestrian gateway to downtown
- Cedar at Division as library access?
- Pine Street offset intersections; a challenge for crossing Pine Street
- Crossings along Highway 2 (especially important to students)
 - Ella through Olive, inclusive *SRS*
 - Boyer; present configuration is awkward for bikes and pedestrians *SRS*
 - Ontario *SRS*
- Heavily used crossings near schools *SRS*

Streets not yet built will be evaluated for priority as created.

MTMP Working Team 1/26/26; 5-6pm Draft Notes

1. Review 9/25/25 meeting notes – suggestions from that meeting are incorporated below.
2. Prioritize items relevant to MTMP from January SPBAC meeting, for submission to the SPBAC:

Action item: The MTMP Working Group feels that 2 or 3 working groups are needed to move the MTMP work forward. It should not be the responsibility of only one working group. The first things to tackle are:

- **Pedestrian Priority Network – essentially done; needs SPBAC and Council approval**
Bicycle priority streets – need bicycle-focused working group to develop from work of previous SPBAC.
- **Trail network – need working group to explore what’s been done and what is possible in connecting Sandpoint internally and with outlying areas.**
- **Review Capital Improvement Projects (Great Northern, Superior, etc.), -- an ad hoc working group tackle; starting with a general review now. Then, in depth with new Ped/Bike priority streets in mind.**
- **Incorporate Complete Streets policy more fully in MTMP language, adding safety language to the policy. A working group can tackle this important policy and explore its ramifications.**

Need doing by other Working Groups:

Winter level of service for priority streets

Street sections/standards be reviewed and rewritten to reflect multimodal safety.

Rewrite Sidewalk Ordinance and In Lieu Policy (Working group tackle, and refine/complete after pedestrian priorities are adopted.)

Also mentioned at SPBAC, not included here until the priorities above are done, except as incorporated in the above:

Traffic Calming Program,

Striping, paint, regulatory signage,

Street and pathway maintenance,

Wayfinding,

General bike ped supportive language.

taking advantage of transit for bicycling and walking

Fleshing out components of Play Streets (assuming SPBAC and Council agreement with that designation),

3. **Action item:** Recommend SPBAC review of and action on Pedestrian Priority Streets for February. Focus for discussion what is most changed:
 - a. SPOT added as an element of pedestrian priorities.
 - b. Play streets as a low priority subgroup?
 - c. Incorporating the final block of new cul d'sacs as low priority/play streets if no possibility of future vehicular extension?

4. Next working group meeting – to be determined by outcome of SPBAC meeting.

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