

No: 10-56  
Date: November 17, 2010

RESOLUTION  
OF THE CITY COUNCIL  
CITY OF SANDPOINT

**TITLE: SIDEWALK NETWORK PLAN**

WHEREAS: The City of Sandpoint has adopted a Comprehensive Plan that identifies non-motorized travel ways as important;

WHEREAS: The City of Sandpoint has adopted an Urban Area Transportation Plan that identifies non-motorized travel ways as important;

WHEREAS: The City of Sandpoint is striving to improve access for the disabled and elderly populations;

WHEREAS: The City Council is able to identify priority non-motorized travel ways to achieve city wide connectivity; and

WHEREAS: The City of Sandpoint desires to connect citizens of Sandpoint using non-motorized transportation to all public facilities and enable citizens who use non-motorized means of travel to access these routes year round.

NOW, THEREFORE, BE IT RESOLVED THAT: The City Council supports the Sidewalk Network Plan as shown by Exhibits A and B, attached hereto.

BE IT FURTHER RESOLVED THAT: The Public Works Department is directed to create an implementation plan for this network.

  
\_\_\_\_\_  
Gretchen A. Hellar, Mayor

ATTEST:

  
\_\_\_\_\_  
Maree Peck, City Clerk

City Council Members:

	YES	NO	ABSTAIN	ABSENT
1. Snedden      Motion	X			
2. Logan        Second	X			
3. Reuter	X			
4. Ogilvie	X			
5. Davis	X			
6. Schuck	X			

## **Exhibit A** for Sidewalk Network Plan

**Plan:** To create basic sidewalk network in Sandpoint

**Goal:** To connect citizens of Sandpoint using non-motorized modes of travel to all public facilities and enable citizens to access these routes year round.

**Implementation:** The City of Sandpoint will install sidewalks or multiuse paths which establish a backbone basic network of non-motorized routes within the city limits. Affected adjacent property owners will be responsible for the ongoing repair and maintenance of installed sidewalks per existing city code.

### **North-South routes:**

- Main to Spruce via Hickory Glen connecting Lincoln to Farmin Stidwell School – 1 side (600 lf)
- Olive – section from Lutherpark to Hwy 2 – west side only (300 lf)
- 4<sup>th</sup> Ave – Pacific to Pine – both sides (3600 lf)
- Boyer – Both sides to Mountain View and east side to Schweitzer Cutoff (16,600 lf)
- Florence – Ontario to Superior – 1 side (1800 lf)
- Ella St.– one side of the street, 5 ft. sidewalk OR one side of the street shared path – same width as shared path on Division - Hwy 2 to Walnut (7500 lf)
- Division St.- Existing west shared path and additional sidewalk on east side; from Northshore to Baldy (9500 lf)

### East-West Routes:

- Ontario St. – one side of the street from Boyer to Lincoln (4100 lf)
- Michigan St. – both sides of the street from 4<sup>th</sup> to Boyer (4000 lf)
- Main St – from western city limits to First Ave., north side shared path if room or sidewalk on north. Will require x-walk at north side of 5<sup>th</sup> and Cedar (7500 lf)
- Poplar St – south side of the street sidewalk; Boyer to Jefferson (6000 lf)
- Baldy – road rebuild with curb, gutter and multi use path on the south side – same width as shared path on Division ; Boyer to RR tracks (4000 lf)
- Church St – one side of the street sidewalk; Ruth to Division (5700 lf)
- Great Northern – Baldy to Woodland to Schweitzer cut-off to Boyer (11,500 lf – 1000lf in Ponderay)
- Larch St. – north side of the street; Boyer to Division
- Pine St. - Fifth Ave. to Division Ave.

Determination of which side of street and whether one or both sides are to be sidewalks is still a fluid point. Sidewalk costs may be estimated @ \$45/ft. No figure available for mixed use paths.

## **Exhibit B** for Sidewalk Network Plan

The projects selected for the Network were selected using several criteria.

1. A sidewalk map of the city was used to identify gaps in the current sidewalk/path system.
2. An assessment was made to determine which gaps could be filled in North/South and East/West directions that would enable a person to go no more than approximately 2 blocks to get on a sidewalk/path.
3. An attempt was made to keep North/South and East/West projects similar in footage and number of sidewalks.
4. We kept in mind that Sandpoint is a North/South lying town, meaning it needs a few long North/South walkways with East/West connectors.

Members of the City Council, Pedestrian Advisory Committee, Bicycle Advisory Committee and the general public were consulted and gave input on the routes that were selected.