

**MINUTES  
REGULAR MEETING OF THE SANDPOINT CITY COUNCIL  
November 6, 2019**

**I. OPENING**

**Mayor Rognstad** called the regular meeting of the City Council to order at 5:30 p.m. on Wednesday, November 6, 2019, in the Council chambers at City Hall, 1123 W. Lake St.

ROLL CALL: Council members Ruehle, Aitken, Aispuro, Darling, Williamson and Eddy were present.

PLEDGE OF ALLEGIANCE: **Mayor Rognstad** led Council and the public in the pledge of allegiance to the flag.

**Councilwoman Williamson moved** to remove the workshop on new sidewalk construction from the table. **Councilman Darling seconded the motion.**

A roll call vote resulted as follows:

Councilman Darling	Yes
Councilman Eddy	Yes
Councilman Aitken	Yes
Councilwoman Ruehle	Yes
Councilwoman Williamson	Yes
Councilman Aispuro	Yes

**The motion passed by a unanimous vote of Council.**

**Mayor Rognstad** recessed the regular meeting at 5:31 p.m., and the Mayor and Council moved off the dais to join staff and the public around the staff table.

Staff present: City Administrator Jennifer Stapleton, City Attorney Andy Doman, Infrastructure and Development Services Manager Amanda Wilson, City Engineer Dan Tadic, and City Clerk Melissa Ward.

Members of the public participating: Rebecca Holland, Andy Groat, Michael Murdock, Matt Diehl, and Molly O'Reilly.

**II. CITY COUNCIL WORKSHOP: New Sidewalk Construction (City Code 7-3-10)**

Ms. Wilson provided a presentation.

WORKSHOP AGENDA

- ▶ RECAP – WHY ARE WE HERE TONIGHT?
- ▶ RECAP – WHY CODE NOW?
- ▶ UPDATE ON MULTIMODAL PLAN
- ▶ RECAP – LAST WORKSHOP, TAKEAWAYS
- ▶ OVERVIEW OF DRAFT CODE
- ▶ YOUR FEEDBACK!

WHY ARE WE HERE TONIGHT?

- ▶ STRATEGIC PRIORITIES
  - DATA DRIVEN DECISIONS, CODE REFINEMENT, & MASTER PLANNING (CIP)
- ▶ FEEDBACK FROM STAFF
  - APPLYING CODE IS CHALLENGING (CLARITY & LACK OF FLEXIBILITY)
- ▶ INITIAL FEEDBACK FROM COMMUNITY
  - NEED FOR GREATER EMPHASIS/PRIORITY ON SAFE CONNECTIVITY & EDUCATION
  - REQUIREMENTS RE: NEW CONSTRUCTION ARE UNFAIR & BURDENSOME
  - SIDEWALKS TO NOWHERE, MISSING LINKS
  - CODE ENFORCEMENT

Who pays? Resolving this philosophical question helps enable us to move forward with other decisions.

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WHY START WITH THE CODE?



MULTIMODAL PLAN

- ▶ Master Plan
  - ▶ Address where sidewalks make sense; improve connectivity
  - ▶ Address funding options
  - ▶ Formalize prioritization system
    - ▶ Point system based on a walkshed (distances to key destinations)
    - ▶ Best value system: safety score, mobility, cost score, usage
- ▶ Sept 2019: Issued Consultant Request for Qualifications
- ▶ Oct 2019: Received Responses; Reviewed
- ▶ Nov 2019: Council Award and Notice to Proceed
- ▶ Dec 2019 – Sept 2020: Develop Master Plan



LAST WORKSHOP... options reviewed:

- ▶ Leave As-Is
- ▶ Council directed based on criteria
- ▶ New: building permit, if identified in Master Plan
- ▶ New: new subdivisions/PUDs
- ▶ New: if part of LID
- ▶ New: at owner option
- ▶ Additions/Alterations: leave as-is
- ▶ Additions/Alterations: similar to now, change dollar value
- ▶ Additions/Alterations: percent of size or property value
- ▶ None required by private owners

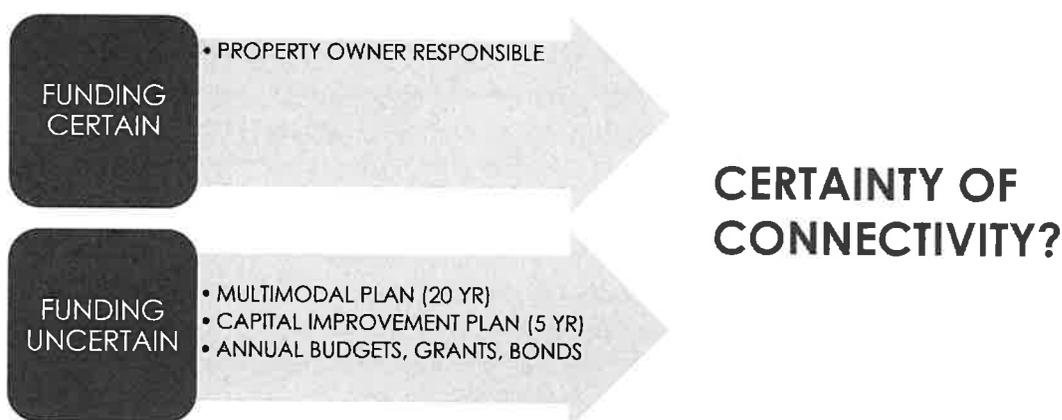
WHAT WE HEARD... provide options!

- ▶ IMPORTANT AND VALUABLE; NOT JUST A LUXURY
- ▶ DON'T BE SILENT ON WHO PAYS
- ▶ PUBLIC BENEFIT; CITY SHOULD TAKE ON RESPONSIBILITY TO FUND IT

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- ▶ ESTABLISH CONNECTIVITY WITH PUBLIC FUNDS
- ▶ NOT GOING TO GET THERE RELYING ON ADDITIONS/REMODELS/NEW CONSTRUCTION
- ▶ CURRENT SYSTEM IS UNFAIR
- ▶ GET AWAY FROM "ONE SIZE FITS ALL"
- ▶ FLEXIBILITY IS ESSENTIAL
- ▶ CONSIDER RELATIVITY TO OVERALL SCALE OF PROJECT
- ▶ CHALLENGES WITH DEFERRALS
- ▶ GAPS LEAD TO BROADER MAINTENANCE ISSUES
- ▶ SAFETY MAY BE IMPACTED
- ▶ PROVIDE A UNIFIED PLAN WITH PRIORITIES
- ▶ CODE IS TOO RESTRICTIVE

CONCERNS WITH THE UNKNOWN...



- ▶ Sidewalks are the only "public benefit" currently the responsibility of property owners. (unless it's a new subdivision/ larger development)
- ▶ Consensus that connectivity/sidewalks are a priority. Some say "Funding reflects priorities." Currently, unless funded by a grant, relatively minimal City funds allocated to sidewalks.
- ▶ Other portions of the code have uncertainty on funding and rely on other documents:
  - ▶ Streets – how wide is Boyer? Code directs to master plan.
  - ▶ Water/Sewer – what size are the mains? How much are rates? Code directs to Rules/Regulations

INITIAL DRAFT CODE

- ▶ Goal: facilitate conversation to begin answering: "who pays"
- ▶ Attempts to balance a wide range of feedback
- ▶ Attempts to give options for who pays and "fix" the gaps
- ▶ Additional clarity and details are required... please think "big picture"/ high level
- ▶ It considered dozens of other codes... yes, including those with "platinum" walkability
- ▶ It does not answer the why or where they go or priorities.

Master Planning efforts will include extensive public and Council discussions regarding existing sidewalk conditions, safety concerns, design standards, locations, and priorities.

Discussion:

Ms. Wilson reported that the proposed new code is short, about 16 pages. Frequently, existing code is simply amended, but this effort is a full repeal and replace, a clean slate. The purpose and essence will be in the Multimodal Transportation Master Plan (MTMP), adopted by Council after an extensive outreach effort, and the Plan will be referenced in Code. She noted that, within the draft Code, the information shown in the grey boxes provides additional considerations.

In response to Ms. O'Reilly's concern as to whether the Code should be addressed before

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the updated Comprehensive Plan and other master plans are adopted, Ms. Wilson explained that the Code should be timeless and stand alone; it sets the baseline. In five to ten years, there may be a new Plan, but the Code should still be valid. Mr. Doman agreed, and **Councilman Eddy** added that the Master Plan, not the Code, will address the details.

In response to Ms. O'Reilly's suggestion that the sentence in Section 7-3-2, Purpose, referring to the "health, welfare, and safety" of the public should be changed to "health, welfare, or safety", Ms. Wilson responded that this language is taken from a variety of other sources, and it is not meant to indicate that all three components are required or that any type of enforcement will be based on such. It's meant as a phrase, to state that all three go hand-in-hand. Enforcement would still be possible even if the absence of only one or two conditions was observed. The intent is to make it clear that the City values sidewalks because of the role they play in the public's health, welfare, and safety.

The citizen review committee met and provided excellent feedback, much of which is provided in this evening's meeting packet. The Sandpoint Pedestrian and Bicycle Advisory Committee (PBAC) members were part of that discussion, along with others. Specific comments will continue to be incorporated, but this discussion needs to take place before continuing.

Everyone agreed that the MTMP should be reviewed and revised as necessary at least every 10 years.

Section 7-3-4 of the proposed code was reviewed. When it comes to new construction, when is sidewalk installation triggered, and who pays for it?

The City pays when it is included in an adopted Capital Improvement Plan (CIP) or as otherwise approved by City Council. CIPs are adopted by Council and are typically based on a five-year outlook, with funds actually obligated each year as part of the annual budget process.

The owner of the property abutting the sidewalk pays upon a permit for construction of any new building, addition, alteration, or repair, regardless of zone, if no sidewalks exist and one or more lots abutting the lot has existing sidewalk and total square foot construction cost, as published by the International Code Council (ICC), latest edition, exceeds twenty-five (25%) percent of the value of any existing building(s), as determined by the latest taxation assessment.

**Councilman Eddy** wondered how that would be controlled. What if a project is split up into several smaller projects and done separately in order to avoid exceeding that 25% valuation? There needs to be a mechanism in place to track projects cumulatively over the course of time. There was some discussion as to how this might be accomplished. Ms. Wilson stated that the 25% included in the proposed code is less stringent than the current code and may result in fewer instances of property owners trying to skirt the requirements. Ms. O'Reilly observed that the City of Sandpoint's code is patterned after the City of Coeur d'Alene's code, and, according to their City Engineer, they use three years cumulative in order to make this calculation. Mr. Doman pointed out that, as opposed to a dollar value, as is provided in the current code, a calculation based on percentage provides flexibility when considering inflation, for instance.

**Councilwoman Ruehle** commented that County assessments sometimes lag several years behind. Ms. Wilson agreed and pointed out that the ICC publishes new rates every six months, taking into consideration the market, inflation, and what is happening nationwide, which is sometimes applicable to Sandpoint but many times lower than local valuations; as a resort town, our market is generally somewhat higher. Instead of relying on County valuation, we could determine the value of the existing structure based upon the existing structure's square footage in the latest ICC table, which is how Sandpoint building permits are currently calculated. **Councilwoman Ruehle** suggested using both to determine whether the value is reasonable. Mr. Diehl suggested using only the ICC table and then simply adjust the percentage accordingly. If it appears ICC is trending low, then adjust to a higher percentage. **Councilman Aispuro** wondered whether the question

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of fairness would be raised. Mr. Diehl clarified that he is not suggesting a sliding scale. Ms. Stapleton stated that this approach would require a public hearing and a proposal to Council to change the Code, as the percentage is in Code. Mr. Diehl explained further that, when the Code is adopted, if the decision is made to use the ICC table, and it's determined that it's trending lower than actual for Sandpoint, then sidewalk construction may be triggered at a percentage other than 25%. Ms. Wilson commented that the ICC table is based on a national average and national markets that constantly fluctuate, as well as inflation. **Councilman Darling** preferred to choose one or the other, either County valuation or the ICC table. **Mayor Rognstad** preferred to use the County valuation, as it's relative to the local market.

Mr. Murdock stated that he and his wife have been building homes in Sandpoint for 38 years. It is his opinion that the City should have 100% responsibility for sidewalks. The City has equipment and skilled staff, and there would be no need for inspections or permits. He believes this discussion is off on the wrong foot. Why does the property owner need to have anything to do with public infrastructure? Ms. Wilson explained that the proposed code attempts to strike a balance and lessen the burden on property owners. Mr. Murdock stated that he's constructed a number of sidewalks in Sandpoint. He likes installing them; they're useful. He observed that there are 200 realtors and dozens of brokers in Sandpoint, and they pay nothing for capital improvement. As a contractor, he's forced to pay for sidewalks and curb, which improves our town, and he feels he's being penalized.

Ms. Holland recalled that the notion of the City installing sidewalks throughout town was discussed several years ago. Ms. Wilson stated that, to install sidewalks where there currently are none throughout town on both sides of the street, it would cost just over \$30 million. Ms. Holland recalled that PBAC had recommended exploring the possibility of requiring the property owner to install sidewalk not only upon construction of a new home but also upon sale of an existing home. She stated that realtors were not in favor of this idea. Ms. Wilson stated that there are challenges associated with this notion, including the fact that it may make it challenging for buyers to obtain home loans, as it would increase the value of the loan, and the work that would need to be done would become a contingency. Ms. Holland pointed out that sewer lateral inspection is required during a home sale; installation of sidewalk, as a safety measure, could be placed on this same level of necessity. **Councilman Aispuro** observed that it's been stated that sidewalks are not a luxury. Ms. Wilson replied that, according to research, there is not one other community taking this approach, and further investigation as to legalities would be required to determine the viability. There would be many strings attached, and there would be a question of equity and whether it would place an unfair burden on the home buyer. It would not provide an immediate remedy to the gaps in our sidewalk network. Additionally, if it is desired to achieve connectivity with reliance on a CIP, then we would need to go a different direction with the code.

Ms. Wilson replied to **Mayor Rognstad** that, when a home is sold, the sewer lateral needs to be inspected, and that inspection is what the loan is contingent upon; it is not contingent upon replacement of the sewer line. The Sewer Lateral Inspection Program (SLIP) relies on the City enforcing its code. It's a comparative example, but there are details and nuances that make it different. Mr. Tadic added that there's a difference in the scale of cost for a SLIP inspection vs. sidewalk installation, and requiring sidewalk installation would most likely affect the market. Ms. Wilson replied to Mr. Doman that the City receives no funds in relation to the SLIP.

Ms. O'Reilly commented that, if there is sidewalk installed at one or more neighboring lots, new construction would trigger the necessity of a sidewalk where none exists. However, using the four newly-built homes on Chestnut Street as an example, there was probably no existing sidewalk at neighboring properties, so none of the new homes would be required to install sidewalk. She continued that she has statistics related to grant-making boards in Idaho, showing that they favor communities that demonstrate they are working to fix the problem; cities that do not have code in place mandating construction of sidewalks fall to the bottom of the list when it comes to grant funding, as it would appear that the city is allowing the problem to proliferate, and no grant is going to fix it. Ms. Wilson replied that there have been discussions with funding agencies, and this is part of the

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reason section 7-3-3 was added, providing for adoption of a MTMP and demonstrating, in code, that it's important. Sandpoint has never had a MTMP. Many communities do not; we're raising the bar by adopting one. Mr. Tadic added that, in his experience, grant agencies look favorably on master plans and the ability to identify a project contained within a plan. Ms. O'Reilly stated that she thinks the MTMP is outstanding, but she is also of the opinion that we need both and that it's essential to require sidewalk with new structure construction.

Ms. Wilson requested feedback from Council members on proposed section 7-3-5, requirements for sidewalk replacement and repair. **Councilman Eddy** commented that he also works in construction, but he is hesitant to see the City take on all of the cost. It would be great in an ideal world, but we still have miles of streets to pay for. There are so many projects to consider; we can't throw \$1 million at this right now, let alone \$15 million or \$20 million. There needs to be a balance. Ms. O'Reilly suggested going back to the five-year plans, as those look for funding. She said that Ms. Wilson suggested other cities for her to review, which she did and noted that some projects moved down in priority and were replaced by others. Just because a project is included in a five-year plan doesn't mean it will be funded. Ms. Wilson pointed out, as the slide presented earlier indicated: If we're relying on a funding plan and on the money being approved in the annual budget, funding is uncertain. **Councilman Aispuro** wondered whether there are any cities that are entirely funding sidewalks. Mr. Tadic replied that, in Sitka, Alaska, where he lived previously, aside from clearing snow and ice, property owners had no responsibility for sidewalks, and the city still received grants. He replied to **Councilman Darling** that there is little subdivision development, but the city was placing all utilities and constructing a complete street section, including curb, gutter, sidewalk, and pavement. Ms. O'Reilly replied to **Councilman Aispuro** that Sandpoint will still receive grants, but if we get too soft, we'll be less competitive. We shouldn't assume that we'll have the ability to acquire \$30 million over time. **Councilman Aispuro** would like to see far less responsibility on property owners and more responsibility placed on the City. He knows of people who would be more willing to build, offer less expensive rentals, and build additions to rent out. Ms. Wilson commented that this feedback aligns with the feedback received in March, that there needs to be some balance. **Councilman Aispuro** agreed that the proposed code appears to be moving in that direction. He would not be opposed to the City taking on more of the fiscal responsibility and also seeking more funding through grants.

Ms. Stapleton commented that the benefit, at the beginning of the code as drafted, is the stated purpose of the code, recognizing the importance of sidewalks. We would still have that balance between property owners paying and, additionally, a commitment through the MTMP for the City to be researching and prioritizing funding. The proposed code seeks to strike that balance for when a property owner pays and when it would be the responsibility of the City. This balance, along with the purpose statement, will continue to make Sandpoint competitive for grants. **Councilman Darling** suggests, when street projects are funded by grants, that we incorporate curb, gutter and sidewalk as part of the project and funding. He leans toward the City taking on as much as possible that can be facilitated through grant funding. **Councilman Aitken** agreed. He'd like to see property owners participate to some degree but for the funding to tip more toward the City. He pointed out that it can be difficult, however, to find dollars in the budget. **Councilman Aispuro** stated that some people simply can't afford to pay for sidewalks.

**Mayor Rognstad** asked whether Council sees new construction and remodels the same way. For instance, should the responsibility for sidewalk installation in conjunction with new construction be left to the property owner, but the City would take on the expense of sidewalk installation for remodeling projects? **Councilman Darling** replied that the City has better opportunities to be able to fund sidewalks, for instance through grant funding, and can maximize that effort. He stated that, before hearing Mr. Murdock's comments, he had never considered a home builder and realtor as competitors, and this competition appears to leave the home builder at somewhat of a disadvantage. He does feel, however, that, if a bare piece of property is going to be developed, it needs to be built out entirely. He would lean toward the property owner taking on the responsibility with new construction but not necessarily in the case of a remodel. **Councilman Darling** wondered about a circumstance where the project was taking place on a street that was going to be upgraded soon, maybe within the next two years. Would a waiver be a possibility? Ms.

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Wilson replied that it would be the City's responsibility if the upgrade was part of a CIP. However, as for a waiver, the code does not currently allow for that flexibility.

Ms. Wilson reviewed section 7-3-8, waivers or modifications. There are scenarios where, due to geographical, topographical or other constraints, the code does not apply, but we don't want to just provide a complete waiver. The City already has a "fee in lieu" program related to parking requirements, where \$10,000 for each required parking space that is not built is charged and deposited into a fund to help pay for future parking. Many communities have a fee in lieu program, although there have been legal challenges. The money must be collected and spent in the same legally-definable area. In the proposed code, Sandpoint is broken out into sections and quarter-sections, providing for a legally-defensible method for collecting and spending those funds. The fee in lieu concept and waivers are closely tied. The City Engineer can determine, for instance, that the sidewalk requirements are impractical and a waiver is necessary in order to eliminate or reduce impacts on existing drainage patterns or natural features such as riparian areas, significant trees or vegetation, or steep slopes. Ms. Wilson explained to **Councilwoman Ruehle** that an example of a steep slope would be, for instance, sections of Highway 2, where a retaining wall would need to be constructed in order to install sidewalk. The new Schweitzer Cutoff roundabout at Boyer would be another example. It required substantial effort to find enough area for the sidewalk. She additionally replied that property owners cannot build out landscaping, etc., in City right of way; that would require a permanent encroachment permit. Ms. O'Reilly provided photos of a retaining wall that was constructed in the public right of way in the last couple of years.

Ms. Wilson commented that there are solutions to all of the possible scenarios where an exception could be made. For every time we say, "A sidewalk can't go here", there's a solution. Money is the only object. Ms. Wilson replied to Ms. O'Reilly that if sidewalk is not a luxury, then we strike a balance by still requesting money for what would reasonably be the cost of a sidewalk, and those funds will be used for a sidewalk in another location in that legally-defined area. Mr. Groat commented that it was more desirable to accomplish an improvement with a bigger chunk of money than designing and constructing lot by lot. **Councilman Eddy** suggested using fee in lieu payments to focus on identified projects. Ms. Stapleton added that the benefit would be funds that can serve as grant match to leverage outside dollars. Mr. Diehl suggests making the legally-defined sections of town as large as legally allowable to ensure the ability to spend the funds within ten years. Mr. Tadic observed that some communities use neighborhoods as boundaries. Ms. Wilson stated that the size of a section is a mile by a mile. Mr. Murdock stated that most of the cities in the U.S. have punted on infrastructure for 50 years, including Sandpoint. He urges our elected officials to do what it takes to get some sidewalks on the ground where they belong. Ms. O'Reilly stated that the City will need more than grants and suggests identifying that funding before letting the property owners off the hook.

The workshop concluded, and **Mayor Rognstad** reconvened the regular meeting at 6:44 p.m.

### **III. PUBLIC FORUM**

David Stroud, who is not a resident of the City, announced that he was representing the Sandpoint Citizen's Climate Lobby, which is hosting Bob Inglis, who will be speaking to select groups about free enterprise solutions proposed by the EcoRight. Mr. Inglis is a former Republican representative from South Carolina and founder of RepublicEN, an educational organization of people who are energy optimists and climate realists. The group's mission statement can be found at [www.republicen.org/about\\_us](http://www.republicen.org/about_us). Members of RepublicEN are conservatives, libertarians, and pragmatists of diverse political opinion who stand together because climate change is real, and they believe it's a duty and opportunity to reduce the risks. The power of American free enterprise can deliver the innovation to solve climate change through limited government, accountability, free enterprise and environmental stewardship. They are scheduling small meetings with like-minded groups of business people, faith leaders and politicians in the Sandpoint area at Arlo's, 124 S. Second Ave., the afternoon/evening of November 15 and the morning of the 16<sup>th</sup>.

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**IV. ANNOUNCEMENTS**

**Mayor Rognstad** congratulated **Councilwoman Ruehle** and new Council members-elect, Kate McAlister and Andy Groat. He also congratulated those who worked to pass the Lake Pend Oreille School District levy and the new local sales tax in Ponderay.

Ms. Stapleton announced the Comprehensive Plan update community visioning event scheduled for Thursday, November 14, 10:00 a.m. to 4:00 p.m., at the Sandpoint Airport. This will be an all-day drop-in event for the public to have an opportunity to weigh in, with the Mayor, City staff and consultants on hand to discuss the Airport, its importance to our community, and the vision for the future. Children and families are welcome, and refreshments will be served. Granite Aviation will have a Cessna 172 on display. The same evening, from 5:30 p.m. to 7:00 p.m., a broader interactive discussion will be held at Forrest Bird Charter School to identify and refine our shared values and themes that will influence Sandpoint's 20-year future. Topics will include Community Vision, Big Issues and Opportunities, what's changed since the last Comp Plan update, along with breakout sessions. For parents who would like to attend, there will be activities for children, and refreshments will also be served. These meetings are one of a series of visioning events, surveys and open houses that seek the public's input to help guide the Sandpoint Comprehensive Plan update. For more information on the Comp Plan update, visit [www.sandpointidaho.gov/imagine](http://www.sandpointidaho.gov/imagine), where an overview of the Comp Plan and an online survey can be found. An announcement regarding this information has been posted on the City's Facebook page. There is also information available via the public kiosk in the lobby at City Hall and on the City's Engage Sandpoint app, where, with the winter months approaching, citizens can also obtain daily snow reports for snow removal and ice management on streets, along with other announcements from the City.

Ms. Wilson replied to **Councilman Aitken** that the downtown construction is a phased project. Milestone 1 was having the roadway open for motorists and pedestrian access, which has been accomplished. The next milestone is contractor demobilization and winter shutdown by November 26. Construction will begin again in the spring, completed by Lost in the 50s. The current street striping configuration is temporary, sitting on the first layer of asphalt. Once the final layer of asphalt is laid, the final striping will be done and will look more like the striping that was in place prior to construction. The "little lane" between the new concrete curb and the fog line is not a bike lane; it is a temporary solution to allow space for passengers to exit and enter parallel-parked vehicles.

**V. CONSENT CALENDAR**

A. MEETING MINUTES – *approval of Council minutes and informational review of all others*

1. City Council – October 16, 2019, Regular Meeting
2. Historic Preservation Commission – September 25, 2019

B. BILLS in the amount of \$683,185.78 for regular payables.

C. CONFIRMATION OF APPOINTMENTS TO ADVISORY COMMITTEE/BOARD

1. Sharon Lewis, Tree Committee – reappointment, new term to expire March 31, 2022
2. Eileen Atkisson, Tree Committee – reappointment, new term to expire August 31, 2022
3. Gail Lyster, Tree Committee – reappointment, new term to expire August 31, 2022
4. Andrea Marcoccio, Urban Renewal Board – new appointment, term expiring Nov 30, 2022

**Councilman Aispuro moved** to approve the Consent Calendar, items A-1 through C-4.  
**Councilman Darling seconded the motion.**

A roll call vote resulted as follows:

Councilman Eddy	Yes
Councilwoman Williamson	Yes
Councilman Darling	Yes
Councilman Aispuro	Yes
Councilman Aitken	Yes
Councilwoman Ruehle	Yes

**The motion passed by a unanimous vote of Council.**

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**VI. OLD BUSINESS**

D. RESOLUTION NO. 19-58 LETTER TO U.S. COAST GUARD REQUESTING ENVIRONMENTAL IMPACT STUDY (EIS) ON THE PROPOSED CONSTRUCTION OF RAILROAD BRIDGES ACROSS SAND CREEK AND LAKE PEND OREILLE

**Councilwoman Williamson moved** to approve the proposed Resolution, LETTER TO U.S. COAST GUARD REQUESTING ENVIRONMENTAL IMPACT STUDY (EIS) ON THE PROPOSED CONSTRUCTION OF RAILROAD BRIDGES ACROSS SAND CREEK AND LAKE PEND OREILLE. **Councilwoman Ruehle seconded the motion.**

A roll call vote resulted as follows:

Councilman Aispuro	Yes
Councilman Aitken	Yes
Councilman Darling	Yes
Councilman Eddy	Yes
Councilwoman Ruehle	Yes
Councilwoman Williamson	Yes

**The motion passed by a unanimous vote of Council.**

E. RESOLUTION NO. 19-59 PROFESSIONAL SERVICES AGREEMENT WITH OTAK, INC., FOR MULTIMODAL TRANSPORTATION MASTER PLANNING AND ENGINEERING

Ms. Wilson provided a brief presentation, highlighting information previously provided.

Multimodal... more than a buzz word!

In this context, the term "multimodal" simply means all modes of transportation.

When most people think of transportation, they think about vehicles and streets. However, many people don't drive - youth, some seniors, disabled individuals, and those that maybe can't afford to own a car. In fact, data suggests that in a typical community 20-40% of the total population can't drive.

That said, 70-90% of trips are made by automobile and this supports why we tend to focus on improving roads with less focus on other modes such as walking, biking, riding the bus, carpooling, etc. As a result, our sidewalks and pathways are not well maintained and many gaps exist. We haven't updated our truck routes in nearly 20 years. Our street maintenance budget is not keeping up with much needed repairs. The list goes on.

The list of transportation issues continues to grow and that list is not limited to vehicles. Multimodal = looking at all of the ways in which people travel.

What's the point of a Master Plan?

We can't ignore our transportation issues. The problems need fixed!

The purpose of the plan is to bring together all of the data and community feedback to answer What, Where, How, and When. That effort enables the City to prioritize improvements and to budget for them accordingly. The plan also helps obtain outside dollars (grants) to fund projects.

Plans that lack an effective implementation strategy sit on the shelf. Effective plans provide a balance in priorities and enable us to take action.

We have come a long way!

It has been over 10 years since the last transportation plan was developed and much has changed:

- Local and regional growth
- New zoning/ land use
- Downtown reversion from one-way to two-way
- Larch/ Boyer roundabout
- Schweitzer/ Boyer roundabout

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Why update the plan?

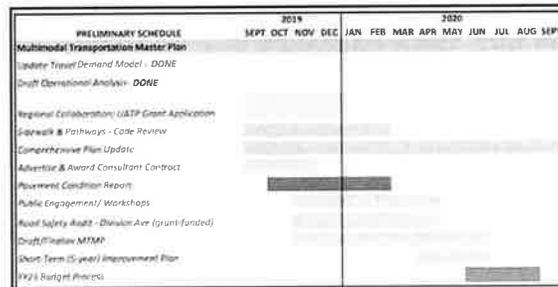
1. Generate and apply current data to inform decision-making
2. Assess citizen perspectives, goals, and priorities to ensure the path forward aligns with community expectations
3. Establish a clear strategy for all modes of transportation to provide a balance in priorities
4. Define a fiscally responsible and practical implementation plan to provide a basis for maintaining, managing, and improving our transportation infrastructure

What will be included in the Master Plan?

Highlight of intended results:

- Updated Travel Demand Model (current and future traffic counts) - DONE
- Operational Analysis (how well do the intersections work) - DONE
- Pavement Condition Assessment and Analysis (what streets are the worst) - UNDERWAY
- Revised Truck Routes (current route system is nearly 20 years old)
- Sidewalks and Pathways Network (where do we need them and which ones should be prioritized)
- Accessibility / ADA Compliance and related on-street parking challenges
- Division Ave focus-area (Pine intersection, safety for kids, mid-block crossings)
- Revisit options at Superior and First
- Identify solutions to address current "cut-through" routes between Hwy 95 & Hwy 2
- Prioritization of projects with cost estimates and funding strategies
- Comprehensive List of Improvements (informs budgeting, future funding, and impact fees)
- Recommendations for improving codes, policy, and standards

Sequence of Events and Timing



Recent, Related Efforts

- Pilot Program on N. Ella - Speed Tables
- New Four-Way at Cedar and Third
- New Four-Way at Church and Fourth
- New Four-Way at Pine and Division
- No Truck Signs, throughout South Sandpoint
- Pilot Program on First, Temporary Bike Corral on-street
- New No Parking Signs on Cedar, west of Division
- New Sidewalks/Ramps on Ontario/Florence
- Improved ADA Parking along Cedar (First is underway)

Did you know?

1. Most residential streets in Sandpoint were originally paved over 30 years ago with approximately 2-inches of asphalt.
2. All traffic signals are owned and maintained by ITD.
3. In 2006, approximately \$103 million in transportation improvements were identified within Sandpoint.
4. The one-way portion of Pine Street between Fifth and Fourth was required by ITD to enable the City to convert downtown streets from one-way to two-way. Changing this portion of Pine back to two-way is not viable because it would cause safety issues and negatively impact the nearby signal at Church.
5. City is drafting possible revisions to the codes relating to new construction and maintenance of sidewalks, specifically regarding fairness, equity, and clarity of the code.

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Multiple opportunities will exist throughout the planning process for the public to weigh in on the future of our transportation system. Open houses, surveys, and workshops are just a few ways in which the community will be engaged. The City of Sandpoint is committed to ensuring this critical planning effort is community-driven.

Ms. Wilson replied to **Mayor Rognstad** that, yes, now, during the MTMP process, would be the time to revisit the possibility returning Pine Street, between Fourth and Fifth, to two-way traffic; that is an area that will be reviewed. The Idaho Transportation Department is a stakeholder during this process, and this would have a direct impact on their highway and the traffic signal at Fifth and Church.

Ms. Wilson reported that the City advertised a Request for Quotes (RFQ), with the solicitation governed by Idaho Code § 67-2320 and administered accordingly. The three Statements of Qualifications (SOQ) that were received were evaluated and scored by a selection committee comprised of the Mayor, City Council President, City Administrator, Bonner County Road and Bridge Director, Idaho Walk & Bike Alliance, City Engineer, City Planning and Community Development Director, and the City Infrastructure and Development Services Manager. Based on the scoring criteria established and published within the RFQ, the committee determined that Otak, Inc., was the preferred consultant. All three were exceptionally qualified, but it was determined that Otak was the best fit for Sandpoint, with substantial MTMP experience and specific experience in the State of Idaho. The Road Safety Audit on Division is not included in this scope of work due to funding constraints. However, staff have been in discussions with the funder and have proposed that the audit be performed in conjunction with the MTMP. The results of the pavement assessment recently performed by IMS will be incorporated into the MTMP. The MTMP will be rolled into the CIP and Comp Plan effort. If this contract is awarded to Otak, they are prepared to be in town for the November 14 visioning event. They're ready to get this process started.

Ms. Wilson replied to **Councilwoman Ruehle** that the Plan will include the consideration of a bike path in the Farmin's Landing area, the Bridge Street and First Avenue intersection, and the proposed continuation of the boardwalk under Cedar Street Bridge. It will not include watershed recreation access, as the Parks and Recreation Master Plan includes trails and pathways, but finalization of that plan will be integrated with the multimodal planning effort. The consultant will be looking at the whole system.

Ms. Wilson replied to **Mayor Rognstad** that undertaking this effort in conjunction with the Comp Plan update does not conflict and is perfect timing. Performing these reviews independently would result in conflicting priorities and information. The Comp Plan considers community values, offers quality of life conversations, which are timeless. The MTMP considers the methods for achieving those values. They will be integrated, and better answers will be forthcoming after the kickoff meeting. With this award, the intent will be to hold a joint workshop with the Comp Plan and MTMP consultants in the same room. It will be important to engage the community in a way that is not confusing. Details will be fleshed out next week.

**Councilwoman Ruehle moved** to approve the proposed Resolution, PROFESSIONAL SERVICES AGREEMENT WITH OTAK, INC., FOR MULTIMODAL TRANSPORTATION MASTER PLANNING AND ENGINEERING. **Councilman Darling seconded the motion.**

A roll call vote resulted as follows:

Councilwoman Williamson	Yes
Councilwoman Ruehle	Yes
Councilman Eddy	Yes
Councilman Darling	Yes
Councilman Aispuro	Yes
Councilman Aitken	Yes

**The motion passed by a unanimous vote of Council.**

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**F. RESOLUTION NO. 19-60 TIMBER HARVEST SALE AGREEMENT WITH JAG, INC.**

Ms. Wilson displayed a map showing where the harvest will take place to the west of switchback #3 on Schweitzer Mountain Road. It will total approximately 44 acres. In the Timber Plan previously adopted by Council, a different area was identified as a harvest priority. However, due to logistics, it was necessary to postpone harvest of that area. **Mayor Rognstad** added that this will be a selective cut.

**Councilman Darling moved** to approve the proposed Resolution, TIMBER HARVEST SALE AGREEMENT WITH JAG, INC. **Councilman Aitken seconded the motion.**

A roll call vote resulted as follows:

Councilman Aitken	Yes
Councilman Darling	Yes
Councilwoman Ruehle	Yes
Councilman Eddy	Yes
Councilwoman Williamson	Yes
Councilman Aispuro	Yes

**The motion passed by a unanimous vote of Council.**

**VII. NEW BUSINESS**

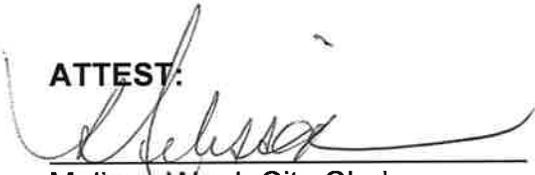
No new business.

**ADJOURNMENT**

**Mayor Rognstad** adjourned the regular meeting at 7:13 p.m.

  
\_\_\_\_\_  
Shelby Rognstad, Mayor

**ATTEST:**

  
\_\_\_\_\_  
Melissa Ward, City Clerk