

### Background:

- The City's transportation system includes approximately 102 lane miles of streets, with a replacement value of more than \$86 million.
- Sandpoint has an Agreement with the Independent Highway District (IHD), the district that owns the roadways within the city and the City is responsible for maintenance, through 2027.
- The Idaho Transportation Department (ITD) owns and maintains the two state highway corridors through Sandpoint, as well as all existing traffic signals in Sandpoint.
- In 2020 Sandpoint adopted its Multimodal Transportation Plan and is actively updating its ADA Transition plan.
- In 2020, Sandpoint engaged an Infrastructure Management Services (IMS) to produce a Pavement Condition Report of every street. IMS utilized a van equipped with laser sensors that objectively quantified pavement and sub-surface conditions, assigning each street a Pavement. This assessment is anticipated to be completed every 5 years. The report concludes that the number of streets in Sandpoint with a condition of "very poor" or "poor" is nearly double the national average. To maintain the current condition (meaning to prevent our streets from getting worse), the report recommends an annual budget of \$1.03 million per year.
- Sandpoint has approximately 50 miles of sidewalks, 10 miles of shared pathways, 25 miles of on-street bicycling routes, and 800 ADA ramps.
- For the past hundred years, Sandpoint has recognized the value in providing safe access for pedestrians, adopting its first ordinance formally prioritizing the need to improve sidewalks in 1919. In 2015, Sandpoint was recognized nationally as a "Walk Friendly Community" based on the City's commitment to improving walkability and pedestrian safety through comprehensive programs, plans, and policies.
- Sandpoint has a local option non-property tax for tourist lodging, effective through December 31, 2035. Of the revenues received, 50% (anticipated to be \$6,000,000 over 12 years) is dedicated to streets and pedestrian improvements.
- Sandpoint dedicates \$50,000/year from the General Fund to sidewalk improvement projects.
- Sandpoint dedicates \$500,000/year from the General Fund to street resurfacing and reconstruction projects.

### Capital Projects:

- Short Term East West Connection, Ph 1 (MTMP Figure 22): Convert Pine Street to two-way travel between Fifth & Fourth Ave, relocating a traffic signal and alleviating traffic congestion. Construction slated for fall 2024, funded by developer impact fees.

## ADDITIONAL PUBLIC WORKS INFORMATION

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- Downtown Revitalization, Phase III: Final phase of the SURA-funded Downtown Revitalization project, providing a complete rebuild of First Avenue from Church Street to at least Lake Street. This project will be similar in scope and layout to the downtown revitalization phases 1 and 2. The funding for this project is from Sandpoint Urban Renewal Agency (SURA). Design is anticipated to begin in 2024.
- Bridge Street Bridge Rehab: This project will rehabilitate the steel shell piles at each pier of the Bridge Street Bridge. Construction is anticipated to begin in late fall of 2024. The funding for this project is from the General Fund. Replacement: ITD field inspection indicates the structure is functionally obsolete and requires replacement. Sandpoint is actively seeking funding and plans for bridge replacement within the next 10 years.
- Great Northern Road Revitalization Project (MTMP Figure 21): In accordance with the 2010 Amended Northern Urban Renewal Plan (Plan), significant public infrastructure improvements on Great Northern (GN) Road, between Baldy Mountain Road and Woodland Drive, were determined to be critical to effectively enhance economic development and to help stimulate private development. The purpose of the project is to resolve existing roadway, drainage, and utility challenges along Great Northern Road from Baldy Mountain Road to Woodland Drive (approximately 1.3 miles). Construction is anticipated in 2025/2026. The funding for this project is from the Sandpoint Urban Renewal Agency, utilities funds, and City general fund. The City is actively seeking additional funding opportunities.
- Baldy Mountain Road Extension (MTMP Figure 20): East-west highway connector proposed between Baldy Mountain Road and Highway 2. Signalization required to improve LOS; required, in part, as a result of recent private developments to the north of Baldy Mountain Road. Partially funded by impact fees from developers. City will seek funding and start anticipates starting design within the next 5 years.
- Highway 2 improvements: Collaborative efforts with ITD to implement various improvements along the Highway 2 corridor as per the MTMP.
- Yearly sidewalk connectively projects funded by General Fund and Resort City Tax.
- Yearly street reconstruction or resurfacing projects funded by General Fund and Resort City Tax.