

**Transportation Component
Bonner County Comprehensive Plan**

Transportation Component Bonner County Comprehensive Plan

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BONNER COUNTY PLANNING DEPARTMENT

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MAPS
Base Map of Bonner County, Idaho
Transportation in Bonner County, Idaho

TRANSPORTATION COMPONENT

This component includes an analysis of the general locations and widths of major traffic thoroughfares, streets, and other traffic ways and their maintenance; rail lines; building setbacks; access control; street naming and house numbering; public transportation; and bicycle routes.

CHAPTER 1 – MAJOR TRAFFIC THOROUGHFARES (STATE HIGHWAYS AND BONNER COUNTY ARTERIALS)

Five state highways and four major arterials carry thousands of vehicles daily through the boundaries of Bonner County. A map depicting the County's system of major arterials and thoroughfares, titled, *Transportation in Bonner County, Idaho*, can be found at the end of this component. U.S. Highway 95, Idaho's major north-south transportation corridor connecting the region to Canada and southern Idaho, traverses Bonner County from north to south. The highway cuts through the center of the City of Sandpoint and connects with State Highways 200 and 2 just north of Sandpoint in Ponderay. State Highway 2 and Highway 200 East are east-west thoroughfares, connecting Bonner County to Washington State on the west and Montana on the east. A north-south route from Priest River to Priest Lake is provided by State Highway 57 and to Kootenai County by Highway 41 at Oldtown. Traffic counts for the year 2000, on Highway 95, taken 10 miles north of Sandpoint, reveal an average of 6,865 vehicles per day (annual average) use this route. State Highway 2's annual daily average for the year 2000, measured 2.6 miles east of the Idaho/Washington border near Oldtown was 7,201 vehicles. The state's traffic count for State Highway 200, measured 6.4 miles east of U.S. Highway 95 at Kootenai was 3,633 vehicles daily based on an annual average (Idaho State Transportation Department). Totals for State Highways 41 and 57 were not reported.

Bonner County's main thoroughfares include Dufort Road, Colburn-Culver Road, Bayview Road and North Boyer Avenue. Bonner County's daily traffic counts for Dufort Road, taken from a May 1998, study, tallied 925 west-bound vehicles and 933 east-bound vehicles. A one-way traffic study in September of 1996, for North Boyer Avenue recorded that 957 vehicles per day (averaged over a week) used the main north/south transportation route that links the City of Sandpoint to Schweitzer, Sandpoint's airport, the County fairgrounds and U.S. Highway 95 to the east. The traffic counts are a daily average based on a week-long traffic study. Recent studies of Colburn-Culver and Bayview roads were not available (Marshall).

Section 1.1- US-95

Location

US-95 enters Bonner County at milepost 451.14 north of the City of Athol. The highway travels through the City of Sandpoint and enters Boundary County at milepost 491.77.

Length

The portion of US-95 within Bonner County is 40.63 miles long.

Width

US-95 is currently a two-lane highway. Idaho Transportation Department' long range planning (20 years) designates US-95 to eventually become a four-lane highway. Right-of-way widths currently range from 100 to 120 feet. Idaho Transportation Department long range planning calls for right-of-way widths ranging from 150 feet for undivided highways to 200 feet for divided highways.

Surface

The highway is paved with asphalt.

Maintenance

The highway is maintained by the Idaho Transportation Department.

Improvement Plans

US-2 / US-95 – 5th Avenue, Sandpoint

This project calls for major widening of the Fifth Avenue corridor through Sandpoint. Construction began in 2002.

US-95 – Sandpoint to Kootenai Cutoff

This project calls for major reconstruction and widening of US-95 through Ponderay (milepost 476.02 to milepost 477.09). Construction is scheduled during the Idaho Transportation Department's FY 2003.

US-95 – Sand Creek Byway

This project is known as the "Sandpoint North and South Project." The project calls for a new highway alignment from milepost 468.1 to milepost 477.4. The recently approved Environmental Impact Statement is for a two-lane road with a full interchange at SH-200 and a one-half interchange at Superior in south Sandpoint. Construction is scheduled to begin during the Idaho Transportation Department's FY 2004.

US-95 – Cocolalla North

This project calls for resurfacing of the roadway from milepost 460 to milepost 468. The project is in the Idaho Transportation Department's Preliminary Development phase.

US-95 – Coeur d'Alene to Sandpoint

This project calls for a corridor study to develop a preliminary design for a modern four-lane principal arterial. Design work is scheduled to begin during the Idaho Transportation Department's FY 2002 (Idaho Transportation Department).

Section 1.2 - US-2

Location

The highway enters Idaho at Oldtown at milepost 0.00. The highway passes through Priest River and Dover before merging into US-95 at Ponderay at milepost 28.73.

Length

The portion of highway in Bonner County is 28.73 miles long.

Width

US-2 from Oldtown to Priest River is a two-lane highway except for mile post .000 to .527 where the highway is four lanes (Richardson). US-2 from Priest River to Ponderay is 36 feet wide, with a right-of-way width from 100 to 120 feet.

Surface

The highway is paved with asphalt.

Maintenance

The Idaho Transportation Department maintains this highway.

Improvement Plans

US-2 – Dover Bridge

This project calls for bridge replacement at milepost 25. This project is in the Idaho Transportation Department's Preliminary Development phase. Construction is anticipated to begin during the Idaho Transportation Department's FY 2004.

US-2 – Dover to Sandpoint

This project calls for major widening and reconstruction from milepost 26.11 to milepost 28.92. The project is in Idaho Transportation Department's Preliminary Development phase, and construction is anticipated to begin during the Idaho Transportation Department's FY 2006.

US-2 – Priest River to Milepost 13

This sealcoat project was scheduled during the Idaho Transportation Department's FY 2001.

US-2 – Dover Railroad Bridge to Chuck Slough

This sealcoat project was scheduled during the Idaho Transportation Department's FY 2001.

(Idaho Transportation Department)

Section 1.3 - SH-200

Location

The highway begins at US-95 / US-2 at Ponderay and ends at the Idaho/Montana border east of Clark Fork. The highway has been designated as the Pend Oreille Scenic Byway by the State of Idaho.

Length

The portion of highway in Bonner County is 30.0 miles long.

Width

SH-200 is currently a two-lane highway with right-of-way widths ranging from 100 to 120 feet. Idaho Transportation Department's long range planning does not call for a change in designation for SH-200.

Surface

The highway is paved with asphalt.

Maintenance

The highway is maintained by the Idaho Transportation Department.

Improvement Plans

SH-200 – Icicle Cliffs

This project calls for minor shoulder widening and resurfacing from milepost 56 to milepost 57. The project is scheduled during the Idaho Transportation Department's FY 2003.

Lightning Creek Bridge

The bridge replacement (at milepost 54.5) is scheduled during the Idaho Transportation Department's FY 2004.

SH-200B – Hope Business Loop

This overlay project is scheduled during the Idaho Transportation Department's FY 2003 (Idaho Transportation Department).

Section 1.4 - SH-57

Location

The highway begins at Priest River at milepost 0.00 and goes north to Nordman, ending at milepost 37.23.

Length

The highway is 37.23 miles long.

Width

SH-57 is designated to be 28 feet in width. Its right-of-way width varies from 80 to 100 feet.

Surface

The highway is paved with asphalt.

Maintenance

The highway is maintained by Idaho Transportation Department.

Improvement Plans

There are no improvement plans currently scheduled for SH-57.

Section 1.5 - SH-41

Location

SH-41 enters Bonner County at milepost 20.93 after passing through Spirit Lake, Idaho, and continues north to Oldtown, ending at milepost 39.06.

Length

The portion of highway in Bonner County is 18.93 miles long.

Width

SH-41 is designated as a 36-foot-wide highway. Right-of-way width is 100 to 120 feet.

Surface

The highway is paved with asphalt.

Maintenance

The highway is maintained by Idaho Transportation Department.

Improvement Plans

SH-41 – Spirit Creek to Oldtown

This sealcoat project was scheduled during the Idaho Transportation Department's FY 2001 (Idaho Transportation Department).

Overview of Bonner County's Road System

From 2000 to 2001, Bonner County maintained about 699 miles of improved and unimproved roads. There are 249 miles of hard surface and 450 miles of gravel roads. The total mileage does not include city streets, private roads, privately maintained public roads, Forest Service or BLM roads, or any other roads that may exist, but are not considered (by the County) to be part of the County's maintained mileage system.

Table 1.6 summarizes the road surface types in Bonner County.

Table 1.6

<i>Road Surface Type</i>	<i>Existing Mileage</i>
Earth - graded and drained	0.558
Gravel - graded and drained	362.157
Asphalt - road or cold plant mix	236.164
Asphalt - hot mix	96.538
Total of improved road mileage	695.417
Total Mileage	695.417

The Bonner County Public Works - Road and Bridge Department is responsible for the maintenance and construction of county roads. The Department has an \$6.3 million annual budget for road materials, equipment, and salaries and benefits. The department reports that a road with fabric, base, and top rock cost about \$60,000 a mile, while roads with crushed rock costs approximately \$25,000 a mile to construct. From 2000 to 2001, 72 percent of the Bonner County Road and Bridge Department budget was devoted to road construction and maintenance. Each year the department tries to complete approximately 15 to 18 miles of road treated with cement covered with either chip seal or asphalt.

Each mile of county road costs approximately \$8,500 a mile to construct and maintain including plowing, grading and employee salaries and benefits. Although the 2000 budget provides a "fair" quality of maintenance and construction, the department is aiming for improved quality of road care which will require \$11,000 to \$13,000 per mile. The road department budget is funded through federal forest apportionment monies, state highway users (gas) tax, Idaho Transportation Department exchange program and county property taxes (Elsea) .

Section 1.6 - Dufort Road

Location

The Dufort Road begins in Township 56 North, Range 3 West, Section 32 (US-95 to Old P.R. Road) and ends in Township 56 North, Range 4 West, Section 25.

Length

The road is 18.19 miles long.

Width

The highway is 24 feet wide.

Surface

The road is hard-surfaced.

Maintenance

The Bonner County Road Department plows, sands, and patches this road.

Improvement Plans

Bonner County applied asphalt to about nine miles of this roadway from Spirit Lake Cut-off Road east to US-95 from fiscal year 2000 to 2002.

Section 1.7 - Colburn Culver Road

Location

This roadway begins at US-95 in Township 58 North, Range 2 West, Section 12, and extends through Township 58 North, Range 1 West, Sections 3, 4, 5, 6, 7, 10, 11, 14, 15, 22, 23, 27, 26, 34, and Township 57 North, Range 1 West, Section 4, ending at SH-200.

Length

The road is 10.75 miles long.

Width

The road is 24 feet wide.

Surface

The road is hard-surfaced.

Maintenance

Plowing, patching, and brushing activities are routine road maintenance activities.

Improvement Plans

The roadway received a entire layer of asphalt during fiscal years 2000 to 2002 (Marshall).

Section 1.8 - Bayview Road

Location

The Bayview Road begins at US-95, in Township 54 North, Range 3 West, Section 13. It extends southward to Township 54 North, Range 2 West, Sections 19 and 30, ending at the Kootenai County line.

Length

The road is 3.01 miles long.

Width

The road is 22 feet wide.

Surface

The road is hard-surfaced.

Maintenance

Plowing and patching are performed as appropriate by the Bonner County Road Department.

Improvement Plans

The roadway received a second chipseal coat during FY 2000 (Marshall).

Section 1.9 - North Boyer Avenue

Location

The road begins at Ontario Street and extends north through Sandpoint to West Bronx Road.

Length

The road is approximately 3 miles long.

Width

The width of this road varies from 36 to 40 feet.

Surface

The road is paved.

Maintenance

The road is maintained by the City of Sandpoint and Bonner County.

Improvement Plans

Widening, paving, and curb and gutter installation were completed for the section between Ebbett Way and Mountain View (Debo).

CHAPTER 2 - MINOR TRAFFIC THOROUGHFARES (BONNER COUNTY MAJOR COLLECTOR ROADS)

Table 2.1 represents the minor thoroughfares in Bonner County and their maintenance and improvement details.

Table 2.1

<i>Road Name</i>	<i>Location</i>	<i>Length Width</i>	<i>Surface</i>	<i>Maintenance/ Improvements</i>
Lakeshore Drive	Begins at US-95 in Township 57, Range 2 West, Section 35, and travels west through Township 56 North, Range 2 West, Sections 3, 4, 5, and 6, to Township 56 North, Range 3 West, Sections 1-3, 9-10, 15-16 and 21. The road ends at Dufort Road.	12.17 miles long; 22 to 24 feet wide.	8.67 miles of hard surface and 3.51 miles of gravel surface.	Grading, plowing, patching, and brushing are performed as appropriate by the Bonner County Road Department. Dust abatement is conducted along the gravel portion, and 5.5 miles of roadway received a paved overlay in FY 2002, with 2.5 additional miles scheduled for 2003.
Baldy Mountain Road	Begins within Township 57 North, Range 2 West, and extends through Sections 16-18.	2.78 miles long (County-maintained portion); 24 feet wide.	Hard-surfaced.	Plowing, patching, and brushing are performed as needed by Bonner County Road Department. A second chipseal coat was applied in 2001.
Schweitzer Basin Road	Begins in Sections 3/4 of Township 57 North, Range 2 West, and extends through Township 58, Range 2 West, Sections 33, 34, 20 and 28.	10 miles long; 24 feet wide.	Hard-surfaced.	Plowing and patching are performed as needed. The County contracts with Schweitzer Mountain Resort for maintenance. No improvement plans are listed.
Kootenai-Cutoff Road	Extends between U.S. Highway 95 and U.S. Highway 200 East in the City of Ponderay.	0.75 miles long; 28 to 40 feet wide.	Paved.	Maintained by the City of Ponderay. Reconstruction of connector planned.

<i>Road Name</i>	<i>Location</i>	<i>Length Width</i>	<i>Surface</i>	<i>Maintenance/ Improvements</i>
Samuels Road	Begins at US-95 in Township 59 North, Range 1 West, extends through Sections 29, 32, 28, 33, 27, 34, and 35 to Township 58 North, Range 1 West, Sections 2 and 3, ending at the Colburn Culver Road.	3.68 miles long; 22 feet wide.	3.0 miles hard-surfaced; 0.68 gravel surface.	Plowing, patching, brushing conducted by Bonner County. Received a second chipseal in FY 2001.
Selle Road	Begins at US-95 in Township 58 North, Range 2 West, Sections 24 and 25. Travels through Township 58 North, Range 1 West, Sections 19, 30, 20, 29, 21, 23, and 22, ending at the Colburn-Culver Road.	5.62 miles long; 22 feet wide.	Hard-surfaced.	Plowing and patching performed by Bonner County. No improvement plans reported.
Shingle Mill Road	Begins at SH200 East in Township 57 North, Range 1 West, Section 6; ends in Township 58 North, Range 1 West, Section 32.	1.33 miles long; 22 feet wide.	Asphalt.	Plowing, patching, ditching, brushing performed by Bonner County. Chipsealed in FY2001. No improvement plans reported.
West Shingle Mill Road	Begins in Section 29/32 of Township 58 North, Range 1 West, and continues north, terminating at its intersection with Shingle Mill Road.	1.57 miles long; 22 feet wide.	Gravel.	Plowing, grading, brushing performed by Bonner County. No improvement plans reported.
East Shingle Mill Road	Begins in Township 58 North, Range 1 West, Sections 32, 33 and 28, and continues north and terminates at its intersection with Selle Road.	2.21 miles long; 22 feet wide.	Gravel.	Plowing, grading, brushing performed as needed by Bonner County. No improvement plans reported.

<i>Road Name</i>	<i>Location</i>	<i>Length Width</i>	<i>Surface</i>	<i>Maintenance/ Improvements</i>
Woodland Drive	Situated in Sections 4 and 9, Township 57 North, Range 2 West.	0.96 miles long; 22 feet wide.	Gravel.	Plowing, grading, dust abatement performed by Bonner County. No improvement plan reported.
Eastside Road	Begins in Township 56 North, Range 2 West, Sections 19, 18, 8, 5 and extends through Township 57 North, Range 4 West, Sections 32, 29, 28, 20, 21, 16, 17, 9, and 4.	12.66 miles long; 22 feet wide.	4.5 miles of chipsealed surface; 8.10 miles of gravel.	Plowing, grading, patching and hard-surfaced brushing performed by Bonner County. Second coat of chipseal was scheduled for 2001.
Dickensheet Road	Begins at SH-57; extends through Township 59 North, Range 4 West, Sections 19-22, 15, 10, ending at Coolin.	5.39 miles long; 24 feet wide.	Hard-surfaced.	Plowing and patching performed by Bonner County. Received 2 miles of asphalt overlay in FY 2002.
Gleason-McAbee Falls Road	Begins at SH-57 in Township 58 North, Range 5 West, Sections 3, 2, 11, 12 and extends through Township 58 North, Range 4 West, Sections 7, 8 and 9.	5.57 miles long; 22 feet wide.	Gravel.	Grading and culvert replacement and repair performed by Bonner County. No improvement plans reported.
Spirit Lake Road	Begins at SH-41; extends through Township 54 North, Range 4 West, Sections 31, 30, 29, 19, 20, 17, 18, 8, 9, 5, and 4; passes through Township 55 North, Range 4 West, Sections 33, 34, 28, 27, 21, 22, 16, 15, 9, and 10; terminates at Dufort Road.	11.87 miles long; 22 to 24 feet wide.	Chip-sealed.	Plowing, grading, patching performed by Bonner County. Chipsealed in 2000.

<i>Road Name</i>	<i>Location</i>	<i>Length Width</i>	<i>Surface</i>	<i>Maintenance/ Improvements</i>
Kelso Lake Road	Begins in Township 54 North, Range 3 West; travels through Sections 27, 22, 21, 20, 19, and 30; extends through Township 54 North, Range 4 West, Sections 25 24, 23, 15, 10, and 4; ends at the Spirit Lake Cut-off.	10.12 miles long; 20 to 22 feet wide.	Gravel.	Plowing, culvert replacement, grading performed by Bonner County. Ditching, brushing, culvert replacement completed during 2000.
Clagstone Road (Rimrock Road)	Begins at the Kootenai County line; travels through Township 54 North, Range 4 West, Sections 36, 26, 27, 22, 23, 15-19; ends at Blanchard Cut-off Road.	9.9 miles long 22 feet wide.	Gravel.	Plowing, grading, ditching, brushing performed by Bonner County. County approved for dust abatement funding for entire roadway through Congestion Mitigation and Air Quality (CMAQ) program.
Blanchard Cut-off Road	Begins at SH-41; travels through Township 54, Range 5 West, Sections 21-24.	3.47 miles long; 22 feet wide.	Gravel.	Plowing, grading performed by Bonner County. Dust abatement performed during 2001.
Blanchard Elk Road	Begins at SH-41 in Township 54 North, Range 5 West, Sections 20 and 19; ends in Township 54 North, Range 6 West, Section 25.	2.71 miles long; 24 feet wide.	Hard-surfaced.	Plowing performed by Bonner County. Second chipseal was completed in 2002.
Bandy Road (Bloods Road)	Begins at Township 54 North, Range 4 West, Section 10; ends at Township 55 North, Range 4 West, Section 13.	4.42 miles long; 22 feet wide (average).	Gravel.	Plowing, grading performed by Bonner County. Reconstruction to take place in 2002 to improve soft spots.

CHAPTER 3 - RAIL LINES

Section 3.1 - Burlington Northern/Santa Fe (BNSF)

Location

The Washington Division of the Burlington Northern/Santa Fe line (BNSF) extends through Bonner County from Athol to Elmira, and north to the county line. There are two junctions in Bonner County; one in Sandpoint and one in Dover. The BNSF line enters Bonner County on the southern border at Section 32, Township 54 North, Range 3 West. It exits the county at the northern border at Section 3, Township 59 North, Range 1 West.

In addition, BNSF operates the Montana Rail Link Railroad which handles freight between Kootenai, Idaho, and Butte, Montana. This line enters Bonner County on the western border of the county near Oldtown. The line travels east exiting the county into Montana at Section 27, Township 55 North, Range 3 East.

Length

The main line through the county is approximately 50 miles long. The link line route travels approximately 80 miles through Bonner County.

Schedule

No set schedule is established for the main line or link line.

Freight

Both lines are used to ship lumber, petroleum, potash, and other products. Approximately three to seven trains travel through Bonner County each day. The number of cars in each train varies (BNSF).

Section 3.2 - Spokane International (Union Pacific)

Location

This line passes through Sandpoint, extending from Section 31, Township 54 North, Range 3 West to Section 3, Township 59 North, Range 1 West. The Spokane International Railroad is a line between Spokane, Washington and a connection with the Canadian Pacific Railroad southwest of Cranbrook, British Columbia.

Length

This line travels approximately 66 miles through Bonner County.

Schedule

No set schedule is established.

Freight

This line is used to ship lumber, potash, and petroleum. Information is not available on the number of trains that travel through the county each day (Angel).

Section 3.3 - Port of Pend Oreille, Pend Oreille Valley Authority

Location

The Port of Pend Oreille operates freight train service in Bonner County between Oldtown and Sandpoint. The Pend Oreille Valley Authority (POVA) is based in Usk, Wash. The freight train travels over the existing Burlington Northern-Santa Fe lines located on the north side of the Pend Oreille River in Bonner County.

Length

The Oldtown to Sandpoint route is approximately 30 miles.

Schedule

The POVA runs one freight train daily in and out of Bonner County.

Freight

POVA hauls mainly wood products between Bonner and Pend Oreille counties. The freight includes lumber, chips and paper products. The line serves a number of large mills and lumber companies operating in Bonner County (Robbins).

Section 3.4 - AMTRAK

Routes

Amtrak's Empire Builder passenger train serves Sandpoint on a daily basis. Two trains travel daily between Chicago and Seattle/Portland, passing through Bonner County.

Schedules

Trains leave Sandpoint daily, eastbound to Chicago and westbound to Portland/Seattle.

Capacity

The Empire Builder is a superliner and consists of bi-level railcars. The train's capacity is adjusted according to demand (Amtrak).

CHAPTER 4 - BUILDING SETBACKS

Section 67-6508(i), Idaho Code, spells out the analysis that is to be provided for the Transportation component of comprehensive plans. Code provides that “this component may also make recommendations on building line setbacks, control of access, street naming and numbering...” The following are current Bonner County Revised Code provisions for building setbacks.

Section 4.1 - Residential and Non-Residential Uses

Front Yard

Yard requirements for single-family dwellings: Front yard setback from property line, or from ingress or egress easement boundaries, whichever distance is greater: twenty five feet (25').

Rear Yard

Yard requirements for single-family dwellings: Rear yard setback from property line: twenty five feet (25').

Side Yard

Yard requirements for single-family dwellings: Side yard setback from property line: five feet (5'). Side yard, flanking street setback from property line, or from ingress or egress easement boundaries, whichever distance is greater: fifteen feet (15').

Detached, residential accessory buildings or structures, such as garages, sheds, shops and similar outbuildings:

- (1) Shall not be located closer than twenty five feet (25') from the front property line, or from ingress or egress boundaries, whichever distance is greater.
- (2) Shall not be located closer than five feet (5') from any side or rear property line.

Where the owner of two (2) or more platted lots with a common lot line(s) desires to have the lots regarded as a single lot for purposes of building placement, the owner shall record a notice of lot combination with the Bonner County recorder. The form for said notice shall be provided by the planning department and shall state: "Lots (Lot Numbers) of Block (Block Number) in (Subdivision Name), recorded in the Book of Plats (Book Number) at Page (Number), of the Bonner County Records, are hereby combined for the purposes of building placement pursuant to the provisions of Section 12-630 (f) of the Bonner County Revised Code." The notice shall bear the notarized signature of the property owner(s), and a copy of the recorded notice shall be provided to the planning department. The recording of a notice of lot combination shall only have the effect of modifying the side yard setback requirements for the common lot line and all other requirements of this title shall remain in full force and effect.

Yard requirements for multi-family dwellings: Multi-family dwellings shall be considered as one building for the purpose of determining front, side, and rear yard requirements. The entire group as a unit shall require one front, one rear, and two (2) side yards as specified for single-family

dwelling.

All architectural projections such as canopies, eaves, balconies, platforms, decks, carports, covered patios, and similar architectural projections shall be considered parts of the building to which attached and shall not project into the required minimum front, side, or rear yard setbacks from property lines. Yard requirements for all other nonresidential uses, such as barns, not to include accessory buildings for residential uses. Nonresidential buildings or uses shall not be located nor conducted closer than forty feet (40') to any lot line, except that the minimum yard requirements may be reduced to fifty percent (50%) of the requirement if acceptable landscaping or screening, approved by the commission, is provided. Such screening shall be masonry or solid fence between four feet (4') and eight feet (8') in height, maintained in safe condition and free of all advertising or other signs on the residential side of lot. Landscaping provided in lieu of such wall or fence shall consist of a strip of land not less than twenty feet (20') in width, planted with an evergreen hedge or dense planting of evergreen shrubs not less than four feet (4') in height at the time of planting (Bonner County Revised Code, Title 12, Chapter 6).

Section 4.2 - Commercial and Industrial Uses

Front Yard

Yard requirements for commercial uses and structures and industrial uses and structures: Front yard setback from property line, or from ingress or egress easement boundaries, whichever distance is greater: seventy five feet (75').

On-premises sign in front yard setback from property line, or from ingress or egress easement boundaries, whichever distance is greater: twenty five feet (25').

Front yard minimums for commercial and industrial uses, excluding the setback for on-premises signs, may be reduced to fifty percent (50%) of the minimum requirement, if the site does not front on a principal arterial. Setbacks from roads classified as arterials in title 2, chapter 8, of this code and from state highways and U.S. highways shall be seventy five feet (75'), except that the setback for on-premises signs only shall be twenty five feet (25').

Rear Yard

Rear yard setback from property line: twenty five feet (25').

Side Yard

Side yard setback from property line: ten feet (10') when abutting an agricultural, rural, suburban, rural service center, high density or recreation zone district.

Side yard, flanking street setback from property line, or from ingress or egress boundaries, whichever distance is greater: twenty feet (20') (Bonner County Revised Code, Title 12, Chapter 6).

Section 4.3 - Waterfront

All structures shall not be located closer than forty feet (40') from the applicable natural or ordinary high water mark, or the applicable artificial high water mark, as defined, of any lake, river, stream, channel, or other body of public water, excluding uncovered steps, stairs or walkways four feet (4') or less in width (Bonner County Revised Code, Title 12, Chapter 6).

ARTIFICIAL HIGH WATER MARK. The high water elevation above the natural or ordinary high water mark resulting from construction of manmade dams or control works and impressing a new and higher vegetation line.

NATURAL OR ORDINARY WATER MARK. The high water elevation over a period of years, uninfluenced by manmade dams or works, at which elevation the water impresses a line on the soil by covering it for sufficient periods to deprive the soil of its vegetation and destroy its value for agricultural purposes (Bonner County Revised Code, Title 12, Chapter 2).

CHAPTER 5 - ACCESS CONTROL

Section 5.1 - Designated/Controlled State Highway Approaches

The Idaho Transportation Department has established policies for accesses into the state highway system. Types of access are outlined in Table 5.1. State highway accesses in Bonner County are designated as follows:

US-95

This highway is designated as a Partial Control Type IV roadway.

US-2

This highway is designated as a Partial Control Type III roadway.

SH-200

This highway is designated as a Partial Control Type I roadway.

SH-57

This highway is designated as a Standard Approach roadway.

SH-41

This highway, from Spirit Lake to Blanchard, is designated as a Partial Control Type III roadway. From Blanchard to Oldtown, the highway is designated as a Partial Control Type I roadway (Idaho Transportation Department).

Table 5.1

<i>Method of Access</i>				
		<i>Public Road Connections</i>	<i>Existing Approaches</i>	<i>New Approaches</i>
Full Control Type V		Via Interchange ramps only	Access road service only	Access road service only
Partial Control	Type IV	As shown on project plans or determined to be in the public interest	Access road service only	Access road service only
	Type III	As shown on project plans or determined to be in the public interest	Maximum of four per side per mile. Maximum of three per side per mile if located in mile-grid local road system.	Access road service only, except in extreme cases
	Type II	As shown on project plans or determined to be in the public interest	As shown on project plans with no spacing restrictions	Prohibited, except that isolated parcels shall be served
	Type I	As shown on project plans or determined to be in the public interest	As shown on project plans with no spacing restrictions	Permitted at not less than 660 feet spacing between approaches, except that isolated parcels shall be served
Standard Approach		See current Idaho Transportation Department right-of-way use policy.		

Section 5.2 - Designated/Controlled Bonner County Highway Approaches

The county requires a landowner obtain an approach permit for new driveway entrances or private roads entering the county right-of-way and serving commercial and industrial uses, multi-family structures, and similar uses. Permits and approach construction standards also apply to the portion of new private roads, including logging, hauling, and recreational access roads that intersect and exist within a county right-of-way. The county also requires a driveway permit for any portion of a new driveway, within a county right-of-way, that provides access to a single-family dwelling or building site, or duplex dwelling or building site.

The Bonner County Road and Bridge Department is in the process of updating its permit

requirements and approach design standards (Marshall).

Section 5.3 - Rail Crossings

There are approximately 222,000 railroad grade crossings in the United States, 2,805 crossings in Idaho, and 162 in Bonner County (see Table 5.3b). These gated and ungated crossings include private, public, grade separated and at-grade crossings. Every crossing has a unique federal identification number assigned for reference and used by the state. New railroad crossings are funded 100 percent by federal aid monies, but the county must request the improvements from the Idaho Department of Transportation (ITD). An average cost for a new railroad crossing with signals and gates is \$225,000. The railroad companies are legally responsible for the maintenance and the power bills for each crossing's signal gates and lights (Wilson).

The ITD (and the Federal Highway Administration) maintain a list of the all rail crossings with an improvement priority index based on predicted collisions per 100 years. Table 5.3a shows the two crossings in Bonner County on ITD's 2000 and 2001 short list of the 31 "High Priority Crossings" in Idaho:

Table 5.3a

<i>Crossing Number</i>	<i>RR Milepost</i>	<i>Crossing Type</i>	<i>Street / Road</i>	<i>Existing Warning</i>	<i>No. of Collisions</i>	<i>Priority Index</i>
662552S	77.42	Public-At Grade	Kootenai Cut-Off	Passive	3	0.206000
086261N	113.73	Public-At Grade	W. Oden Bay Road	Passive	2	0.171148

Gated

There are 12 gated railroad crossings in Bonner County.

Locations

Table 5.3b

<i>Crossing Number</i>	<i>Street or Road Name</i>	<i>RR Milepost</i>	<i>Number of Gates</i>	<i>Crossing Surface</i>
058724J	Schweitzer Mountain Road	1399.71	2	Plank
058819S	Great Northern	1404.53	2	Concrete

<i>Crossing Number</i>	<i>Street or Road Name</i>	<i>RR Milepost</i>	<i>Number of Gates</i>	<i>Crossing Surface</i>
058820L	Boyer	1402.34	2	Rubber
058728L	Mountain View Road	1401.52	2	Plank
058818K	Division Street	1402.25	2	Concrete
058821T	Boyer Avenue	1402.27	2	Concrete
058828R	Lignite/Bottle Bay	6.56	2	Concrete
058832F	Sagle Road	8.75	2	Concrete
058853Y	Granite Loop Road N.	24.32	2	Concrete
058823G	Whiskey Jack Rd.	115.60	2	Concrete
091180Y	Centennial Boulevard	102.65	2	Plank
906404B	Bonner Mall	76.45	2	Prefab

Ungated

There are 150 ungated railroad crossings in Bonner County.

Locations

Table 5.3c

<i>Crossing Number</i>	<i>Street or Road Name</i>	<i>RR Milepost</i>	<i>Crossing Surface</i>
058708A	Elmira Road	1386.92	Plank
058709G	Private	1388.79	Plank
058710B	Private	1389.65	Plank
058711H	Private	1390.29	Plank
0587112P	Samuels Road	1391.07	Concrete
058713W	US-95	1392.69	None
058714D	Crown Pacific	1393.28	Concrete
058715K	Private	1393.98	Plank

<i>Crossing Number</i>	<i>Street or Road Name</i>	<i>RR Milepost</i>	<i>Crossing Surface</i>
058716S	Private	1394.16	Plank
058717Y	Private	1394.88	Plank
058718F	Private	1395.04	Plank
058719M	Private	1395.06	Plank
058720G	Private	1396.03	Plank
058721N	Selle Road	1397.12	Plank
058722V	Private	1397.89	Plank
058723C	N. Boyer	1398.48	Plank
058725R	Woodland Drive	1400.77	Concrete
058726X	Private	1400.84	Plank
058727E	Mountain View Road	1404.01	Plank
058822A	US-95	1402.82	None
101584A	Private	1402.90	Plank
910108W	McFarland (West)	1401.92	Plank
910109D	McFarland (East)	1401.93	Plank
058729T	Bald Mountain Road	1402.05	Plank
065934R	Bald Mountain Road	1402.06	Plank
058730M	Pine Street	1403.12	None
058731U	W. Ontario Street	1403.65	Plank
058732B	Private	1403.88	Plank
058733H	Syringa Heights	1404.55	Plank
058734P	US-2	1405.24	None
058735W	Private	1406.97	Plank
058736D	Private	1407.20	Plank
058737K	Private	1407.88	Plank

<i>Crossing Number</i>	<i>Street or Road Name</i>	<i>RR Milepost</i>	<i>Crossing Surface</i>
058738S	Private	1408.92	Plank
910073X	Private	1409.30	Plank
058740T	Berry Lane	1410.89	Plank
910037C	Private	1411.43	Plank
058741A	Ramsey	1413.81	Plank
058742G	Private	1414.08	Plank
058743N	River Birch Road	1414.92	Plank
058744V	Campbell Point Road	1415.74	Asphalt
058745C	Riley Creek Road	1416.05	Prefab
910013N	Private	1418.70	Plank
058747R	Thama	1420.75	Plank
058748X	Thama Drive	1421.11	Plank
058749E	Private	1421.54	Plank
058751F	City Street	1424.10	Plank
058753U	Wisconsin Street	1424.34	Plank
058756P	Private	1428.18	Plank
058754B	Albeni Falls Dam	1428.30	Rubber
910014V	Pedestrian Crossing	1428.50	Rubber
058760E	State Avenue	1431.05	None
058824N	Bridge Street	3.14	None
058825V	Private	4.86	Plank
058826C	Private	5.85	Plank
058830S	Private	7.87	Plank
058831Y	Private	8.54	Plank
058833M	Algoma Spur Road	9.80	Concrete

<i>Crossing Number</i>	<i>Street or Road Name</i>	<i>RR Milepost</i>	<i>Crossing Surface</i>
058834U	Private Crossing	10.73	Plank
058835B	Heath Lake Road	11.55	Concrete
058836H	Dufort Road	12.31	Concrete
058837P	US-95	13.14	None
058838W	Cocolalla Loop N.	14.18	Concrete
058839D	Private	14.33	None
058840X	Southside Sch. Road	16.92	Concrete
058841E	Cocolalla Loop Road S.	17.42	Concrete
058842L	Private Crossing	18.74	Plank
058843T	Private	19.06	Plank
058844A	Private	19.58	Plank
058845G	(Lorne Irwin)	19.92	Plank
058846N	Private Crossing	20.67	Plank
058847V	Private	21.10	Plank
058848C	Private Crossing	21.17	Plank
058849J	Private Crossing	21.70	Plank
058850D	Barnhart Road	22.21	Concrete
058851K	Private Crossing	22.48	Plank
058852S	(T&R Delay)	23.38	Plank
058854F	Granite Loop Road S.	25.00	Concrete
058855M	Homestead Road	26.47	Concrete
091165W	Sportsman Access	85.30	Plank
091166D	Fish Hatchery	86.45	Plank
091167K	Private	91.99	Prefab
091169Y	Stephens Street	93.82	Plank

<i>Crossing Number</i>	<i>Street or Road Name</i>	<i>RR Milepost</i>	<i>Crossing Surface</i>
091170T	Main Street (Private)	93.90	Plank
091172G	Private	94.21	Plank
091173N	Private	94.60	Plank
091174V	Private	95.39	Plank
091175C	SH-200	97.10	None
086265R	Private	99.21	Plank
091177R	Samowen Road	100.71	None
086263C	SH-200	103.96	None
091183U	Idaho Co. Resort	106.40	Plank
091184B	Kamloops RV Park	106.53	Plank
091185H	Private	109.73	Plank
091186P	E. Sunnyside Road	110.98	None
091187W	Sunnyside Cut-off	111.71	Plank
091188D	Sunnyside Road	112.95	None
086261N	W. Oden Bay Road	113.73	Plank
091190E	Private	114.11	Plank
091191L	Private	114.31	Plank
091192T	Private	114.68	Plank
091193A	Private	114.93	Plank
662676K	Private	48.70	Plank
662697D	Railroad Road	50.50	Plank
662698K	Kelso Lake Road	51.77	Plank
662699S	Jewel Lake	53.98	Plank
662700J	Edgemere Road Cut-off	54.27	Plank
662442G	Private	54.85	Plank

<i>Crossing Number</i>	<i>Street or Road Name</i>	<i>RR Milepost</i>	<i>Crossing Surface</i>
662701R	Private	55.75	Plank
662702X	Private	56.35	Plank
906415N	Private	56.52	Plank
662703E	Bandy Road	57.80	Plank
662677S	Private	58.58	Plank
662704L	Sawyer Road	59.85	Plank
662389X	Private	60.62	Plank
662705T	Private	61.23	Plank
662706A	Private	61.80	Plank
662707G	Dufort Road	62.20	Prefab
662708N	Private	62.80	Plank
662443N	Private	62.97	Plank
662709V	Wild Rose Lane	63.15	Plank
662.710P	Private	64.70	Plank
662711W	Lake Shore Drive	65.10	Plank
662678Y	Private	65.47	Plank
662712D	Lake Shore Drive	66.40	Plank
662713K	Gypsy Bay Road	67.90	Plank
662446J	Private	68.15	Plank
662715Y	Private	69.80	Plank
662716F	Railroad Avenue	71.47	Plank
662717M	Mill Road	71.50	Plank
662719	Railroad Avenue	71.88	Plank
662546	US-95	76.05	None
662547V	Ellisport Marina Bay	76.09	Plank

<i>Crossing Number</i>	<i>Street or Road Name</i>	<i>RR Milepost</i>	<i>Crossing Surface</i>
662548C	SH-200	76.10	Plank
662549J	City Street	76.12	Asphalt
662551K	SH-200	76.18	Plank
662552S	Kootenai Cut-off	77.42	Plank
662553Y	McGhee Road	77.86	Plank
662554F	N. Kootenai Road	78.66	Concrete
662558H	White Rabbit Road	79.08	Concrete
662650H	Private	79.38	Plank
662651P	Private	79.63	Plank
662652W	Private	79.85	Plank
662559P	Selle Road	81.26	Concrete
662560J	Forest Siding Road	82.31	Prefab
662557B	Colburn Culver Road	84.91	Concrete
662654K	Samuels Road	86.50	Concrete
662656Y	Elmira Road	90.08	Plank
662657F	Private	90.58	Plank
906466Y	Ponderay Valley Fiber	90.67	Plank

Section 5.4 - Controlled Intersections (Traffic Signals)

Locations

There are 10 controlled intersections in Bonner County.

Table 5.4

<i>CITY</i>	<i>INTERSECTION</i>	<i>Operational Year</i>	<i>Responsible for Maintenance</i>	<i>Annual Hours ITD Performed Maintenance</i>
Sandpoint	First & Pine	1994	ITD	20
Sandpoint	Second & Cedar	1960	ITD	20
Sandpoint	Fifth & Cedar	1979	ITD	20
Sandpoint	Fifth & Larch	1994	ITD	30
Sandpoint	Fifth & Pine	1994	ITD	18
Kootenai	US-2 & McGhee Road	1996	ITD	12
Ponderay	US-95 & SH-200	1993	ITD	25
Ponderay	US-95 & Kootenai Cut-off	1996	ITD	22
Priest River	US-2 & SH-57	1994	ITD	30
Sandpoint	US-2 & Division St.	1998	ITD	25
Sandpoint	US-2 & Boyer Ave.	1998	ITD	25

(Turrell)

CHAPTER 6 - STREET NAMING AND HOUSE NUMBERING

Section 6.1 - Street Naming and House Numbering

Public rights of way developed with county roads are named by the County using the platting process. Private roads or easements with three or more houses are named by the residents.

As part of Bonner County's 911-addressing system, all residences and major buildings within the County are assigned physical addresses. The number in each address is a mileage measurement from the origination of the road on which the building or residence is located to the driveway that accesses the building or residence. For example, if a residence is assigned the address of 1250 No Name Road, an emergency vehicle would recognize that the driveway is located 1.25 miles up No Name Road on the south (or west) side of the road. Depending on the overall direction that each road travels (east/west or north/south), odd numbers are issued for the north or east side and even numbers for the west or south side of the road.

When a private road or easement has three or more houses, the address is relative to the distance from the main road to each individual driveway on the private road. In this case, the name of the private road or easement is used in the address. In cases where the road is not currently named, the residents are asked to work together to select a road name so that an accurate physical address may be issued. The naming process does not change the legal status of a private road. The fire departments, dispatchers, ambulance services, etc. are provided with a "directory" with locations of where private roads are located; they do not have individual addresses.

The County is working with the U.S. Postal Service and GTE. If mail is received in a mailbox on a rural route rather than at a post office box, the physical address issued will become the new mailing address. The Post Office will continue to deliver mail to both the old address and a new address for one year to provide enough time to complete the address change process with as little inconvenience as possible. GTE will begin using the new physical address immediately. Everyone with a phone must have a physical address (Marshall).

CHAPTER 7 - PUBLIC TRANSPORTATION

Section 7.1- North Idaho Community Express

Routes

The North Idaho Community Express (NICE) bus service runs mainly on a reservation basis (Dial-a-Ride) in Bonner County. The private service qualifies for Americans with Disabilities Act (ADA) funding. NICE also runs a scheduled service to Coeur d'Alene three times a day, Monday through Friday.

Schedules

Dial-a-Ride Reservations. The NICE Coeur d'Alene route leaves Sandpoint at 6:30 a.m., 3:35 p.m., and 6:05 p.m., Monday through Friday.

Section 7.2 - White Tail Transportation

Routes

Sandpoint-based White Tail Transportation primarily provides transportation services to Medicaid recipients. The private transportation system was established in 1998, and had 12 mini vans in operation in 2002. White Tail has established routes in the general North Idaho area, that include Sandpoint, Priest River, Trestle Creek, Coeur d'Alene, Post Falls, Hayden, Spirit Lake and Athol. Passengers are taken to medical or counseling appointments in the general area. The transportation company also serves general transportation needs of the area and can be chartered.

Schedules

White Tail has set route schedules, but customers need to call the office for daily details (Knight).

Section 7.3 - Moose Express

Routes

Moose Express of Sandpoint has developed an airport passenger and courier service from Sandpoint to Spokane and from Coeur d'Alene to Spokane. The private company has four mini vans in service.

Schedules

Moose Express runs daily from Sandpoint to Spokane. Week day and weekend schedules vary, and

customers can call the Sandpoint office for schedules.

CHAPTER 8 - BICYCLE ROUTES

Existing bike path facilities in Bonner County as of 2001 are the Long Bridge and connector to Sagle Road, Pine Street, Division Street, Memorial Park, Sandpoint to Dover, the Sandpoint City Beach and two path sections at Oldtown and Priest River (Carlson, Linch). There are two bicycling groups that have formed in Bonner County to develop bike trails, North Idaho Bikeways and West Bonner County Bicycle Group.

Section 8.1 - North Idaho Bikeways

North Idaho Bikeways (formerly Pathways) celebrated its first big milestone August 14, 1998, with the official opening of the Carlson-McConnaughey Sagle Community Trail. The trail connected the Long Bridge path to a new path leading south to Sagle Road. Countless citizens, businesses, and government agencies enabled the path to be built as one of the least expensive paved bike paths in the nation. Since 1998, North Idaho Bikeways has been awarded:

- \$30,000 in business and individual donations to qualify for a \$152,000 Federal Transportation Efficiency Grant (Dover Trail)
- \$138,000 State Grant for the Popsicle Bridge and 5th Ave. Corridor
- 20 percent matching fund from the City of Sandpoint
- \$12,000 Grant to deck the Dover Trestle Bridge

The big push in 2000 was to deck the Dover Trestle Bridge allowing the path to be walkable and to prepare it for paving. Paving was completed in 2000. Because North Idaho Bikeways is a non-profit corporation, funding the construction of various projects has been through a variety of sources. These include private donations, fund raisers, local businesses, and state grants all in the forms of money, time, and labor.

Bike Path Resolution 95-51

In 1995, a "Bike & Pedestrian Master Plan Report" was prepared by the Planning Committee of North Idaho Pathways (later Bikeways) calling for inclusion of provisions for nonmotorized transportation in all new major public highway improvements. Further, the committee called for the Master Plan to be included in the Bonner County Comprehensive Plan and for the Plan to be recognized and integrated by Idaho Transportation Department in transportation planning for the unincorporated areas of Bonner County. The resolution was adopted by Bonner County October 11, 1995.

Sandpoint to Sagle Route

This route travels from Sagle along US-95 to the center of Sandpoint. Much of this route has separate paths for bicycle and pedestrian use (North Idaho Bikeways).

Sandpoint to Dover Route

The Sandpoint to Dover route parallels US-2 West, along the former Union Pacific railroad corridor. (North Idaho Bikeways).

Future Routes

The North Idaho Bikeways Master Plan proposes the following routes for future development:

Ponderay:

1. US-95 – separated path from the Popsicle Bridge to the Kootenai Cut-off Road.
2. Kootenai Cut-off Road – separated path from US-95 to SH-200 and McGhee Road.
3. Triangle Drive – widen shoulder, entire loop.
4. Bonner Mall Drive – widen shoulder from US-95 to SH-200 to Triangle Drive.
5. Separated path from the Kootenai Cut-off Road to the Field of Dreams soccer fields.
6. Separated path from McGhee Road to Ponder Point development on SH-200 (North Idaho Bikeways).

Dover:

1. Pine Street Loop – widen shoulder from Travers Park to US-2 / SH-200.
2. Upland Drive – widen shoulder from Baldy Road to Pine Street.
3. Syringa Heights Road – widen shoulder from Pine Street to US-2 / SH-200 (North Idaho Bikeways).

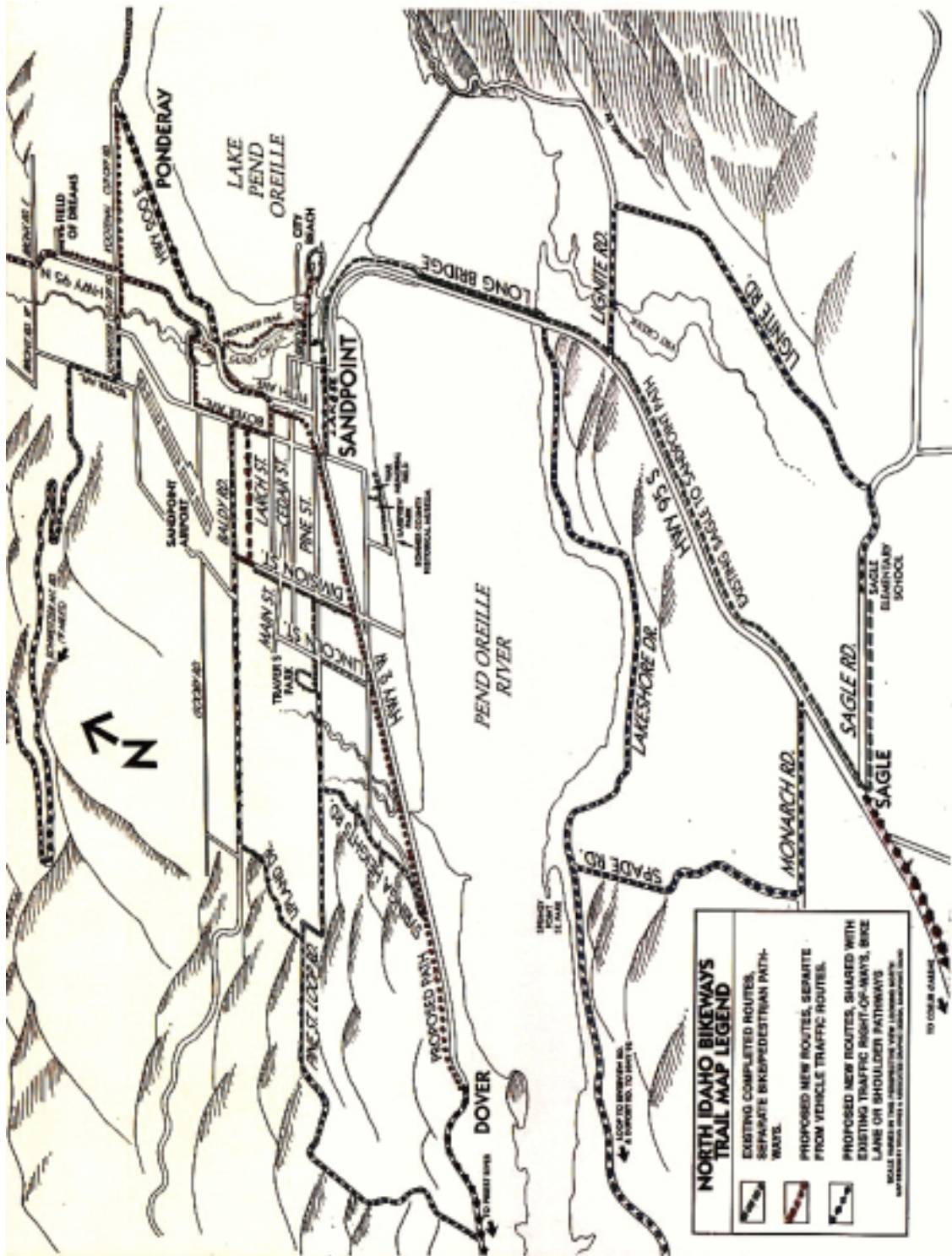
Sandpoint:

1. Schweitzer Cut-off Road – widen shoulder from US-95 to Schweitzer Basin Road.
2. Boyer Avenue – separated path from Poplar Street to East Mountain View Drive - widen shoulder of East Mountain View to Schweitzer Cut-off Road.
3. Ontario Street – widen shoulder from Syringa Heights to Memorial Field.
4. Division Street – finish separated bike path to Baldy Road.
5. Baldy Road – widen shoulder from Upland Drive to Division Street. Separated path from Division to Boyer bike path (option separated path through the pole yard to the Boyer bike path).
6. Oak Street – widen shoulder or bike lane from 5th Avenue to Division.
7. Lincoln Street designated bike lane from Pine Street to Ontario Street. New separated path from Ontario to the Dover bike path.
8. Separated bike path – east end of Bridge Street and along the east side of Sand Creek to SH-200 and then on to Mountain View Drive bridge.
9. Separated bike path from SH-200 at the US-95 junction and then to the west side of Sand Creek to Larch Street.

10. Separated bike path – widen shoulders or create separate path on Railroad Avenue to the water treatment plant and then a separated path on Lakeshore 1 mile toward Ponderay.
11. Sand Creek Marina Basin – separated (Boardwalk) path from the north end of the Long Bridge approach around the west side of the basin to Bridge Street and on to the Panida Theater on the west side of the creek.
12. Separated bike path crossing of Sand Creek at Bridge Street to City Beach (North Idaho Bikeways).

Sagle:

1. US-95 – separated path from the Sagle corner to Dufort Road.
2. Lakeshore Drive – widen shoulder from US-95 to Dufort Road.
3. Monarch Road – widen shoulder from US-95 to Spade Road.
4. Spade Road – widen shoulder from Monarch Road to Lakeshore Drive (North Idaho Bikeways).



(North Idaho Bikeways)

Section 8.2 - West Bonner County Bicycle Group

Bicycling enthusiasts on the west side of Bonner County have formed a group to develop a bicycle path along State Highway 2's Panhandle Historic Rivers Passage Scenic Byway. The group envisions a scenic bike path/green belt along the highway corridor that runs along the north bank of the Pend Oreille River. The scenic byway route encompasses about 37 miles. Portions of Highway 2 have sufficiently wide shoulders for future paths as a result of the highway 2000-2002 highway construction project. However, bridges will have to be constructed for creek and marsh crossings in various places along the way. The group is hoping to obtain grant money to build the pathway that would eventually connect to the existing Sandpoint-to-Dover route. The bike path could blend with the scenic byway amenities and side trails would be developed at vehicle pull-outs where cyclists could explore the area's historic, geologic, scenic and wildlife attractions (Linch).

In 2002, the two established bike paths consisted of 0.5 miles of completed pathway from the River Town Mall in Priest River to the east end of the bridge over the Priest River and 0.2 miles of bike path over the Oldtown Bridge. The group hopes to obtain funding to complete a short stretch of trail from the east end of the Oldtown Bridge to Old Mill Road and Rotary Park in the near future.

CHAPTER 9 - AIRPORTS

Section 9.1 - Sandpoint Airport

The Sandpoint Airport, located on approximately 60 acres in northwest Sandpoint, was established in the 1940s. The airport is operated by Bonner County, and has an annual budget of about \$50,000 (O'Leary).

Facilities

The elevation at the Sandpoint Airport is 2127. The asphalt runway is 5,500 feet long and 75-feet wide and is listed in good shape. The runway single-wheel weight limit is 40,000 pounds. (Airnav web site). The airport offers a restroom, maintenance and repair services, 24-hour refueling, rental cars and private and public hangar rentals, tie-downs and flight school. The airport has an all-weather instrument landing system (LOC/DME), pilot-activated runway lights and a lighted wind indicator.

Air Traffic

Much of the air traffic using the Sandpoint Airport arrives from other destinations, rather than originating in Sandpoint. The airport registers about 18,000 operations (take-offs and landings) annually. About 40 percent of the air traffic is business-related. Another 40 percent use the Sandpoint facility for tourism-related activities, while the remaining 20 percent is attributed to recreational flying or training. The Sandpoint Industrial Park adjoins the airport site and draws traffic to the facility. Overnight delivery and parcel service companies use the airport on a daily basis. The Sandpoint Airport also sees traffic from medical flights and U.S. Forest Service fire-fighting planes and is beginning to see greater traffic from owners of recreational or second homes in Bonner County. Sandpoint does not have an airplane commuter service at this time, although the Bonner County facility has the ability to handle small commuter jets. Schweitzer and local golf course operators desire a air commuter service to the area, but to make the service economical may take an increase in population or some method of subsidy (O'Leary).

State statistics reflect 73 percent of the Sandpoint air traffic is attributed to general transient aviation, 24 percent to local general aviation and the remaining 3 percent to air taxi service. There are 60 aircraft based at Sandpoint's airport, representing 55 single-engine planes, three multi-engine aircraft, one glider and one helicopter (Airnav web site).

Economics

There are 74 public-use airports in the State of Idaho. The impact of these airports to the state's economy was examined by the Idaho Transportation Department, which found that 24,127 jobs resulted directly or indirectly from the airport operations. The estimated payroll from the airport operations and associated work was \$560,138,800. The economic effects to Sandpoint of the airport

service means 29 jobs created directly or indirectly by the airport operation, a payroll of \$557,700 and an estimated output or economic spin-off of about \$1.5 million. The airport study estimated the Sandpoint Airport accounted for 3,105 general aviation visitors in the 1997 study year (Idaho Transportation Department).

Future

Bonner County, with the assistance of a consultant, is updating its airport master plan. The plan will look at the present facility, previous master plan and what the Sandpoint facility needs to meet future demands. Better instrument landing equipment, such as a global positioning system (GPS), and runway improvements for greater separation of the runway and taxiway may be on the list of future airport improvements. The future wish list includes development of a commuter air service, perhaps serving the Seattle or Calgary areas (O’Leary). Bonner County also has examined the possibilities of commuter service to Boise.

Section 9.2 - Priest River Airport

Priest River Municipal Airport, located east of State Highway 57 and north of the City of Priest River, is operated by Bonner County. Established in about 1921, it is the oldest airport in the area. The airport and associated facilities encompass about 44 acres (Mendive).

Facilities

Elevation at the Priest River Airport is 2187 (estimated). The airport’s asphalt runway is 2,950 feet long and about 48 feet wide. No instrumental landing systems are available at the airport. A lighted wind indicator and pilot-activated runway lights are provided. There are three private hangars and one County-owned hangar which provides a pilots’ lounge and 10 hangar spaces. About 10 tie-downs are available during warmer weather for transient air traffic (Mendive).

Air Traffic

The Priest River Airport receives its heaviest use during the summer months, when tourists and second-home owners arrive in the area. Priest River’s facility is the closest paved airport to Priest Lake, a popular tourist destination. Traffic is also generated by the financial industry, mills, construction work, U.S. Forest Service projects, medical flights and general recreational aviation. The Priest River Airport has seen its greatest growth in the past five years (Mendive).

State figures show the Priest River airport traffic is 81 percent transient and 19 percent local/general aviation. There are 18 aircraft based at the airport; 16 are single-engine planes; one is multi-engine; one is an ultra-light (Airnav web site).

The airport handles about 7,800 operations (landings and take-offs) annually. About 2,835 general

aviation visits are made to the air field each year (Idaho Transportation Department).

Economics

Idaho Transportation Department's study of airports' economic impacts to their communities shows 19.4 jobs could be directly or indirectly related to the Priest River airport operation. The estimated payroll of these jobs is \$407,300, and the total estimated output from the primary and second impacts to the airport operation is \$832,700 (Idaho Transportation Department).

Future

There are no immediate plans for improvement of the Priest River Airport. With grant money and matching local funds, a runway resurfacing project is tentatively in the works (Mendive).

Section 9.3 - Priest Lake Airport

The Priest Lake Airport is located about 3 miles south of Nordman, on the west side of Priest Lake, west of State Highway 57. The airstrip is public and operated by the U.S. Forest Service.

Facilities

There are no services other than seasonal tie-downs available at the Priest Lake Airport. The facility is at an estimated elevation of 2611. The 4,400-foot long by 175-foot wide grass landing strip is open only on a seasonal basis; there is no winter maintenance. The grass strip is not mowed to its full width. The airstrip is unattended and has a wind indicator (Airnav web site).

Air Traffic

The landing strip receives about 23 operations per week. The air traffic is 100 percent general aviation, transient (Airnav web site).

Section 9.4 - Cavanaugh Bay Airport

The Cavanaugh Bay Airport is located about 3 miles north of the Coolin townsite on the east side of Priest Lake.

Facilities

The airport is open to the public, but unattended. The grass runway is 3,100-feet long by 120-feet wide. There is no winter maintenance of the airstrip. A wind indicator is provided. There are no services. Elevation at the airstrip is 2484 (estimated). Seasonal tie-downs are available (Airnav web site).

Air Traffic

The airport's proximity to Priest Lake and the area's marinas and resorts attracts seasonal air traffic. The facility registers about 86 landings and take-offs per week on the average. The traffic is 100 percent transient general aviation.

Section 9.5 - Landing Fields

There are numerous private landing fields and several smaller public airstrips that have been developed in Bonner County to serve the outlying areas. Some of the landing fields are marked on the U.S. Forest Service map. At least two subdivisions in Bonner County, Treeport Subdivision in the southern portion of the county, and the River Lake Estates area, south of the Clark Fork River in eastern Bonner County, have developed residential homesites around community airstrips. There are 12 private aviation facilities and six public facilities in Bonner County. Three of the facilities, two at Priest Lake and one at Bottle Bay, provide seaplane bases (g.c.r. & associates inc.).

Section 9.6 - Heliports

The Federal Aviation Administration lists three private heliports in operation in Bonner County. The facilities are: Bonner General Hospital's emergency medical helipad in the City of Sandpoint; Bird #1 heliport at Glengary Bay on Lake Pend Oreille; and Holiday Shores, west of Hope on Lake Pend Oreille (g.c.r. & associates inc.). A U.S. Forest Service-operated helipad is located 3 miles south of Nordman at the Priest Lake Airport.

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