

Bonner County Planning Department

"Protecting property rights and enhancing property value"

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BONNER COUNTY COMPREHENSIVE PLAN

COMPONENT: TRANSPORTATION

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Introduction

Idaho Code 67-6508 requires a transportation analysis as a component of the county's comprehensive land use plan.

(i) Transportation — An analysis, prepared in coordination with the local jurisdiction(s) having authority over the public highways and streets, showing the general locations and widths of a system of major traffic thoroughfares and other traffic ways, and of streets and the recommended treatment thereof. This component may also make recommendations on building line setbacks, control of access, street naming and numbering, and a proposed system of public or other transit lines and related facilities including rights-of-way, terminals, future corridors, viaducts and grade separations. The component may also include port, harbor and other related transportation facilities.

The transportation system in the unincorporated portion of Bonner County is comprised of state highways, county roads and private roads. The state highways – US Highways 2 and 95 and State Highways 41, 57 and 200 are owned, operated and maintained by the Idaho Transportation Department. The Bonner County highway system is displayed on official maps adopted under BCRC 2-201. All roads depicted on this map are a part of the Bonner County Highway System except those located within the incorporated limits of municipalities and those which are U.S. highways or a part of the State highway system. The Independent Highway District owns and maintains Schweitzer Mountain Road and other roads at Schweitzer Village. Private roads are owned, operated and maintained by the land owners associated with each road including rights of way dedicated to the public but privately maintained.

The Bonner County Interactive Map (<https://cloudgisapps.bonnercountyid.gov/public/>) with the Transportation layers Road Centerlines and County Maintained turned on show the state highways, county roads and privately maintained roads an example of which is shown in the following screen shot from the interactive map of the Spirit Lake Cutoff and Vay Road area. The roads highlighted in green are also owned by Bonner County.

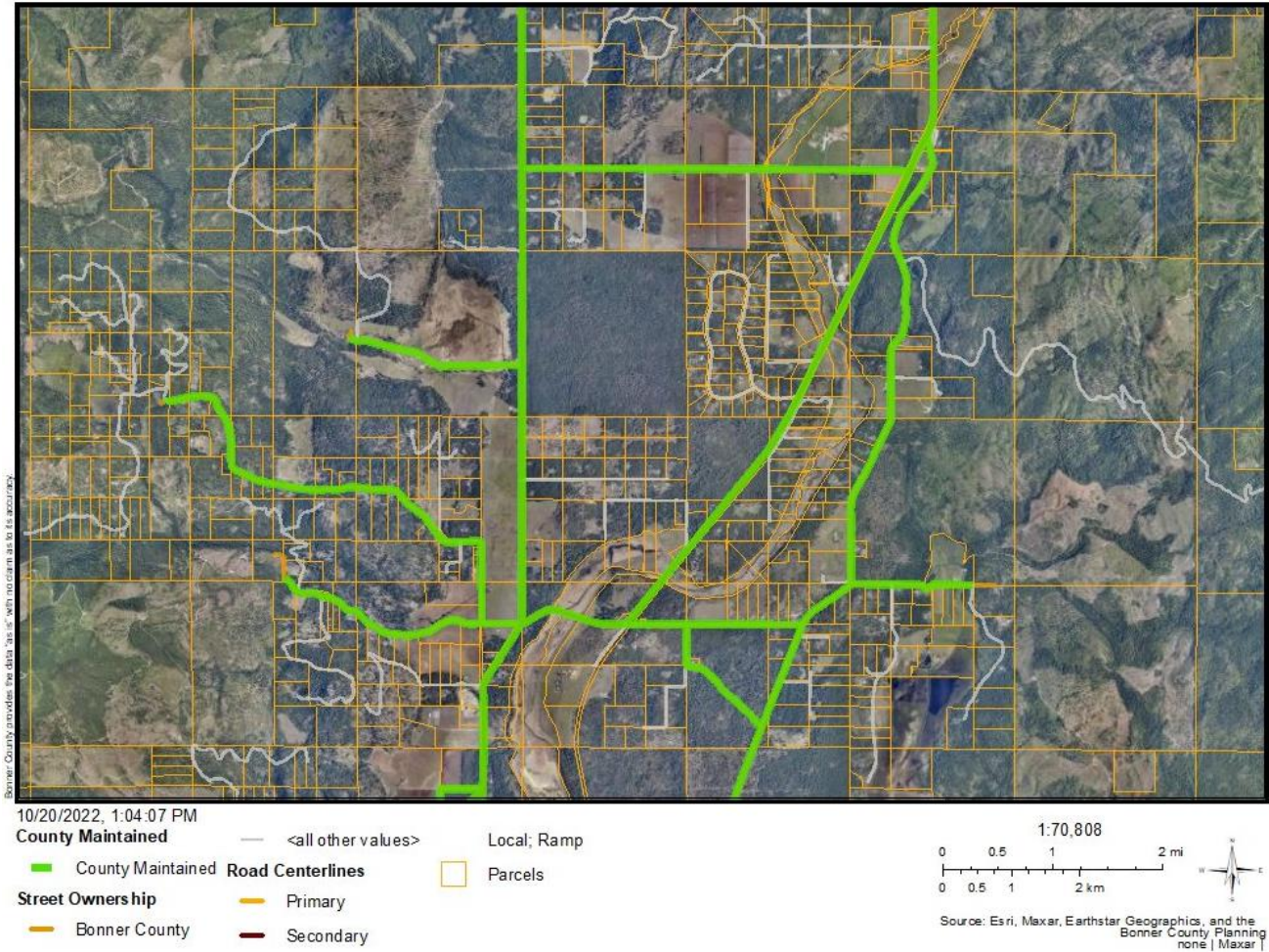


Figure 1. Bonner County Road Network

The Bonner County Road and Bridge Department keeps maintenance records and a transportation plan for the county maintained system. The transportation plan details the improvement needs over the entire county highway system.

The Idaho Transportation Department (ITD) annually prepares a Statewide Transportation Improvement Program (STIP) which is approved by the Idaho Transportation Board and the Federal Highway Administration. The STIP programs federal funds for the various projects on the state and local public road system.

Setbacks and street naming are covered in Bonner County Revised Code.

Access to either a state highway is covered in IDAPA 39.03.042 for state highways and in Section 4.1 of the Bonner County Road Standards manual for county roads.

There is no public transit system serving the unincorporated area of Bonner County with the exception that the Selkirk Pend Oreille Transit (SPOT) makes weekly runs between Sandpoint and Bonners Ferry with stops arranged in advance at safe locations (usually along US-95) by county riders calling SPOT for a ride.

Chapter 1 - Multimodal Transportation

Multiuse paths, bike paths are predominately on Schweitzer Mountain and on state (IDL) and federal lands (USFS and BLM) Bonner County maintained roads are mostly two lane paved or gravel roads with no useable shoulders. All public roads are open to pedestrian and bicycle use. The 2018 Bonner County Transportation Plan details the extent of pedestrian and bicycle facilities in Bonner County. Since 2018 many miles of trails have been added to the area mostly on private and public (IDL, BLM, USFS) lands. Adding designated shoulder pathways along county roads is very difficult due to topography, narrow rights of way, often limited sight distance along the roads and budgetary constraints. Consequently, and due to the large inventory of needed roadway improvement projects, the 2018 Transportation Plan does not include any pedestrian or bicycle facilities. The conclusion of the plan states, *Bonner County has about 680 miles of county-maintained roads varying from very low traffic to 2500 vehicles per day on high-traffic segments.*

Chapter 2 - Railroads

Two class I railroads, Union Pacific and Burlington Northern Santa Fe (BNSF), and one short line railroad, Pend Oreille Valley Authority which runs on BNSF tracks along the Pend Oreille River. Private property owners of industrial lands may contract for services with a railway company and would be responsible financially for any trackage needed for the services.

Chapter 3 - Subarea Plans Regarding Transportation

The county formed five subarea committees to gather input for various areas to determine local goals. The general consensus from the subarea committees and input from the public during workshops was that traffic generated by new development should not degrade the transportation system's level of service or safety and that necessary road improvements be made concurrent with the development coming online. Another policy suggested by the subarea review process was that the county coordinate with highway agencies to ensure an integrated transportation system. These concerns and desires should be set forth in the goals, objectives and policies developed for the comprehensive plan.

As with many other topics covered in the various components of the Bonner County Comprehensive Plan, the County relies on the agencies with expertise related to the topics to determine impacts and recommend appropriate mitigation measures, if any.

Chapter 4 - Road Building

All road building projects within the county that receive federal funding must be reviewed for archaeological resources through the State Historical Preservation Office (SHPO). Most of the testing concentrates on the surface of the site; however, in some cases surface testing may indicate a need to perform a full subsurface test. SHPO then reviews the test results and makes recommendations to mitigate the road building project's impact on potential archaeological resources (Sandberg, 1999).

County and private development roads to be constructed within a development, within County jurisdiction, shall contact State Historical Preservation Office (SHPO) to ascertain if proposed sites have any known archaeological significance. If in the course of construction, any unknown archaeological findings are found those findings shall be immediately reported to the County.