The International Selkirk Loop

Corridor Management Plan

Idaho
Washington
British Columbia

June 2005
Chapter 1
Introduction: International Selkirk Loop ("The Loop")
[INSERT FIGURE 1.1: INTERNATIONAL SELKIRK LOOP PRIMARY ROUTE MAP]
Introduction
The International Selkirk Loop, named “The West’s Best New Scenic Drive” by Sunset Magazine, is a 280-mile (450-km) scenic driving tour encircling the Selkirk Mountain Range in northeastern Washington, northern Idaho and southern British Columbia. Visitors to “The Loop” enjoy uncrowded outdoor recreation in a spectacular setting, and can explore more than sixty-five vibrant communities along the way (see map, Figure 1.1, opposite page).

The U.S. half of the Loop is 161 miles, with another 242 miles of “Super Side Trips,” one of which includes the Pend Oreille National Scenic Byway, adjacent to – and co-marketed with – the Loop. In the U.S., the main Loop route is composed of four State Scenic Byways: the North Pend Oreille Scenic Byway and the Pend Oreille Valley Scenic Byway in Washington, and the Panhandle Historic Rivers Passage and the Wild Horse Trail in Idaho. The area covered includes Pend Oreille County in Washington, and Bonner and Boundary Counties in Idaho.

The map shows the locations of key scenic, recreational and historic sites along the Loop, as well as land uses within the Loop corridor. Travelers find activities to suit every age, interest and lifestyle in all four seasons. More than 90% of the Loop follows crystal clear rivers and lakes, and is home to one of the largest diversity of large animals in the lower 48 states, including moose, elk, deer, grizzly bear, big horn sheep, mountain goats, wolves, black bear, and the elusive woodland caribou (the Selkirks are the only place in the lower 48 states where this species still exists). While outdoor recreation is a primary year-round draw, many of the towns along the Loop offer wonderful history, culture, shopping, dining, accommodations, attractions, entertainment and events.

The International Selkirk Loop and its attractions are often described in superlative terms:
“The West’s Best New Scenic Drive” – Sunset Magazine
The last wild place where no mammal species has gone extinct in the last 10,000 years.
Two communities designated as the “100 Best Small Art Towns in America,” and one as the “#1 Small Arts Town in Canada” (One of Top 5 in North America)
Idaho’s Crown Jewel
2,000-year-old cedar groves
“Favorite Small Town in the West” – Sunset Magazine
Third largest freshwater lake west of the Mississippi
One of the “Top 20 Dream Towns” – Outside Magazine
Two of the “10 Best Great Adventure Towns” – National Geographic Magazine
World Record for Kamloops Trout
Inland Northwest’s largest ski resort
Idaho’s “Winery of the Year”
One of the “West’s Greatest Railroading Towns”
Most challenging 18-hole golf course in the Inland Northwest
“Best Places to Play” – Golf Digest
“Best Golf Course Restaurant in the Northwest” – Pacific Northwest Golfer
“Idaho’s Friendliest City” – Statewide Tourist Survey
Largest contiguous hops farm in the world

Hiking in the Selkirks

Tour boat on Lake Pend Oreille
"Four Stars!" – AAA Lodging
One of first greenhouses in Canada – where all 24,000 plants are grown hydroponically
One of Canada’s densest populations of osprey, and more than 265 bird species
Largest natural lake in the Kootenay Rockies region
North America’s oldest restored sternwheeler, the SS Moyie
“Oldest Phone Booth in the World”
“#1 Best Highway in British Columbia” – Destinations Highway Magazine

The International Selkirk Loop, Inc. Organization
Planning, program management and promotion of the Loop is coordinated by International Selkirk Loop, Inc. (ISL, Inc.), a nonprofit corporation formed in 1999. The purpose of ISL, Inc. is to facilitate planning, site development, signage, interpretation, local and regional economic development, and tourism promotion on the Loop. Selkirk Loop logo signs and decals at supporting member businesses and communities greet travelers along the route. The vision for the International Selkirk Loop, and the mission and objectives of ISL, Inc., are listed at left and below.

Objectives of ISL, Inc.
1. To promote and market unique experiences throughout the International Selkirk Loop, thereby creating economic opportunities for the communities and businesses around the Loop.
2. To create awareness of the archeological, geological, cultural, historical, natural and recreational opportunities for visitors to the Loop.
3. To support the growth, and enhance the sustainability, of our member businesses through marketing programs focused on local, regional, national, and global markets.
4. To promote responsible conservation, preservation, and the protection of our lakes, rivers and streams, of our wildlife and our beautiful natural areas, to ensure that future generations have these opportunities to enjoy.
5. To enhance working relationships among local communities, agencies, states, provinces, tribes, and countries working together towards a common goal – improved economic prosperity for the communities in and around the Loop and the preservation/ protection of our natural assets.

Organization Structure of ISL, Inc.
Figure 1.2 on the next page depicts the structure of International Selkirk Loop, Inc. ISL, Inc. has more than 360 paid members, guided by a Board of Directors that is elected at the Annual Meeting. The thirteen Board members elect officers (President, two Vice Presidents – one U.S. and one Canadian, Secretary and Treasurer), who comprise the Executive Committee. ISL, Inc. has a part-time Operations Director to oversee implementation of planning and promotion efforts, meetings, member relations, and committee work, and to represent ISL, Inc. at regional, state and national meetings. A Board Recorder, bookkeeper and webmaster provide administrative support.

The Executive Committee provides operational guidance to the Operations Director. ISL, Inc. members are encouraged to serve on committees, based
The committees of ISL, Inc. include a Marketing Committee, a Membership Committee, a Small Business Development Committee, and a Corridor Management Plan/All-American Road Nomination & Implementation Committee. The CMP/AAR Implementation Committee is made up of two representatives from each of the advisory committees for the five Loop segments (four U.S. State Scenic Byways, and the B.C. segment). The role of the committee is to guide and coordinate implementation of the CMP/AAR among the segments of the Loop, and to bring recommendations to the ISL, Inc. Board for project prioritization, endorsement, and funding.

**Partners around the Loop**

The Loop has numerous private, public, tribal and nonprofit partners who participate in Loop projects and implementation of development and marketing activities. Local partners include chambers of commerce, businesses, cities, counties/districts, economic development organizations, arts and historical organizations, civic clubs and conservation groups. Tribal partners include the Kootenai Tribe of Idaho, the Kalispel Tribe of Washington, and the Kootenay Tribe of British Columbia. State/provincial partners include the Departments of Transportation, Commerce & Labor, Parks, and Fish & Wildlife. Federal partners include the U.S. and Canadian Fish & Wildlife agencies, U.S. Forest Service, Federal Highway Administration, and U.S. Army Corps of Engineers.
ISL, Inc. Programs

The Selkirk Loop marketing program includes production of a 64-pg Selkirk Loop travel guide and folded map, Selkirk Loop logo and window decal for all members, larger signs for communities and sponsors, advertising in national and regional magazines, a website and toll free phone number, direct marketing to media and tour operators, and sales of branded souvenir items (cookbook, t-shirts, hats, mugs). Monthly member meetings offer opportunities for Loop partners to network and do some cross-promotion, as well as to discuss opportunities to enhance and/or protect the Loop’s assets.

Program Successes

Since its formation in 1999, the International Selkirk Loop’s successes have been significant. A few examples include the following:

♦ Garnered broad community, local government and business support
♦ Awarded the “Rural Community Assistance Action Award” – for fostering economic diversification, educating tourists and residents, and inspiring the conservation of natural resources and cultural identity in B.C., Idaho & Washington through community-based international tourism. Presented by U.S. Forest Service Chief Dale Bosworth.
♦ Achieved financial sustainability in 5 years
♦ 5-page feature article plus two additional articles in Sunset Magazine
♦ Front page feature article in Inland Northwest Homes & Lifestyles – Journal of Business
♦ 3-page article in Northwest Travel Magazine
♦ 2-page article in Thunder Press – Harley Davidson Member magazine
♦ Numerous feature articles in regional newspapers: Spokesman Review, Spokane; Nelson B.C. Daily News, Bonner County Daily Bee, Sandpoint; The Miner, Newport
♦ Kootenay Rockies Tourism, B.C., included the Loop in their “Circle Tour Map” and web site e-tour
♦ Produced a multi-page travel guide since 2000, and folded map since 2002, each with 100+ advertisers
♦ Produced an “International Favorites Cookbook” featuring best recipes from ISL, Inc. members
♦ Produced a 3-panel lure brochure and rack card in 1999 and 2000
♦ Attended travel and trade shows: Go West Summit, Travel & Tour Expo, Rocky Mountain International, Quartzsite (AZ), Las Vegas, San Francisco, Calgary (B.C.), Edmonton (B.C.) – ongoing
♦ Achieved State Scenic Byway status for all four segments of highways in Idaho and Washington, and installed Byway signs on the North Pend Oreille Scenic Byway and Wild Horse Trail
♦ Installed International Selkirk Loop signs on all segments of the Loop (30 total)
♦ Distributed Selkirk Loop Travel Guides at the Tri-State Pavillion, 2002 Winter Olympics, Salt Lake City, Utah
♦ Aired 150 television commercials reaching more than 3 million viewers in eastern Washington, northern Idaho, western Montana and southern British Columbia
♦ Asked to lead a workshop on regional tourism development at the Idaho Governor’s Conference on Recreation & Tourism
♦ Completed Corridor Management Plan for the Loop
Results of Marketing Efforts
The successes and marketing efforts listed above have resulted in tangible increases in visibility of the International Selkirk Loop among consumers. This increased visibility is demonstrated by the growing number of inquiries to the International Selkirk Loop website and toll free phone line.

In 2004, potential visitors from 48 states, 8 provinces and 21 other countries contacted ISL, Inc. to request information and/or a travel guide. The distribution of those inquiries is shown in Figure 1.3. About half of the inquiries came from the Northwestern United States. Another 15% came from the Southwest U.S., followed by the Midwest and southeast. British Columbia and Alberta represented about 9% of inquiries, and other foreign countries about 2%.

The inquiries have resulted in visitors: overall lodging sales increased by $1.1 million (7%) in the 3-county area from 1997 to 2003. Businesses and visitor centers around the Loop report increased numbers of visitors who say they are “doing the Loop,” and residents have noticed more cyclists and motorcyclists along the route. Additionally, the Loop is attracting an increased number of commercial tour groups from Spokane, Seattle, Vancouver B.C., and California.

Summary
As this chapter has described, the International Selkirk Loop stakeholders have made tremendous progress in their first five years. Their primary goal in 2005 is to achieve All-American Road designation for the Loop, and to work with the British Columbia Ministry of Tourism and Canadian Federal Department of Transportation to create the first officially-designated International Scenic Byway in North America. In order to achieve the national All-American Road designation, a Corridor Management Plan is required. Hence, in September 2004, ISL, Inc. undertook the process of developing this Corridor Management Plan. The planning process is discussed in the next chapter.

The primary goal of the Selkirk Loop in 2005 is to achieve All-American Road designation. The Loop Board also would like to work with the U.S. Federal Highway Administration, Idaho and Washington Departments of Transportation, the British Columbia Ministry of Tourism, and Canadian Federal Department of Transportation to create the first officially-designated International Scenic Byway in North America.
A Corridor Management Plan (CMP) is a document that describes the current status of a scenic byway, its intrinsic qualities, key sites, strengths and weaknesses, and related trends. It also is a strategic plan that identifies proposed improvements to the byway, signage and interpretive plans, means to protect and enhance the intrinsic qualities, target markets, marketing strategy, implementation organization(s), budget, resources and timeline. A CMP is required by the State Departments of Transportation and the Federal Highway Administration America’s Byways Program in order to pursue national designation of a roadway as a National Scenic Byway or All-American Road.

The Selkirk Loop Corridor Management Plan process involved significant input from private, public, tribal and nonprofit stakeholders, as well as elected officials and the general public. The methods used to provide information and request feedback and discussion were the following:

♦ Monthly meetings of the International Selkirk Loop (ISL, Inc.) membership, which were held around the Loop and open to all interested parties
♦ October 2004 ISL, Inc. Annual General Membership Meeting, which included a 3-hour Corridor Planning workshop
♦ On-line survey of Loop stakeholders (U.S. and B.C.), including participation from businesses, agencies, organizations and residents. The survey questions obtained insights about tourism trends around the Loop; priorities for Loop programming, promotions, and development; and opinions regarding the Loop’s intrinsic qualities and significance (Survey Results, Appendix A).
♦ Meetings with local elected officials, state/provincial/federal agency representatives, and tribal officials
♦ Public meetings in each county along the Loop corridor
♦ Communication through ISL, Inc.’s email network, newsletter and Corridor Plan project web site
♦ Media press releases regarding Corridor Plan process, meetings and outcomes
♦ Public comment period with the CMP posted on the ISL web site.

On-line Survey of Loop Stakeholders
In October 2004, ISL, Inc. contracted a planning and research firm to assist with the planning process and to conduct an online survey of tourism and community stakeholders in the Loop corridor. Over a 6-day period, 254 participants completed the survey, which identified key Loop priorities, enhancements, concerns, trends and marketing strategies (see Appendix A). Survey participants represented a broad cross-section of Loop stakeholders, both geographically and demographically:

♦ Respondents represented public, private, tribal, and nonprofit sectors (Figure 2.1)
♦ Respondents represented 101 different zip/postal codes, with 39% from Idaho, 37% from B.C., 25% from Washington
and 4% Other (some were multiple locations)

- The majority of respondents (57%) were not members of ISL, Inc., and two-thirds were not participants in ISL’s marketing programs (though many expressed interest in doing so).

**International Selkirk Loop Annual General Membership Meeting & Corridor Planning Workshop**

In mid-October 2004, ISL held a three-hour planning workshop to review the Corridor Management Plan process, survey results, tourism trends, and Loop assets, challenges and opportunities. The results of the workshop are provided as Appendix B, and were used in the development of this Corridor Plan document.

**Meetings with Elected Officials, Tribal Officials, Agencies & Public**

From November 2004 through May 2005, ISL, Inc. planning team and Board members met with many groups to discuss the Corridor Plan process and results to date: County Commissioners, Kootenai Tribe of Idaho, Kootenai Valley Resource Coalition, Bonners Ferry Chamber of Commerce, City of Bonners Ferry, City of Sandpoint, U.S. Fish & Wildlife Service, U.S. Forest Service, Idaho State Parks, Sandpoint Downtown Business Association, Sandpoint Chamber of Commerce, Priest River Chamber of Commerce, Pend Oreille County Planning Commission, Bonner County Economic Development Council, Idaho Dept. of Commerce & Labor, Washington Dept. of Community, Trade & Economic Development, Washington Dept. of Transportation, Idaho Transportation Department, Rossland B.C. Chamber of Commerce, and various city councils, arts organizations and civic clubs. The meeting participation totaled more than 500 and provided public input regarding support, concerns and suggestions for the Corridor Management Plan. ISL, Inc. provided project updates to stakeholders through its newsletter, web site, email network and press releases throughout the planning process.

**Public Meetings, Comment Period and Formal CMP Adoption**

In April and May 2005, the final draft CMP was presented to public officials in each of the three counties in the U.S. half of the Loop, and in British Columbia, to obtain feedback and formal endorsement of the Plan. The final draft also was available online for public comment. The final CMP was presented to the Idaho State Transportation Board in July 2005.

In order for the Corridor Management Plan to properly identify strategies for improvement, development, preservation and marketing of a scenic byway corridor, it is critical to first understand the history of the corridor, its context, and recent trends in the economy of the area, including tourism and its role in the economy. The next chapter provides an overview of the International Selkirk Loop’s history, context, socio-economic trends and tourism trends, followed by a detailed description of the Loop’s intrinsic qualities in Chapter 4. The Loop has outstanding assets in all six of the scenic byway intrinsic qualities categories: scenic, recreational, historic, cultural, natural, and archeological. However, the three qualities emphasized in this Corridor Management Plan are scenic, recreational and historic, based on feedback gathered during the public input process.
History of Travel around the Loop

The Selkirk Mountain range and the region’s rivers and lakes have been the native homeland for the Kalispel, Colville, Kootenai and Ktunaxa Tribes for millennia. Other tribes who visited or traveled through the region to hunt, fish, gather berries and trade included the Coeur d’Alenes, Spokanes and Bitterroot Salish. Ktunaxa is the ancient Aboriginal name for the Kootenay Tribe, and it means “to travel by water.” The lakes and rivers were the region’s primary mode of travel – the passages through the mountains – until the Northern Pacific Railroad arrived in 1883. Even today, all but 12 miles of the International Selkirk Loop can be traveled by canoe, boat or kayak, and the Kootenay Lake (B.C.) crossing at the northernmost tip of the Loop is accomplished by a free 45-minute scenic ferry ride across the lake.

In 1809, Welsh explorer David Thompson arrived in the Selkirks seeking fur trapping areas for the North West Company and a route from Canada to the Pacific Ocean via the Columbia River system. He thought that he had found the river route when he arrived at Lake Pend Oreille and then followed its outlet, the Pend Oreille River, as far as Box Canyon near Ione, Washington. There, the ferocious rapids turned him back, and he would not find the elusive passage to the Columbia River until 1811, when he traveled from Nelson, B.C. down the Kootenay River to the site of present day Castlegar, where it joins the Columbia River, and then on to the Pacific Ocean. Just east of Sandpoint on the Pend Oreille National Scenic Byway (a Selkirk Loop “Super Side Trip”) is the Kullyspell House, a trading post established by David Thompson in 1809.

Gold rush fever hit the Selkirks in 1864, as prospectors arrived at the northern shore of Lake Pend Oreille, and then traveled north to the Wild Horse Creek area in the East Kootenays of Canada. The section of the Selkirk Loop from Sandpoint north to the Canadian border roughly follows this historic Wild Horse Trail gold rush route. The town of Bonners Ferry was named for Edwin L. Bonner, a merchant who established a ferry across the Kootenai River and supplied the miners traveling north on the Wild Horse Trail. From 1883 until 1905, steamboats on the Kootenai River carried passengers and freight between Bonners Ferry and British Columbia (including the SS Moyie, which has been fully restored and can be seen in Kaslo, B.C.). In the years since the gold rush, copper, silver, lead, zinc, galena and vermiculite all have taken turns at fueling the local economy.

Settlers attracted to the rich soils of the river valleys, and lumber companies seeking the region’s plentiful forests, began to arrive in the 1890s and early 1900s. Rail and river travel boomed around the Selkirk Loop corridor. The first steamboat on the Pend Oreille River was launched in 1888. At the present day Ione River Front Park, the 165-foot passenger steamer Ione docked at the riverboat landing. The steamer transported as many as 500 people along the river route until the railroad arrived in 1909. The Ione lay abandoned on the riverbank in Ione until it was dismantled in 1917. The river often became frozen in winter, so pressure mounted for rail and road access.

Metaline Falls was founded in 1910 by Danish mining engineer Lewis Larsen, speculating on future growth after the arrival of the Pend Oreille Mines and Metals Company. Larsen spent lavish amounts of money on the town’s commercial districts and 30 acres of parks, along with a beautiful
home for himself, designed by the Spokane architect Kirkland Cutter in 1912. The Cutter Theater and Washington Hotel are examples of historic architecture from that period. To transport cement and minerals produced at Metaline Falls, in 1910 Frederick Blackwell spent more than $1 million to build the Idaho & Washington Northern Railroad from Newport to Metaline Falls, including a bridge across the river at Box Canyon. The scenic rail route is still used several times a year for the Ione Lions Club tour train.

In 1920, a toll bridge built at Metaline Falls charged the “outrageous” price of $1.00 per car and $.15 per passenger to cross. The toll bridge was replaced in 1951 by the current bridge, notable for its graceful cement arch. The cement was manufactured locally at the Inland Portland Cement Company, which also made cement for Spokane’s Monroe Street Bridge and the Grand Coulee Dam northwest of Spokane, Washington. In 1923, a state highway was approved for construction from Newport to the Canadian border, and was completed in 1929. The last ferry to remain in operation on the Pend Oreille River, at Ruby, closed in 1963.

Newport began in 1889 on the Idaho side of the river when Mike Kelly built a log store, and added a post office in 1890. Thirteen steamboats based in Newport conducted business on the Pend Oreille River. When the Great Northern Railroad arrived on the Washington side of the river in 1892, the post office and then other businesses moved nearer to the rail depot, and the town of Newport, Washington was founded. The old Newport later was renamed Oldtown, Idaho. Just upstream, the town of Priest River developed around the timber industry, with its first sawmill built in 1897. Logs were floated down the river to sawmills from 1901 to 1949, driven by riverboats called “bateaus.” A bateau owned by the Diamond Match Company is on display at the Priest River Museum, located in the downtown historic district.

When the Northern Pacific and Great Northern Railroads arrived, Sandpoint grew and became home to the Humbird Lumber Company in 1901. Sandpoint became the Northwest’s leading supplier of cedar telephone poles. Today, Sandpoint is a major hub of rail activity, where the Burlington Northern Santa Fe (BNSF), Montana Rail Link, and Spokane International rail systems all converge, carrying more than 40 trains daily.

North of the border, sternwheelers on Kootenay Lake were the main links for many of the towns and villages that surround it as late as the 1950s. In the 1930s and 40s, Kootenay Lake was a marine performance centre for speedboats, and one of the world record holder boats, the Lady Bird, can be seen at the Nelson Museum. Today, two 90-car ferries provide a link between Kootenay and Balfour on Highway 3A at the northern tip of the Loop. Motorcyclists love the 270 curves that follow the lakeshore. Bicyclists also enjoy the roadways and mountain bike trails on the less traveled northern and eastern parts of the Loop. Historic transportation lives on in Nelson with the fully restored electric Streetcar #23. Nelson also is home to the David Thompson Cultural Centre. Near Nelson, the abandoned Burlington Northern rail line has recently been converted to a “rails to trails” route that stretches 27 miles south to Salmo.
Today, most of the vehicle traffic in the Loop corridor is comprised of local residents and tourists, with 10% to 30% commercial truck traffic. Rail transportation mainly consists of freight, with the exception of Amtrak’s Empire Builder, which stops in Sandpoint, a tour train operated by the Ione Lions Club (from Ione to Metaline Falls), and the Rocky Mountain Rail Tour in Canada. Depending on the time of year, visitors can expect to see freight trucks carrying logs to sawmills, finished lumber to markets, agricultural products and mineral ore to processing facilities, and evergreen trees to Christmas tree lots. Tour and fishing boats troll the Loop’s lakes and rivers year-round. Figure 3.1 below summarizes the area’s historical timeline.

**Figure 3.1: Selkirk Region Historical Timeline**

- 2000 B.C.: Dating of native settlement in the Kalispel Valley
- 1809 A.D.: David Thompson explores and maps Selkirk region
- 1844: Father Desmet establishes mission with Kalispels
- 1824-1850: Canadian fur trapping era
- 1850-1880: Placer mining for gold
- 1885-1890: First white settlers
- 1890-1910: Homesteading era
- 1910-1930: Timber era
- 1930s: Hard times era
- 1940-1960: Family farm era
- 1950s: Dams built
- 1970s-2005: Diversified Growth
- 2000 A.D.: Dating of native settlement in the Kalispel Valley
Regional Economic Trends

As outlined in the previous section, the primary sources of settlement and development in the Selkirk region have been mining, timber and agriculture. As transportation means developed (trails, then wagon roads, riverboats, trains and highways), more people and businesses arrived to take advantage of the area’s rich natural resources and enjoy its natural beauty. Over the past two decades, declines in natural resource industries have led to economic distress in many of the region’s rural communities, and they have looked to tourism as a way to generate new economic activity. The success of the International Selkirk Loop in attracting visitors has become more and more evident as lodging sales increase, new businesses open, and local businesses, attractions and visitor centers report increasing numbers of people who say they are “doing the Loop.”

In Pend Oreille County, some business sectors, including tourism-related sectors, have seen growth over the past eight years (Figure 3.2). From 1997 to 2004, retail sales grew by $7.7 million, or 41%, while contracting declined -8% and services -27%. Manufacturing sales were virtually flat from 1997 to 2002, nearly doubled in 2003 and then dropped almost 50% in 2004. Transportation/Communications/Utilities (TCU) saw an increase of 18% and Finance/Insurance/Real Estate (FIRE) declined 1%. In the tourism-related categories, hotel sales increased 39% and food & beverage sales increased 30%, but service station sales dropped by half.

Boundary and Bonner Counties also have seen declines in forest industries; however, significant growth has occurred in other business sectors, such as tourism-related, professional and personal services, some types of manufacturing and construction (see next page).

Figure 3.2: Pend Oreille County Business Sales 1997-2004
Area Growth and Development

Despite declines in some economic sectors, the Selkirk region has experienced population growth over the past decade due to immigration of retirees, “lone eagles” and others who bring an income with them. Bonner County, the most populous of the three counties, has had the highest rate of growth, at 32%, followed by Pend Oreille County at 27%, and then Boundary County at 18% (Figure 3.3). Spokane County, a primary source of visitors to the Selkirks, has seen its population grow from 340,000 in 1980 to 430,000 in 2000. Growth projections for Spokane and northeastern Washington indicate a steady growth rate of about 1% per year through 2015.

In recent years, the Selkirk region has been “discovered” by people seeking a slower pace and high quality of life. In Bonner County – and particularly in the Sandpoint area – real estate sales have nearly doubled in the last three years, with more than 4,300 properties sold worth $620 million (Figure 3.4). Many of these properties are vacation homes, so the owners are not year-round residents of the area. While the numbers are much lower in Boundary County, the total real estate sales volume increased by more than 2.5 times over the three year period. Slightly more than half of the new residential building permits in Bonner County are for single family dwellings, and the remainder are multi-family (Figure 3.5, next page). In Pend Oreille County, nearly all permits are for single family dwellings.

**Figure 3.3: County Population, 1990-2003**
(Source: U.S. Census Bureau)

<table>
<thead>
<tr>
<th></th>
<th>1990</th>
<th>2000</th>
<th>2003</th>
<th>% chg 90-03</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bonner</td>
<td>26,622</td>
<td>36,835</td>
<td>39,162</td>
<td>32%</td>
</tr>
<tr>
<td>Boundary</td>
<td>8,332</td>
<td>9,871</td>
<td>10,173</td>
<td>18%</td>
</tr>
<tr>
<td>Pend Oreille</td>
<td>8,915</td>
<td>11,745</td>
<td>12,254</td>
<td>27%</td>
</tr>
<tr>
<td>Total</td>
<td>43,869</td>
<td>58,451</td>
<td>61,589</td>
<td>29%</td>
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</tbody>
</table>

Due to recent growth, both Pend Oreille County and Bonner County have recently revised their County Comprehensive Plans and zoning ordinances. International Selkirk Loop Board members were involved in these county planning processes, and provided input to them consistent with the...
objectives of the State and National Scenic Byway programs (see Chapter 4 for more details).

**Figure 3.5: County Residential Building Permits 1997-2004**
(Source: U.S. Dept. of Housing & Urban Development)

<table>
<thead>
<tr>
<th></th>
<th>1997</th>
<th>2000</th>
<th>2003</th>
<th>2004</th>
<th>Total</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bonner County</td>
<td>63</td>
<td>26</td>
<td>81</td>
<td>154</td>
<td>324</td>
<td>57% single family</td>
</tr>
<tr>
<td>Boundary County</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>(no bldg permits req’d)</td>
</tr>
<tr>
<td>Pend Oreille County</td>
<td>43</td>
<td>44</td>
<td>57</td>
<td>67</td>
<td>211</td>
<td>97% single family</td>
</tr>
</tbody>
</table>

**Tourism Facilities & Services around the Loop**
The International Selkirk Loop has numerous facilities and services to accommodate domestic and international visitors. Figure 3.6 below summarizes the lodging, dining and other support services around the Loop, including staffed visitor centers, as of June 2005. Two additional commercial RV parks are in development near Newport and Cusick, and will provide 250-500 more RV spaces in Pend Oreille County.

**Figure 3.6: Selkirk Loop Tourist Facilities & Services** (some figures are estimates)

<table>
<thead>
<tr>
<th>Community</th>
<th>Guest Rooms</th>
<th>RV Spaces</th>
<th>Restaurants (estimated #)</th>
<th>Retail Stores</th>
<th>Service Stations</th>
<th>Visitor Center</th>
</tr>
</thead>
<tbody>
<tr>
<td>Washington (Pend Oreille County)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Metaline Falls</td>
<td>20</td>
<td>8</td>
<td>2</td>
<td>8</td>
<td>1</td>
<td>Cutter Theater</td>
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<td>Metaline</td>
<td>0</td>
<td>10</td>
<td>3</td>
<td>1</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Ione</td>
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<td>12</td>
<td>1</td>
<td>6</td>
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<td>0</td>
<td>1</td>
<td>0</td>
<td>Tiger Store &amp; Museum</td>
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<td>8</td>
<td>22</td>
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<tr>
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<td><strong>156</strong></td>
<td><strong>360</strong></td>
<td><strong>40</strong></td>
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Tourism and Recreation Trends
Tourism activity generally has increased over the past five years around the Selkirk Loop, as indicated by hotel sales trends and feedback from on-line survey respondents. About two-thirds of survey respondents indicated that their business or organization had increased either “Significantly” or “Somewhat” over the past five years, despite declines in the economy and travel challenges following September 11, 2001.

Overall lodging sales in the north Idaho portion of the Loop (Boundary and Bonner Counties) increased 32% from 1993 to 2003, 17% since 1999 (Figure 3.7).

In Washington’s Pend Oreille County, the number of lodging properties reporting decreased from 24 in 1997 to 16 in 2002; then increased to 18 in 2003, reflected by an increase in lodging sales. The sales likely will increase again in 2005 as the two new RV parks begin operation. The parks will have a combined capacity of 350-500 high-end RV sites at build-out.

North of the border, hotel sales in Nelson and Castlegar, B.C. increased overall from 1995 to 2003, although Castlegar has seen some decreases since 2001.
Tourist Economic Impact
A number of recent tourism studies have been conducted in the Selkirk Loop region, to determine the characteristics, motivations, activities and spending of existing travelers. Additionally, data is collected by Chamber visitor centers, federal recreation sites, and border crossings around the Loop. Collectively, all of this information provides significant insights regarding marketing strategies for the Loop. Some of the key data are summarized below, and more information is provided in Chapter 8: Marketing the Loop.

According to Dean Runyan Associates, travel expenditures in Pend Oreille County, Washington, grew by 3.6% per year from 1991 to 2003 (a similar rate to Spokane County), and the County has increased its share of the region's travel industry growth. Total travel spending in Pend Oreille County in 2003 was $19.1 million. The peak months were June through September, with September generating nearly one-quarter of total lodging sales for the year because of hunting season.

In the five counties of northern Idaho, tourism sector employment was 14% of all non-farm payroll jobs in 2003. Direct and indirect tourism spending totaled $251.8 million (11.8% of northern Idaho total sales) in 2003, and expenditures were as follows:

- **Restaurant & Beverage:** $74.5 million (30%)
- **Retail:** $74.0 million (29%)
- **Lodging:** $52.7 million (21%)
- **Admissions & Fees:** $31.6 million (13%)
- **Wholesale Trade:** $11.1 million (4%)
- **Local Production Goods:** $7.1 million (3%)

In Boundary County, 2004 taxable sales were up 21% over 2003 (compared to the overall state increase of 5.4%). One factor in the growth was a 19% increase in hotel/motel receipts, from $180,000 in 2003 to $214,000 in 2004. The increases came from both Canadian and U.S. visitors.

According to a 1996 British Columbia Visitor Study, approximately 3.6 million visitors traveled to the eastern B.C. Rockies. Of those, 3 million were non-residents, and .6 million were B.C. residents. The total revenues generated were $401 million, of which $344 million came from non-residents, and $57 million from residents. On average, nonresidents spent $32 (Canadian) per day, and $113 per stay in East B.C. Rockies. Residents spent an average of $47 per day, and $105 per stay in the region. The average length of stay was 3.6 days for nonresidents and 2.4 days for residents. The distribution of expenditures for nonresidents was as follows: food & beverage (23%), accommodations (21%), package tours purchased in B.C. (19%), transportation (13%), other expenses (12%), souvenirs & gifts (7%), outdoor activities (5%), and attractions/cultural events (2%).

Tourist Characteristics & Motivations

**Pend Oreille Valley**
The top seven recreation activities of visitors to the Colville National Forest in 2002-2003 were wildlife viewing, relaxing, viewing natural features, downhill skiing, driving for pleasure, hiking/walking, and hunting. The facilities/areas they used most were the downhill ski area (49 Degrees
North), forest roads, developed campgrounds, the scenic byway, and forest trails.

According to an intercept survey of visitors to the Pend Oreille Valley conducted at various sites during the summer of 2004, more than four out of ten visitors reside in Washington State (Figure 3.8). Of the Washington visitors, nearly half reside in Spokane County, and another 24% originate in the Puget Sound area.

The primary purpose for travelers to visit the Pend Oreille Valley is to visit friends and family, followed by sightseeing, historic/geologic attraction, and outdoor recreation (Figure 3.9). About half of the visitors spent at least one night in the area, while the remaining half were either day visitors (28%) or just passing through (24%). More than half of the visitors were repeat guests. Nearly one half of the visitors (46%) were camping (35% in RVs, 11% in tents), another 23% were staying with friends/family, and 26% used commercial lodging (hotel/motel/B&B, ranch/resort or vacation rental).

The average age of adult visitors to the Pend Oreille Valley was 52 years, with an average household income of nearly $72,000 (55% earn $50,000+, 23% earn $100,000+). Only 16% of the travelers were under 35, one third (33%) were age 35-55, and half of the travelers (50%) were age 55+ (one in five was 65+).

The top activities of visitors were sightseeing/driving tour – many following the Loop (63%), museum/gallery (57%), shopping (39%), visit historic site (37%), hiking (36%), wildlife viewing (29%), family event (21%), and visit geologic site (20%).

The most important sources of travel information for visitors were friends and family, Internet, Chamber/CVB, State Tourism Office, AAA Resources, Newspaper Articles and Magazine Articles. While en route, the top sources of information were brochures, local referrals, road signs, and chamber/visitor center.

When asked about their satisfaction with their current travel experience and likelihood of returning in the next year, 88% of visitors were either satisfied or very satisfied, and about two-thirds indicated that they definitely or probably would return to the Pend Oreille Valley in the next year.

A 2004 study indicated that more than half of Spokane residents who travel regionally visited the Pend Oreille valley. Their main motivations for the trip were viewing natural scenery and wildlife, travel time/distance, lodging, driving the scenic loop, attending events/festivals, historical attractions, and dining.
Northern Idaho
According to a University of Idaho study of travelers in northern Idaho, in 2000 the region hosted nearly 3.2 million travel parties. The data for northern Idaho travelers is reported for the entire five-county region, so it includes east-west highway travelers on Interstate 90 and Highway 200/2, as well as north-south travelers on U.S. 95; however, the data is useful to describe general traveler characteristics in the region:

Residency: In spring, summer and fall, about 2/3 of all highway travelers are non-resident visitors, while 30% are local residents, and 3% are from other regions of Idaho. Most of the non-residents are from states surrounding Idaho, while 17+% are from other states and foreign countries. In winter, only slightly more than half of all travelers are non-residents, while about 40% are local, and 5% from other parts of Idaho. Most of the non-residents in winter are from states surrounding Idaho, and the rest are from other states and foreign countries.

First-Time vs. Repeat: Except in spring, 80% or more of non-resident visitors are repeat visitors (2/3 are repeat visitors in spring). In fall, only 6% of visitors are first-time visitors.

Occupation: Nearly half of all fall travelers are retired (in summer and winter, about 1/3 are retired; in spring, only 14%). 75% of spring travelers are employed full-time. One third of winter travelers are homemakers.

Travel Party Size: Overall, 40% of travelers are traveling alone. About 45% are couples, although there are more families in summer. Parties of 3 or more make up about 20% of all traveling parties in spring and fall, 18% in winter, and 31% in summer. About 1/3 of non-residents are traveling alone.

Income: The highest proportion of affluent travelers visit in Winter and Spring (one in five have a household income of $80,000+). The highest proportion of mid-upper income travelers ($40-$80,000) visit in Fall (55%), while this income bracket represents only about one third of travelers in other seasons.

Business vs. Pleasure: In summer and fall, about 2/3 of all non-resident travelers are visiting for pleasure. In winter and spring, about half are traveling for business or “daily affairs”, including shopping. Idaho resident business travel is highest in summer and winter, while a higher proportion of pleasure trips are taken by residents in spring and fall. Idahoans from outside the region travel to the region for leisure in summer and winter, presumably for outdoor recreation (boating, fishing, hiking, skiing, snowmobiling). In fall, one in four resident travelers is visiting for leisure (presumably hunting or sightseeing).

Activities: Year-round, one-third of all travelers are visiting friends and relatives. Another one quarter are traveling for outdoor recreation pursuits. 17% are traveling for “general leisure”, and 12% for shopping. Other activities include community-based recreation or entertainment (9%), second home (2.4%) and cultural activities (1%). In summer, one-third are traveling for “general leisure”, one in four are traveling for outdoor recreation, 17% are visiting friends or relatives, and 6% come to shop. In spring, 25% are traveling for “general leisure”, 14% for outdoor recreation, and 12% to shop. In fall, 19% are outdoor recreationists, 16% are shoppers, and 11% are “general leisure”. In winter, 24% are outdoor recreationists, 17% are leisure travelers, and 12% are shoppers. In winter, nearly 7% are traveling for “learning and education” (conferences, workshops, classes).
Length of Stay: Summer non-resident travelers stay the longest (20% stay 8 nights or longer, 27% stay 4-7 nights), while the shortest stays are in fall and spring (more than 75% stay 3 nights or less). Long weekends (3 night stays) are most prevalent in winter (19%). Pass-through travelers (no overnight stay) are most prevalent in fall.

Accommodations: Overall, 58% of travelers stay in commercial lodging facilities (hotel, resort, B&B), while 29% camp and 26% stay with friends or relatives.

Mode of Travel: Most resident and non-resident travelers drive their own vehicles; however, rental cars are used by 30% of non-residents in Spring and 20% in Summer.

Internet Use: Two-thirds of non-residents use the Internet to plan their trips, except fall travelers (retirees and hunters - 38% do not). About 2/3 of Idahoans use the Internet to plan their summer and fall trips, and about half use the Internet for winter trips.

East B.C. Rockies
According to the 1996 B.C. Visitor Study, two-thirds of visitors (68%) were from within the region of Canada, 5% were from the U.S., 7% were Canadians who traveled long distances (“long haul” travelers) to East B.C. Rockies, 7% were Americans who traveled long distances, 7% were Europeans, 5% were Asia/Pacific, and 1% were other overseas travelers. Of the B.C. residents, one-third (32%) were from the greater Vancouver district, 3% from Vancouver Island, 1% from northern B.C., and 64% from southern B.C.

The primary trip purpose for long haul travelers was general sightseeing, while the primary purpose for regional visitors and residents was visiting friends or relatives. Other important purposes were outdoors/wilderness activities, city/town sightseeing, sports events, shopping, and attending arts/cultural events. The average age of nonresident travelers was 49 (long haul travelers tended to be older, half being age 55+). Overseas travelers were younger, with 73% between age 18 and 54. About one-third of regional U.S. travelers and 29% of U.S. long haul travelers were retired.

Most nonresident visitors had at least some post-secondary education, and 22% of nonresidents earned household incomes of $80,000+ (38% of regional U.S., 40% of long haul U.S., and 37% of overseas visitors). About two-thirds of the regional visitors, and up to 90% of the long haul/overseas visitors, traveled in summer. Only 11% traveled in spring, 6%-11% in fall, and 3%-11% in winter. About one-third of nonresident visitors used commercial lodging, while 25% were camping, 22% stayed with a friend/relative, and 11% stayed in a cabin/lodge. Top activities of nonresident visitors were sightseeing in city/town, swimming, golfing, hiking/backpacking, visiting friends/relatives, and zoos/natural displays/gardens.

Overall, East B.C. Rockies visitors rated their trip very highly, with 80%-95% saying they were “Very Satisfied” with their overall trip experience. More than one-third of nonresidents (34% to 42%) planned to return within the next 2 years.
A preliminary report for 2004 British Columbia Tourism Performance (including the entire province) indicates that both overnight revenues and visitor volume increased in 2004 compared to 2003 levels. The largest increase came from the Asia Pacific region (+24% in revenue growth, +22% in visitor volume), followed by Europe (+13% in revenue, 12% in volume). Overall, the largest volume of visitors to British Columbia in 2004 came from other parts of B.C. (11 million overnights), the U.S. (5 million), other Canadian provinces (4.7 million), Asia Pacific region (859,000 overnights), Europe (616,000) and Mexico (78,000).

Visitor Recreation Activities

From October 2002 to September 2003, the Colville National Forest conducted a study to monitor visitor use of its forest facilities and sites. Some key findings from that study are summarized in Figures 3.10 and 3.11. Figure 3.10 summarizes Forest visitor activity participation (some participated in more than one activity), and Figure 3.11 summarizes total national forest visits in FY2003. The average length of stay on the Colville Forest for a national forest visit was 16.3 hours. More than one quarter of visitors (26%) stayed overnight on the forest.

<table>
<thead>
<tr>
<th>Activity</th>
<th>% Participating</th>
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<tbody>
<tr>
<td>Viewing Wildlife</td>
<td>52.34</td>
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<tr>
<td>Relaxing</td>
<td>42.41</td>
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<tr>
<td>Viewing Natural Features</td>
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<td>Hunting</td>
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<tr>
<td>Developed Camping</td>
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<td>Gathering Forest Products</td>
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<td>Picnicking</td>
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<td>Primitive Camping</td>
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<td>Other Non-motorized</td>
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While a key goal of the International Selkirk Loop is to increase tourism revenues and visitation in the region, an important reason for the development of this Corridor Management Plan is to balance tourism and economic development with conservation and enhancement of the region’s key assets and intrinsic qualities. The next chapter provides a detailed description of the Selkirk Loop’s top intrinsic qualities, and their importance to the region.
**History of Travel around the Loop**

The Selkirk Mountain range and the region’s rivers and lakes have been the native homeland for the Kalispel, Colville, Kootenai and Ktunaxa Tribes for millennia. Other tribes who visited or traveled through the region to hunt, fish, gather berries and trade included the Coeur d’Alenes, Spokanes and Bitterroot Salish. Ktunaxa is the ancient Aboriginal name for the Kootenay Tribe, and it means “to travel by water.” The lakes and rivers were the region’s primary mode of travel – the passages through the mountains – until the Northern Pacific Railroad arrived in 1883. Even today, all but 12 miles of the International Selkirk Loop can be traveled by canoe, boat or kayak, and the Kootenay Lake (B.C.) crossing at the northernmost tip of the Loop is accomplished by a free 45-minute scenic ferry ride across the lake.

In 1809, Welsh explorer David Thompson arrived in the Selkirks seeking fur trapping areas for the North West Company and a route from Canada to the Pacific Ocean via the Columbia River system. He thought that he had found the river route when he arrived at Lake Pend Oreille and then followed its outlet, the Pend Oreille River, as far as Box Canyon near Ione, Washington. There, the ferocious rapids turned him back, and he would not find the elusive passage to the Columbia River until 1811, when he traveled from Nelson, B.C. down the Kootenay River to the site of present day Castlegar, where it joins the Columbia River, and then on to the Pacific Ocean. Just east of Sandpoint on the Pend Oreille National Scenic Byway (a Selkirk Loop “Super Side Trip”) is the Kullyspell House, a trading post established by David Thompson in 1809.

Gold rush fever hit the Selkirks in 1864, as prospectors arrived at the northern shore of Lake Pend Oreille, and then traveled north to the Wild Horse Creek area in the East Kootenays of Canada. The section of the Selkirk Loop from Sandpoint north to the Canadian border roughly follows this historic Wild Horse Trail gold rush route. The town of Bonners Ferry was named for Edwin L. Bonner, a merchant who established a ferry across the Kootenai River and supplied the miners traveling north on the Wild Horse Trail. From 1883 until 1905, steamboats on the Kootenai River carried passengers and freight between Bonners Ferry and British Columbia (including the SS Moyie, which has been fully restored and can be seen in Kaslo, B.C.). In the years since the gold rush, copper, silver, lead, zinc, galena and vermiculite all have taken turns at fueling the local economy.

Settlers attracted to the rich soils of the river valleys, and lumber companies seeking the region’s plentiful forests, began to arrive in the 1890s and early 1900s. Rail and river travel boomed around the Selkirk Loop corridor. The first steamboat on the Pend Oreille River was launched in 1888. At the present day Ione River Front Park, the 165-foot passenger steamer *Ione* docked at the riverboat landing. The steamer transported as many as 500 people along the river route until the railroad arrived in 1909. The *Ione* lay abandoned on the riverbank in Ione until it was dismantled in 1917. The river often became frozen in winter, so pressure mounted for rail and road access.

Metaline Falls was founded in 1910 by Danish mining engineer Lewis Larsen, speculating on future growth after the arrival of the Pend Oreille Mines and Metals Company. Larsen spent lavish amounts of money on the town’s commercial districts and 30 acres of parks, along with a beautiful...
home for himself, designed by the Spokane architect Kirkland Cutter in 1912. The Cutter Theater and Washington Hotel are examples of historic architecture from that period. To transport cement and minerals produced at Metaline Falls, in 1910 Frederick Blackwell spent more than $1 million to build the Idaho & Washington Northern Railroad from Newport to Metaline Falls, including a bridge across the river at Box Canyon. The scenic rail route is still used several times a year for the Ione Lions Club tour train.

In 1920, a toll bridge built at Metaline Falls charged the “outrageous” price of $1.00 per car and $.15 per passenger to cross. The toll bridge was replaced in 1951 by the current bridge, notable for its graceful cement arch. The cement was manufactured locally at the Inland Portland Cement Company, which also made cement for Spokane’s Monroe Street Bridge and the Grand Coulee Dam northwest of Spokane, Washington. In 1923, a state highway was approved for construction from Newport to the Canadian border, and was completed in 1929. The last ferry to remain in operation on the Pend Oreille River, at Ruby, closed in 1963.

Newport began in 1889 on the Idaho side of the river when Mike Kelly built a log store, and added a post office in 1890. Thirteen steamboats based in Newport conducted business on the Pend Oreille River. When the Great Northern Railroad arrived on the Washington side of the river in 1892, the post office and then other businesses moved nearer to the rail depot, and the town of Newport, Washington was founded. The old Newport later was renamed Oldtown, Idaho. Just upstream, the town of Priest River developed around the timber industry, with its first sawmill built in 1897. Logs were floated down the river to sawmills from 1901 to 1949, driven by riverboats called “bateaus.” A bateau owned by the Diamond Match Company is on display at the Priest River Museum, located in the downtown historic district.

When the Northern Pacific and Great Northern Railroads arrived, Sandpoint grew and became home to the Humbird Lumber Company in 1901. Sandpoint became the Northwest’s leading supplier of cedar telephone poles. Today, Sandpoint is a major hub of rail activity, where the Burlington Northern Santa Fe (BNSF), Montana Rail Link, and Spokane International rail systems all converge, carrying more than 40 trains daily.

North of the border, sternwheelers on Kootenay Lake were the main links for many of the towns and villages that surround it as late as the 1950s. In the 1930s and 40s, Kootenay Lake was a marine performance centre for speedboats, and one of the world record holder boats, the Lady Bird, can be seen at the Nelson Museum. Today, two 90-car ferries provide a link between Kootenay and Balfour on Highway 3A at the northern tip of the Loop. Motorcyclists love the 270 curves that follow the lakeshore. Bicyclists also enjoy the roadways and mountain bike trails on the less traveled northern and eastern parts of the Loop. Historic transportation lives on in Nelson with the fully restored electric Streetcar #23. Nelson also is home to the David Thompson Cultural Centre. Near Nelson, the abandoned Burlington Northern rail line has recently been converted to a “rails to trails” route that stretches 27 miles south to Salmo.
Today, most of the vehicle traffic in the Loop corridor is comprised of local residents and tourists, with 10% to 30% commercial truck traffic. Rail transportation mainly consists of freight, with the exception of Amtrak’s Empire Builder, which stops in Sandpoint, a tour train operated by the Ione Lions Club (from Ione to Metaline Falls), and the Rocky Mountain Rail Tour in Canada. Depending on the time of year, visitors can expect to see freight trucks carrying logs to sawmills, finished lumber to markets, agricultural products and mineral ore to processing facilities, and evergreen trees to Christmas tree lots. Tour and fishing boats troll the Loop’s lakes and rivers year-round. Figure 3.1 below summarizes the area’s historical timeline.
Regional Economic Trends
As outlined in the previous section, the primary sources of settlement and development in the Selkirk region have been mining, timber and agriculture. As transportation means developed (trails, then wagon roads, riverboats, trains and highways), more people and businesses arrived to take advantage of the area’s rich natural resources and enjoy its natural beauty. Over the past two decades, declines in natural resource industries have led to economic distress in many of the region’s rural communities, and they have looked to tourism as a way to generate new economic activity. The success of the International Selkirk Loop in attracting visitors has become more and more evident as lodging sales increase, new businesses open, and local businesses, attractions and visitor centers report increasing numbers of people who say they are “doing the Loop.”

In Pend Oreille County, some business sectors, including tourism-related sectors, have seen growth over the past eight years (Figure 3.2). From 1997 to 2004, retail sales grew by $7.7 million, or 41%, while contracting declined -8% and services -27%. Manufacturing sales were virtually flat from 1997 to 2002, nearly doubled in 2003 and then dropped almost 50% in 2004. Transportation/Communications/Utilities (TCU) saw an increase of 18% and Finance/Insurance/Real Estate (FIRE) declined 1%. In the tourism-related categories, hotel sales increased 39% and food & beverage sales increased 30%, but service station sales dropped by half.

Boundary and Bonner Counties also have seen declines in forest industries; however, significant growth has occurred in other business sectors, such as tourism-related, professional and personal services, some types of manufacturing and construction (see next page).

Figure 3.2: Pend Oreille County Business Sales 1997-2004
Area Growth and Development

Despite declines in some economic sectors, the Selkirk region has experienced population growth over the past decade due to immigration of retirees, “lone eagles” and others who bring an income with them. Bonner County, the most populous of the three counties, has had the highest rate of growth, at 32%, followed by Pend Oreille County at 27%, and then Boundary County at 18% (Figure 3.3). Spokane County, a primary source of visitors to the Selkirks, has seen its population grow from 340,000 in 1980 to 430,000 in 2000. Growth projections for Spokane and northeastern Washington indicate a steady growth rate of about 1% per year through 2015.

Figure 3.3: County Population, 1990-2003
(Source: U.S. Census Bureau)

<table>
<thead>
<tr>
<th></th>
<th>1990</th>
<th>2000</th>
<th>2003</th>
<th>% chg 90-03</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bonner</td>
<td>26,622</td>
<td>36,835</td>
<td>39,162</td>
<td>32%</td>
</tr>
<tr>
<td>Boundary</td>
<td>8,332</td>
<td>9,871</td>
<td>10,173</td>
<td>18%</td>
</tr>
<tr>
<td>Pend Oreille</td>
<td>8,915</td>
<td>11,745</td>
<td>12,254</td>
<td>27%</td>
</tr>
<tr>
<td>Total</td>
<td>43,869</td>
<td>58,451</td>
<td>61,589</td>
<td>29%</td>
</tr>
</tbody>
</table>

In recent years, the Selkirk region has been “discovered” by people seeking a slower pace and high quality of life. In Bonner County – and particularly in the Sandpoint area – real estate sales have nearly doubled in the last three years, with more than 4,300 properties sold worth $620 million (Figure 3.4). Many of these properties are vacation homes, so the owners are not year-round residents of the area. While the numbers are much lower in Boundary County, the total real estate sales volume increased by more than 2.5 times over the three year period. Slightly more than half of the new residential building permits in Bonner County are for single family dwellings, and the remainder are multi-family (Figure 3.5, next page). In Pend Oreille County, nearly all permits are for single family dwellings.

Figure 3.4: County Real Estate Sales 2002-2004
(Sources: Spokane MLS, NE Washington MLS, Selkirk Assn. of Realtors)

<table>
<thead>
<tr>
<th></th>
<th>2002</th>
<th>2003</th>
<th>2004</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bonner County</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Properties Sold</td>
<td>1,086</td>
<td>1,397</td>
<td>1,819</td>
<td>4,302</td>
</tr>
<tr>
<td>Total Sales Volume</td>
<td>$147,086,187</td>
<td>$179,818,150</td>
<td>$293,174,802</td>
<td>$620,079,139</td>
</tr>
<tr>
<td><strong>Boundary County</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Properties Sold</td>
<td>168</td>
<td>234</td>
<td>303</td>
<td>705</td>
</tr>
<tr>
<td>Total Sales Volume</td>
<td>$14,481,960</td>
<td>$21,989,965</td>
<td>$33,906,570</td>
<td>$70,378,495</td>
</tr>
<tr>
<td><strong>Pend Oreille County</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Properties Sold</td>
<td>300</td>
<td>350</td>
<td>494</td>
<td>1,144</td>
</tr>
<tr>
<td>Total Sales Volume</td>
<td>$26,318,675</td>
<td>$32,931,602</td>
<td>$47,498,123</td>
<td>$106,748,400</td>
</tr>
</tbody>
</table>

Due to recent growth, both Pend Oreille County and Bonner County have recently revised their County Comprehensive Plans and zoning ordinances. International Selkirk Loop Board members were involved in these county planning processes, and provided input to them consistent with the
objectives of the State and National Scenic Byway programs (see Chapter 4 for more details).

**Figure 3.5: County Residential Building Permits 1997-2004**
(Source: U.S. Dept. of Housing & Urban Development)

<table>
<thead>
<tr>
<th>County</th>
<th>1997</th>
<th>2000</th>
<th>2003</th>
<th>2004</th>
<th>Total</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bonner County</td>
<td>63</td>
<td>26</td>
<td>81</td>
<td>154</td>
<td>324</td>
<td>57% single family</td>
</tr>
<tr>
<td>Boundary County</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>(no bldg permits req’d)</td>
</tr>
<tr>
<td>Pend Oreille County</td>
<td>43</td>
<td>44</td>
<td>57</td>
<td>67</td>
<td>211</td>
<td>97% single family</td>
</tr>
</tbody>
</table>

**Tourism Facilities & Services around the Loop**
The International Selkirk Loop has numerous facilities and services to accommodate domestic and international visitors. Figure 3.6 below summarizes the lodging, dining and other support services around the Loop, including staffed visitor centers, as of June 2005. Two additional commercial RV parks are in development near Newport and Cusick, and will provide 250-500 more RV spaces in Pend Oreille County.

**Figure 3.6: Selkirk Loop Tourist Facilities & Services** (some figures are estimates)

<table>
<thead>
<tr>
<th>Community</th>
<th>Guest Rooms</th>
<th>RV Spaces</th>
<th>Restaurants (estimated #)</th>
<th>Retail Stores</th>
<th>Service Stations</th>
<th>Visitor Center</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Washington (Pend Oreille County)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Metaline Falls</td>
<td>20</td>
<td>8</td>
<td>2</td>
<td>8</td>
<td>1</td>
<td>Cutter Theater</td>
</tr>
<tr>
<td>Metaline</td>
<td>0</td>
<td>10</td>
<td>3</td>
<td>1</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Ione</td>
<td>28</td>
<td>12</td>
<td>1</td>
<td>6</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Tiger</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>Tiger Store &amp; Museum</td>
</tr>
<tr>
<td>Cusick</td>
<td>14</td>
<td>57</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Usk</td>
<td>0</td>
<td>4</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Newport</td>
<td>37</td>
<td>110</td>
<td>8</td>
<td>22</td>
<td>4</td>
<td>Chamber/Depot Museum</td>
</tr>
<tr>
<td><strong>Idaho (Bonner &amp; Boundary Counties)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Priest River</td>
<td>44</td>
<td>14</td>
<td>6</td>
<td>8</td>
<td>3</td>
<td>Chamber &amp; Museum</td>
</tr>
<tr>
<td>Priest Lake</td>
<td>186</td>
<td>453</td>
<td>10</td>
<td>15</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Sandpoint</td>
<td>601</td>
<td>200</td>
<td>59</td>
<td>100</td>
<td>5</td>
<td>Chamber Office</td>
</tr>
<tr>
<td>Ponderay/Hope</td>
<td>166</td>
<td>0</td>
<td>9</td>
<td>20</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Naples/Deep Creek</td>
<td>4</td>
<td>0</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Bonners Ferry</td>
<td>110</td>
<td>30</td>
<td>17</td>
<td>29</td>
<td>5</td>
<td>Chamber Office</td>
</tr>
<tr>
<td><strong>British Columbia</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Creston</td>
<td>224</td>
<td>141</td>
<td>28</td>
<td>85</td>
<td>5</td>
<td>Chamber Office</td>
</tr>
<tr>
<td>Boswell</td>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Crawford Bay</td>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kootenay Bay</td>
<td>3</td>
<td></td>
<td></td>
<td>1</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Balfour/Proctor</td>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Nelson</td>
<td>387</td>
<td>45</td>
<td>50+</td>
<td>45</td>
<td>6</td>
<td>Chamber Office</td>
</tr>
<tr>
<td>Salmo</td>
<td>48</td>
<td>20</td>
<td>6</td>
<td>7</td>
<td>2</td>
<td>Chamber Office</td>
</tr>
<tr>
<td><strong>Totals:</strong></td>
<td>1,885</td>
<td>1,104</td>
<td>156</td>
<td>360</td>
<td>40</td>
<td></td>
</tr>
</tbody>
</table>
Tourism and Recreation Trends

Tourism activity generally has increased over the past five years around the Selkirk Loop, as indicated by hotel sales trends and feedback from on-line survey respondents. About two-thirds of survey respondents indicated that their business or organization had increased either “Significantly” or “Somewhat” over the past five years, despite declines in the economy and travel challenges following September 11, 2001.

Overall lodging sales in the north Idaho portion of the Loop (Boundary and Bonner Counties) increased 32% from 1993 to 2003, 17% since 1999 (Figure 3.7).

In Washington’s Pend Oreille County, the number of lodging properties reporting decreased from 24 in 1997 to 16 in 2002; then increased to 18 in 2003, reflected by an increase in lodging sales. The sales likely will increase again in 2005 as the two new RV parks begin operation. The parks will have a combined capacity of 350-500 high-end RV sites at build-out.

North of the border, hotel sales in Nelson and Castlegar, B.C. increased overall from 1995 to 2003, although Castlegar has seen some decreases since 2001.
Tourist Economic Impact

A number of recent tourism studies have been conducted in the Selkirk Loop region, to determine the characteristics, motivations, activities and spending of existing travelers. Additionally, data is collected by Chamber visitor centers, federal recreation sites, and border crossings around the Loop. Collectively, all of this information provides significant insights regarding marketing strategies for the Loop. Some of the key data are summarized below, and more information is provided in Chapter 8: Marketing the Loop.

According to Dean Runyan Associates, travel expenditures in Pend Oreille County, Washington, grew by 3.6% per year from 1991 to 2003 (a similar rate to Spokane County), and the County has increased its share of the region’s travel industry growth. Total travel spending in Pend Oreille County in 2003 was $19.1 million. The peak months were June through September, with September generating nearly one-quarter of total lodging sales for the year because of hunting season.

In the five counties of northern Idaho, tourism sector employment was 14% of all non-farm payroll jobs in 2003. Direct and indirect tourism spending totaled $251.8 million (11.8% of northern Idaho total sales) in 2003, and expenditures were as follows:

<table>
<thead>
<tr>
<th>Category</th>
<th>Expenditure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Restaurant &amp; Beverage</td>
<td>$74.5 million (30%)</td>
</tr>
<tr>
<td>Retail</td>
<td>$74.0 million (29%)</td>
</tr>
<tr>
<td>Lodging</td>
<td>$52.7 million (21%)</td>
</tr>
<tr>
<td>Admissions &amp; Fees</td>
<td>$31.6 million (13%)</td>
</tr>
<tr>
<td>Wholesale Trade</td>
<td>$11.1 million ( 4%)</td>
</tr>
<tr>
<td>Local Production Goods</td>
<td>$  7.1 million ( 3%)</td>
</tr>
</tbody>
</table>

In Boundary County, 2004 taxable sales were up 21% over 2003 (compared to the overall state increase of 5.4%). One factor in the growth was a 19% increase in hotel/motel receipts, from $180,000 in 2003 to $214,000 in 2004. The increases came from both Canadian and U.S. visitors.

According to a 1996 British Columbia Visitor Study, approximately 3.6 million visitors traveled to the eastern B.C. Rockies. Of those, 3 million were non-residents, and .6 million were B.C. residents. The total revenues generated were $401 million, of which $344 million came from non-residents, and $57 million from residents. On average, nonresidents spent $32 (Canadian) per day, and $113 per stay in East B.C. Rockies. Residents spent an average of $47 per day, and $105 per stay in the region. The average length of stay was 3.6 days for nonresidents and 2.4 days for residents. The distribution of expenditures for nonresidents was as follows: food & beverage (23%), accommodations (21%), package tours purchased in B.C. (19%), transportation (13%), other expenses (12%), souvenirs & gifts (7%), outdoor activities (5%), and attractions/cultural events (2%).

Tourist Characteristics & Motivations

Pend Oreille Valley

The top seven recreation activities of visitors to the Colville National Forest in 2002-2003 were wildlife viewing, relaxing, viewing natural features, downhill skiing, driving for pleasure, hiking/walking, and hunting. The facilities/areas they used most were the downhill ski area (49 Degrees
North), forest roads, developed campgrounds, the scenic byway, and forest trails.

According to an intercept survey of visitors to the Pend Oreille Valley conducted at various sites during the summer of 2004, more than four out of ten visitors reside in Washington State (Figure 3.8). Of the Washington visitors, nearly half reside in Spokane County, and another 24% originate in the Puget Sound area.

The primary purpose for travelers to visit the Pend Oreille Valley is to visit friends and family, followed by sightseeing, historic/geologic attraction, and outdoor recreation (Figure 3.9). About half of the visitors spent at least one night in the area, while the remaining half were either day visitors (28%) or just passing through (24%). More than half of the visitors were repeat guests. Nearly one half of the visitors (46%) were camping (35% in RVs, 11% in tents), another 23% were staying with friends/family, and 26% used commercial lodging (hotel/motel/B&B, ranch/resort or vacation rental).

The average age of adult visitors to the Pend Oreille Valley was 52 years, with an average household income of nearly $72,000 (55% earn $50,000+, 23% earn $100,000+). Only 16% of the travelers were under 35, one third (33%) were age 35-55, and half of the travelers (50%) were age 55+ (one in five was 65+).

The top activities of visitors were sightseeing/driving tour – many following the Loop (63%), museum/gallery (57%), shopping (39%), visit historic site (37%), hiking (36%), wildlife viewing (29%), family event (21%), and visit geologic site (20%).

The most important sources of travel information for visitors were friends and family, Internet, Chamber/CVB, State Tourism Office, AAA Resources, Newspaper Articles and Magazine Articles. While en route, the top sources of information were brochures, local referrals, road signs, and chamber/visitor center.

When asked about their satisfaction with their current travel experience and likelihood of returning in the next year, 88% of visitors were either satisfied or very satisfied, and about two-thirds indicated that they definitely or probably would return to the Pend Oreille Valley in the next year.

A 2004 study indicated that more than half of Spokane residents who travel regionally visited the Pend Oreille valley. Their main motivations for the trip were viewing natural scenery and wildlife, travel time/distance, lodging, driving the scenic loop, attending events/festivals, historical attractions, and dining.
Northern Idaho
According to a University of Idaho study of travelers in northern Idaho, in 2000 the region hosted nearly 3.2 million travel parties. The data for northern Idaho travelers is reported for the entire five-county region, so it includes east-west highway travelers on Interstate 90 and Highway 200/2, as well as north-south travelers on U.S. 95; however, the data is useful to describe general traveler characteristics in the region:

Residency: In spring, summer and fall, about 2/3 of all highway travelers are non-resident visitors, while 30% are local residents, and 3% are from other regions of Idaho. Most of the non-residents are from states surrounding Idaho, while 17+% are from other states and foreign countries. In winter, only slightly more than half of all travelers are non-residents, while about 40% are local, and 5% from other parts of Idaho. Most of the non-residents in winter are from states surrounding Idaho, and the rest are from other states and foreign countries.

First-Time vs. Repeat: Except in spring, 80% or more of non-resident visitors are repeat visitors (2/3 are repeat visitors in spring). In fall, only 6% of visitors are first-time visitors.

Occupation: Nearly half of all fall travelers are retired (in summer and winter, about 1/3 are retired; in spring, only 14%). 75% of spring travelers are employed full-time. One third of winter travelers are homemakers.

Travel Party Size: Overall, 40% of travelers are traveling alone. About 45% are couples, although there are more families in summer. Parties of 3 or more make up about 20% of all traveling parties in spring and fall, 18% in winter, and 31% in summer. About 1/3 of non-residents are traveling alone.

Income: The highest proportion of affluent travelers visit in Winter and Spring (one in five have a household income of $80,000+). The highest proportion of mid-upper income travelers ($40-$80,000) visit in Fall (55%), while this income bracket represents only about one third of travelers in other seasons.

Business vs. Pleasure: In summer and fall, about 2/3 of all non-resident travelers are visiting for pleasure. In winter and spring, about half are traveling for business or “daily affairs”, including shopping. Idaho resident business travel is highest in summer and winter, while a higher proportion of pleasure trips are taken by residents in spring and fall. Idahoans from outside the region travel to the region for leisure in summer and winter, presumably for outdoor recreation (boating, fishing, hiking, skiing, snowmobiling). In fall, one in four resident travelers is visiting for leisure (presumably hunting or sightseeing).

Activities: Year-round, one-third of all travelers are visiting friends and relatives. Another one quarter are traveling for outdoor recreation pursuits. 17% are traveling for “general leisure”, and 12% for shopping. Other activities include community-based recreation or entertainment (9%), second home (2.4%) and cultural activities (1%). In summer, one-third are traveling for “general leisure”, one in four are traveling for outdoor recreation, 17% are visiting friends or relatives, and 6% come to shop. In spring, 25% are traveling for “general leisure”, 14% for outdoor recreation, and 12% to shop. In fall, 19% are outdoor recreationists, 16% are shoppers, and 11% are “general leisure”. In winter, 24% are outdoor recreationists, 17% are leisure travelers, and 12% are shoppers. In winter, nearly 7% are traveling for “learning and education” (conferences, workshops, classes).
Length of Stay: Summer non-resident travelers stay the longest (20% stay 8 nights or longer, 27% stay 4-7 nights), while the shortest stays are in fall and spring (more than 75% stay 3 nights or less). Long weekends (3 night stays) are most prevalent in winter (19%). Pass-through travelers (no overnight stay) are most prevalent in fall.

Accommodations: Overall, 58% of travelers stay in commercial lodging facilities (hotel, resort, B&B), while 29% camp and 26% stay with friends or relatives.

Mode of Travel: Most resident and non-resident travelers drive their own vehicles; however, rental cars are used by 30% of non-residents in Spring and 20% in Summer.

Internet Use: Two-thirds of non-residents use the Internet to plan their trips, except fall travelers (retirees and hunters - 38% do not). About 2/3 of Idahoans use the Internet to plan their summer and fall trips, and about half use the Internet for winter trips.

East B.C. Rockies
According to the 1996 B.C. Visitor Study, two-thirds of visitors (68%) were from within the region of Canada, 5% were from the U.S., 7% were Canadians who traveled long distances (“long haul” travelers) to East B.C. Rockies, 7% were Americans who traveled long distances, 7% were Europeans, 5% were Asia/Pacific, and 1% were other overseas travelers. Of the B.C. residents, one-third (32%) were from the greater Vancouver district, 3% from Vancouver Island, 1% from northern B.C., and 64% from southern B.C.

The primary trip purpose for long haul travelers was general sightseeing, while the primary purpose for regional visitors and residents was visiting friends or relatives. Other important purposes were outdoors/wilderness activities, city/town sightseeing, sports events, shopping, and attending arts/cultural events. The average age of nonresident travelers was 49 (long haul travelers tended to be older, half being age 55+). Overseas travelers were younger, with 73% between age 18 and 54. About one-third of regional U.S. travelers and 29% of U.S. long haul travelers were retired.

Most nonresident visitors had at least some post-secondary education, and 22% of nonresidents earned household incomes of $80,000+ (38% of regional U.S., 40% of long haul U.S., and 37% of overseas visitors). About two-thirds of the regional visitors, and up to 90% of the long haul/overseas visitors, traveled in summer. Only 11% traveled in spring, 6%-11% in fall, and 3%-11% in winter. About one-third of nonresident visitors used commercial lodging, while 25% were camping, 22% stayed with a friend/relative, and 11% stayed in a cabin/lodge. Top activities of nonresident visitors were sightseeing in city/town, swimming, golfing, hiking/backpacking, visiting friends/relatives, and zoos/natural displays/gardens.

Overall, East B.C. Rockies visitors rated their trip very highly, with 80%-95% saying they were “Very Satisfied” with their overall trip experience. More than one-third of nonresidents (34% to 42%) planned to return within the next 2 years.
A preliminary report for 2004 British Columbia Tourism Performance (including the entire province) indicates that both overnight revenues and visitor volume increased in 2004 compared to 2003 levels. The largest increase came from the Asia Pacific region (+24% in revenue growth, +22% in visitor volume), followed by Europe (+13% in revenue, 12% in volume). Overall, the largest volume of visitors to British Columbia in 2004 came from other parts of B.C. (11 million overnights), the U.S. (5 million), other Canadian provinces (4.7 million), Asia Pacific region (859,000 overnights), Europe (616,000) and Mexico (78,000).

**Visitor Recreation Activities**

From October 2002 to September 2003, the Colville National Forest conducted a study to monitor visitor use of its forest facilities and sites. Some key findings from that study are summarized in Figures 3.10 and 3.11. Figure 3.10 summarizes Forest visitor activity participation (some participated in more than one activity), and Figure 3.11 summarizes total national forest visits in FY2003. The average length of stay on the Colville Forest for a national forest visit was 16.3 hours. More than one quarter of visitors (26%) stayed overnight on the forest.

<table>
<thead>
<tr>
<th>Activity</th>
<th>% Participating</th>
<th>% as Main Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Viewing Wildlife</td>
<td>52.34</td>
<td>1.13</td>
</tr>
<tr>
<td>Relaxing</td>
<td>42.41</td>
<td>10.51</td>
</tr>
<tr>
<td>Viewing Natural Features</td>
<td>39.93</td>
<td>2.19</td>
</tr>
<tr>
<td>Downhill Skiing</td>
<td>36.45</td>
<td>37.73</td>
</tr>
<tr>
<td>Driving for Pleasure</td>
<td>31.96</td>
<td>5.83</td>
</tr>
<tr>
<td>Hiking / Walking</td>
<td>27.27</td>
<td>1.43</td>
</tr>
<tr>
<td>Hunting</td>
<td>19.49</td>
<td>17.66</td>
</tr>
<tr>
<td>Developed Camping</td>
<td>16.57</td>
<td>6.75</td>
</tr>
<tr>
<td>Gathering Forest Products</td>
<td>14.37</td>
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</tr>
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<td>Picnicking</td>
<td>9.90</td>
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</tr>
<tr>
<td>Primitive Camping</td>
<td>9.41</td>
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</tr>
<tr>
<td>Fishing</td>
<td>8.44</td>
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</tr>
<tr>
<td>Nature Study</td>
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</tr>
<tr>
<td>Other Non-motorized</td>
<td>7.45</td>
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</tr>
<tr>
<td>Visiting Historic Sites</td>
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</tr>
<tr>
<td>Nature Center Activities</td>
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<td>Resort Use</td>
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<td>Snowmobiling</td>
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</tr>
<tr>
<td>Motorized Water Activities</td>
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<tr>
<td>Non-motorized Water</td>
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<tr>
<td>Backpacking</td>
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<tr>
<td>Horsesback Riding</td>
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<tr>
<td>Other Motorized Activity</td>
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<td>0.00</td>
</tr>
<tr>
<td>Cross-country Skiing</td>
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</tr>
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</table>

While a key goal of the International Selkirk Loop is to increase tourism revenues and visitation in the region, an important reason for the development of this Corridor Management Plan is to balance tourism and economic development with conservation and enhancement of the region’s key assets and intrinsic qualities. The next chapter provides a detailed description of the Selkirk Loop’s top intrinsic qualities, and their importance to the region.
Intrinsic Qualities
The International Selkirk Loop corridor is filled with extraordinary qualities, including scenic, recreational, historic, cultural, archeological and natural assets. For the purposes of this Corridor Management Plan, primary emphasis will be given to the Loop’s scenic, recreational and historic qualities; however, the other qualities will be integrated as well.

Scenic Qualities
The International Selkirk Loop has been described by Sunset Magazine as “The West’s Best New Scenic Drive.”2 The Loop corridor encircles the breathtaking Selkirk Mountain Range, and nearly the entire route follows river corridors or lakeshores, surrounding by forested hillsides, sparkling waterfalls and snowcapped craggy peaks.

The scenery changes with each season. In spring, the bright greens of new foliage blend with the colors of early wildflowers, set against a backdrop of mountaintops covered with snow that melts into rushing waterfalls. Travelers may catch glimpses of wildlife with their young as they hike or fish in the fresh mountain air. In summer, wildflowers are in full bloom, and the rivers and lakes teem with fish below clear blue skies. Bald eagles and bears fish in the rivers and streams, while elk and deer graze in the meadows.

Fall brings changing colors, with ferns and shrubs turning brilliant golds and reds, while the needles of the Western Larch trees turn bright gold amid the dark green pine and spruce, setting the mountainsides ablaze before dropping their needles for the winter. Canadian geese by the thousands are heard overhead as they travel south through the Pacific Flyway, stopping for respite on the corridor’s lakes and ponds, or pausing in the fields for a snack of grain left behind after the harvest, before continuing their journey. In winter, a peaceful blanket of snow covers much of the corridor, with greenery remaining in the milder climates of the river valleys. Moose, deer and elk often are spotted as they browse for tender shoots beneath the snow, while winter birds stop for berries on the mountain ash and wild crabapple trees.

The communities along the Loop boast scenic attractions as well: beautiful parks, public gardens, fountains, sculpture, murals, and public squares. The public spaces are surrounded by turn-of-the-century brick architecture, Victorian homes, European half-timbered structures, soaring church spires, historic log buildings, decorative opera houses, imposing stone courthouses and Carnegie libraries that signaled the arrival of culture to the frontier. During the holidays, communities are bedecked with twinkling lights and festive décor.

The most delightful aspect of the Loop’s scenery is its variety, from narrow river canyons to broad fertile valleys and vibrant village scenes, from lowland meadows to breathtaking mountain vistas.

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Recreational Qualities

Rivers and lakes border nearly every mile of the International Selkirk Loop. These waterways historically were used for transportation, but today they are a primary source of year-round recreation, from fly fishing to ice fishing, boating, water skiing, windsurfing, swimming, canoeing, kayaking, diving, and whitewater rafting. Lake Pend Oreille is the third largest U.S. freshwater lake west of the Mississippi, with recorded depths of 1,000 feet (the U.S. Navy actually has a base at one end of the Lake for testing of advanced submarine technology). Because much of its shoreline is National Forest lands, it is uncrowded, with many bays and coves to explore. Similarly, Kootenay Lake is the largest lake in the B.C. Rockies, and much of its shoreline remains undeveloped. All of the lakes and rivers along the Selkirk Loop are known for their excellent fishing, including rainbow trout, mackinaw, dolly varden, cutthroat and kokanee.

The majority of the Selkirk Mountains land area within the Loop is designated as National Forest, Provincial Park or National Wildlife Refuge, providing a stunning backdrop for recreational activities. The Selkirk Loop route follows the river valleys at the mountains’ flanks, yet provides easy access into some very remote, rugged landscapes. These lands are a recreationist’s paradise, with year-round opportunities to play. More than 200 hiking trails on the U.S. half of the Loop alone are accessed easily from the Loop via trailheads at Sullivan Lake, Kings Lake, Pack River Road, Roman Nose, Kootenai Wildlife Refuge, Smith Creek, Lockhart Beach, Kakanee Creek, and Kootenay Pass. Most of these trails also are available for horseback riding. The most spectacular terrain is found along the Selkirk Crest between Sandpoint and Bonners Ferry, with more than a dozen peaks exceeding 7,000 feet in elevation. Rock climbers challenge themselves at Chimney Rock and granite slabs along the Selkirk Crest. These granitic uplands harbor a host of sparkling alpine lakes, connected by hundreds of miles of trails that wind through the valleys and across the ridges.

Because the Loop corridor primarily follows river valleys, the elevation of the roadway is fairly constant. Cyclists come from around the world to enjoy a wonderful cycling tour, with small towns located no more than 35 miles apart, good roadways, and a series of paved cycling paths along the way. Mountain bikers also find plenty of room to play, with 500+ miles of designated trail systems near Newport, Priest River, Priest Lake, Schweitzer Mountain, Bonners Ferry, Creston, Nelson, Salmo (a Rails-to-Trails project) and Castlegar. The North American Off-Road Bicycling Association (NORBA) holds their national finals in the Selkirk Mountains, and the Loop town of Rossland is recognized as the “Mountain Bike Capital” of British Columbia.

Motorized recreationists can enjoy 4-wheel or ATV trails at the Batey-Bould ORV Area near Cusick, Priest Lake and Sullivan Lake areas, Usk area and Kings Lake Road. These roads become groomed snowmobile trails in winter, accessed from Priest Lake, Bead Lake, Kianuko Provincial Park, Nelson and Kootenay Pass, along with thousands of acres of ungroomed playground. Guided snowmobile tours are available. Public campgrounds provide more than 1,500 developed campsites around the Loop (400 with hook-ups), and private campgrounds and RV parks can host more than 1,200 vehicles (1,060 with full hookups, and another 400 are being developed). More adventurous visitors can rent a Forest Service lookout
and enjoy a “room with a view” in a rustic setting, or enjoy one of 50-100 primitive campsites.

Excellent downhill skiing is available at the Loop’s three destination ski resorts: Schweitzer Mountain Resort near Sandpoint, 49° North between Usk and Chewelah, and Whitewater Ski & Winter Resort near Nelson. There is a smaller family ski hill near Salmo, and Red Mountain Resort near Rossland. For nordic skiers, there are hundreds of miles of uncrowded groomed trails at Priest Lake, the Wolf Trail system near Newport, Castlegar, Schweitzer Mountain, and Whitewater, and thousands of acres of backcountry skiing. Nearly every community along the Loop has a community golf course. There are a total of 18 golf courses around the Loop, 10 of which are championship 18-hole courses and golf resorts.

Wildlife viewing is a major draw to the International Selkirk Loop, because there are wonderful opportunities to see wildlife simply by driving the route. Deer, elk and moose are common and plentiful. The region’s big game populations draw hunters (with camera, bow and rifle) from around the world, and the region’s professional outfitters and guides provide high quality experiences in a safe setting. In Boundary County, no mammal species has gone extinct in the last 10,000 years. This area is home to grizzly bear and woodland caribou – the northern Selkirks are the last place in the lower 48 states where the caribou reside. Many locals also claim to have seen the elusive Sasquatch. Two National Wildlife Refuges, Wildlife Corridors, Wildlife Management Areas and a Canadian Wildlife Management Area make the region a birder’s paradise. The Refuges alone boast more than 260 bird species.

Fun recreational events take place year-round on the Loop, including the Summit-2-Summit in Nelson, Harbor Stomp Games in Sandpoint, Snow Shoe Softball/Volleyball Tournaments and Dog Sled Races at Priest Lake, World Mid-Summer Curling Bonspiel in Nelson, Bull-a-Rama in Newport, Down River Days Festival in Ione, logging competitions in Priest River and Kaslo, boat races in Oldtown, road and mountain races, fishing derbies, Run for the Huckleberries, Pend Oreille Rodeo in Cusick, and many others.

Historic Qualities
Chapter 2 described the history of travel around the International Selkirk Loop. This area is the ancestral homelands of the Kootenai Tribe of Idaho, the Kalispel and Colville Tribes of Washington, and the Ktunaxa Tribe of British Columbia, who used the waterways for transportation and a source of food. From these earliest uses as “nature’s highways,” to the later importance of riverboat traffic, the waterways of the International Selkirk Loop form the geographic linkages and frame the story that is woven throughout the history of this very unique region.

In 1808 the first white man to travel to the area and record his travels was the determined and intrepid Welsh explorer, cartographer and fur trader David Thompson. Thompson mapped most of the waterways in present day Ontario, Manitoba, Saskatchewan, Alberta and British Columbia, plus the upper Mississippi, Missouri and Yellowstone Rivers, and the Kootenai and Columbia River systems. He arrived in the Selkirks seeking a water route to the Pacific Ocean. It was here, after several false leads, that he finally found a navigable water linkage to the Columbia River – from Nelson. In his journals, he details a compelling account of his explorations.
in the region by birch bark canoe and on foot, following the route that now approximates the International Selkirk Loop. He established a fur trading post, Kulyspell House, near Sandpoint, and explored virtually the entire region between 1809 and 1812.

The explorers and fur traders were followed by missionaries. Priest Lake, which is often called "God's Country" by local residents, was originally called Roothaan Lake by Father Desmet in 1846 in honor of his Jesuit Superior in Rome. One of the prominent peaks in the Selkirk Range still bears the name Roothaan. In 1865, Captain John Mullan designated this same lake as Kaniksu Lake on one of his maps. It is believed that "Kaniksu" was the Indian name of Black Robe (missionary priest). The name was changed in the early 1900's from Kaniksu Lake to its present name of Priest Lake, which refers to the early-day Jesuit missionary priests who had established a base camp at Kalispell Bay in the 1840s.

In 1863 gold was discovered on “Wild Horse Creek” near Fort Steel in British Columbia. Word spread quickly, and a community of 20,000 sprang up seemingly overnight. The natural supply route from larger settlements of Walla Walla (WA) and Lewiston (ID) was along the Wild Horse Trail, now a state scenic byway and also a part of the International Selkirk Loop. The gold rush led to the establishment of Bonners Ferry, a main crossing point on the Kootenai River, used by a large movement of pack strings, and later a wagon road, carrying freight to the gold fields until about 1880. The “road” was practically abandoned for a short time until the discovery of galena ore around the Kootenay Lake (BC) district in 1892 stimulated traffic from Lake Pend Oreille to Bonners Ferry.

As the gold rush ended, timber and mining companies arrived to develop the region’s rich natural resources, and farmers and ranchers settled the rich agrarian river valleys. With settlement came the Northern Pacific Railroad. The demand for timber grew, with vast forests of white pine and fir available to help build the nation. First the rivers were utilized to “jam” the logs to large holding areas, where they were processed and ultimately transported to market by rail. The rich history of logging and agriculture permeates the entire region, and a number of sawmills still operate today. The story of these industries is told in many of the community museum displays around the Loop.

The human stories of Selkirk habitation, from Native American to immigrant, put a face on the history of the region. Colorful miners, loggers and ranchers brought change to the region – often making up laws “as they saw fit.” Italians and Germans founded many of the region’s communities and businesses, bringing with them European architecture, religion, arts and cuisine. The Doukhobor Village near Castlegar provides a glimpse of life in a pacifist sect from Russia. Many summer festivals highlight the diverse cultural heritage of the Loop’s inhabitants, and communities boast well-preserved historic downtowns and heritage tours. Three Japanese internment camps were located near the Loop, and are open for tours to preserve the lessons of that difficult period in history.
Cultural Qualities
Culture and the arts are prevalent in every community around the International Selkirk Loop. There are unique cultural offerings from historic and ethnic festivals to art walks and music festivals. Three Loop communities have received national recognition as “best small arts towns”: Metaline Falls, Sandpoint and Nelson. Two outstanding historical buildings have been transformed into community performing arts centers. Artisans and craftsmen display their art in galleries, studio workshops and outdoor markets. Architectural styles range from Victorian to art deco. Community celebrations include genres of music and dancing from folk to modern. The culinary arts are savored throughout the Loop with a rich variety of cuisine, wines, beers and other gastronomical treats. The international flavor of the Loop provides a colorful tapestry of cultures, ethnicities and experiences. Cultural events around the Loop include the Spring Ding Bluegrass Festival, Chataqua Fair, Film Festival, International Streetfest, Earth Market, Tribal Pow Wows, International Draft Horse Show, Lavendar Festival, Timber Days, Lost in the 50s, and Independence Day celebrations.

Archaeological Qualities
Archaeological evidence of human habitation in the Selkirks dates from as early as 2000 BC. Later evidence can be found throughout the Loop region, but most of it is neither marked nor interpreted. The Kalispel, Colville and Kootenai Tribes prefer that most sites be left undisturbed, since many of the sites are culturally or ecologically sensitive. Most of these sites are in remote mountainous areas, and not easily accessible from the Loop. However, some sites along the rivers are unprotected and endangered, because people seeking artifacts have disturbed the sites. In a few cases, most notably along the Pend Oreille River between Sandpoint and Newport, some action may be warranted to protect or excavate sites before artifacts (and the information they provide) are lost permanently. A few sites and facilities around the Loop provide interpretive information about archaeological sites, such as the Pioneer Park Interpretive Trail, the Albeni Falls Dam Visitor Center and the Bonner County Museum in Sandpoint.

Natural Qualities
The Selkirk Mountains were encased in the frozen mass of the Cordilleran ice sheet as recently as 10,000 to 12,000 years ago. When the ice retreated, it ground river bottoms into U-shaped valleys and scoured deep holding basins such as Lake Pend Oreille, Kootenay Lake, Priest Lake and Sullivan Lake. The mountains, lakes and rivers dominate the landscape as the most predominant natural features in the region.

The Selkirk Mountains have a surprising climatic range, from rainforest to glacial, producing a variety of vegetation that supports a tremendous diversity of wildlife and birds. The Selkirks are home to 265 types of birds, 16 reptiles and amphibians, 30 species of fish, and 73 resident mammals, including all of the large mammals of North America except the bison and antelope. There are large populations of deer and elk, and smaller mammals such as coyotes, raccoon and beaver. Unique or sensitive species include the woodland caribou, lynx, grizzly bear, marten, moose, big horn sheep and mountain goat. The Kootenai Tribe of Idaho operates a fish hatchery near Bonners Ferry, and is attempting to stabilize the endangered white sturgeon.

3 EWU Dept. of Urban & Regional Planning, 1996.
and burbot, whose numbers have dropped significantly since the construction of Libby Dam in Montana.

Upper Priest River, which flows into Upper Priest Lake, is being studied for inclusion in the National Wild & Scenic Rivers system, along with the Lower Priest River, which was famous in the early days for its log drives. Visitors to the International Selkirk Loop often are surprised to learn that both the Kootenai (Kootenay) and the Pend Oreille Rivers flow north. Water that begins its downhill journey in the headwaters of the Bitterroot River near the Continental Divide in southwestern Montana flows north to Missoula, then northeast in the Clark Fork River to Lake Pend Oreille in Idaho. From there it leaves the Lake in the Pend Oreille River, flowing west to Newport, Washington, then north to Canada. Just north of the border, it turns west, then joins the Columbia River before crossing back into the U.S. near Boundary. From there it flows southwest through northeastern and central Washington until it reaches the Oregon border. Once there, it flows west to the Pacific Ocean. Impassable canyons prevented David Thompson from using this river system to reach the Pacific Ocean.

Key Assets and Sites of the International Selkirk Loop
During the Corridor Management Plan development process, stakeholders identified the Loop’s most important assets and sites to be protected, maintained and enhanced, many of which were mentioned in the sections above. The top priority assets and sites are described in detail in the next chapter (see map of sites, Figure 5.1, page 47).

Strategy to Maintain & Enhance Intrinsic Qualities
The intrinsic qualities of the International Selkirk Loop are highly valued by local residents and visitors alike. Recent growth in the counties included in the Loop has precipitated public processes to update county comprehensive plans and zoning, and to include provisions that will protect and maintain the region’s outstanding qualities.

Figures 4.1 and 4.2 on pages 37 and 38 show the scenic integrity of the land area within the Loop, and the land ownership patterns within the Loop, respectively. As Figure 4.1 shows, the scenic integrity of the viewshed within the Loop is very high. The paragraphs below provide an explanation of the scenic integrity evaluation.

Much of the land area within the Loop is federal, state or tribal land, primarily National Forest, National Wilderness Area, National Wildlife Refuge, or State Forest. These lands are strictly regulated and managed for scenic, environmental, recreational, and economic values, including wildlife habitat, recreation amenities, water quality, and selective timber harvest/fuels management. The Washington and Idaho State Forest Practices Acts, and the National Environmental Policy Act (NEPA) regulate the activities on state and private forest lands, and on federal lands, requiring all activities to protect watersheds, viewsheds, endangered species habitat, and recreational opportunities. Private non-forest lands within the three counties are managed according to local comprehensive plans, zoning and codes, which are described on pages 36-42. Proposed improvements to specific scenic byway sites and road sections to enhance the visitor experience on the Loop are detailed in Chapters 5 through 7.
U.S. Forest Service Scenery Management System (SMS)
Most of the scenic views, and recreational areas, within the U.S. portion of the International Selkirk Loop are located on federal lands managed by the USDA Forest Service. In order to identify and protect or enhance scenic qualities within the national forest system, the Forest Service has developed a Scenery Management System (SMS)\(^4\), which is:

- A methodology to assess land based on its scenic value to the public.
- A tool to help decision-makers with land allocation decisions; i.e., zoning.
- A tool to help land managers maintain or restore scenic value of National Forest System lands in concert with ecological systems and processes.

According to the Scenery Management System publication, “SMS is a method developed and used by the Forest Service in forest and project planning to identify landscapes that are important to people and prioritize their scenic value. Examples of types of projects where this process can be used are corridor plans for scenic byways and forest planning. The purpose is to assist planners and managers in making land management decisions. It uses ecological and social characteristics of landscape as the frame of reference on which to base an assessment of existing condition and desired future goals.” The SMS process has been used by the Forest Service to evaluate the scenic qualities of the viewshed within the Selkirk Loop corridor. The result is the scenic integrity map, Figure 4.1 on page 37.

Scenery Management System (SMS) Planning Process
Appendix C is an eight page overview of the SMS program and process. To summarize, the SMS planning process includes four steps:

1. **Inventory**: Landscape Character Descriptions (landform features, surface water features, vegetation and disturbance processes, and land use and cultural features/values); Landscape Visibility and Scenic Classes (concern levels, distance zones, topography and scenic attractiveness); and Existing Scenic Integrity Levels (map).

2. **Alternative Development**: Desired Landscape Character Goals; Range of Alternatives; Proposed Scenic Integrity Levels (map); Standards and Guidelines to implement proposed scenic integrity levels and future scenic integrity objectives; and Analysis of Environmental Effects of the proposed alternatives (NEPA).

3. **Alternative Selection**: selection of one alternative; Proposed Scenic Integrity Levels Map for selected alternative, which becomes Official Scenic Integrity Objectives Map to guide future management activities.

4. **Monitoring**: Plan and techniques developed to monitor scenic integrity levels over time, and assess how well the standards and guidelines are working to implement the goals and objectives of the plan.

The SMS process already has documented the existing scenic integrity of the Selkirk Loop corridor, and is being used to identify objectives and strategies to maintain the scenic integrity into the future. This information also feeds into city and county planning efforts, as local planners balance economic development, growth, tourism development, and quality of life issues in their planning and zoning processes.

\(^4\) The Scenery Management System, August 2003; Margaret Lincoln, Landscape Architect and SMS specialist, USDA – Forest Service, Milwaukee, WI; Agricultural Handbook Number 701.
Development in Pend Oreille County is guided by the Washington State Growth Management Act. The GMA was adopted by the State Legislature in an effort to protect natural resource lands and environmentally sensitive areas from the adverse effects of suburban sprawl. The GMA directs new growth and development to urban areas where necessary public services exist or can reasonably be provided. The thirteen goals of the Growth Management Act (RCW 36.70A.020), which are given equal consideration, are shown in the box below.

### 13 Goals of Washington Growth Management Act

- **Urban Growth.** Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
- **Reduce Sprawl.** Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
- **Transportation.** Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.
- **Housing.** Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.
- **Economic Development.** Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promotes economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promotes the retention and expansion of existing businesses and recruitment of new businesses, recognizes regional differences impacting economic development opportunities, and encourages growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.
- **Property Rights.** Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.
- **Permits.** Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.
- **Natural Resource Industries.** Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.
- **Open Space and Recreation.** Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.
- **Environment.** Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.
- **Citizen Participation and Coordination.** Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.
- **Public Facilities and Services.** Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.
- **Historic Preservation.** Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

### Pend Oreille County (WA) Planning Principles & Policies

Under the goals of the Washington State Growth Management Act, Pend Oreille County’s Comprehensive Plan was developed in accordance with the following locally-determined planning principals:

a. Maintain natural resource assets and preserve the rural character of the area.

b. Regulations should be kept to a minimum, utilizing education and incentives to the greatest extent possible to promote compatible and responsible land uses.
[INSERT FIGURE 4.1: SCENIC INTEGRITY MAP]
[INSERT FIGURE 4.2 LAND OWNERSHIP MAP]
c. New developments should be of a suitable scale and compatible with the rural character of our community, while providing adequate facilities.
d. Planning in Pend Oreille County should be a partnership. The partnership should consist of landowners, local, tribal, state, and federal agencies working together to achieve common goals.
e. The Pend Oreille County Board of Commissioners should support and encourage partnerships that contribute to the coordination and conservation of natural resources.

Additionally, Pend Oreille County defined the following two goals for public involvement in the planning process:

Goal #1: Actively encourage all residents to participate in a continuing citizen-driven planning process.

Goal #2: Actively work to inform people of the responsibilities of land ownership.

The Pend Oreille County Comprehensive Plan designates agricultural lands, forest lands, mineral resource lands and critical areas in accordance with the GMA and the principles defined above. Its Urban Growth policy includes provisions for designated Urban Growth Areas for incorporated cities and towns, designation of land uses within those UGAs, and establishes a process to develop criteria for siting of major industrial developments. It also requires that the Pend Oreille Development Code include regulations that set standards for the type, number, location and size of signs within the county. The Comp Plan policy directs the County to establish standards to prevent runoff and erosion from new developments, and to control runoff from existing developments. It also seeks to preserve the Newport to Metaline Falls railroad corridor.

The Comp Plan’s Rural Land Use policies include provisions for a future land use and zoning, allowances for various types of development, performance standards that address noise, traffic generation, illumination, solid waste, operating hours, signs and other aspects of new development. The policy encourages cluster development in order to retain the rural character of the rural lands, and requires buffers separating commercial/industrial uses from residential areas.

Leisure and tourism-related development is addressed by special overlay districts in densely populated lakeshore areas, and by planned resort development procedures and standards, including environmental review. Small-scale commercial development such as cafes, stores and rural resorts must include landscape buffers and mitigation strategies to address potential nuisances (noise, light, glare, odors, traffic, etc.). All developments also must include adequate off-road parking and safe access via non-residential areas.

The Comp Plan’s Natural Resource policies include provisions to protect natural resources, sensitive areas and open space. Tax incentives are recommended for maintenance of forest and agricultural resource lands in production, and for undeveloped open space. Developers are required to prepare and implement site-specific weed control plans to prevent the spread of noxious weeds to natural resource lands.
The Comp Plan’s Critical Area policy recommends county participation in the State Open Space Taxation Program (which provides tax incentives for open space preservation). The policy also addresses water quality, waste disposal, wildlife habitat management, streambank stabilization, wetlands buffers, and avoidance of development in flood-prone areas. In cooperation with the U.S. Army Corps of Engineers, the Public Utility District, and Seattle City Light, the policy supports management of Pend Oreille River flows to enhance recreational opportunities, wildlife, fisheries, water quality and flood control, while recognizing power generation requirements. The policy also requires shielding of all light sources along rivers and lakeshores, inclusion of undisturbed or restored open space as part of new developments, shoreline riparian area buffers, setbacks from waterfront, and public access to lakes, rivers and streams.

The Comp Plan’s Economic Development policy encourages participation in coordinated efforts to promote tourism on a county-wide basis, and supports efforts to conduct a feasibility study for establishment of a marina on the Pend Oreille River.

The Comp Plan’s Parks & Recreation goals include provision of facilities for public parks access, camping and RV travelers, along with a county-wide river and lake parks system. It also includes a specific goal to support National Scenic Byway/All-American Road designation of the International Selkirk Loop, and development of the Sweet Creek Recreation Area and Pend Oreille County Park with recreation and interpretive amenities. The policy recommends creation of a County Parks, Recreation and Tourism Coordinator position, and adoption of regulations to implement National Scenic Byways requirements on designated scenic corridors. The policy also recommends updating of standards for development of new RV parks and private campgrounds to address sanitary services, access, densities and uses. The policy for a six-year road plan addresses identification of priorities for designating, signing, striping and constructing bicycle lanes and pedestrian paths, and supports design and installation of signage to identify Scenic Byways, viewpoints, boat accesses and designated recreation areas.

**Idaho Planning Requirements**

Comprehensive planning in Idaho is governed by Idaho Code, Section 67-6508, which requires each county to prepare, implement, review and update a Comprehensive Plan. The Plan must consider previous and existing conditions, trends, desirable goals and objectives, or desirable future situations for fourteen land use planning components, which are listed in the box on the next page.

**Bonner & Boundary County (ID) Planning Policies**

Bonner County has been in the process of updating its nearly 25-year-old Comprehensive Plan for the past six years. The Comp Plan components, exclusive of the Implementation element, are "fact-building" documents, intended to establish the County's resources in each of the components. The goals, objectives and plan of action are to be addressed after all the fact-based components are adopted because the various components are interrelated. The task of considering the Plan's goals, objectives and implementation is forthcoming.
14 Idaho Land Use Planning Components

- **Property Rights.** An analysis of provisions which may be necessary to insure that land use policies, restrictions, conditions and fees do not violate private property rights, adversely impact property values or create unnecessary technical limitations on the use of property and analysis as prescribed under the declarations of purpose in chapter 80, title 67.

- **Population.** Analysis of past, present, and future trends in population, including total population, age, gender, and income.

- **School Facilities and Transportation.** Analysis of public school capacity and transportation associated with future development.

- **Economic Development.** Analysis of the economic base of the area including employment, industries, economies, jobs, and income levels.

- **Land Use.** Analysis of natural land types, existing land covers and uses, and the intrinsic suitability of lands for uses such as agriculture, forestry, mineral exploration and extraction, preservation, recreation, housing, commerce, industry, and public facilities. A map shall be prepared indicating suitable projected land uses for the jurisdiction.

- **Natural Resource.** Analysis of the uses of rivers and other waters, forests, range, soils, harbors, fisheries, wildlife, minerals, thermal waters, beaches, watersheds, and shorelines.

- **Hazardous Areas.** Analysis of known hazards as may result from susceptibility to surface ruptures from faulting, ground shaking, ground failure, landslides or mudslides; avalanche hazards resulting from development in the known or probable path of snowslides and avalanches, and floodplain hazards.

- **Public Services, Facilities, and Utilities.** Analysis showing general plans for sewage, drainage, power plant sites, utility transmission corridors, water supply, fire stations and fire fighting equipment, health and welfare facilities, libraries, solid waste disposal sites, schools, public safety facilities and related services. The plan may also show locations of civic centers and public buildings.

- **Transportation.** Analysis, prepared in coordination with the local jurisdiction(s) having authority over the public highways and streets, showing 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, aviation, and other related transportation facilities.

- **Recreation.** Analysis showing a system of recreation areas, including parks, parkways, trailways, river bank greenbelts, beaches, playgrounds, and other recreation areas and programs.

- **Special Areas or Sites.** Analysis of areas, sites, or structures of historical, archeological, architectural, ecological, wildlife, or scenic significance.

- **Housing.** Analysis of housing conditions and needs; plans for improvement of housing standards; and plans for the provision of safe, sanitary, and adequate housing, including the provision for low-cost conventional housing, siting of manufactured housing and mobile homes in subdivisions and parks and on individual lots which are sufficient to maintain a competitive market for each of those housing types and to address the needs of the community.

- **Community Design.** Analysis of needs for governing landscaping, building design, tree planting, signs, and suggested patterns and standards for community design, development, and beautification.

- **Implementation.** Analysis to determine actions, programs, budgets, ordinances, or other methods including scheduling of public expenditures to provide for the timely execution of the various components of the plan.

The adopted sections of the Bonner County Comprehensive Plan components and accompanying Land Use Codes include seven zone districts in the county: agricultural district, rural district, suburban district, high density district, commercial district, industrial district, and rural service center district, along with overlay districts for special uses (recreation, airport, etc.). The Comp Plan and codes address growth management, performance requirements for new development, setbacks from roadways and waterfronts, parking, signage, recreation facilities, screening of outdoor storage, bicycle and pedestrian facilities, public lands, wildlife resources, archeological resources, historic preservation, transportation planning, and scenic byways.
Bonner County prohibits off-premises outdoor advertising (including billboards) in all seven zones, and restricts on-premises free-standing signs to less than 32 square feet with a 25-foot setback. Outdoor storage of materials is allowed only for permitted uses, must be screened with fencing, and located on the side or rear portions of lots. The code also restricts off-premises impacts from noise, light, glare, odors and airborne particulates. Recreation and tourism-related facilities, such as parks, boat ramps, golf courses, hotels, RV parks, marina, amusement facilities and tourist services, are addressed in appropriate sections of the code, based on zoning districts.

Boundary County has identified zone districts for agriculture/forest lands, agriculture/suburban lands, rural residential, residential, rural community/commercial, and industrial lands, with a flood plain overlay zone. Site plans must be developed and approved for all proposed commercial/industrial and public facilities uses in the county. All development must meet requirements for specific uses, including parking, setbacks, and signs.

**Historic Districts & Facilities**

Historic preservation is important to the region’s residents, and extensive work has been completed in the restoration and redevelopment of historic buildings. The communities of Sandpoint, Priest River, Nelson, and Creston have historic districts with sign regulations and design review processes in place. Newport has completed a downtown revitalization project, with extensive work on development of its depot museum and historic streetscape design. Sandpoint has a Main Street program affiliated with the National Main Street Center, a division of the National Trust for Historic Preservation. Additionally, the City of Sandpoint has adopted the Uniform Code for Building Conservation (UCBC), which allows certain exceptions to the Uniform Building Code when applied to structures listed on the National Historic Register, in order to preserve the historic character of the building. Sandpoint has 33 structures that are eligible for listing on the National Register by the State Historic Preservation Office (SHPO). The Panida Theater has received several historic preservation awards.

Active historical societies and historic preservation groups in many of the Loop’s communities continue to work on historic and interpretive projects. The Cutter Theater in Metaline Falls, Tiger Store & Museum, Newport Depot Museum, Priest River Museum (Keyser House), Bonner County Museum, Sandpoint Train Depot, and Boundary County Museum all are examples of successful and ongoing local efforts.

**Proposed Design Guidelines for International Selkirk Loop**

The ISL, Inc. Board has identified as a priority project the development of design guidelines for development and signage for use by all three counties and the province around the Loop. The Board will obtain funding to implement this initiative, and work closely with the city/town/county/provincial planning offices, along with interested stakeholders (property owners, developers, realtors, chambers of commerce, conservation organizations, historical societies, etc.). The guidelines will be voluntary, addressing issues related to setbacks, landscape buffers, building materials/styles/colors, sign design/materials, development options, opportunities to enhance wildlife habitat and recreational activities. The guidelines will encourage property owners, developers and builders to adopt them. The objective of the guidelines is to preserve and enhance the scenic
qualities of the Loop corridor. Chapter 9 provides more detail about the timing of this initiative.

**Accommodating Development & Tourism on the Loop**

Chapter 3 provided an overview of the existing tourism facilities and services around the Loop, along with recent tourism trends. July and August are the only months when tourism facilities reach capacity occupancy rates – and then only in more populated areas of the Loop such as Sandpoint, Newport, Nelson and Creston. During the other ten months of the year, most of the region’s tourist facilities are under capacity, and even struggling economically. Therefore, enhancements to sites, and strategic marketing efforts to attract more off-peak season tourism, are two key outcomes from this Corridor Management Plan.

As described in the previous pages, there are a number of state and local policies and codes already in place to guide new growth in ways that protect and enhance the Loop’s intrinsic qualities. To a large extent, the amount of public land, and the topography of the land within the river corridors, limits the amount and type of development that realistically can be accommodated. Additionally, the efforts of ISL, Inc. to initiate a set of design guidelines for Loop communities and businesses will help ensure a high quality experience for both residents and visitors in the long term.

However, Chapter 3 also demonstrated that recent trends in private development are likely to continue in areas where sufficient private land exists for new development. Moreover, in the on-line survey conducted as part of the Corridor Management Plan process, the majority of the Selkirk Loop businesses indicated that they desire substantial growth in business sales over the next five years, and about half of the businesses plan to expand during that time. In coordination with local chambers of commerce, agencies, tribes and other stakeholder groups, ISL, Inc. will play a key role in assisting businesses to grow, and supporting communities in their planning efforts to guide that growth.

**Enhancing the Loop Experience**

In the next chapter, the Loop’s priority tourism-related assets and sites are identified for the purposes of this Corridor Management Plan. Most of the assets and sites are managed by public agencies or nonprofit organizations, such as the U.S. Forest Service, U.S. Fish & Wildlife Service, U.S. Army Corps of Engineers, Pend Oreille PUD, State Fish & Game, and local chambers of commerce or historical societies. Chapter 5 describes each of these assets and sites, and defines site development projects and operational considerations proposed to enhance the travelers’ experience along the Selkirk Loop. Implementation of the specific projects, including a timeline and responsibility for each project, are detailed in Chapter 9.
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[INSERT FIGURE 5.1: 11”x17” FOLD-OUT MAP OF SELKIRK LOOP KEY ASSETS & SITES – U.S. SITES.]
[INSERT FIGURE 5.2: 11”x17” FOLD-OUT OF SELKIRK LOOP KEY ASSETS & SITES – B.C. SITES.]
International Selkirk Loop Key Assets & Sites

The International Selkirk Loop is an extraordinary place with many scenic, recreational, historic and natural assets, as described in the previous chapter. Two major lakes, numerous smaller lakes, and four river corridors connect the Scenic Byway segments and communities around the Loop. Two national forests, a state forest, a wilderness area, three national wildlife refuges, and six provincial parks provide myriad opportunities for wildlife viewing, outdoor recreation, and enjoying spectacular scenic beauty. The Loop’s communities provide historic and cultural attractions, as well as events and tourist services. Figures 5.1 and 5.2 (previous pages) are maps of the key assets and sites along the Loop, which are listed below. The remainder of this chapter describes each asset and site, along with proposed site development to enhance the visitor experience on the Loop.

North Pend Oreille Scenic Byway Segment (Washington, USA)

Key Assets
Selkirk Mountains
Pend Oreille River
Colville National Forest
Metaline Falls Historic Downtown
Sullivan Lake
Golf: Metaline Falls Golf Course and Serendipity Golf Club

Key Sites
Crescent Lake/Boundary Overlook
Abercrombie-Hooknose Viewpoint (Gateway)
Mill Pond Flume Historic Site
Crawford State Park/Gardner Cave
Cutter Theater & Museum
Sweet Creek Falls
Eagle’s Nest View Site
Box Canyon Dam Recreation Area
Ione River Front Park
Sullivan Lake Recreation Area
Salmo Basin & Divide Trails
Tiger Museum & Store (Gateway)

Pend Oreille Valley Scenic Byway Segment (Washington, USA)

Key Assets
Little Pend Oreille Wildlife Refuge
Pend Oreille River
Colville National Forest
Kings Lake
Kalispell Indian Reservation
Newport Historic Downtown

Key Sites
David Thompson Interpretive Site
Ruby Ferry Landing
Batey-Bould ORV Area
Cusick Town Park/Learning Center
49° North Ski Area
Lake Newport State Park Overlook
Upper & Lower Wolf Trail System
Pend Oreille County Museum & Visitor Center (Gateway)
Pioneer Park Nok-OSH-Kol Trail
Bead Lake Trailhead

Panhandle Historic Rivers Passage Scenic Byway Segment (Idaho, USA)

Key Assets
Pend Oreille River
Priest River
Priest River Historic Downtown
Priest Lake & Upper Priest Lake
Priest Lake State Forest & Park
Golf: StoneRidge, Ranch Club, Priest Lake Golf Club

Key Sites
Oldtown Rotary Park
Albeni Cove Campground
Albeni Falls Dam Visitor Center
Priest River Keyser House Museum & Visitor Center
“Mudhole” Campground
Priest River Wildlife Area
Pend Oreille River Scenic Overlook
Riley Creek Campground
Seneacquoteen Interpretive Site
Sandpoint–Dover National Millennium Trail
**Wild Horse Trail Scenic Byway Segment (Idaho, USA)**

**Key Assets**
- Lake Pend Oreille
- Idaho Panhandle National Forests
- Pend Oreille National Scenic Byway
- Sandpoint Historic Downtown
- Kootenai River
- Bonners Ferry Historic Downtown
- Kootenai Indian Reservation
- Golf: Hidden Lakes Golf Resort, Sandpoint Elks, Mirror Lake

**Key Sites**
- Sandpoint Chamber Visitor Center (Gateway site)
- Bonner County Historical Museum
- Sandpoint South Gateway Kiosk
- Sandpoint City Beach Park
- Schweitzer Mountain Resort

- Pack River Recreation Area
- McArthur Lake Wildlife Management Area
- Snow Creek/Roman Nose Lakes Recreation Area
- Purcell Trench/David Thompson Interpretive Site
- Bonners Ferry Visitor Center (Gateway site)
- Kootenai Tribe Historical Marker
- Kootenai National Wildlife Refuge
- Boundary County Historical Museum
- Moyie River Recreation Area
- U.S. Hwy 95/1 Junction Overlook
- Smith Creek-Red Top Recreation Area
- Porthill Border Crossing Pulloff (Gateway site)

**Kootenay Lake Segment (British Columbia, Canada)**

**Key Assets**
- Selkirk Mountains
- Kootenay River
- Kootenay Lake
- Ktunaxa (Kootenay) Indian Reservation
- Duck Lake & Leach Lake
- Kootenay Lake Free Ferry
- Kokanee Glacier Provincial Park
- Selkirk Mountains
- Nelson Historic Downtown
- Golf Courses: four 18-hole championship courses, two 9-hole executive courses

**Key Sites**
- Rykerts Border Crossing Info Site
- Creston Wildlife Management Area
- Creston Chamber/Visitor Center
- Columbia Brewery – Kokanee Beer
- Creston Valley Museum
- Kianuko Provincial Park
- The Glass House
- Lockhart Provincial Park
- Gray Creek Pass
- Crawford Bay Main Street - Working Artisans
- Kootenay Bay & Balfour Ferry
- Ainsworth Hot Springs Resort
- West Arm Provincial Park
- Kokanee Creek Provincial Park
- Nelson Chamber/Visitor Center
- Nelson Lakeside Rotary Park
- Nelson Electric Tramway
- Stag Leap Provincial Park
- Whitewater Ski Resort
- Salmo Stone Murals
Key Byway Assets and Sites and Proposed Site Development by Segment

The following pages describe the International Selkirk Loop’s key assets and sites, along with proposed development and operational considerations for each site. The asset and site numbers correspond to Figures 5.1 and 5.2, the map of key assets and sites, on pages 47 and 48.

North Pend Oreille Scenic Byway Segment (Washington State Highway 31)

Key Assets
1. Selkirk Mountains
2. Pend Oreille River
3. Colville National Forest
4. Metaline Falls Historic Downtown
5. Sullivan Lake
6. Golf Courses: Metaline Falls Golf Course and Serendipity Golf Club

Key Sites
7. Crescent Lake & Boundary Dam Overlook
8. Abercrombie-Hooknose Scenic Viewpoint (Gateway)
9. Mill Pond Flume Historic Site
10. Crawford State Park & Gardner Cave
11. Cutter Theater & Museum
12. Sweet Creek Falls Site
13. Eagle's Nest View Site
14. Box Canyon Dam Recreation Area
15. Ione River Front Park
16. Sullivan Lake Recreation Area
17. Salmo Basin & Divide Trails
18. Tiger Historical Museum & Store (Gateway)

Description of Key Assets

1. Selkirk Mountains
The Selkirk Mountains are the dominant feature in the International Selkirk Loop Region. The Loop route follows the mountains’ flank the entire way. This wild country is literally at the edge of town from Sandpoint to Bonners Ferry, Priest River to Newport to Metaline Falls, along with several other small communities. The Selkirks are one of many ranges comprising the Rocky Mountains strung along the spine of the North American Continent. Oriented on a north-south axis, the Selkirks cover 13,000 square miles, two-thirds of which are in Canada. It is a staggering landscape of spectacular peaks, glacial lakes, dark coniferous forests and grassy hills thick with ponderosa pine. Contributing to the variety of landscapes in the Selkirks are the immense extremes in elevation. The most dramatic is in the far north end in Canada where the peaks rise to over 10,000 feet. Across the border in the U.S. there are still 18 summits that rise to more than 7,000 feet. No animal has gone extinct in the Selkirk Mountains in 10,000 years.
2. Pend Oreille River
The Clark Fork-Pend Oreille watershed encompasses about 26,000 square miles across western Montana, northern Idaho and northeastern Washington. The Clark Fork River begins along the west slopes of the Continental Divide near Butte, and drains most of western Montana before entering Idaho’s Lake Pend Oreille. Water leaving the lake forms the Pend Oreille River, which flows west across the Idaho Panhandle, then north through Washington's northeastern corner into Canada, then southwest to join the Columbia River just south of the Canadian border.

3. Colville National Forest
The Colville National Forest spreads over 1.1 million acres of forest, and is divided into management areas that have different emphases. The Salmo-Priest Wilderness offers a spot where hikers can see all kinds of wildlife and few people. Less primitive recreational opportunities include motorcycle trails, snowmobile trails, lakes with boat launches, interpretive trails, fishing derbies, and scenic drives. Thirty-two campgrounds on the Colville National Forest provide for a wide array of overnight stays, from lakeside-developed camps to wide spots on logging roads in more remote areas. The northeastern part of Washington is often called "the forgotten corner" of the state. Those who have discovered the memorable wildness, beauty, and rich history of the Colville National Forest may want to change the nickname. Perhaps "the unforgettable corner" is more appropriate.

4. Metaline Falls Historic Downtown
The town of Metaline Falls is the oldest European settlement in the Pend Oreille valley, where "Uncle Johnny" Everett and associates are credited with a gold strike in 1859. It is named for the many metals found in the lower Pend Oreille River valley. The Washington Hotel, built in 1906 to house visitors and workers during Metaline Falls' initial development, remains in use as a hotel, and retains the flavor of its original construction. The Old Miners Hotel was planned as housing for miners when construction began in 1929, but only the building's exterior and the interior floors were completed. In 1949, the Hotel was finished and used as an apartment building. The building was renovated in 1990, and the courtyard and lobby are open to the public. The Metaline Falls City Park has a restored rail baggage car that serves as a visitor kiosk with historic photos, and the park is the terminus for the Lions Club Tour Train from Ione.

5. Sullivan Lake
Sullivan Lake is a natural lake that was enlarged by a dam built across Outlet Creek in 1931. The lake is 3.6 miles long and averages 0.6 miles in width. Sullivan Lake drains to Sullivan Creek which then flows into the Pend Oreille River. The lake offers several U.S. Forest Service campgrounds. Fishermen are rewarded with large rainbow and brown trout, and ling cod. There also are many excellent hiking trails including a shoreline trail along the lake.

6. Golf: Serendipity Golf Club, Metaline Falls Golf Course
Serendipity Golf Club is a 9-hole private course on the Pend Oreille River with a B&B offering “Bed & Golf” packages. The 9-hole Metaline Falls golf course is north of town on the Teck Cominco Mine road off SH 31, across from the Sullivan Lake Road. It is a natural course with rustic facilities, sand greens and unusual geological features. Per round fees are $1 weekdays and $2 weekends.
Description of Key Sites

7. Crescent Lake & Boundary Dam Overlook
Scenic and Recreation Site

Location: Milepost 25.75, just south of Canadian border and 10 miles north of Metaline Falls at the intersection of Highway 31 and Boundary Dam Vista Point Road.

Characteristics: This site has scenic, natural, and recreational intrinsic qualities. There are existing restroom facilities, and the lake can accommodate small boats. It also has the Boundary Dam overlook and views of Hooknose Mountain to the east and Boundary Dam Reservoir. Boundary Dam Reservoir lies within a unique scenic canyon that can be accessed by boat from a launch at the dam. There is a small campground and visitor center located at the dam. Boundary Dam provides power representing about 50% of Seattle's electrical needs.

Significance to the Byway: This site provides an introduction to Boundary Dam interpretation and scenic/recreation areas.

Proposed Site Development: Address site distance with vegetation treatments and possible realignment of curve.

Operational Considerations: The site is managed by the Colville National Forest (the overlook is managed by Seattle City Light), and is open year-round.

8. Abercrombie-Hooknose Viewpoint
Gateway and Scenic Site

Location: Milepost 19.7, 5.5 miles north of Metaline Falls on S.H. 31.

Characteristics: This new scenic viewpoint is being constructed by WSDOT as part of improvements to S.H. 31 from Metaline Falls to the Canadian border in 2005-06. The site will have safe access and ample parking, and offers a scenic view of Abercrombie and Hooknose Mountains in the Selkirks.

Significance to the Byway: This new site will be the northwestern gateway to the Selkirk Loop on the U.S. side, and the northern gateway to the North Pend Oreille Scenic Byway.

Proposed Site Development: Construct a 900’ x 40’ paved parking area, install Selkirk Loop and North Pend Oreille Scenic Byway orientation and interpretive signs.

Operational Considerations: The paving will be constructed and maintained by WSDOT, and interpretation provided by the Colville National Forest and Pend Oreille County.

9. Mill Pond Flume Historic Site
Scenic, Recreation and Historic Site

Location: Milepost 16.4, approximately 2 miles north of Metaline Falls. Turn east on the Sullivan Lake Road (County Road 9345 – north end) and continue for 3.3 miles. Turn right at Mill Pond Historic Site.
Characteristics: Learn about local history at this beautiful site with a .6 mile barrier-free loop trail. The trail is an easy walk, and interpretive signs explain the significance of the Mill Pond flume during settlement and development of the area. Another trail follows the south shore of Mill Pond for about ¾ mile. Mill Pond Campground is nearby.

Significance to the Byway: The trail helps interpret the history and settlement of the area.

Proposed Site Development: None. Well developed site.

Operational Considerations: Low elevation hiking use only; four season availability subject to snow accumulation.

10. Crawford State Park & Gardner Cave
Scenic and Recreational Site

Location: At Milepost 13.1, which is located at the north end of Metaline, turn west; travel 11 miles north from Metaline on Boundary Dam Road.

Characteristics: Crawford State Park is a 49-acre, forested day-use park featuring Gardner Cave, the third longest limestone cavern in Washington. The cave is filled with stalactites, stalagmites, limestone pools and flowstone. Tours are conducted in the summer months. Park hours are 9 a.m. to 6 p.m. (closed Tuesday and Wednesday) from May through mid-September.

Significance to the Byway: This site has scenic and recreational opportunities, with the added bonus of a unique geologic feature. It provides picnicking and restroom amenities, along with interpretation.

Proposed Site Development: None are proposed.

Operational Considerations: The park is managed by Washington State Parks, and is open only in summer (May through mid-September). Park staff limits tour size to 25 people.

11. Cutter Theater & Museum
Historic and Interpretive Site

Location: Downtown Metaline Falls overlooking Pend Oreille River

Characteristics: Built in 1912, this historic school is now a community and performing arts center housing the Cutter Theatre and its support spaces, an art gallery, a rural schools exhibit, and areas for other public and private use. The building is on State and National Registers of Historic Places; and is ADA accessible. Events in the 166-seat theatre include amateur plays and musicals, professional musicians and dancers, a lecture series, school plays and concerts, and an arts festival.

Significance to the Byway: The Cutter Theater building is an excellent example of historic architecture, and provides limited visitor information.

Proposed Site Development: Upgrades to lighting, audio, and visual aids are being proposed.

Operational Considerations: Managed by Cutter Theater, a non-profit organization, the facility is open year round: Monday-Friday, 9 a.m.-5 p.m., and 10 a.m.-3 p.m. second and fourth Saturdays.
12. Sweet Creek Falls
Scenic and Recreation Site

Location: Milepost 10.72, one-quarter mile north of Selkirk High School.

Site Characteristics: This site is a natural and scenic attraction, with a hiking trail to the Falls, restrooms and picnic tables. The highlights of the site are three 20-50 foot waterfalls located just a short walk from the parking lot. Adjacent to Highway 31, the site offers excellent opportunities for wildlife viewing, hiking, picnicking, and recreating in a quiet, natural setting. Only minor shoulder modifications are necessary to allow for vehicle turn lanes. Water, electricity, and telephone service are available nearby. There are areas for additional picnic tables, interpretive signage, and nature walks. The large naturally vegetated site lends itself to flora interpretation trail, and forest restoration interpretation.

Significance to the Byway: The site contains dense forest of Douglas Fir, Western Red Cedar, and Paper Birch. It is naturally situated on the Byway as a rest site, and is large enough to accommodate a rest area and restroom facilities. The site has an accessible waterfall, rock cliffs, and creek that have been relatively undisturbed, with opportunities for wildlife observation and further development of an historic local recreational area.

Proposed Site Development: The following improvements are funded and scheduled for completion in summer 2005: install turn lanes for Sweet Creek site traffic – widened and unobstructed shoulder southbound; parking delineation for ~ 12 vehicles; improved parking lot and access; new restrooms; interpretive vegetation trail; redeveloped trail to Falls viewpoint; and interpretive panels.

Operational Considerations: Sweet Creek Falls is managed by the U.S. Forest Service. There is partnership potential with Selkirk High School for adjacent land timber restoration and interpretive trail. Seasonal use: spring, summer, and fall.

13. Eagle’s Nest View Site
Scenic and Wildlife Viewing Interpretive Site

Location: Milepost 10.0

Site Characteristics: This is a new site with undeveloped/natural landscape, river to east and geological outcrops to west. Broad landscape between forest and rock outcropping, with no development anticipated in the vicinity of the proposed site. The terrain is flat, and the existing roadway grade and slope will accommodate parking and interpretive signs. There is safe ingress and egress from the highway, with no history of flooding. The natural vegetation can be maintained, but soil riverbank conditions may require guardrail design/installation. No utilities are needed.

Significance to the Byway: The Eagle’s Nest View Site provides an opportunity for the visitor to see and hear the river up close as well as view an American icon, the eagle, in its natural environment. The site offers geological and environmental interpretation through its panoramic view of the Tiger conglomerate rock outcrop, a riparian cottonwood forest, and the Pend Oreille River. Wildlife viewing includes the eagle nest, Canadian geese, river otters, and other avian and mammalian wildlife. Additionally, there is historical significance to the site: an inventory of Pend Oreille forests in the year 1935 identified 10% as hardwoods – primarily the cottonwoods along
the river and streams. Today, less than 1% of the forest is hardwood, but this site remains a prime example of the historical landscape along the river. The Tiger Conglomerate rock formation contains mix of metamorphic, igneous, and sedimentary rocks, and represents vast geologic time frame in one cross section.

**Proposed Site Development:** The following improvements are proposed with funding pending through a State of Washington Scenic Byway Grant: turnout with a widened, unobstructed shoulder to allow vehicles to exit the through lane for refuge and scenic observation; parking delineation – minimum striping to define parking; timber base interpretive sign or shed roof sign support with viewing scope (location will not promote visual clutter); steel-backed wood rail – semi-rigid barrier, an aesthetic alternative to conventional guardrail systems, providing a rustic appearance; low profile vegetation to retain desirable view.

**Operational Considerations:** Eagle’s Nest is managed by Pend Oreille County. The proposed improvements will require no additional pavement surface maintenance or additional waste disposal/cleanup. There will be additional guardrail maintenance costs and additional cost for interpretive sign and view scope maintenance.

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**14. Box Canyon Dam Recreation Area**

**Scenic, Interpretive and Recreation Site**

**Location:** Milepost 7.5, approximately three miles north of Ione for Visitor Center/Recreation Site, and Milepost 6.9 for the Box Canyon Overlook. The entrances are clearly marked by highway signs.

**Characteristics:** Box Canyon Dam, a Public Utility District hydroelectric dam, has a viewpoint, campground, park, swimming area, visitor center and guided tours. Built in 1952, Box Canyon Dam is the first publicly owned dam in Washington and has provided Pend Oreille County residents with hydro-electrical services for over half a century. The dam was a featured location in the Kevin Costner movie “The Postman.” The visitor center has recreation space, restrooms, and interpretive displays. The Box Canyon Overlook is accessed by a ¼-mile gravel road. The area to the east has heavy timber and an unmarked trailhead that leads to Box Canyon. The existing viewpoint site affords an overlook to Box Canyon Dam, the river, and the historic railroad trestle. The overlook site is equipped with a picnic table, benches, trash cans and signage describing the PUD’s role in the region and the historical events of David Thompson.

**Significance to the Byway:** The Box Canyon facilities provide visitor information, recreation, and historical interpretation. The visitor center is the only staffed indoor visitor facility between Metaline (Cutter Theater) and Tiger. The Box Canyon Overlook is a major scenic attraction with the view of the Pend Oreille River and the gorge located below the viewpoint. Added historical significance comes from the journals of David Thompson in 1810. Thompson was an explorer trying to discover a passage from the Pend Oreille to the Columbia River. He was stopped by the unforgiving rock formations and the ferocious rapids found within Box Canyon.

**Proposed Site Development:** Highway signs are needed to indicate that the site offers a visitor center, tours, camping and swimming. The turnoff to the overlook above the dam needs a sign on the fence across the closed road pointing to the overlook access road.
Operational Considerations: The facilities are managed by the Pend Oreille Public Utility District (PUD). The Visitor Center is open Monday through Sunday, Memorial Day through Labor Day, 9:00 a.m.-5:30 p.m., and dam tours are available 9 a.m.-3 p.m. Labor Day through Memorial Day. The Center is open 9 a.m. to 1 p.m. weekdays from Labor Day to Memorial Day. The Overlook is accessible year-round, and offers restroom facilities. The Ione Lion’s Club Tour Train crosses the trestle above Box Canyon Dam on selected dates in the summer and fall.

15. Ione River Front Park
Interpretive and Recreation Site

Location: Milepost 4.0, 2 blocks east of Highway 31 in downtown Ione (sign says “City Park”).

Site Characteristics: The park is located between a residential district and the Pend Oreille River, and has significant recreational, scenic, and historical traits, including picnic areas, restrooms, ample parking, boat launch, docks, and an attractive playground. The park is a wonderful stop along the Byway for travelers and their children to stretch their legs, recreate or picnic along the scenic Pend Oreille River.

Significance to the Byway: The park was a riverboat landing area when the river was the primary mode for shipping (until a highway bridge allowed truck traffic over the river in 1932). Another historical theme is the story of the Ione, a 165’ passenger steamer that transported as many as 500 people along the river route. Following the advent of rail transport, the steamer lay abandoned on the riverbank until it was finally dismantled in 1917.

Proposed Site Development: Install one or more interpretive panels, one to identify the actual landing site, another might include other historical themes such as river transportation history, Vaagen’s Mill, or Ione itself.

Operational Considerations: The park is managed by the City of Ione, and is open year round. However, the restroom facilities are open only for scheduled functions.

16. Sullivan Lake Recreation Area
Scenic and Recreation Site

Location: Milepost 3.4, located .6 mile south of Ione, turn east onto Sullivan Lake Road (County Road 9345 – south end of loop road). Go 8.4 miles to Noisy Creek Campground. The trailheads are at the campground near the group camping area and at the day use area. The Sullivan Lake Ranger Station is to the north along the lakeshore road.

Characteristics: Sullivan Lake is a beautiful area for boating, hiking, horseback riding, mountain biking, camping, and picnicking. The 4.1-mile Lakeshore National Recreation Trail follows the east shore, and at the north end, there is a .6-mile interpretive nature trail. Beyond it, the trail rises to a high bluff with a bench above the lake. The Noisy Creek Trail climbs 2,900 feet to Hall Mountain, with spectacular views of the lake, mountains, and wildlife (bighorn sheep, deer, elk).

Significance to the Byway: The area provides recreational hiking, camping, picnicking, interpretation, views of Sullivan Lake, alpine meadows, the Selkirk Mountains, and wildlife (bighorn sheep, mule deer, elk).
Proposed Site Development: Expansion of the parking lot to accommodate horse trailers, and surface re-graveling is planned for 2005.

Operational Considerations: The trail system is managed by the U.S. Forest Service, and is accessible in the late spring, summer and fall. Excessive spring runoff may cause challenges on the Noisy Creek Trail.

17. Salmo Basin & Divide Trails
Recreation Access Site to Salmo-Priest Wilderness Area

Location: At milepost 3.4 on Highway 31 (.6 mile south of Ione, WA), turn east onto Sullivan Lake Road (County Road 9345). At milepost 13, just past the Sullivan Lake Ranger Station, turn east onto Road No. 22. Go 6 miles to the junction of Road 2220 and follow that road about 12 miles, then go right one-half mile to the Salmo Pass Trailhead. There is a large parking area for more than a dozen vehicles. This parking area accesses Salmo Basin Trail No. 506 and Salmo Divide Trail No. 535.

Characteristics: From the trailhead parking lot, trail #506 almost immediately crosses the wilderness boundary and enters that magical world of old-growth cedar and hemlock so prevalent in this region. The trail starts in high sub-alpine spruce and fir, then drops on an easy grade towards South Salmo River and offers rewards of spectacular views. This trail will ultimately connect with trail no. 535 for a clockwise hike of about 12 miles. There are U.S. Forest Service camping sites along the way.

Significance to the Byway: The trail accesses a beautiful wilderness area with opportunities for hiking, backpacking, wildlife viewing, berry-picking, etc.

Proposed Site Development: The U.S. Forest Service has made some attempts at rehabilitation where there is heavy use. Being in a wilderness area, no improvements other than impact repair and campsite improvements are being considered.

Operational Considerations: Late spring or early summer (depending on snow depth) through fall.

18. Tiger Historical Museum & Store
Historical Interpretation and Crossroads Gateway Site

Location: Milepost 0 at the southern end of State Route 31, at the junction of SR 31 (North Pend Oreille Scenic Byway) and SR 20 (Pend Oreille Valley Scenic Byway).

Site Characteristics: The old Tiger town site is about ½ mile east of Tiger junction. The Pend Oreille River is ½ mile east, and visitors can view open space and scenic beauty of the valley from the site. A residence is located on the parcel directly west of the site, the southern parcel is a vacant 2.5 acre lot, and the parcel to the north is a commercial structure, potentially offering opportunities for site expansion. The site is ADA accessible, with parking, interpretive and orientation signage, and has safe ingress and egress from SR 20 and SR 31. Refurbishments were recently completed using an Enhancement Program Grant provided by TEA 21.

Significance to the Byway: The Tiger Museum, once the Tiger store, has existed for many years. The surrounding area includes the history of the Old Tiger town site, consisting of about 200 houses, and the former port
on the Pend Oreille River. The site is at the intersection of two major highways with ample transportation history. The Kalispell tribe also traveled through area en route to Kettle Falls.

**Proposed Site Development:** Recent developments have included relocation and renovation of the store/museum, construction of public restrooms, parking/access improvements, landscaping and signs. Additional proposed improvements include additional pavement, waste disposal and low-maintenance landscaping.

**Operational Considerations:** The Tiger Museum Association manages the site. The facility is operated by volunteers, and is open only seasonally. In winter, the parking lot is not cleared of snow, so there is no access to restrooms.

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**Pend Oreille Valley Scenic Byway Segment**  
(Washington State Highway 20)

**Key Assets**
19. Little Pend Oreille National Wildlife Refuge  
2. Pend Oreille River  
3. Colville National Forest  
20. Kings Lake Sno-Park & Recreation Area  
21. Kalispell Indian Reservation  
22. Newport Historic Downtown

**Key Sites**
23. David Thompson Interpretive Site  
24. Ruby Ferry Landing  
25. Batey-Bould ORV Area  
26. Cusick Town Park & Learning Center  
27. 49° North Ski Area  
28. Lake Newport State Park Scenic Overlook  
29. Upper & Lower Wolf Trail System  
30. Pend Oreille County Historical Museum & Visitor Center (Gateway)  
31. Pioneer Park Campground & Trailhead  
32. Bead Lake Trailhead

**Descriptions of Key Assets**

19. **Little Pend Oreille National Wildlife Refuge**  
Little Pend Oreille National Wildlife Refuge, 13 miles southeast of Colville in Stevens County, is the only mountainous, mixed-conifer forest refuge in the lower 48 states. Its 40,198 acres range in elevation from 1,800 feet on the western lowlands to 5,600 feet on the eastern boundary. Managed by U.S. Fish and Wildlife Service and open year round, it was established in 1939 as a refuge and breeding ground for migratory birds and other wildlife. Refuge forest, river, and wetland habitats provide homes for 200 species of birds, 58 mammals, 8 reptiles, and 6 amphibian species. Recreational opportunities include wildlife viewing, nature photography, hunting, fishing, hiking, mountain biking, cross-country skiing, snowshoeing, outdoor education, camping, and horseback riding.

2. **Pend Oreille River** (see description under North Pend Oreille Scenic Byway Segment)
3. Colville National Forest (see North Pend Oreille Scenic Byway)

20. Kings Lake Sno-Park & Recreation Area
The snow park is a designated winter recreational site managed by the U.S. Forest Service. It is located off SR 20, 8 miles east of Usk on county road 3389. The park offers groomed and ungroomed motorized trails, cross country Nordic ski trails, snowshoe and dogsled trails and a snow play area. There is a large parking area (60 spaces) with day use shelter and restrooms. Camping is allowed in the parking lot.

21. Kalispel Indian Reservation
The Kalispel were given the name Pend d'Oreille (which means “ear ring” in French) by French traders because of their custom of wearing shell earrings. They then numbered some 1,600. Today the Kalispel live on the Kalispel and Colville reservations, both in northeastern Washington. The reservation is located just east of Usk, along the eastern banks of the Pend Oreille River. Archaeologists estimate that Indians from various tribes caught more than 1,000 salmon a day at Kettle Falls during peak runs where salmon congregated below this wide, low falls on their way upstream to spawn. Some tribes stayed in the area year-round. The Kalispel wintered on the east banks of the Pend Oreille River. Kalispel means "camas people," and the tribe had territorial rights to some of the richest camas fields in the region. Camas bulbs provided much-needed carbohydrates to the diet of the Indians. Cooked in earth ovens, they tasted like sweet, smoky figs. Remains of ovens found today at the Pioneer Park archaeological dig along the Pend Oreille River date back more than 4,000 years.

Local tribes allowed other groups to harvest camas in exchange for goods such as obsidian from Yellowstone or shell necklaces from the Pacific Coast. They also traded camas for hunting privileges. The Blackfeet came to the Pend Oreille Valley to dig bulbs, and allowed the Kalispel to hunt buffalo in western Montana in return. Many tribes welcomed the fish back to the river each year with a First Salmon Ceremony. Young people entering adulthood pursued vision quests in the mountains. Today the Kalispel tribe operates a buffalo ranch that has an excellent viewpoint for visitors, and a bass fish hatchery that can be visited with advance reservations.

22. Newport Historic Downtown, Washington
The town began as Newport, Idaho in 1889 when Mike Kelly erected a log store building on the bank of the Pend Oreille River. The site of Newport, Idaho was the center of commerce with 13 steamboats conducting commerce on the River. In 1892 the Great Northern Railroad built a line through Newport which made it easier for homesteaders to access valley lands. When the post office moved closer to the depot as did other businesses, the town of Newport, Washington was born. Prominently featured in town, visitors today can see the “Big Wheel”, a 16-foot steam driven sawmill generator. Downtown Newport offers a variety of shopping, accommodations and other services. The Chamber visitor center is located at the historic depot and museum at the south entrance to town.
Descriptions of Key Sites

23. David Thompson Interpretive Site
   Historical Interpretation Site

   **Location:** Milepost 403 between Tiger and Cusick.

   **Characteristics:** This historical marker tells the dramatic story of British explorer David Thompson who preceded Lewis and Clark in exploring the Northwest. This site is ample in size, yet under-developed. Sight distance is good with a loop access from Highway 20. The site also offers an outstanding view of the North Pend Oreille River.

   **Significance to the Byway:** The compelling history of David Thompson, his wide ranging explorations, incredibly accurate mapping, and solo bravery is a story which has now reached bicentennial commemoration. This site could be expanded to interpret more of this remarkable story of exploration of the Northwest.

   **Proposed Site Development:** The site is ample but requires improved grading, gravel surface, and expanded parking. Advance signage from both north and south approaches should be developed, along with on-site signs detailing the David Thompson exploration, his maps, and the contemporary Native American story.

   **Operational Considerations:** The site is managed by Pend Oreille County.

24. Ruby Ferry Landing
   Recreation Site

   **Location:** Milepost 404 south of Tiger.

   **Characteristics:** The site contains a public boat launch at the location of the “Ruby Ferry Landing” on the west shoreline of the Pend Oreille River. This site needs enhanced parking and restrooms, as well as interpretation of the historic Ruby Ferry, which operated at this location.

   **Significance to the Byway:** This public boat launch is strategically located along State Highway 20 to provide boat and recreation access to the Pend Oreille River, as well as a highly scenic rest area for visitors.

   **Proposed Site Development:** Improve parking area and public restrooms. Add interpretive signage concerning the historic Ruby Ferry and the Pend Oreille River system.

   **Operational Considerations:** The State of Washington Department of Natural Resources owns and operates this site.

25. Batey-Bould ORV Area
   Recreation Site

   **Location:** At Milepost 419.2 north of Cusick, turn west on Kapps Lane (county road 2290). Continue on road 2290 to the intersection with West Calispell Road (county road 9205). Turn north and follow road 9205 two miles to the intersection with Siciey Road (county road 2341). Turn west and follow road 2341 1.5 miles to trailhead.

   **Characteristics:** The terrain in this 38.2-mile trail system ranges from meadows to mountain peaks, climbing from 2,500 feet in elevation to 4,400
feet. View the Pend Oreille River Valley from Tacoma Peak and Boulder Mountain loops and visit the Uptagraph homestead site on trail #306. The trail system links to the 45-mile Little Pend Oreille Trail System. There are special regulations for motorcycle use. The trail is rated easy to most difficult. The U.S. Forest Service maintains five campsites and a restroom at the trailhead.

**Significance to the Byway:** This site is one of the few designated ORV parks, which specific facilities for motorized 4-wheel use.

**Proposed Site Development:** A loading ramp will be installed in summer 2005.

**Operational Considerations:** The site is operated and managed by the U.S. Forest Service., and is open in spring, summer and fall.

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26. **Cusick Town Park & Environmental Learning Center**  
**Recreation and Interpretive Site**

**Location:** Milepost 419, one mile from Highway 20 at Cusick.

**Characteristics:** The town of Cusick has recently enhanced its town park and public boat launch on the Pend Oreille River. The site includes attractive public restrooms and boat docks. Also, the Pend Oreille Conservation District is developing an outdoor center for environmental education at this site.

**Significance to the Byway:** The site provides a public access boat launch, as well as modern public restrooms. The Town of Cusick is proud of this recreational site, with its views of the Pend Oreille River.

**Proposed Site Development:** Directional signage on Highway 20, as well as way-finding signage to the public park and boat launch, is needed to improve visibility and use of the site.

**Operational Considerations:** The site is managed by the Town of Cusick. This segment of the Pend Oreille River has swift currents and the area is not suitable for swimming.
27. 49° North Ski Area
Scenic and Recreation Site

Location: Turn west at Usk onto Flowery Trail Road. “49” is located 16 miles west of Usk at the summit of the pass. Flowery Trail Road from Usk to Chewelah recently has been realigned and paved, offering a scenic new route to the parking lot.

Characteristics: Consistently voted the region’s best family resort, 49° North Mountain Resort offers adventures for everyone. Wide-open groomed runs, moguls, desert-dry powder, and hundreds of acres of legendary tree skiing. The summit of Chewelah Peak offers breathtaking views of the surrounding valleys and ranges, and nearly 1,900 vertical feet to the base area and lodge facilities. Located on 2,000 acres partially within the 1.1 million acre Colville National Forest, “49” is a genuine winter wonderland. The natural beauty of the area attracts visitors on a year-round basis, to enjoy a variety of recreational opportunities available on plentiful national forest, state or private lands in the surrounding area.

Significance to the Byway: “49” is a year-round recreation site, and one of the Byway’s major winter destinations. It also hosts conferences and retreats at the Chewelah Peak Learning Center near the recreation facilities.

Proposed Site Development: The ski area has completed a new master plan. A Nordic trail system is under construction for use during the 2005-06 season. An additional chair lift will be added to the East Basin by 2007, and an Alpine Village will be developed on 320 acres to provide accommodations and enhanced visitor services.

Operational Considerations: The site is a private concession operating on land managed by the Colville National Forest. Winter season is mid-November through mid-April. Summer season is Memorial Day weekend through Labor Day.

28. Lake Newport State Park Scenic Overlook
Recreation Site

Location: Milepost 434.5, north of Newport on State Route 20

Characteristics: There is an existing paved overlook and picnic area located at this site, which needs improvement for visitor use, including advance highway signage, pavement improvements, seating, picnic facilities, and interpretive signage.

Significance to the Byway: This location affords an elevated viewpoint of the Pend Oreille River Valley and is currently developed.

Proposed Site Development: The existing approach and parking area serving this scenic overlook needs an asphalt overlay. Visitor improvements should include benches, picnic tables, and interpretive signage. The site cannot accommodate large vehicle parking (RVs, trailers).

Operational Considerations: This site is operated by Washington State Parks Department.
29. Upper & Lower Wolf Trail System
Recreation and Scenic Sites

**Location:** The Wolf trail system is located on the north edge of the city of Newport. At the intersection of Highway 20 and Larch Street, turn west and follow Larch Street for one block to Laurelhurst Drive. Continue on Laurelhurst Drive to trailhead.

**Characteristics:** There are several trails in the Wolf Trail system: Upper Wolf Nordic Ski & Mountain Bike Trail; Lower Wolf Trail #304; and Lower Wolf Trail #305. Upper Wolf Ski & Mountain Bike Trail is a 2.5-mile trail designed for nordic skiing and mountain biking. The trailhead elevation is 2,280, and the trail is rated easy to most difficult. The trail offers views of seasonal wildflowers and winter wildlife. Lower Wolf Trail #304 is a .75-mile scenic loop through a mixed conifer forest, linking to the barrier-free .75-mile Lower Wolf Trail #305. There are wildlife, wildflowers, and scenic viewpoints. The elevation is 2,160 at the trailhead, climbing to 2,240. It is rated as a difficult trail. Lower Wolf Trail #305 is a .75-mile barrier-free trail through mixed conifer forest, connecting to Lower Wolf Trail #304. It offers scenic views of Ashenfelter Bay on the Pend Oreille River, abundant wildlife and wildflowers. The trail meets Challenge Level II Accessibility Standards, with a trailhead elevation of 2,160 feet, peaking at 2,240 feet.

**Significance to the Byway:** The trail system offers designated skiing and biking recreation near tourist services in Newport. Lower Wolf Trail #305 offers recreation experiences for people with physical challenges.

**Proposed Site Development:** None planned.

**Operational Considerations:** The trail system is managed by the Colville National Forest and is open year-round (Upper Wolf only in winter).

30. Pend Oreille County Historical Museum & Visitor Center
Selkirk Loop Southwest Gateway and Historical Interpretation Site

**Location:** Milepost 507.6 on U.S. 2 in Downtown Newport, WA, corner of Washington Avenue and 4th Street.

**Characteristics:** The Newport Chamber Visitor Center is located in an historic railroad depot, adjacent to the Pend Oreille County Historical Museum and Centennial Plaza. The historical museum offers extensive exhibits of the region’s timber resource, agriculture, and railroad heritage. Centennial Plaza features “The Big Wheel” - a 16-foot steam driven sawmill power plant. Parking on-site is limited; however, on-street parking is available on Union Avenue adjoining the site.

**Significance to the Byway:** The Chamber Visitor Center provides regional information and offers public restrooms during office hours. This existing visitor center and museum complex provides a very visible and engaging gateway to Newport/Oldtown and the International Selkirk Loop via U.S. 2 from Spokane, Washington and Highway 41 from Post Falls, Idaho. The combination of a visitor center and museum at one well-developed site offers visitors many reasons to stop. In addition, this gateway to the Loop is located in an attractive downtown which is pedestrian oriented and provides all visitor services.

**Proposed Site Development:** This site is well-developed and maintained, however it needs improved advance directional signage on U.S. 2 to the south and east, and on Highway 20 entering Newport from the north.
Signage indicating reserved parking for RVs and vehicles with trailers on Union Avenue near the visitor center also would be desirable.

**Operational Considerations:** This site is operated by the Newport/Oldtown Chamber of Commerce, and is open mid-May through mid-September; 9 am-4:30 pm, Monday-Saturday; winter hours 9 am-12 pm Monday-Friday.

31. **Pioneer Park, Nok-OSH-Kol Heritage Trail & Campground**
   **Recreation, Scenic & Cultural Interpretation Site**

   **Location:** From Newport follow U.S. Highway 2 east across the Pend Oreille River into Oldtown, Idaho and turn north on LeClerc Road (County Road 9305). Continue on road 9305 for 2 miles to Pioneer Park Campground. Follow signs to the trailhead.

   **Characteristics:** This unique and very popular 0.3-mile trail presents the history of the Kalispel Tribe through twelve artistic, interpretive displays, with dramatic views of the Pend Oreille River. The trail meets Challenge Level I Accessibility Standards, and the trailhead elevation is 2,060 feet.

   **Significance to the Byway:** The Pioneer Park Heritage Trail provides visual interpretation of the Kalispel Tribal history, and also offers recreational and scenic opportunities near tourist facilities in Newport.

   **Proposed Site Development:** None planned.

   **Operational Considerations:** The site is managed by the Colville National Forest, and the trail is open spring, summer and fall.

32. **Bead Lake Trailhead**
   **Recreation and Scenic Site**

   **Location:** From Oldtown, Idaho, turn north from U.S. Highway 2 onto LeClerc Road; go 2.7 miles and turn east onto Bead Lake Road. Travel 6.2 miles to Bead Lake Ridge Road No. 3215 (gravel) which takes 0.5 mile to the trailhead.

   **Characteristics:** The 6.4 mile (one-way) Bead Lake Trail is a beautiful lakeside hike among scattered, old-growth trees. Portions of the trail are an old roadbed with a flat, wide, firm surface. From the trailhead on Road 3215, the trail descends to the Forest Service day use area on the southeast shore of Bead Lake. The trail meanders through groves of heavy cedar and ponderosa pine to Enchantment Camp frequently used by Boy Scouts. The trail leaves the lakeside, returns, and then climbs to link with Road 3215 again. Road 3215 can be taken as a loop to return to the trailhead.

   **Significance to the Byway:** Bead Lake Trail, about one-half mile from a day use parking area, is very accessible for hikers, horseback riders, and mountain bikers; and offers other nearby recreation opportunities. U.S. Forest Service campgrounds and a day use area with boat launch facility and parking area are adjacent to the trail.

   **Proposed Site Development:** None planned.

   **Operational Considerations:** The trail is managed by the Colville National Forest, and is open year round.

Newport is a pedestrian friendly community which refers to itself as “The City of Flags”.

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Panhandle Historic Rivers Passage Scenic Byway Segment  
(Idaho U.S. Highway 2)

Key Assets
2. Pend Oreille River
33. Priest River
34. Priest River Historic Downtown
35. Priest Lake & Upper Priest Lake
36. Priest Lake State Forest & State Park
37. Golf: StoneRidge Golf Resort, Ranch Club Golf Course, Priest Lake Golf Club

Key Sites
38. Oldtown Rotary Park & Recreation Area
39. Albeni Cove Campground
40. Albeni Falls Dam Visitor Center
41. Priest River Keyser House Museum & Visitor Center
42. “Mudhole” Campground
43. Priest River Wildlife Area (PRWA)
44. Pend Oreille River Scenic Overlook
45. Riley Creek Campground (Laclede Interpretive Site)
46. Seneaqquoteen Interpretive Site
47. Sandpoint - Dover Millennium Trail

Description of Key Assets

33. Priest River
Priest River flows south from Priest Lake, emptying into the Pend Oreille River. This river historically carried vast amounts of timber earlier in the century, today it offers 42 miles of floatable water. Depending on the time of year conditions can range from slow to Class III rapids. It also is a favorite with fisherman, producing largemouth bass, brook, brown, rainbow and cut-throat trout, walleye, whitefish and panfish.

34. Priest River Historic Downtown
The town of Priest River was established because of the demand and accessibility to vast quantities of timber. The town's first sawmill was built in 1897. Logs were driven down the river from 1901-1949. Many of the buildings are on the National Historic Register. A glimpse into the past can be seen at the Priest River Museum and Timber Education Center.

35. Priest Lake & Upper Priest Lake
Nestled in the heart of the Selkirk Mountains, Priest Lake is a pristine 19-mile long lake known for its clear water and white sandy beaches. Priest Lake produces trophy-sized lake trout. There are 72 miles of shoreline and seven islands. There are developed resorts as well as U.S. Forest Service campgrounds at its shores. Upper Priest Lake lies north of Priest Lake accessed by a narrow waterway. This 1,300-acre lake and surrounding mountains are a federally designated scenic area, restricting development. It offers an ideal playground for kayaks and canoes. There are several public campgrounds accessible by watercraft only.

36. Priest Lake State Forest & State Park
The Idaho Department of Lands Priest Lake Area manages 184,858 acres east of Priest Lake to the Selkirk Crest and north of Priest Lake. There are
six access roads into this area from the eastern shore line of Lower Priest Lake, offering excellent trails to high mountain lakes and the Selkirk Crest. Adjacent to the State Forest is the 755-acre Priest Lake State Park, with lakeside campsites, facilities and recreation activities among cedar groves.

37. Golf Courses: StoneRidge Golf Resort, Ranch Club Golf Course & Priest Lake Golf Club

StoneRidge Golf Resort, located south of Oldtown on Highway 41 near Blanchard, has 18 holes of championship golf on a 6,684 yard, par 71 course with just enough water hazards and white sand bunkers that even the biggest hitters play with care, surrounded by natural beauty. The StoneRidge clubhouse has a restaurant, bar and meeting facilities. The Ranch Club Golf Course is a fun 9-hole course and driving range west of Priest River, with a restaurant and sports bar. The Priest Lake Golf Club is an 18-hole, 6,500-yard challenging course with a putting green, cart rentals, restaurant and bar. In the winter it becomes the Priest Lake Nordic Center.

Descriptions of Key Sites

38. Oldtown Rotary Park & Recreation Area
Recreation & Interpretive Site

Location: Milepost 0.5, adjacent to U.S. 2 on the shore of the Pend Oreille River in Oldtown, Idaho.

Characteristics: The site is a town park and boat launch on the east shore of the Pend Oreille River. In addition to a boat ramp and swimming beach, a building with visitor information/interpretation space and public restrooms is under construction, largely with volunteer effort. Parking is generous on the site, including pull-through parking for RVs and vehicles with trailers. The site also offers good visibility and safe access to U.S. 2.

Significance to the Byway: In addition to this park offering high visibility, good access, and generous parking, it also provides swimming and boater access to the Pend Oreille River. The site is located at the west terminus of the Panhandle Historic Rivers Passage Scenic Byway. Ease of access and pull-through parking is an important element of the attraction of this site.

Proposed Site Development: Interpretive signage promoting the International Selkirk Loop should be added to the existing kiosk. The site is ideally suited for development as a commercial RV park and public recreation site, with a concession for RV park management, retail goods and boat and recreation equipment rentals. A small stage for outdoor performances also might be considered.

Operational Considerations: The site is managed by the Newport/Oldtown Rotary Club and the City of Oldtown. An RV and recreational concession could provide ongoing funding for park maintenance and additions of more interpretive information.

39. Abeni Cove Campground
Recreation Site

Location: On the south side of the Pend Oreille River, across from Albeni Falls Dam Visitor Center. Access is from Highway 41, travel 1 mile south from Oldtown toward Blanchard, then turn east.
Characteristics: This recreation area offers camping, public boat launch, picnic area, swimming, and public restrooms.

Significance to Byway: Public accesses to water recreation sites are a treasured asset along the Loop, and are well used by visitors. The Corps of Engineers provides excellent maintenance of its facilities and promotes their recreation sites effectively.

Proposed Site Development: This site is fully developed.

Operational Considerations: The U.S. Army Corps of Engineers owns and operates this site, which is open mid-May through mid-September.

40. Albeni Falls Dam and Visitors Center
Scenic & Interpretive Site

Location: Milepost 2.5 on U.S. 2 between Oldtown and Priest River, ID.

Characteristics: The Albeni Falls Dam and Visitor Center is owned and operated by the U.S. Army Corps of Engineers. The dam was built in the early 1950s at the site of a natural falls in order to produce electricity and control flooding. In addition to providing visitor information concerning surrounding attractions, the center offers indoor and outdoor education about dams, hydropower, the Pend Oreille/Columbia River System, natural resources, and wildlife. The Visitor Center also offers public restrooms, generous parking, and a picnic area.

Significance to the Byway: The Pend Oreille River and Lake Pend Oreille are major natural attractions of the International Selkirk Loop. The Albeni Falls Dam is a key feature of the region’s water resource management. The Corps of Engineers’ Visitor Center is impeccably maintained and displays are highly educational for various age groups. During the summer, the Corps provides hourly tours of the Dam, and interpretive programs at the Center and four campgrounds. Winter tours are by appointment.

Proposed Site Development: Additional orientation signage should be provided at a visible location to promote the International Selkirk Loop.

Operational Considerations: All costs of operation are provided by the U.S. Army Corps of Engineers. Summer hours are 7:30 a.m.-6 p.m.; winter hours are 7:30 a.m.-4 p.m.

41. Priest River Keyser House Museum & Interpretive Center
Visitor Center & Timber Interpretive Site

Location: Milepost 507.6, ¼ mile from U.S. 2 in Downtown Priest River, Montgomery Street and Main Street.

Characteristics: This 1895 residence was the first local framed building constructed with square nails. It now serves as a museum, timber education center, and Chamber of Commerce Visitor Center. There are indoor and outdoor displays concerning the region’s historic relationship with timber, the railroad, and the river. The Keyser House is located in the Priest River Historic District, which has a self-guided walking tour highlighting 20 historic sites and buildings. The European heritage of Priest River extends back to the 1880s and 1890s when the Great Northern Railway lines were constructed, and opened up a vast timber industry in the region, which is still productive today.
Significance to the Byway: The Keyser House adds strength to the historic fabric of the International Selkirk Loop. The interpretation provided at this site emphasizes the historic and economic interrelationship between the local natural resource based economy, the railroad and the river. With history serving as a key intrinsic quality to the International Selkirk Loop, the well-preserved heritage of downtown Priest River is an authentic picture of a northwest timber town, its architecture and its culture.

Proposed Site Development: Additional signage promoting the International Selkirk Loop should be provided near existing outdoor displays. Improved advanced signage for the Priest River Historic District should be provided ½ mile east and west of Main Street on U.S. 2. The Priest River community groups are planning to continue the revitalization of downtown.

Operational Considerations: The site is managed by the Priest River Chamber of Commerce, and is open Monday through Thursday, Memorial Day to Labor Day, 8 a.m.-2 p.m.; Labor Day-Memorial Day, 8 a.m.-2 p.m. Monday, Wednesday, Friday.

42. “Mudhole” Campground
Recreation Site

Location: Milepost 7.0 east of the City of Priest River, at the confluence of Priest River with the Pend Oreille River.

Characteristics: This recreation site offers a boat launch, camping, picnic area, public restrooms, showers, swimming area and an RV dump station. This recreational site is open seasonally, from May through September.

Significance to the Byway: The Pend Oreille River is a regional attraction for outdoor recreation. The site is highly visible and is conveniently located on U.S. 2.

Proposed Site Development: Signage promoting the International Selkirk Loop should be added. Corps of Engineers literature refers to this campground as the “Priest River Campground”, although signage at the site states “The Mudhole”. It is suggested that clarifying or enhancing the name of this site be considered.

Operational Considerations: The U.S. Army Corps of Engineers owns and operates this site.

43. Priest River Wildlife Area (PRWA)
Scenic & Interpretive Site

Location: Milepost 8.0 on U.S. 2 east of the City of Priest River.

Characteristics: This site has great potential for bird and water fowl viewing; however, the site presently has difficult access, a very poor turn-off approach, and essentially no parking.

Significance to the Byway: Wildlife viewing and birding is a growing element of outdoor recreation and an attraction to visitors. The site is a fine example of native wetland plants and waterfowl habitat.

Proposed Site Development: Additional fill, improved approaches and access, and organized parking would enable this site to be viewed by visitors.
wishing to experience birds and wildlife in a natural setting. Advance signage also is needed to enhance the improved approach.

**Operational Considerations:** The site is owned by the Corps of Engineers and is operated by the Idaho Dept. of Fish and Game.

44. Pend Oreille River Scenic Overlook  
**Scenic Site**

**Location:** Milepost 11.5 on U.S. 2 between Laclede and Dover.

**Characteristics:** This existing gravel overlook offers a commanding vista of the Pend Oreille River and its valley. The site is wide, with good sight distance and wide shoulders. There is a generous graveled area which could be more formally developed for views and interpretation.

**Significance to the Byway:** The scenic quality of the Loop and its relationship to the Pend Oreille River can be emphasized at this proposed scenic overlook. In addition to opportunities for interpretation of the rivers and the natural environment, there is the rich history of transportation relying on the river, the railroad, and the “Glacier National Parkway.”

**Proposed Site Development:** A more formalized pull-off and parking system is recommended with advance signage of *Scenic Overlook*. Interpretive panels could speak to the river system, geology, and transportation, as well as promote the Loop.

**Operational Considerations:** This site is within the ITD right-of-way for U.S. 2, is one of the safest pull-off sites along the roadway, and provides excellent sight distance.

45. Riley Creek Campground (Laclede Interpretive Site)  
**Recreation Site**

**Location:** Milepost 14.5, one mile off U.S. 2 at Laclede.

**Characteristics:** This Corps of Engineers campground is located on a beautiful peninsula on the Pend Oreille River, and has recently been upgraded with improved camping amenities. In addition to camping, this popular recreation site offers a boat ramp, picnic area, restrooms, showers, hiking trails, swimming, and an RV dump site. It is a prime location nestled in a mature evergreen forest.

**Significance to the Byway:** The location of this campground on a peninsula offers campers and visitors outstanding opportunities to view and access the Pend Oreille River. The site is a full service campground with multiple activities to offer.

**Proposed Site Development:** No additional site development is required. Additional signage to promote the International Selkirk Loop is recommended, and the Panhandle Historic Rivers Passage Scenic Byway proposes to develop an interpretive site at Laclede to tell the stories of the historic Riley Creek School, A.C. White Company, ferry crossing, Riley Creek Timber Company, and the local blueberry industry.

**Operational Considerations:** This site is owned and operated by the U.S. Army Corps of Engineers.
46. Seneacquoteen Native American Interpretive Site
Scenic & Historical Interpretation Site

**Location:** Milepost 15.2 on U.S. 2 between Priest River and Dover.

**Characteristics:** This site includes Idaho Historical Marker #177, which states that Seneacquoteen is the site of an early Native American village and river crossing. The site is a narrow pull-off on the south side of U.S. 2. The site offers no direct view of the river due to vegetation, and the pull-off area is small and cannot accommodate multiple RVs. The story is compelling with respect to Native American history; however, the site is poor and the signage should be moved to a safer and more viable location.

**Significance to the Byway:** Native American culture was well developed along the Pend Oreille River system well before the arrival of European explorers. This is one of the few sites along the Loop which is currently in place to interpret the rich Native American heritage of the region.

**Proposed Site Development:** The existing site of Idaho Historical Marker #177 provides no view of the Pend Oreille River, and the existing gravel pull-off is small, with little advance notice and no left turn lane. This site should be relocated to an existing gravel turnout at milepost 16.2, which has adequate parking, good site distance, and a view of the Pend Oreille River. Information about Round Lake State Park also will be included at the new site.

**Operational Considerations:** This site is not adequate for the historical significance of the interpretation, and is not adequate for multiple vehicles.

47. Sandpoint – Dover National Millennium Trail
Scenic & Recreation Site

**Location:** Milepost 25.5 to 28.0 on north side of U.S. 2 between Dover and Sandpoint.

**Characteristics:** The paved recreational trail between Dover and Sandpoint provides cyclists and other personal wheel sport enthusiasts a scenic and safe route for exercise.

**Significance to the Byway:** Paved trails provide opportunities for users that are different than the primitive hiking trails which are most common for the region. The strength of the outdoor recreation offered around the International Selkirk Loop is not only the variety of four seasons, but also the great variety of activities available.

**Proposed Site Development:** Additional segments of the trail are being planned in order to complete a continuous paved trail corridor between Sandpoint, Idaho and Newport, Washington – a total of 28 miles. The Corps of Engineers propose a waterfront park near the trail in Dover, which will include a boardwalk trail with interpretation about wetlands, waterfowl and raptors.

**Operational Considerations:** The trail is managed and maintained by the City and County.
Wild Horse Trail Scenic Byway Segment (Idaho U.S. Highways 95 and 1)

Key Assets
48. Lake Pend Oreille
49. Idaho Panhandle National Forests
50. Pend Oreille National Scenic Byway
51. Sandpoint Historic Downtown
52. Kootenai River
53. Bonners Ferry Historic Downtown
54. Kootenai Indian Reservation
55. Golf: Hidden Lakes Golf Resort, Sandpoint Elks Club Golf Course, Mirror Lake Golf Club

Key Sites
56. Sandpoint Chamber Visitor Center (Gateway site)
57. Bonner County Historical Museum & Arboretum
58. Sandpoint South Gateway Orientation Kiosk & Trailhead
59. Sandpoint City Beach Park
60. Schweitzer Mountain Ski & Summer Resort
61. Pack River Recreation Area & Interpretive Site
62. McArthur Lake Wildlife Management Area
63. Snow Creek & Roman Nose Lakes Recreation Area
64. Purcell Trench & David Thompson Interpretive Site
65. Bonners Ferry Visitor Center (Gateway site)
66. Kootenai Tribe & Bonners Ferry Crossing Interpretive Site
67. Kootenai National Wildlife Refuge
68. Boundary County Historical Museum
69. Moyie River Recreation Area
70. U.S. 95/Highway 1 Overlook
71. Smith Creek – Red Top Ridge Recreation Area
72. Porthill Border Crossing Pulloff (Gateway site)

Descriptions of Key Assets

48. Lake Pend Oreille
The lake is the largest in Idaho and the third largest fresh water lake west of the Mississippi. The lake is 43 miles long, 6 miles wide and has depth of more than 1,000 feet. Sandpoint is located on its northwestern shore. World record trout fishing, boating, kayaking and swimming are enjoyed in its crystal clear water. There are seven public campgrounds around the lake. The Sandpoint Waterlife Center interprets aquatic life of the lake.

49. Idaho Panhandle National Forests
Located in "the panhandle" of northern Idaho and extending into eastern Washington State and western Montana lies the Idaho Panhandle National Forests, formerly the Coeur d’Alene, Kaniksu and St. Joe National Forests. The Idaho Panhandle National Forests manage more than 2.5 million acres featuring natural beauty of mountain tops, clear lakes and rivers, ancient cedar groves, great varieties of fish, unique wildlife, remnants of earlier people, and diverse outdoor recreation activities. During the spring, summer, and fall, a variety of activities can be found, including more than 500 miles of hiking trails in the Selkirk Loop area. In winter, hundreds of miles of groomed trails beckon nordic skiers and snowmobilers.
50. Pend Oreille National Scenic Byway
The Pend Oreille National Scenic Byway follows SH 200 along the northern shore of Lake Pend Oreille east from Sandpoint for 33 miles to the Montana border. There are plenty of pull-outs with wayside exhibits offering spectacular views of the lake and surrounding mountains. Recreational access into the Idaho Panhandle National Forests and Lake Pend Oreille can be found along the route.

51. Historic Downtown Sandpoint
In 1883 an early visitor found about 300 souls living in rude shacks in the Sandpoint area. The Great Northern Railroad arrived in 1892, stimulating development. Steamboats also served as an important link between towns and outlying areas. The heyday on Lake Pend Oreille ran from the 1880s into the 1930s. Mines prospered in the area, but timber shaped the lasting development. The Humbird Lumber Company in 1910 occupied much of the current downtown area. Visitors today find a vibrant downtown with many unique shops, outstanding restaurants, a winery, the flagship store for Coldwater Creek on the Cedar Street Bridge, and the Panida Theater, built in 1927. The theater originally opened as a vaudeville and movie house. It was lovingly restored and listed on the National Register of Historic Places.

52. Kootenai River
The Kootenai(ai) River Basin is an international watershed encompassing about 18,000 square miles of British Columbia, northwest Montana and northern Idaho. The Kootenai River originates in British Columbia's Kootenay National Park, north of Mount Assiniboine, the highest point in the basin at 11,867 feet. The Kootenai River flows west through Bonners Ferry, then turns north, emptying into Kootenay Lake in British Columbia, ultimately connecting with the Columbia River at Castlegar, B.C. Burbot and White Sturgeon are now protected species in the river.

53. Bonners Ferry Historic Downtown
Downtown Bonners Ferry features historic buildings in traditional brick and art deco styles. Bonners Ferry was established in 1864, when a ferry crossing was built on the Kootenai River to accommodate the rush of prospectors to newly discovered gold fields in British Columbia. In the 1880s, the community became a major supplier to the northern mining districts via steamboats on the Kootenai River. Wooden structures were replaced by brick buildings seen today, many dating back to 1910.

54. Kootenai Indian Reservation
Bonners Ferry is home to one of the six bands of the Kootenai Nation. Historically a semi-nomadic nation roaming the entire Selkirk Loop region, the Kootenai Tribe has retained its native language and other cultural elements more strongly than other Native American groups in the U.S. In recent years, the tribe has successfully established the only resort hotel, casino and spa in the region, and also operates a white sturgeon and burbot hatchery.

55. Golf Courses: Hidden Lakes Golf Resort, Sandpoint Elks Club Golf Course & Mirror Lake Golf Club
Hidden Lakes Golf Resort is located about 10 minutes east of Sandpoint on Highway 200, the Pend Oreille National Scenic Byway. It is recognized as one of the most scenic golf courses in the Northwest, and has recently undergone many enhancements (including lengthening the course and
designing new holes to a par 71 for men and par 72 for women). A new clubhouse, restaurant, lounge and golf shop with complete locker facilities occupies 17,000 square feet beside the Pack River. The variety of tees accommodates all skill levels. The Sandpoint Elks Club operates a public 18-hole golf course, and there is a 9-hole, par 3 municipal course with clubhouse and golf pro at Mirror Lake just south of Bonners Ferry.

Descriptions of Key Sites

56. Sandpoint Chamber Gateway Visitor Center
Selkirk Loop Scenic Byway Southeast Gateway Site

Location: North of Sandpoint on U.S. 95 (Milepost 475.5).

Characteristics: The Greater Sandpoint Chamber of Commerce and Visitor Center is a key gateway to the International Selkirk Loop for U.S. 95 entering from the south, and State Highway 200 from the east.

Significance to the Byway: This site is well located near the intersection of U.S. 95 and State Highway 200, on the south end of the Wild Horse Trail Scenic Byway. The center offers full-service visitor information, public restrooms during hours of operation, informational kiosks, and ample parking for RVs and other vehicles.

Proposed Site Development: After the year 2008, U.S. 95 will be moved from its current alignment with S.H. 200 east to the Sand Creek bypass. Relocating U.S. 95 to the bypass will relieve congestion and improve mobility on U.S. 95. The present approach to the Sandpoint Visitor Center does not have a protected left turn lane. Even after the bypass is operational, a left turn lane from SH 200 into the site is recommended. In addition, advance signage indicating Visitor Information Ahead should be provided on the bypass prior to the Highway 200 Interchange. Additional kiosks could be located in the parking lot overlooking Sand Creek to interpret the International Selkirk Loop, and to offer brochures when the center is not open.

Operational Considerations: The visitor center operates seasonal hours: in summer (May through September), the hours are Monday through Saturday, 10am to 5pm. In winter (October through April), the hours are Monday through Friday, 10 a.m. to 4 p.m. The addition of public restrooms, which could be open continuously through the year, would improve visitor convenience.

57. Bonner County Historical Museum & Arboretum
Historical Interpretation Site

Location: Milepost 28.5, ½ mile from U.S. 2 at 611 South Ella, Sandpoint.

Characteristics: Incorporated in 1972, the Bonner County Historical Society operates a 7,500 square foot museum located in Sandpoint’s Lakeview Park. The Kinnickinnick Chapter of the Idaho Native Plant Society maintains a beautiful native plant arboretum around the museum grounds. The museum has many exhibits depicting early life in the region, from Native American canoes and logging equipment to a caboose car on the surrounding grounds. There is a museum store and research library, along with a full time curator.
Significance to the Byway: The Bonner County Historical Museum contributes to the historic interest of the Loop by recording pioneer history of the area, including early dependence upon Lake Pend Oreille and the Pend Oreille River system for transportation. The relationship of the region's growth with the railroad and timber industry is also well documented.

Proposed Site Development: Expansion is needed, and options are being considered. Existing identity signage for the museum on U.S. 2 is faded and should be replaced. In addition, way-finding signage through neighborhoods to reach the museum at Lakeview Park is inadequate and should be enhanced.

Operational Considerations: The Bonner County Historical Society operates the museum, and the City of Sandpoint owns and operates the adjoining Lakeview Park and the Native Plant Arboretum. The Kinnikinnick Chapter of the Idaho Native Plant Society maintains the plant beds, interpretive trail, and signs. The site is open spring through fall, 10 a.m.-4 p.m., Tuesday through Saturday. Winter hours vary.

58. Sandpoint South Gateway Kiosk & Trailhead Orientation & Recreation Site

Location: Milepost 474 on U.S. 95, at the north end of the “Long Bridge,” where the proposed exit ramps for the new bypass will enter downtown Sandpoint.

Characteristics: Numerous enhancements of trails and public spaces are incorporated into the design of the U.S. 95 Sand Creek bypass by ITD. Scheduled for completion in 2008, the bypass project will improve the trailhead located on the south off ramp of the bypass into Sandpoint. This trailhead will include a parking area and visitor welcome kiosk, and will be plumbed for future public restrooms.

Significance to the Byway: This site provides a visitor orientation opportunity for northbound visitors who take the exit ramp from the new bypass into downtown Sandpoint. The kiosk will provide an orientation to the Selkirk Loop, and direct visitors to the Sandpoint Chamber visitor center for more information.

Proposed Site Development: Since ITD has designed this trailhead and parking area to include an interpretive kiosk as a welcome to the area, it also provides an opportunity to add orientation information to promote the International Selkirk Loop at this location.

Operational Considerations: ITD will own and operate this site, which will be located within the U.S. 95 right-of-way.

59. Sandpoint City Beach Park Recreation Site

Location: Milepost 474.5, ¼ mile from U.S. 95 across Bridge Street in downtown Sandpoint.

Characteristics: Sandpoint City Beach is a highly popular summer swimming area for the region, which also includes a beautiful beach with lifeguard, picnic area, public boat launch, playground, tennis and volleyball
courts, and public restrooms. The name “Sandpoint” was given to this site by explorer David Thompson because of a point of white sand found along this peninsula in Lake Pend Oreille.

**Significance to the Byway:** This park and beach area provides public access to one of the most beautiful lakes in America, Lake Pend Oreille. It is a recreational asset and welcome stop for visitors traveling the Loop.

**Proposed Site Development:** The City of Sandpoint has secured Enhancement Funds to improve the bridge structure and pedestrian walkway on Bridge Street and is presently in the design phase. These improvements will enhance pedestrian and vehicular safety and capacity between city beach and downtown Sandpoint.

**Operational Considerations:** The City of Sandpoint Parks & Recreation Department manages this site. The Park is open year-round, although restrooms and concession stand are open only Memorial Day to Labor Day.

### 60. Schweitzer Mountain Ski & Summer Resort 
Recreation & Scenic Site

**Location:** Schweitzer Mountain is located 11 miles northwest of Sandpoint, overlooking the lake. Turn west at Milepost 476.9 from U.S. 95 in Ponderay onto Schweitzer Mountain Road and follow signs to the resort.

**Characteristics:** Schweitzer Mountain has long been famous for its massive snow-filled bowls and breathtaking views into three states and Canada. Schweitzer has 2,500 acres of skiable terrain served by 8 lifts, 62 trails plus open bowls, with a vertical drop of 2,400 feet and average snowfall of 300 inches. There are also 25 kilometers of groomed cross-country trails. Base facilities include equipment rentals, kids programs, and several options for lodging, dining and retail shopping. In summer, the resort offers scenic chairlift rides and designated hiking and mountain biking trails, with panoramic views of the Selkirk Mountains and Lake Pend Oreille. Summer events include a music festival and national mountain bike competitions.

**Significance to the Byway:** Schweitzer Mountain is the Inland Northwest’s largest ski resort, and is one of the destination mountain resort recreation areas on the Selkirk Loop.

**Proposed Site Development:** There are a set of covenants, restrictions and guidelines to monitor future growth in terms of real estate development and how it affects the surrounding mountain terrain and watershed for Sandpoint.

**Operational Considerations:** Schweitzer Mountain, LLC, is privately owned by Harbor Resorts. The resort is open year-round.
61. Pack River Recreation Area & Interpretive Site
Recreation, Scenic & Interpretive Site

Location: Milepost 486.2 on U.S. 95. The interpretive site is a former weigh station on the southwest side of the intersection of U.S. 95 and Pack River Road. Pack River Road (USFS Road 231) travels 20.6 miles into the Selkirk Mountains and accesses the highly popular Upper Pack River Recreation Area, with trailheads for hiking, horseback riding, snowmobiling and mountain biking.

Characteristics: The former weigh station consists of a parking area owned by the Idaho Transportation Department and a small building (former weigh station shack). The site is adjacent to a service station and convenience store (across Pack River Road to the north). With the approaches and parking already developed, the site provides an opportunity to add interpretation about recreational access to the Upper Pack River Recreation Area, the local forest resource industry, and the two mountain ranges visible from the site - the Selkirk to the west and the Cabinets to the east. Upper Pack River is one of the access points to Chimney Rock (7,124 ft), and provides multiple trails which access several high mountain lakes and peaks in the southern Selkirks. These peaks and the Selkirk Crest provide magnificent views of Priest Lake, and the valleys to the south and east. The Upper Pack River Recreation Area offers hiking trails for all levels of ability from 1.5 to 6 miles, along with cycling trails. The last 6.5 miles of the road require a high clearance vehicle.

Significance to the Byway: The interpretive site location is mid-way between Sandpoint and Bonners Ferry, offering an opportunity for visitors to stop for a break and learn more about the Pack River Recreation Area and the heritage of the area. The Upper Pack River area is a very popular winter and summer recreation area. Access to the Selkirk Crest is relatively close to Highway 95. This area provides relatively quick access to the Selkirs and a variety of recreational experiences from easy to difficult.

Proposed Site Development: At the interpretive site, addition of signage to interpret the Pack River Recreation Area, as well as local economic and geologic items of interest. Proposed improvements along U.S. 95 at the Pack River interpretive site include an information kiosk and sufficient parking, as this is a primary crossroads in the valley. Interpretive signs could be added at Upper Pack River to enhance the recreational experience.

 Operational Considerations: The Idaho Panhandle National Forests are willing to partner with ISL, Inc. and ITD to develop and maintain the interpretive site, which is located in state right-of-way. The Panhandle National Forests manage the Pack River Recreation Area facilities and trails.

62. McArthur Lake Wildlife Management Area
Scenic Site

Location: Milepost 493.3 between Sandpoint and Bonners Ferry.

Characteristics: The McArthur Lake Wildlife Management Area is a 1,200 acre natural area for waterfowl habitat. The site also includes a boat ramp and two fishing docks, picnic area, and vault restroom. The corridor surrounding this wildlife management area is recognized as a significant migratory route for large mammals because it is located in a natural funnel between the Selkirk and Purcell Mountain ranges.
Significance to the Byway: This wildlife management area adjoins U.S. 95 and is a highly visible and accessible area for wildlife viewing. It is located on a natural waterfowl migratory corridor.

Proposed Site Development: The Idaho Department of Transportation (ITD) has programmed a major improvement to U.S. 95 in this area within the next five years. The present approach to the McArthur Lake site requires safety and signage improvements, which will be incorporated into the new ITD roadway design. The Idaho Department of Fish & Game should expand the interpretation of the wildlife and natural environment found in the management area, and to provide paved parking; an interpretive trail, and picnic areas.

Operational Considerations: The site is managed by the Idaho Department of Fish & Game, and is open year-round.

63. Snow Creek & Roman Nose Lakes Recreation Area
Recreation & Scenic Site

Location: At Milepost 504.4, turn west on Snow Creek Road (USFS Road 402) and follow it to the Snow Creek Falls trailhead; OR 2 miles south of Bonners Ferry, turn west from U.S. 95 on County Road #2 at Mirror Lake golf course, then follow the county road approximately 2.5 miles, turn west on West Side Road, and travel two miles to Snow Creek Road 402. Travel about one mile to the trailhead and parking area. For Roman Nose Lakes, continue on Snow Creek Road for 8 miles to a junction with Road 1007. Follow Road 1007 for approximately 7.5 miles (over Caribou Pass, across Caribou Creek and over Ruby Pass); turn right onto Road 2667, then travel 1.5 miles to the trailhead parking area.

Characteristics: The Snow Creek Road accesses the Snow Creek Falls trail and the Roman Nose Lakes trails. Near the National Forest boundary, approximately 8 miles from U.S. 95, is Snow Creek Falls. The Snow Creek Falls trail is a wide, gentle trail which slants downhill, through large ponderosa, cedar and grand fir. This well developed trail offers choices of upper and lower Snow Falls with an observation platform, stairs and benches. The trail is ½ mile one way to both falls. The parking area is located just 1.2 miles from the falls on Forest Service Road 402. This is a quick, easy hike for family outings. The Roman Nose Lakes trailhead is fully accessible for approximately ½ mile, and accesses three lakes directly below Roman Nose Peak. Trail 187 accesses Bottleneck Lake and Trail 185 accesses Snow Lake from the Snow Creek Road. The sub-alpine setting of Roman Nose Lakes in a beautiful granite bowl affords easy access. Wildflowers are prolific, and huckleberries are often plentiful. There are a series of interesting loop trails to two other upper Roman Nose Lakes, one with interpretive signs. The parking area has interpretive signs for all three trails: 4.1 total trail miles, accessible boardwalk to the lower lake, distance of 1 mile to each of the middle and upper lakes; and an interpretive 2-mile scenic loop trail.

Significance to the Byway: The Snow Creek area offers great access to the south end of the Selkirks during the summer months, within close proximity to Bonners Ferry. Because the road climbs into the valleys just below the Selkirk Crest, access to the southern end of the mountain range is good. This area provides excellent day hikes and the opportunity to view outstanding scenery. Roman Nose is the only high country lake in the Selkirk Mountains with wheelchair accessibility.
Proposed Site Development: Most of the amenities are in place but in need of updates and repair. Portions of all trails need some rehabilitation work. Some of the puncheon walkway on the Roman Nose trail needs to be replaced or repaired. Updates and additions to the interpretive signs are needed in several locations. Parking area signs are needed at the Snow Creek Falls trail. The existing trailhead sign cannot be seen from the parking lot.

Operational Considerations: Most of these facilities are located on National Forest system lands and would be maintained by the Idaho Panhandle National Forests. Some of the necessary rehabilitation work could be accomplished with volunteer and cooperative agreements between various groups and the Forest Service. The lower elevation of Snow Creek Trail offers an extended season compared to higher elevation trails. At 6,000 ft. elevation, Roman Nose access is related to snowfall, and visitation is limited to June through October. The Forest Service has placed boardwalks over marshy areas of the sub-alpine environment to reduce impact to the sensitive ecosystems.

64. Purcell Trench - Wild Horse Trail - David Thompson Interpretive Site
Scenic & Historical Interpretation Site
Location: Milepost 503.7 along U.S. 95 south of Bonners Ferry.
Characteristics: Three Idaho Historical Markers are located at this site – Purcell Trench #321, Wild Horse Trail #150, and David Thompson #160. These important historical and geological interpretive signs tell dramatic stories of the formation, discovery and settlement of the region. Even though the view from the site is spectacular, the size and safety of the site pull-out is not adequate.

Significance to the Byway: The three compelling geological and historical stories told by these state interpretive signs are dramatic and have regional and international significance. These stories should be more accessible to visitors.

Proposed Site Development: There is little room for vehicles to safely pull off U.S. 95 at this site, and no left turn lane is provided at a location with poor visibility on a long hill. It is suggested that these three interpretive panels be relocated to the new parking lot being re-developed at the Bonners Ferry Gateway Visitor Center (see next site).

Operational Considerations: The Idaho Transportation Department will be consulted to participate in a more detailed evaluation of site improvements and relocation options.

65. Bonners Ferry Gateway Visitor Center
Scenic Byway Northeast Gateway Site
Location: Milepost 507.6 along U.S. 95 in Downtown Bonners Ferry.
Characteristics: The existing Visitor Center at this site is operated by the Bonners Ferry Chamber of Commerce, and is located on property owned by the Idaho Transportation Department, adjoining the City public parking lot. The site has excellent visibility from U.S. 95, is located 25 miles from
the U.S./Canada international border, and is 19 miles from the Idaho/Montana state line via U.S. 2.

**Significance to the Byway:** The Bonners Ferry Gateway Visitor Center is near both an interstate and international border, and the site also offers city infrastructure and security, easy access, high visibility, adequate parking, and a base of volunteer staff. Since the site adjoins downtown Bonners Ferry, visitors have access to all tourist services and shopping opportunities. In addition, the site is adjacent to the Kootenai Tribe’s Kootenai River Inn Resort Hotel, Casino and Spa across U.S. 95.

**Proposed Site Development:** The City of Bonners Ferry and the Idaho Transportation Department have secured $891,000 in enhancement and other matching funds to upgrade this visitor center site to a “Gateway” site (see site plan below). These improvements are scheduled to be completed in 2006 and will include a new visitor center building with architectural design representative of the region, large parking area with bus/RV parking, public restrooms, picnic facilities, and interpretive displays. Cooperative partners in development of the center include ITD, the City of Bonners Ferry, the Kootenai Tribe of Idaho, Bonners Ferry Chamber of Commerce, ISL, Inc., Boundary County Historical Society, and U.S. Fish & Wildlife Service.

**Operational Considerations:** The new Bonners Ferry Visitors Center will be operated as a cooperative venture between the Bonners Ferry Chamber of Commerce, City, County, Kootenai Tribe of Idaho and ISL, Inc.
66. Kootenai Tribe & Bonners Ferry Crossing Interpretive Site

**Historical Interpretive Site**

**Location:** Milepost 507.8 along U.S. 95 at the north end of the Kootenai River bridge in downtown Bonners Ferry.

**Characteristics:** This site contains two Idaho Historical Markers interpreting two important elements of the region’s heritage: Historical Marker #491 documents the heritage and culture of the Kootenai Tribe of Idaho, and Historical Marker #165 details the site of a river crossing ferry established by Edwin L. Bonner, a merchant who founded Bonners Ferry to supply the Wild Horse Creek gold rush in 1864.

**Significance to the Byway:** This historic interpretation site is located along the north shore of the Kootenai River and offers an additional dimension to the historic fabric to be discovered in the region.

**Proposed Site Development:** This interpretive site is isolated on the opposite side of the Kootenai River from downtown Bonners Ferry, so it is recommended that the historical markers be relocated to the small viewpoint and park located on a segment of the old river bridge on the south side of the Kootenai River. This small park site is maintained by Idaho Transportation Department.

**Operational Considerations:** The Idaho Transportation Department owns and maintains this site, so there may be economy of operation by relocating the interpretive signage to the small park on the south shore bridge.

67. Kootenai National Wildlife Refuge

**Scenic & Recreation Site**

**Location:** Turn west from U.S. 95 at Milepost 507.66, and travel 6 miles west from Bonners Ferry.

**Characteristics:** The Kootenai National Wildlife Refuge was established in 1965 to preserve 2,774 acres of wetlands for waterfowl and wildlife habitat. This refuge is a key resting and feeding area along the Pacific Flyway, and offers excellent opportunities for wildlife viewing. This natural area is open year round and includes a driving loop tour, bike paths, extensive interpretation, as well as hiking trails. Myrtle Falls Trail is partially wheelchair accessible to Myrtle Creek. Chickadee Trail includes interpretive signs with animal and bird prints stamped in the concrete path.

**Significance to the Byway:** The Kootenai National Wildlife Refuge serves as both a scenic and recreational site. This expansive national treasure has a visitor center with extensive interpretation of wildlife and the natural environment. The U.S. Fish & Wildlife Service Headquarters on the preserve also offers interpretation and education programs on-site. The Boundary Creek and Smith Creek Wildlife Management Areas, managed by the Idaho Department of Fish & Game, also are located near Bonners Ferry.

**Proposed Site Development:** The site is ideally developed to balance the natural environment, visitor information and education.

**Operational Considerations:** The site is managed by the U.S. Fish & Wildlife Service, and is open year round.
68. Boundary County Historical Museum

**Historical Interpretation Site**

**Location:** Milepost 507.3 at the intersection of U.S. 95 and Main Street in historic downtown Bonners Ferry, across the street from City Hall.

**Characteristics:** The present day Museum is staffed by volunteers with one part time paid position. There are displays from early settler life, farming, mining, and logging. There is a fine photo collection of historic downtown Bonners Ferry.

**Significance to the Byway:** This historical museum documents the development of the local economy based on timber resources, agriculture, and the Kootenai River, along with the heritage of the Kootenai Indian Tribe. The museum is presently located in downtown Bonners Ferry, only two blocks from the proposed Gateway Visitor Center, and offers a more rich and diverse experience for visitors who may stop at this important Gateway.

**Proposed Site Development:** The Boundary County Historical Society is evaluating options to expand the museum. One option under consideration includes co-locating some museum exhibits with the Bonners Ferry Gateway Visitors Center, which is presently funded and under design.

**Operational Considerations:** The museum is operated by the Boundary County Historical Society. The concept of co-locating some museum displays with the Bonners Ferry Gateway Visitor Center could enhance the interest and opportunities for visitors. The museum is open mid-May to mid-September, Monday-Friday, and half of a day on Saturday.

69. Moyie River Recreation Area

**Location:** Turn at Milepost 512 from U.S. 95, onto County Road 34.

**Characteristics:** The Moyie River area provides a wide array of recreational opportunities, including campgrounds, rental cabins, lookouts, interpretive sites, and a variety of trails. The Meadow Creek Campground has just been reconstructed and contains 22 sites. The Copper Creek Campground is near Eastport, and most of the sites are fully accessible. Moyie Crossing is a great picnic and interpretive site along the Moyie River. The Copper Falls loop trail is a .8-1.0 mile hike that has an informative interpretive brochure about the sites and features along the trail. Copper Falls is a prominent feature along the trail, with a vertical drop of 80 feet. One half mile of this trail is fully accessible. Snyder Guard Station is open to overnight use with reservations in advance. This historic Ranger Station was first used in 1908, the year the Pend Oreille National Forest was designated. Deer Ridge Lookout is a 40’ lookout tower that can be reserved from July 1 through September 30. Many small lakes are very accessible throughout this area, including Sinclair Lake, Queen Lake, Robinson Lake, and Brush Lake. Most of the lakes have some amenities nearby (trails, vault restrooms, picnic tables, and camping facilities).

**Significance to the Byway:** Wildlife is rich and varied and worthy of expanded interpretation. This area truly provides a complete spectrum of backcountry recreational experiences for the visitor that are easily accessible, day-use recreational opportunities.

**Proposed Site Development:** Many facilities exist but need updates and repair. Portions of all trails need some rehabilitation work. Much more
could be done with additional interpretive signs, brochures, or other interpretive products. Consideration for additional winter recreational opportunities could be explored and considered.

**Operational Considerations:** Most of these facilities are located on National Forest System lands and are maintained by the Idaho Panhandle National Forests. Some of the necessary rehabilitation work could be accomplished with volunteer and cooperative agreements between various groups and the Forest Service. The Bonners Ferry Ranger District has a long tradition of working with volunteers on both the recreation facilities throughout the District and the trail system.

**70. U.S. 95/Highway 1 Junction Overlook**  
**Scenic Overlook & Interpretive Site**

**Location:** Milepost 4.2 on State Highway 1 at the junction of U.S. 95 and Highway 1.

**Characteristics:** The Idaho Transportation Department recently developed this scenic overlook of the Kootenai River Valley and Selkirk Mountains as part of construction improvements on U.S. 95. Although one interpretive panel is planned to promote the International Selkirk Loop, there remain other opportunities to provide interpretation of local assets, such as the fertile lands, orchards, contiguous hop fields, etc.

**Significance to the Byway:** As this scenic overlook is only 4 miles from the U.S./Canada border; it offers visitors an opportunity to rest and view the remarkable vista of the Kootenai River Valley and Selkirk Mountain Range.

**Proposed Site Development:** Additional signage could be added which interprets the local agricultural economy of hops and tree nurseries, as well as the geology of the area and the Columbia River drainage basin. A shadow relief illustrating Selkirk peak names and elevations would add to this site.

**Operational Considerations:** The Idaho Transportation Department owns and operates this site.

**71. Smith Creek – Red Top Ridge Recreation Area**  
**Recreation & Scenic Site**

**Location:** Milepost 1.2 on S.H. 1, located about 15 miles north of Bonners Ferry at Copeland. Turn west from S.H. 1 on the Copeland Road. Cross the Kootenai Valley to Road 417. Turn right on Road 417 and continue north to its terminus, the junction with Roads 281 and 2450. Follow Road 281 to Road 2446. The trailhead is 1 mile up Road 2446. Turnaround constraints limit parking to 5 passenger vehicles. There is parking for vehicles with trailers on Road 281.

**Characteristics:** This trail is part of the Bonners Ferry Ranger District trail system. This 1.3-mile trail is a fairly easy hike accessing the historic West Fork Cabin (1931) and its small meadow. The elevation gain is 1,400 feet. The trail also offers connections to the West Fork Lake area via Trail 347 and to Hidden Lake from its junction with Trail 102.

**Significance to the Byway:** The Smith Creek Road provides access to trail systems near Smith Peak, with scenic views of Idaho, Montana and British Columbia. There is abundant wildlife viewing, along with hiking, camping,
and backpacking. Moreover, the West Fork Cabin is a popular destination in the Selkirks. The original cabin burned in 1998, and through the efforts of local volunteers, the cabin was rebuilt for free use by visitors (visitors are expected to share the facility if more than one group is there at one time).

**Proposed Site Development:** None planned.

**Operational Considerations:** This site is managed by the U.S. Forest Service. Seasonal snow hinders hiking to the West Fork Cabin in November to May.

### 72. Porthill Border Crossing Pulloff (Gateway site)
*Scenic & Orientation Site*

**Location:** Milepost 11.5 at the U.S./Canadian border on Idaho State Highway 1.

**Characteristics:** This site includes a scenic pulloff with an existing sign that says “Welcome to the United States of America,” along with a Wild Horse Trail/Selkirk Loop Scenic Byway sign. There is sufficient space for additional interpretation.

**Significance to the Byway:** This is the northeast Gateway Site for the Wild Horse Trail and the International Selkirk Loop. The site offers scenic views of the Selkirk Mountains, and the hops fields in the river valley below.

**Proposed Site Development:** Additional interpretive signs should be installed.

**Operational Considerations:** The site is managed by the Idaho Transportation Department.

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The Kootenai River Valley north of Bonners Ferry contains the largest contiguous hops fields in the world, owned by Anheuser-Busch.
Key Assets

1. Selkirk Mountains
2. Kootenay River
3. Kootenay Lake
4. Kootenay (Kluxta) Indian Reservation
5. Duck Lake & Leach Lake
6. Kootenay Lake Ferry
7. Kokanee Glacier Provincial Park
8. Nelson Historic Downtown
9. Golf Courses: four 18-hole championship courses, two 9-hole executive courses

Key Sites

80. Rykerts Border Crossing Information Site
81. Creston Valley Wildlife Management Area
82. Creston Chamber Visitor Center
83. Columbia Brewery – Kokanee Beer
84. Creston Valley Museum
85. Kianuko Provincial Park
86. The Glass House
87. Lockhart Provincial Park
88. Gray Creek Pass
89. Crawford Bay Main Street - Working Artisans
90. Kootenay Bay & Balfour Ferry Landings
91. Ainsworth Hot Springs
92. West Arm Provincial Park
93. Kokanee Creek Provincial Park
94. Nelson Chamber/Visitor Center
95. Nelson Lakeside Rotary Park
96. Nelson Electric Tramway
97. Whitewater Ski Resort
98. Salmo Stone Murals
99. Stag Leap Provincial Park

Descriptions of Key Assets

1. Selkirk Mountains (see also North Pend Oreille Scenic Byway)
The Selkirk Mountains are ranges in southeastern B.C. between the Columbia River on the west, and the valley of Kootenay Lake. Around Rogers Pass in Glacier National Park and north to the Rocky Mountain Trench are many impressive peaks with spectacular relief, including Mt. Sir Sandford, the highest at 3,533 meters (11,480 feet).

The more accessible southern ranges were settled in the 1880s, when mining activity drew prospectors from the northwestern U.S. Successive waves of settlers in the Kootenay valley have included religious groups like the Doukhobors.

Today the southern Selkirk Mountains in British Columbia are a recreational playground for all to enjoy. Opportunities for outdoor activities cover a wide range including snowmobiling on thousands of uncrowded acres of powder snow, downhill skiing/snowboarding at three resorts, heli-
skiing, backcountry/crosscountry skiing, snowshoeing, hiking/backpacking on thousands of trails, mountain biking, fishing, swimming, sailing, windsurfing, and power boating on Kootenay Lake.

52. Kootenay River (see also Wild Horse Trail Scenic Byway segment)
The Kootenai or Kootenay River sub-basin is an international watershed that encompasses parts of British Columbia, Montana, and Idaho. The headwaters of the Kootenai(ay) River originate in Kootenay National Park, B.C. The river flows south within the Rocky Mountain Trench into the reservoir created by Libby Dam, which is located near Libby, Montana. From the reservoir, the river turns west, passes through a gap between the Purcell and Cabinet Mountains, enters Idaho, and then loops north where it flows into Kootenay Lake, B.C. The waters leave the lake's west arm and flow south to join the Columbia River at Castlegar, B.C.

73. Kootenay Lake
Kootenay Lake lies in the Central Kootenay Region of British Columbia at 530 meters (1,736') above sea level. With an area of 389 square kilometers (96,123 acres), this ice-free Lake is the largest natural body of fresh water in southern British Columbia. The lake water is pure enough to drink, and provides a home for Kokanee salmon (a land-locked sockeye), sturgeon, Dolly Varden (Bull trout) and rainbow trout, including the world's largest species, the Gerrard rainbow.

The lake is about 144 km (90 miles) long, and up to 152 meters (500') deep. Kootenay Lake's major inlet is the Kootenay River, which originates in the Rocky Mountains and passes through Montana and Idaho before emptying into the lake.

Kootenay Lake offers the full range of water-related recreation activities, including sailing, windsurfing, kayaking, canoeing, boating, house boating, scuba diving, beaches/swimming, and ice-free year-round fishing.

74. Kootenay (Ktunaxa) Indian Reservation
The Lower Kootenay Indian Band is located on 2,443 hectares (6,033 acres), services eight reserves, and is home to 119 aboriginals with another 28 living off the reserve. The reserve was allotted by Commissioner Vowell on October 8, 1906.

The name is likely derived from the Blackfoot pronunciation of the Kootenay's name for themselves - "Ktunaxa". The meaning of the name is "Travels on water." The Lower Kootenay Band is known as "Yaqan Nukiy" (pronounced "Yah-can-nook-key"), and this word means "Where the rock stands," referring to the mountain cliff that faces the valley.

A unique feature of the Lower Kootenay is the use of the sturgeon-nosed canoe. The Lower Kootenay Band used to make summer dwellings out of reed mats, and both groups used animal hides for covering their lodges as well. The Ktunaxa Tipi Company is a year-round operation owned and operated by Wilfred Jacobs and his wife, members of the Lower Kootenay Indian Band in Creston. They make sturgeon-nosed canoes and tipis for sale and rental. Their tipis have attracted customers as far away as Europe and Asia.

75. Duck Lake & Leach Lake
Fifteen minutes north of Creston are Duck Lake and Leach Lake. Duck Lake is part of a large delta where the Kootenay River enters Kootenay
Lake. These lakes are home to yellow perch, whitefish, and some of the best largemouth bass fishing in North America. Duck Lake is Canada’s best bet for a 10+ pound largemouth, having already yielded an 8-pounder. Only a few lakes in North America have the conditions to yield such a fish.

76. Kootenay Lake Free Ferry
The 35-minute ferry crossing between Kootenay Bay and Balfour is the longest free ferry crossing in the world! A spectacular scenic excursion, the trip offers views in both directions up and down the 90-mile long Kootenay Lake surrounded by snow-capped mountains. The “Osprey” ferry, which has a capacity of 80 vehicles, operates 20 hours a day year round and offers a passenger lounge with a coffee shop. During the summer months of heavier traffic, the “Balfour,” a smaller ferry with a capacity of 35 vehicles, is added to the schedule.

77. Kokanee Glacier Provincial Park and Kokanee Glacier
Kokanee Glacier Provincial Park, established in 1922, is one of the oldest major parks in the provincial system. It is located 30 kilometers northeast of Nelson, and there are five access roads leading to the trails into the central area of the park. The Park has a long history of well established recreational use and is perhaps the best known alpine park in the Kootenay area of British Columbia. Its boundaries encompass 32,035 hectares of some of the most scenic mountain country found in the Selkirk Mountains of southern British Columbia. Lying mostly above 1,800 meters in elevation, the park has three glaciers which feed more than 30 lakes and are the headwaters of many creeks. The Park encompasses several scenic high country lakes including the gem-colored Sapphire Lakes, the milky Joker Lakes and popular Gibson, Kaslo and Tanal Lakes which offer good fishing. Trails dating to the early mining developments offer a wide variety of hiking opportunities. Historic cabins and interesting old mine sites combine with natural attractions to form a rich and diverse environment for back-country recreation.

Bird species such as the blue grouse, Franklin grouse, ptarmigan, and Golden eagles are often seen in the area. Small animals such as the hoary marmot, pika, ground squirrels, and marten are common, while larger species such as the mountain goat, mule deer and black bear are present in lesser numbers. The park contains range for several grizzly bears.

There are 18 hiking routes that take hikers and backpackers through the peaks, offering spectacular scenery and some end up on the Glacier itself. There are three cabins available on a first come, first served basis and visitors must be prepared to camp out if the cabins are full.

78. Nelson Historic Downtown
Surrounded by the Selkirk Mountains and clustered with some 350 heritage buildings, Nelson’s storybook charm and stunning scenery create the quintessential small town setting. With a population of 9,700, the city has a unique mix of urban sophistication and rural ambiance.

On the shores of Kootenay Lake, Nelson is a world-class recreational playground with all the comforts of today's amenities, and lots of exciting things to do and see for all ages. Each season brings new sports and activities: sailing, snowboarding, hiking, mountain biking, and kayaking are
available. John Villani, author of *100 Best Small Art Towns in America*, ranked Nelson as the #1 Arts Community in Canada, and 4th in North America.

79. Golf Courses

The route around Kootenay Lake offers several opportunities to enjoy fresh air and play golf. There are four championship 18-hole golf courses within less than an hour of each other, and two 9-hole executive courses: Creston Golf Club, Kokanee Springs Golf Resort in Crawford Bay, Balfour Golf Course, Granite Ponte Golf and Country Club in Nelson, Riondel Golf Course in Riondel (9 holes), and Salmo Golf Course (9 holes). Just a short drive from the Selkirk Loop are five more challenging 18-hole courses.

Descriptions of Key Sites

80. Rykers Border Crossing Information Site

**Location**: Highway 21, 50 yards north of the Canadian border crossing terminal, on the Rykers side of the border.

**Characteristics**: This is a proposed site on a large gravel pullout area that is undeveloped. The proposed development includes orientation/interpretation about the International Selkirk Loop, its assets, key sites, a map and other travel information.

**Significance to the Byway**: Development of this site is important because this is one of the Gateway points for the Loop. Providing information to travelers at this point will improve their understanding of the Loop and enhance their traveling experience.

**Proposed Site Development**: The B.C. Ministry of Transportation owns the property and is responsible for its development. The International Selkirk Loop will prepare a proposal for the development of this site which would include paving and informational signage.

81. Creston Valley Wildlife Management Area

**Location**: The Creston Valley Wildlife Management Area is located along the Kootenay River system in proximity to the Town of Creston, B.C.

**Characteristics**: Established in 1968, the Creston Valley Wildlife Management Area is the first and largest wildlife management area in the Province of British Columbia. This wildlife management area covers 7,000 hectares (17,000 acres) of provincial land. It consists of one lake (1,500 hectares or 3,700 acres) and 17 marshes, plus a major river.

The Creston Valley Wildlife Management Area is home to more than 265 bird species, 50 mammal species, 30 fish, reptile and amphibian species, thousands of invertebrate and plant species. The Valley is a migration corridor for Tundra Swans, Greater White-fronted Geese, and other waterfowl and is the largest regional locale for wintering birds of prey in the interior of the Province.

**Significance to the Byway**: The Creston Valley Wildlife Management Area is the most significant tourist attraction in the Creston Valley. An estimated 35,000 visitors pass through the Creston Valley Wildlife Management Area each year, attracted by its easy accessibility, and by the
opportunity to see large mammals such as elk, moose, deer, coyotes, muskrat, beaver and river otters in addition to the diverse bird species.

**Proposed Site Development**: This site is operated by Creston Valley Wildlife Management Authority through ongoing fundraising and a strategic development plan.


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**82. Creston Chamber Visitor Center**

**Location**: The Creston Visitor Information Center is located at 1711 Canyon Street (Hwy 3).

**Characteristics**: Creston Chamber of Commerce and Visitor Information Centre the is the gateway to the Creston Valley and Kootenay Lake. The center offers full-service visitor information.

**Significance to the Byway**: This Visitor Center is the key gateway on the eastern side of the International Selkirk Loop and source for tourist information.

**Proposed Site Development**: Improved signage on the highway leading from the border would make the center easier to find for tourists.

**Operational Considerations**: The Creston Visitors Information Center is cooperatively funded by the Town of Creston and the Creston and District Chamber of Commerce.

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**83. Columbia Brewery – Kokanee Beer**

**Location**: The Columbia Brewery is located within the Town of Creston at 1220 Erickson Street.

**Characteristics**: Built in 1959, the Columbia Brewery is located in picturesque Creston and is part of the rich brewing tradition of B.C.’s Kootenay region. The brewery traces its heritage to the Fort Steele Brewery, established in 1898. Columbia Brewery began brewing its celebrated Kokanee lager in 1962 and was purchased by the Labatts Breweries in 1974.

**Significance to the Byway**: The Columbia Brewery is a tourist drawing card for the Town of Creston. Thousands of visitors tour the brewery each season.

**Proposed Site Development**: Columbia Brewery has just completed the addition of a canning operation. This site is fully developed.

**Operational Considerations**: The Labatt Brewing Company owns and operates this facility. The Brewery offers free summer tours daily from mid-May to mid-September.

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**84. Creston Valley Museum**

**Location**: The Creston & District Museum & Archives is located at 219 Devon Street in the Town of Creston.
Characteristics: The Creston & District Museum features local history, the original Native population, the earliest white settlers, and the agricultural, industrial, and social development of Creston and the surrounding area.

Included in the display are a trapper's cabin, a turn-of-the-century schoolhouse, an historic steam locomotive, and early farm machinery. Indoors, there is an early store and doctor's office, a unique Kutenai Canoe, and hosts dressed as pioneer ladies and prospectors. Thousands of photographs, maps, diaries, and other documents record the history of the Creston Valley. Newspapers, from 1908 to the present, complete the collection and make it a valuable resource for researchers.

Significance to the Byway: For several years, the Creston & District Museum & Archives has offered complete guided tours of the Museum to groups and bus tours each summer. The Museum is 90% wheelchair accessible, and there is ample parking for large tour buses. A large patio with picnic tables overlooks the Museum's sloping lawn, providing a spectacular view.

Proposed Site Development: This site is fully developed.

Operational Considerations: The Creston & District Museum & Archives are operated by the Creston & District Historical & Museum Society, a non-profit society and registered charitable organization, registered in 1971.

85. Kianuko Provincial Park

Location: Kianuko Park is situated approximately 40 km (24 miles) north of Creston along Hwy 3A.

Characteristics: This is a new 11,638-hectare alpine wilderness park at the headwaters of Kianuko Creek containing several small lakes, meadows and old growth forests. The watershed is largely undisturbed and contains moist cedar-hemlock and Engelmann Spruce Subalpine fir old-growth forest communities. Although camping, fishing, hiking, horseback riding, hunting and mountaineering are allowed, the park protects important habitat for caribou, moose and grizzly bear, and fish. The park offers several rustic campsites along the trails. This is also an area of Ktunaxa-Kinbasket First Nation traditional use and has high spiritual values.

Importance to the Byway: This park represents a unique opportunity to visit a relatively undisturbed alpine ecosystem, with wildlife viewing and scenic expanses and limited recreational activities.

Proposed Site Development: This site is not to be developed further so as to maintain its unique wilderness appeal.

Operational Considerations: The Park is owned and operated by the Government of British Columbia.

86. The Glass House

Location: The Glass House is located 25 miles north of Creston, B.C., on Highway 3A.

Characteristics: Probably the very first recycling project in B.C., The Glass house was begun in 1952, when David H. Brown retired from thirty-five years in the funeral business. For years funeral homes had discarded empty embalming fluid bottles, and it occurred to Mr. Brown that there
should be some practical use for them. Mr. Brown traveled western Canada collecting bottles from many of his friends in the funeral profession until he had acquired 500,000 of the square shaped bottles, weighing 250 tons. He used them to build the Glass House, which sits upon solid rock. It is built in a cloverleaf pattern with three main rooms, circular in shape. With the upstairs room, it contains 1,200 square feet of floor space. David Brown passed away on July 13, 1970.

**Significance to the Byway:** The Glass House is famous as a tourist site and has been featured on several television programs throughout North America.

**Proposed Site Development:** This site is fully developed.

**Operational Considerations:** The Glass House is operated by the son of the original builder.

### 87. Lockhart Provincial Park

**Location:** Lockhart Provincial Park is located on Hwy 3A along the east shore of Kootenay Lake, about 40km north of Creston, B.C.

**Characteristics:** Lockhart Creek Provincial Park and adjacent Lockhart Beach Provincial Park extend from the sunny shores of Kootenay Lake to the headwaters of Lockhart Creek. Lockhart Creek Provincial Park encompasses one of the few unroaded valleys in the region and protects a diverse old growth forest. A pioneer trail along Lockhart Creek leads to grand vistas of Kootenay Lake and meanders through the habitat of many species of plants and animals unique to temperate interior cedar hemlock forests. An 18-site campground and day use area are located near a sand and fine gravel beach, where visitors can relax and enjoy the clear waters of Kootenay Lake.

**Significance to the Byway:** As the only easy access park along the scenic east shore of Kootenay Lake, and one of the few lake access sites, Lockhart Provincial Park adds to availability and continuity of quality camping and recreational experiences available around the International Selkirk Loop.

**Proposed Site Development:** This site is a small park and is fully developed.

**Operational Considerations:** The facilities in this park are operated by the Ministry of Transportation. Services and facilities differ from those offered in other B.C. Parks.

### 88. Gray Creek Pass

**Location:** This scenic back road is just off highway 3A at Oliver Road, 15 kilometers south of the Kootenay Lake Ferry landing.

**Characteristics:** The first 15 km of this 85-kilometer scenic back road to the east Kootenays ascends to 2,028 meters to the summit of the Purcell Mountains, offering spectacular vistas of Kootenay Lake and the surrounding mountains. The road, which can have snow even in August, includes numerous corners and grades of up to 14 percent.

The Gray Creek Forest Service Road and Gray Creek Pass offers opportunities for alpine hiking, wildlife viewing, huckleberry picking, picnicking, and photography at numerous spots along the way. The route
provides access to Oliver Lake where visitors can go fly fishing. The forest service has provided picnic tables, and there is a trail around the lake. This is a summer road only, usually open from July to October.

**Significance to the Byway:** This route provides access to superb scenic views and recreational activities in an alpine environment. Locations such as these are becoming increasingly rare.

**Proposed Site Development:** The B.C. Forestry Department recently decommissioned the road leading to the Gray Creek Pass. A proposal is being developed to partner with the B.C. Forestry Department, the Ministry of Transportation, and the communities along the east shore of Kootenay Lake to jointly improve and maintain the road.

**Operational Considerations:** The B.C. Forestry Department owns and has maintained the road. Action needs to be taken soon before the road suffers deterioration from lack of attention.

89. **Crawford Bay Main Street - Working Artisan Community**

**Location:** Crawford Bay is a small community on Hwy 3A about 5 kilometers south of the Kootenay Bay ferry landing on the east shore of Kootenay Lake.

**Characteristics:** Crawford Bay village is home to a community of talented artisans. Visitors to the studios can watch the artisans work and learn about the crafts including weaving, broom making, blacksmithing, copper enameling, pottery making and glass blowing.

**Significance to the Byway:** The Crawford Bay Artisans are a popular stop for visitors to the east shore of Kootenay Lake. Articles about the artisans have been written in numerous magazines and newspapers. The awareness of the artisans led to the broom making shop being asked to make the brooms for the launch of one of the Harry Potter movies and have since been asked to make custom brooms for other movie productions.

**Proposed Site Development:** This site continues to be developed by the artisans with the assistance of the community.

**Operational Considerations:** The artisan studios are individually owned by each of the artisans. The village of Crawford Bay has no formal structure and falls under the jurisdiction of the Regional District of Central Kootenay.

90. **Kootenay Bay and Balfour Ferry Landings**

**Location:** The Kootenay Bay ferry landing is the eastern terminus of the Kootenay Lake Ferry. The Balfour ferry landing is the western terminus.

**Characteristics:** Tourists line up with their vehicles at the ferry landings on both sides of Kootenay Lake waiting to load onto the ferries, which run every 1.5 to 2 hours. Signs at the ferry landings inform tourists about Kootenay Lake as well as providing ferry schedule information.

**Significance to the Byway:** More than 260,000 vehicles cross Kootenay Lake each year on the ferries. An opportunity exists to provide information about the International Selkirk Loop at the ferry landings while tourists are waiting for the ferries.
Proposed Development: Develop an area at each of the ferry landings with interpretive signs about the International Selkirk Loop and its key sites.

Operational Considerations: The ferry landings are operated and maintained by the British Columbia Ministry of Highways which has been receptive to initial discussions about interpretive development.

91. Ainsworth Hot Springs

Location: In the village of Ainsworth, 49 kilometers north of Nelson B.C., on the west shore of Kootenay Lake.

Characteristics: Ainsworth Hot Springs Resort features three odorless pools, 150 foot horseshoe cave, main lounging pool and stream-fed cold plunge. The pools provide the perfect place to relax and enjoy some of Kootenays majestic scenery.

The Hot Springs feature a unique horseshoe cave, where the hot water originates. It comes into the system at about 117 degrees F and it is cooled to average 42 C (114 F) before it enters the cave. The mineral waters fall from the caves roof and forms into a pool about waist deep, providing a natural steam bath surrounded by stalagmites and stalactites. For the brave there is a stream-fed cold pool with a temperature of about 4 C (40 F).

In 1882, George Ainsworth of Portland, Oregon, applied for a preemption of the town site which is now Ainsworth Hot Springs. In the 1920s, when the town was starting to decline as a mining centre, an effort was made to develop the hot springs. By the late 1950s, silver prices dropped and the mines were closed. The owners of the hot springs decided to sell their property in the Ainsworth town site, including the pool, cave and lodge.

Sam and Belle Homen purchased and operated the property in 1962. They retired in 1979 and the property was bought by their daughter Joyce Mackie and her husband Norm Mackie. In 1983 the pool and caves were renovated and new change rooms constructed, and in 1987, the present hotel constructed.

Significance to the Byway: Ainsworth Hot Springs Resort offers the only developed hot springs in southern British Columbia. Thousands of people from all over the world visit the hot springs annually.

Proposed Site Development: This site is fully developed.

Operational Considerations: The site is privately owned and operated by the Mackie family.

92. West Arm Provincial Park

Location: The West Arm Provincial Park extends along the shore of Kootenay Lake from the City of Nelson to the community of Harrop, and to the peaks beyond.

Characteristics: The 25,319 hectare park, which is open year round, is largely undeveloped and important for its bio-diversity value as the natural habitat for several endangered species, while also protecting important watersheds which supply the city of Nelson with water. It protects high-elevation forests and alpine areas. West Arm Park features old-growth forests, internationally significant habitat for grizzly bear and a mountain caribou recovery program. The park also protects important First Nations
cultural values, such as the archaeological sites situated along the lake shore. Important heritage values are associated with railway development and sternwheeler ships.

Wilderness backcountry camping and a day-use picnic area are available. The Park is famous for activities such as fishing, swimming, 15 km of hiking and walking trails - there is also an unmaintained historic trail up Lasca Creek. The creek fans and pocket beaches are popular with boaters.

**Significance to the Byway:** This Provincial Park provides public access to high elevation forest and wildlife viewing, as well as access to undeveloped back country recreation.

**Proposed Site Development:** The park is operated by the Government of British Columbia and is a protected area. There are no plans to develop this site further.

**Operational Considerations:** This site is a protected wildlife area under the jurisdiction of the Ministry of Water, Land and Air Protection.

### 93. Kokanee Creek Provincial Park

**Location:** In southern B.C. on Hwy 3A, drive 20 minutes (19 km) east of Nelson, or 15 km from the Balfour ferry landing.

**Characteristics:** With over a kilometer of sandy beaches and two campgrounds with 132 campsites, along with an additional overflow camping area, the 260 hectare Kokanee Creek Provincial Park, established in 1955, is the number one choice for tourists coming to the West Kootenays. There is an adventure playground, visitor centre, spawning channel, boat launch, group camp site, viewing platform, hiking trails and a marina nearby.

The Kokanee Creek Delta ecology includes many species of plants and animals. A variety of habitats support coyotes, beaver, whitetail and mule deer and a large number of birds ranging from the tiny Rufus hummingbird to the great blue heron. Many of the birds are migratory but kingfishers, woodpeckers and dippers can be seen throughout the year. The park also has important man-made and some natural spawning channels for Kokanee salmon, which spawn in large numbers in the late summer.

**Significance to the Byway:** Kokanee Creek Provincial Park is one of the most popular tourist sites for day use or overnight camping. This park and beach area provides easy access to one of the most scenic lakes in British Columbia, Kootenay Lake. With a wide variety of recreation activities available it is a recreational asset and a welcome site for visitors traveling the Loop.

**Proposed Site Development:** This site is fully developed.

**Operational Considerations:** The Park is operated and maintained by the B.C. Ministry of Water, Land and Air Protection.
94. Nelson & District Chamber of Commerce & Visitor Center

Location: The Nelson Visitors Information Center is located 225 Hall Street, just on the edge of downtown Nelson and adjacent to the main route through the City.

Characteristics: Nelson Chamber of Commerce was started in 1893 as the Nelson Board of Trade with the first set of By-Laws of the Nelson Board of Trade dated in 1900. The Nelson Visitor Information Centre is staffed year round to provide visitors with local information, as well as information on the entire Kootenay Region of British Columbia.

Significance to the Byway: This Visitor Center provides tourist information to tens of thousands of visitors traveling the International Selkirk Loop each year.

Proposed Site Development: This site is fully developed.

Operational Considerations: The Nelson Visitor Information Centre is housed and managed by the Chamber of Commerce under a written contract with the City of Nelson. The contract outlines the hours of operation, the staffing levels, and how the centre will be administrated. Tourism British Columbia dictates the standards of service that must be adhered to in the operation of the Center.

95. Nelson Lakeside Rotary Park

Location: Entering the City of Nelson on Hwy 3A from the East, you will discover Lakeside Park at the edge of the West Arm of Kootenay Lake, at the foot of the famous ‘Orange Bridge’.

Characteristics: Lakeside Park is the pride of Nelson’s Waterfront. A long, beautiful beach, wide promenade and large open green spaces highlight the area. The Rotary children’s adventure playground, tennis courts, bocce ball, public wharf, boat launch, rowing club, greenhouse and a covered picnic shelter make up the main core of the Park. Visit the greenhouse to see where all the bedding plants and flowers come from for Gyro Park, the downtown heritage area and other locales.

Significance to the Byway: This beautiful park with its long sandy beach, colorful gardens and grass playing fields is a recreational hub for Nelson families and visitors alike.

Proposed Site Development: This site is mostly developed. The Nelson Rotary Club, in partnership with the City of Nelson, are planning to develop additional multi-use fields for soccer and other outdoor activities.

Operational Considerations: The Park is owned and operated by the City of Nelson and the Nelson Rotary Club.

96. Nelson Electric Tramway (Streetcar)

Location: Lakeside Avenue in Nelson, B.C.

Characteristics: On July 1st, 1992, Streetcar 23 made its first run since 1949. The restored car was originally purchased in 1925 from Cleveland, Ohio, where it had operated for 14 years. It operated in Nelson from 1925 to 1949, when Nelson Transit purchased replacement diesel buses. From 1949 to the 1980s the streetcar was a cabin, dog kennel and souvenir shop.
The Nelson Electric Tramway Society was formed in 1988 and the vision to have Street Car 23 back "on track" started to become a reality. A 1.2-kilometer route was constructed from the City wharf area to Lakeside Park. The Nelson Electric Tramway Society won a American Association for State and Local History Award for Streetcar 23 in 1995. The tram continues to run from spring to fall along this route.

**Significance to the Byway:** The Nelson Electric Tramway is an award winning tourist attraction along the Loop.

**Proposed Site Development:** This site is fully developed.

**Operational Considerations:** The site is managed and maintained by The Nelson Electric Tramway Society, with support from the City of Nelson.

### 97. Whitewater Ski Resort

**Location:** South of Nelson along Highway 6 (toward Salmo). Travel for approx. 12 km until reaching the sign for Whitewater. Turn left and drive up the mountain another 6 km.

**Characteristics:** Whitewater Ski Resort offers some of the best powder skiing and boarding in North America, with 40 ft (12 m) of 100% natural Kootenay powder annually. With majestic and scenic Ymir Peak as a backdrop, skiers can explore groomed runs, glades and open bowls. Parabolic or telemark skis and snowboards are available in the rental shop. Instruction is also available. There are 18 kilometers of cross-country trails that extend down the valley into the Hummingbird Pass. With excellent snow conditions and some of the most spectacular views in the region, cross-country skiing has been an exciting addition to the Whitewater mountain.

**Significance to the Byway:** Whitewater Ski Resort has achieved international renown as a powder skiing destination. Tens of thousands of tourists visit this resort each winter.

**Proposed Site Development:** Whitewater Ski Resort is privately owned and operated. The owners have plans to expand capacity from 1,300 skiers per day to 2,700 skiers per day with the addition of trails and lifts. Their plan emphasizes the development of intermediate terrain and the preservation of the existing characteristics of the area that appeal to powder and off-trail skiers - low skier densities on marked ski runs and off-trail areas, and an abundance of powder snow available and accessible to off-trail skiers. Accommodations facilities also are being considered.

**Operational Considerations:** The resort is privately owned and managed.

### 98. Salmo Stone Murals

**Location:** Salmo is located at the crossroads of Hwy #3B and Hwy #6

**Characteristics:** Salmo is home to seven stone murals celebrating the history and natural beauty of the area – mining and forestry heritage, big game and big rigs. Visitors can take a short walking tour around Salmo and visit these unique murals. The rock project began in 1990 by Iris Lamb when the Kootenay Stone Masonry Training Institute was opened. Allan Tater, a disabled mason taught the first six students. Later Ms. Lamb developed and offered a one-day crash course that introduces the
techniques mentioned in the stonemasonry textbooks she has written. All of the stone murals were designed by Charlotte Plaindin. Charlotte drew the picture and student masons used the "rock by number" technique to place the different colored stones. The rock in all the murals was supplied by the Kootenay Stone Centre.

**Significance to the Byway:** The unique stone murals depicting segments of local history and animals, done by the budding new stone masons, have become a major tourist attraction. The masonry course is considered a learning holiday and visitors to the area can enroll in the short course.

**Proposed Site Development:** The site will continue to be developed as the students of the program create more of the stone murals.

**Operational Considerations:** The site is a cooperative effort between the Village of Salmo and the Kootenay Stone Masonry Training Institute.

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99. **Stag Leap Provincial Park**

**Location:** 34km west of Creston on Hwy #3 between Salmo and Creston.

**Characteristics:** This 1,133-hectare park is located at the summit of the highest all weather highway pass in B.C. and one of the highest paved highways in Canada. Visitors can enjoy the subalpine forest from the luxury of their cars or they can go for a short walk around Bridal Lake.

The park has a key role in protecting habitat for internationally endangered mountain caribou. A remnant herd of approximately 40 individuals migrate back and forth across the international border and is heavily dependent on the park to facilitate this movement. In addition, the park provides important habitat for the vulnerable southern Selkirk population of grizzly bear.

Stagleap Provincial Park is one of the most accessible backcountry skiing destinations in the region and has consistently excellent snow conditions that have made it a major backcountry ski and snowshoe destination. Hiking the high alpine areas, such as Ripple Ridge and Cornice Ridge, is also very popular in the summer months.

**Significance to the Byway:** Stagleap Provincial Park is an important recreational site for year round access to wilderness adventure including hiking and backpacking, back country skiing and snowshoeing.

**Proposed Site Development:** None planned.

**Operational Considerations:** The park is operated and maintained by the B.C. Ministry of Water, Lands, and Air Protection.
Existing Signs and Interpretation on the Loop

“Signs identify, inform, warn, advertise, direct, describe, educate, and explain. People need them, read them, and sometimes hate them. Often there appear to be too many signs until one is needed to find the way on unfamiliar roads. Signs can stir passions and create controversy as they try to combine commercial and aesthetic appeal. The way in which signs occupy spaces can alter the landscape and vistas of corridors and communities.” (North Pend Oreille Scenic Byway Development and Interpretive Guidelines)

Signs range widely in size from billboards to “street blades” (street name signs at intersections) and serve many functions. These different functions correspond to different categories of signs which are described below. Along a Scenic Byway, signs will denote the entrance to the Byway, describe the Byway, and help visitors find their way to sites and services. The signs also should communicate across languages and cultures since visitors come from around the world.

The previous chapter described key sites around the Loop, along with existing and proposed facilities, amenities and interpretation. This chapter looks specifically at highway signs, and at the “system” of interpretive signs around the Loop. It then identifies gaps in the system of signs, and provides a plan for completing the system of signs to enhance the visitor experience.

“Signage” is a term used to refer to signs as a group. In general, there are three categories of signs: Official signs, Information signs, and Other signs.

♦ **Official signs** include Regulatory signs (traffic laws and speed limits), Warning signs (hazards and changing road conditions), and Guide signs (highway route numbers, street names, mileposts, and Byway “wayfinders”).

♦ **Information signs** include Motorist services (blue signs with white lettering or symbols – the most common are Gas, Food, Lodging, Camping, Phone, and Hospital), Tourist Oriented Directional Signs (TODS, blue and white rectangular signs that direct travelers to specific businesses, which can include business names/logos for a fee), and Recreational and Cultural signs (brown and white lettering or symbols that point the way to parks, museums, boat launches, and historic sites or districts).

♦ **Other signs** include Interpretive signs (locally-sponsored public panels and kiosks of almost any material, color, and design that inform travelers about special qualities or historic features), and Advertising signs (privately designed and installed signs to promote particular businesses and services, either on-premise signs mounted on a building or free-standing, or off-premise signs and billboards).

Existing Highway Signs

As part of the planning effort for this Corridor Management Plan, a detailed inventory of existing highway signs was obtained from the Idaho and Washington Departments of Transportation. Figure 6.1 on the next five pages lists the key signs by highway segment. Figure 6.2 which follows the highway sign inventory summarizes the existing interpretive signs at the key sites around the Loop. International sign symbols are used on all tourist-oriented directional signs (TODS) installed by the Idaho and Washington Departments of Transportation.
<table>
<thead>
<tr>
<th>Route</th>
<th>MP; N or S</th>
<th>Sign Text</th>
</tr>
</thead>
<tbody>
<tr>
<td>SH 31</td>
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<td></td>
<td>26.4 NB</td>
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<tr>
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<td>25.86 SB</td>
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<td></td>
<td>25.71 B</td>
<td>City of Seattle Boundary Dam Vista Point</td>
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<tr>
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<td>Crescent Lake, Colville National Forest</td>
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<td>20.83 NB</td>
<td>Halliday Trail →</td>
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<tr>
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<td>16.45 SB</td>
<td>Gun Club, Golf Course Symbol</td>
</tr>
<tr>
<td></td>
<td>16.39 B</td>
<td>Sullivan Lk. Rd. ←</td>
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<tr>
<td></td>
<td>16.38 +</td>
<td>← Metaline (From Sullivan Lk. Rd.)</td>
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<td>US Customs → (From Sullivan Lk. Rd.)</td>
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<td>15.78 ←</td>
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<td>14.64 NB</td>
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<td>14.5 SB</td>
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<td>14.23 B</td>
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<td></td>
<td>14.21 NB</td>
<td>← 13 US Customs Open 8 AM to Midnite</td>
</tr>
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<td></td>
<td></td>
<td>← Sullivan Lake 7</td>
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<td></td>
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<td>13.54 SB</td>
<td>Crawford State Park, Gardner Cave Right ¼ Mile</td>
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<td>13.14 NB</td>
<td>Binocular Logo: Wildlife Viewing Area 2 Miles ←</td>
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<td></td>
<td></td>
<td>← Crawford State Park, Gardner Caves</td>
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<td></td>
<td>12.67 NB</td>
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<td>7.49 SB</td>
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<td>6.3 SB</td>
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<td>SR 20 West Colville Right ½ Mile</td>
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<td>0.07 SB</td>
<td>SR 20 West Colville →</td>
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<td>Canada Customs 27 Miles 8 AM – Midnight 24 Hr. Crossing</td>
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<td>SR 20 West Colville ←</td>
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<td>390.78 EB</td>
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<td>390.78 EB</td>
<td>Free Coffee (Flip Sign)</td>
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<td>399.82 EB</td>
<td>Phone Symbol</td>
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<td>405.12 EB</td>
<td>Resort Area</td>
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<td>405.22 EB</td>
<td>Advance Pedestrian Crossing</td>
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<td>414.74 EB</td>
<td>Leave Range Area, Range Area</td>
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<td>414.91 EB</td>
<td>USAF Survival School</td>
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<td>418.38 EB</td>
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<td>Bately Bould ORV Trail 4½ Miles</td>
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<td>418.57 EB</td>
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<td>418.99 EB</td>
<td>Cusick</td>
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<td>419.00 EB</td>
<td>Caution Pedestrian Traffic</td>
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<td>419.02 EB</td>
<td>Pend Oreille County Fairgrounds Next Right; Symbols: Trailer Camping, Picnicking</td>
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<td>419.3 EB</td>
<td>Newport 18 Spokane 52</td>
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<td>420.91 EB</td>
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<tr>
<td>421.02 EB</td>
<td>Symbols: Trailer Camping, Boat Launch, ← Camping</td>
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<tr>
<td>421.06 EB</td>
<td>To Flowery Trail ← Usk 1 Ski Area 18 →</td>
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<td>421.07 EB</td>
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<td>Ione 35 Metaline Falls 44</td>
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<td>421.27 EB</td>
<td>Hospital Symbol</td>
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<td>421.35 EB</td>
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<td>421.56 EB</td>
<td>State Route 211 S. ← Davis Lake, Sacheen Lake</td>
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<td>Chewelah →</td>
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<td>Deer Crossing for 14 Miles</td>
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<td>425.82 EB</td>
<td>Entering Dalkena</td>
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<td>School Advance</td>
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<td>Upper Wolf Trailhead, Symbols: Cross Country, Bike, Hike</td>
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<tr>
<td>436.84 EB</td>
<td>← US 2 East Sandpoint, US 2 West →, Spokane</td>
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<td>Destination: ← SH 41 S, Spirit Lake, Coeur d’Alene</td>
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<td>Panhandle Historic Rivers Passage Scenic Byway</td>
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<td>Advance - State Campground: Pioneer Park 2 Miles ←</td>
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<td>Recreation Special: Picnic Symbol</td>
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<td>Services Special: Information Symbol</td>
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<td>2.421</td>
<td>Scenic Attraction– Albeni Falls Dam &amp; Visitor Center</td>
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<td>Advance - State Campground Albeni Falls Dam</td>
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US 2
14.700 Historical Site Ahead
14.790 Laclede
15.060 Historical Site >>>
15.200 Seneacquoteen #177
15.260 Historical Site <<<
15.490 Historical Site Ahead
15.500 Panhandle Rivers
15.870 Dover 10
Sandpoint 13
Clark Fork 36
18.230 Johnson Creek
21.477 Smith Creek Road
21.711 Smith Creek Road
22.396 Carr Creek Road
22.612 Carr Creek Road
25.270 Entering Dover Pop. 294
25.380 West U.S. 2
25.870 U.S. 2
25.870 Panhandle Rivers
25.920 Sandpoint 3
Clark Fork 28
Bonners Ferry 36
26.000 Entering Dover Pop. 294
26.920 Bonner Co. Museum
27.040 Camera Symbol
27.040 Museum
27.130 Sandpoint Pop. 5203
27.980 Dover 2
Priest River 22
Spokane 76
28.030 Camera Symbol
28.030 Museum
28.263 Airport Symbol
28.358 Panhandle Rivers
28.359 Airport Symbol
28.480 Airport Symbol
28.490 S US 95 Coeur d’Alene

US 95
475.120 Scenic Byway Info Ahead; Scenic Byway Ahead
475.170 Bonner County Museum 1 Mile
475.180 Tourist Information →
475.180 Scenic Byway Info →
475.280 Byway Map Board: Pend Oreille Scenic Byway
475.330 → Tourist Information
475.470 Visitor Information 1 Mile
475.530 Skier Symbol
475.530 Schweitzer Mtn. Resort
475.560 Byway Info Ahead; Scenic Byway Info Ahead
475.640 Sand Creek
475.690 Sand Creek
475.810 Entering Ponderay Population 638
475.900 Colburn 7; Bonners Ferry 31; Canada 58
476.900 Recreation Special: Schweitzer Mtn. Resort
476.900 Skier Symbol
476.900 Cross Country Skier Symbol
476.900 Mountain Bike Symbol
476.900 Hiker Symbol
476.960 Airport Symbol
477.020 Bonner Co. Fairgrounds
477.020 Trailer Dump Symbol
477.080 Hospital Symbol
477.150 Bonner Co. Fairgrounds
477.150 Trailer Dump Symbol
477.190 Airport Symbol
477.190 Downhill Skier Symbol
477.190 Mtn. Bike Symbol
477.190 Hiker Symbol
477.190 Schweitzer Mtn. Symbol
477.190 Cross Country Skier Symbol
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<td>506.890</td>
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<td>507.550 ← Moyie Springs, Canada</td>
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<td>Sandpoint, Canada →</td>
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<td>Boundary Co. Fairgrounds →</td>
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<td>Wildlife Refuge: Kootenai National Wildlife Refuge 6 Miles</td>
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<td>Chinook St. Hospital Next</td>
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<td>507.680</td>
<td>Historical Sign Board: Bonner’s Ferry Crossing #491</td>
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<td>Edwin Bonner &amp; Wild Horse Creek Gold Rush</td>
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<td>Destination: ← Kalispell</td>
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<td>Tent Camping</td>
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<td>512.580 ← Smith Lake</td>
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<td>Destination w/mileage: US 2 Jct 12, Bonners Ferry 14, Sandpoint 47</td>
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<td>Destination: Creston</td>
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<td>Road Closed 11 PM to 7 AM</td>
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Existing Interpretive Signs
Chapter 5 described the key sites and interpretive facilities around the Loop. Figure 6.2 on the next page summarizes the interpretive signs that are located at those sites, including those located in the highway right-of-way (ROW), and those located outside the ROW.

Outdoor Advertising
Recent policy changes in Pend Oreille County, Washington, and Bonner County, Idaho, have eliminated or strongly restricted the use of billboards for outdoor advertising. Further, both counties have developed sign codes for all outdoor advertising signage, ensuring some consistency and quality in terms of new development and scenic characteristics of the Selkirk Loop.

Outdoor advertising or display is defined in the Pend Oreille County Code as “Any card, paper, cloth, metal, wooden or other display or device of any kind or character, including, but not limiting the same to, any poster, bill, printing, painting, or of advertisement of any kind whatsoever, including statuary, places for outdoor advertising purposes or onto the ground or any tree, wall, rock, fence, building, structure or thing.” (Ord. 136-10-20-1978)

The Code further defines an outdoor advertising structure as one that occurs off-premises from the products, services or activities being advertised. A sign is defined as a device, display or illustration related to the on-premises product, service or activity.

Outdoor advertising and signs that occur along federal and state highways are governed by federal and state laws. Federal law prohibits all outdoor advertising that is visible from federal highways, except in urban areas that are zoned commercial or industrial (Title 23 – Highways, Chapter 1, Subchapter I, Sec. 131 Control of outdoor advertising). Consistent with federal law, Idaho and Washington statutes prohibit all outdoor advertising with a federal or state highway right-of-way, or within 660 feet of the right-of-way, except for on-premises business signs, and off-premises outdoor advertising placed within commercial or industrial zones under the jurisdiction of local cities and counties (Title 40, Chapter 19, Beautification of Highways). The states also allow tourist related advertising devices placed by the Departments of Transportation, which provide directional information about goods and services available for the traveling public.
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<td><strong>North Pend Oreille Scenic Byway</strong></td>
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<td>SR 31</td>
<td>25.8</td>
<td>Crescent Lake - Recreation, Directions to Vista House overlooking Boundary Dam</td>
<td>SR 31 S. of US-Canada Border</td>
<td>Pending 2005</td>
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<td>Metaline Falls Overlook – Waterfall, Mining</td>
<td>Town of Metaline Falls</td>
<td>Pending 2005</td>
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<td>12.7</td>
<td>Metaline Waterfront Park</td>
<td>Town of Metaline</td>
<td>Pending 2005</td>
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<td>Sweet Creek Falls</td>
<td>SR 31 S. of Metaline</td>
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<td>Eagles Nest - River Channel and Eagles Nest</td>
<td>SR 31 S. of Metaline</td>
<td>Pending 2005</td>
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<td>Box Canyon Dam, Riverboats</td>
<td>Box Canyon Dam View Site</td>
<td>Improve Advance Signage</td>
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<td>Ione City Park River Boats</td>
<td>Ione City Park</td>
<td>Pending 2005</td>
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<td>Tiger Store – Store &amp; Native American History</td>
<td>Tiger – SR 31</td>
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<td>SR 20</td>
<td>U.S. 2</td>
<td>Timber, Railroad and Agriculture Heritage Interpretation</td>
<td>Newport Chamber Visitor Center</td>
<td>Opportunity to promote ISL</td>
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<td>David Thompson Interpretive Site</td>
<td>Scenic Pullout between Cusick &amp; Ione on the Pend Oreille River</td>
<td>Additional opportunity for interpretation</td>
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<td>Oldtown Park</td>
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<td>Albeni Falls Dam &amp; Native Wildlife</td>
<td>Albeni Falls Visitor Center</td>
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<td>Pend Oreille River System Timber Heritage Displays</td>
<td>Priest River Keyser House Museum</td>
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<td>Seneaquouteen Sign# 177</td>
<td>On narrow pull-out</td>
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<td>Kootenai Indian Tribe</td>
<td>North side Kootenai River</td>
<td>Relocate to S. side Kootenai River</td>
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<td>Bonner’s Ferry Crossing Sign# 165</td>
<td>N. side Kootenai River</td>
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<td>Bonners Ferry Library</td>
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<td>Sandpoint Chamber Visitor Center</td>
<td>Opportunity for interpretive signage; add wayfinding on new Sandpoint bypass</td>
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<td>Intersection of SH 1 / US 95</td>
<td>Potential ISL Orientation and Interpretation</td>
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</table>
Outdoor advertising and signs along the Selkirk Loop also are regulated by county and city codes. The Pend Oreille County Comprehensive Plan requires that the Development Code include regulations that set standards for the type, number, location and size of signs within the county. The policy recommends adoption of regulations to implement National Scenic Byways requirements on designated scenic corridors. The policy for a six-year road plan addresses identification of priorities for designating, signing, striping and constructing bicycle lanes and pedestrian paths, and supports design and installation of signage to identify Scenic Byways, viewpoints, boat accesses and designated recreation areas.

The Bonner County Code prohibits all off-premises outdoor advertising (including billboards) in all zones, and restricts on-premises free-standing outdoor advertising to signs no larger than 32 square feet, with a 25-foot setback. In suburban and residential districts, signs cannot exceed 12 square feet. In commercial and industrial areas, signs affixed to buildings may not exceed 128 square feet. In Boundary County, on-premises signs for permitted uses cannot exceed 8 square feet in size and must be located outside of roadway rights of way.

Sign Plan for International Selkirk Loop
Based on the analysis in the previous two sections, this section provides recommendations for an overall Sign Plan for the Selkirk Loop. The Plan identifies the key interpretive themes, or “story” that is conveyed by the signs to visitors as they travel the Loop.

Signage is a required and important component of the Scenic Byway Plan. Good signage will support economic growth by guiding tourists to services and areas of interest. Signage also improves visitors’ enjoyment of the area through interpretation. When visitors enjoy the Byway, they will stay and/or return. The signage plan for the International Selkirk Loop is intended to outline design guidelines for Byway signs both within and outside of the right-of-way. Included in the discussion of design guidelines are the following types of signs:

♦ Traffic Control: regulatory, warning and guide signs
♦ Byway Signage within the right-of-way: gateway signs, trailblazer signs, and site directional signs
♦ Interpretive Signage: such as outdoor exhibits and foot trail signs

Sign Guidelines
The North Pend Oreille Scenic Byway Development and Interpretive Guidelines provide a blueprint that was recommended by the planning team for adoption throughout the Selkirk Loop corridor. The guidelines interpret existing Washington State Department of Transportation (WSDOT) sign policy pertinent to Scenic Byway signs installed in the right-of-way (ROW). The guidelines also contain technical information and operational guidance needed to ensure that Byway signing in the ROW meets traffic requirements and serves as an effective Byway identification tool. The guidelines seek to balance traffic requirements for uniformity with flexibility to identify the Byway in a distinct way.
WSDOT takes the position that Byway signing is an acceptable mechanism to identify and guide travelers along designated Scenic Byways. Byway signs are to be designed and sited in a manner that achieves their intended function and is compatible with their settings to the maximum extent practicable. When nonconforming signs are replaced, they should follow these guidelines.

To guide the placement of signs around the Loop and ensure consistency with the Scenic Byways philosophy, the following criteria are identified:

- The primary objective of signage should be to inform the traveling public.
- Action should be taken to consolidate signage wherever possible.
- Signing should be minimized in exceptional scenic areas.
- Redundant signs should be eliminated.
- New signage should be added to complement new visitor or interpretive facilities, to improve visitor guidance, and/or to enhance safety.
- International sign symbols should be used on all signs as appropriate.
- Both mileage and kilometer distances should be included where possible.

**State Scenic Byway Sign Policy**

State Scenic Byway sign policy is coordinated by the Idaho Transportation Department (ITD) and the Washington Department of Transportation (WSDOT). The policy also is coordinated with the U.S. Forest Service, Department of Parks & Recreation, Bureau of Land Management in order to ensure consistency in signs, and compliance with the Manual on Uniform Traffic Control Devices (MUTCD). ITD and the Idaho Legislature approved an exception to the MUTCD in 2001 to allow for a multi-colored format on scenic byway signs. ITD's Standards & Procedures for Multi-Colored Byway Signs on the State or Local Highway System (January 2005) includes policies and guidelines for sign requests, design, materials, fabrication, agreements, delivery, installation and replacement. The fabrication and mounting section includes specifications for mapboards, route signs, point of interest signs, intersection signing and mounting heights for highways, turnouts and rest areas or parks.

**Loop Signage Gaps and Recommended Enhancements**

Current highway signage along the International Selkirk Loop focuses on standardized signage for highway safety, regulation, and wayfinding. As the four individual state scenic byways, as well as the International Selkirk Loop, implement their strategies to enhance the visitor experience, additional interpretive, wayfinding, and public services signage should be added throughout the Loop. General guidelines and a listing of specific recommendations for improved signage projects are listed on the next page. They also have been incorporated in the listing of recommended projects in Figure 7.8 (Chapter 7), and into the individual site recommendations in Chapter 5.

**General Guidelines for Improved Signage around the Loop:**

- Improve advance signage for key interpretive and visitor information centers from both directions of the highway.
- Add signage providing improved wayfinding to public restrooms, public parks, and public recreation areas.
Better identify the International Selkirk Loop with logo signs at key highway intersections and gateways.

Develop a standard color palette, style (supports and faces), materials, letter fonts, sign style and layout to guide new sign development. Include the ISL logo on all new interpretive and wayfinding signs as appropriate.

Proposed Selkirk Loop Signage at Gateways:
- Abercrombie-Hooknose Viewpoint
- Tiger Historical Museum & Store
- Pend Oreille County Historical Museum & Visitor Center
- Oldtown Rotary Park
- Sandpoint Chamber Visitor Center
- Sandpoint South Gateway Orientation Kiosk & Trailhead
- Boners Ferry Gateway Visitor Center
- Porthill Border Crossing Pull-off

Proposed ISL Signage at Key Intersections:
- Junction State Route 31 and State Route 20 (Tiger)
- Junction of Flowery Trail and State Route 20 (Usk)
- Junction of State Route 20 and U.S. 2 (Newport)
- Junction of U.S. 2 and State Highway 41 (Oldtown)
- Junction of U.S. 95 and State Highway 200 (East of Sandpoint)
- Junction of U.S. 95 and U.S. 2 (North of Bonners Ferry)
- Junction of U.S. 95 and State Highway 1 (South of Porthill)

Individual State Scenic Byway Signs
Each of the individual state scenic byways along the Loop will have a gateway sign at each entrance to its respective segment in 2005 and 2006. Major entry monument signs are already in place on each end of the North Pend Oreille Scenic Byway (Washington S.H. 31).

Loop Community Signs
Other important signage efforts, which have been implemented by the Selkirk Loop, are the “Selkirk Loop Community” signs, which have been purchased by each of the following communities:
- Newport: south of Highway 2 about ½ mile on Highway 41
- Priest River: on Highway 2 east of Highway 57 junction
- Priest Lake: on Highway 57
- Bonners Ferry: on U.S. 95 adjacent to USFS Ranger Station, and north of the Kootenai River bridge at the historical markers.

In addition, Canada has placed six “International Selkirk Loop” logo reflective highway signs from the Porthill border crossing on Highway 21, continuing on Highway 3A to the ferry landing at Kootenay Bay. Signs have been purchased and are scheduled to be placed in 2005 from the west shore landing at Balfour on Highway 3A through Nelson, B.C., then on Highway 6 through Salmo to the International Border crossing at Nelway.

Interpretive Sign Placement Recommendations
Each segment of the International Selkirk Loop offers rich opportunities for recreational activity, scenic enjoyment, and historical understanding, and there is much potential for interpretation of these assets along the Loop. Suggested areas for added interpretation at key existing or new sites along the Loop include:
### Wildlife
- Endangered species native to the region
- Waterfowl species and migration

### Environment
- Wetlands and waterfowl habitat
- Columbia River drainage system: dams, flood control, and hydropower

### Local Economy
- Timber industry
- Hydropower
- International trade with Canada
- Local agriculture

### Geology
- Ice Age Floods
- Mountain Ranges

### History/Culture
- Native American Tribes & Culture
- Pioneer Settlements
- Gold Rush
- Transportation Routes & Methods
- English Explorer David Thompson

### Recreation
- Boating Access
- Ski Areas
- Snowmobile Trails
- Hiking Trails
- Bird Watching
- Off Road Vehicle Areas
- Swimming/Camping/Picnic Areas

### International Travelers
The International Selkirk Loop serves travelers from many countries. The Selkirk Loop currently accommodates multi-lingual visitors in the following ways:
- International sign symbols
- Bi-lingual staff at visitor centers
- Bi-lingual (or multi-lingual) staff at some attractions and hospitality businesses (hotels, outfitters, etc.)
- Information provided at border crossings
- List of interpretive resources available when needs arise
- The Sandpoint Chamber web site is available in Japanese

Additionally, the Selkirk Loop plans to implement the following strategies to further improve accommodations for multi-lingual visitors:
- Installation/replacement of signs using international sign symbols
- Handouts for specific segments/attractions in several languages (Spanish, French, German, Japanese)
- Auto tour available in several languages
- Translation of Selkirk Loop web site to accommodate international visitors
- Expansion of bi-lingual staff at visitor centers and attractions/service businesses
- Use of metric system figures on highway speed limit and distance signs

The next chapter provides information and recommendations related to other aspects of Byway travel: highway safety, design and capital improvement projects.
Traffic on the Loop Today
Today the Selkirk Loop is a key transportation corridor between the United States and Canada, as well as a destination travel route for tourists in all seasons of the year. The paragraphs below provide details about trends and current conditions related to traffic and highway safety.

Traffic Volumes and Safety
Average annual traffic volumes around the Loop are moderate compared to traffic in most metropolitan areas and major highway corridors. The peak traffic months are July and August because of tourist traffic. The heaviest volume is in the vicinity of Sandpoint, Idaho, which lies at the junction of two U.S. highways and a state highway. Figure 7.1 shows the Average Annual Daily Traffic (AADT) figures for 2003 at various points around the Loop.

Figure 7.1: Avg. Annual Daily Traffic Counts: 2003

Figure 7.2 below shows detailed traffic trends on Washington State Highways 31 and 20 from 1993 to 2003. Note that traffic volumes actually declined on S.H. 31, and increased significantly only in the area immediately north of Newport. Slight increases were seen closer to Tiger.

Figure 7.3 on the next page provides detail about seasonal traffic trends on U.S. 95 and State Highway 2 in Idaho. Traffic counts were virtually unchanged at the northernmost point (Copeland), while more significant increases were seen at Bonners Ferry, Sandpoint and Priest River. Peak traffic months are July and August, and months with the least traffic are December and January.

Following the two tables is a discussion of safety and accidents on the highway segments around the Selkirk Loop. U.S. 95 in Idaho has the highest accident ratio; however, a number of improvement projects over the next five years will dramatically improve the safety of that segment. There are no major safety problems on the Washington segment of the Loop.
### Idaho Traffic Trends: U.S. 95 at Copeland, Bonners Ferry & Sandpoint; U.S. 2 at Priest River

<table>
<thead>
<tr>
<th>Year</th>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>Jun</th>
<th>Jul</th>
<th>Aug</th>
<th>Sep</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
<th>Annual 24 Hr Avg.</th>
</tr>
</thead>
<tbody>
<tr>
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<td>495</td>
<td>508</td>
<td>675</td>
<td>842</td>
<td>920</td>
<td>1204</td>
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<td>1720</td>
<td>1130</td>
<td>849</td>
<td>650</td>
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<td>925</td>
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<tr>
<td>1991</td>
<td>463</td>
<td>572</td>
<td>705</td>
<td>876</td>
<td>1000</td>
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<td>1755</td>
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<td>1398</td>
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<td>752</td>
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<td>1992</td>
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<td>681</td>
<td>730</td>
<td>1055</td>
<td>1127</td>
<td>1314</td>
<td>2026</td>
<td>2559</td>
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<td>963</td>
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<tr>
<td>2003</td>
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<td>735</td>
<td>775</td>
<td>876</td>
<td>922</td>
<td>1052</td>
<td>1387</td>
<td>1367</td>
<td>1063</td>
<td>925</td>
<td>755</td>
<td>663</td>
<td>934</td>
</tr>
<tr>
<td>2004</td>
<td>816</td>
<td>227</td>
<td>100</td>
<td>-152</td>
<td>-208</td>
<td>-353</td>
<td>-67</td>
<td>76</td>
<td>105</td>
<td>106</td>
<td>96</td>
<td>92</td>
<td>27</td>
</tr>
<tr>
<td>2005</td>
<td>15783</td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
</tbody>
</table>

(Previous year continuous counter figures not available.)

**Figure 7.3:**

Annual 24 Hr Avg.
Idaho Selkirk Loop Segment Accident History
The Idaho Transportation Department (ITD) statistically ranks “high accident locations” by frequency, locations, and type of accident. Two of Idaho’s high accident locations (#42 and #47 statewide) are located on the International Selkirk Loop:

U.S. 95 from Milepost 474.35 to 474.62: This roadway segment is located in Sandpoint, through the downtown business district. Safety in this highway segment will be greatly improved upon completion of the Sand Creek bypass project, to be completed in 2008.

U.S. 95 from Milepost 510.37 to 510.51: This high accident roadway segment is located at the “Three Mile” intersection of U.S. 2 with U.S. 95 three miles north of Bonners Ferry. Although this intersection is signalized, there is a high incidence of injury accidents at this location.

ITD has reported the following accident data for each of the segments of the Loop for the five years from 1999 through 2003:

<table>
<thead>
<tr>
<th>Route</th>
<th>Segment</th>
<th>Accid. Rate</th>
<th>5 Yr. Accident History</th>
</tr>
</thead>
<tbody>
<tr>
<td>S.H. 1</td>
<td>M.P. 0.0 to M.P. 11</td>
<td>2.9 / mile</td>
<td>32 accidents over 11 miles</td>
</tr>
<tr>
<td>U.S. 95</td>
<td>M.P. 475 to M.P. 523</td>
<td>14.9 / mile</td>
<td>716 accidents over 48 miles</td>
</tr>
<tr>
<td>U.S. 2</td>
<td>M.P. 0.0 to M.P. 28.5</td>
<td>10.8 / mile</td>
<td>301 accidents over 28 miles</td>
</tr>
</tbody>
</table>

Washington Segment Accident History
The Washington State Department of Transportation (WSDOT) reports the following accident data for the same five year reporting period, 1999 through 2003:

<table>
<thead>
<tr>
<th>Route</th>
<th>Segment</th>
<th>Accid. Rate</th>
<th>5 Yr. Accident History</th>
</tr>
</thead>
<tbody>
<tr>
<td>S.R. 31</td>
<td>M.P. 0.0 to M.P. 27</td>
<td>1.8 / mile</td>
<td>49 accidents over 27 miles</td>
</tr>
<tr>
<td>S.R. 20</td>
<td>M.P. 390 to M.P. 437</td>
<td>3.0 / mile</td>
<td>142 accidents over 47 miles</td>
</tr>
</tbody>
</table>

WSDOT indicates that there are no “High Accident Locations” on SR 20 or SR 31 within the International Selkirk Loop Corridor. As both the Idaho and Washington segments of the International Selkirk Loop traverse rural and scenic regions surrounded by forests and rivers, many of the recorded accidents are related to collisions with wild animals.

International Border Crossings
There are two international border crossings on the International Selkirk Loop: at Nelway, which is north of Metlino, Washington, and at Porthill, which is north of Copeland, Idaho. Since September 11, 2001, border security – and tracking of data about people crossing the borders – has increased significantly. Inbound border crossings from Canada to the U.S. declined steadily from 1994 (when the exchange rate peaked in Canada’s favor) to 2003. An analysis of Idaho border crossing data (north and southbound) indicates that all traffic (personal vehicle, truck and bus) increased significantly from 2001 to 2002, then dropped slightly in 2003. However, 2004 data indicates that southbound traffic is increasing due to favorable exchange rates for Canadians, and to increased tourism travel in general.
Kootenay Lake Ferry
Traffic counts on the Canadian half of the Loop are demonstrated in part by the vehicles using the Kootenay Lake ferry, which is a free link between the east and west sides of the Lake. Figure 7.4 shows recent vehicle counts by year and season for Kootenay Lake (B.C.) Ferry.

![Figure 7.4: Kootenay Lake Ferry Vehicle Count](source: B.C. Ministry of Transportation)

Traffic Projections & Levels of Service

Traffic Volumes & Capacity
In order to determine future needs for highway improvements, engineers review existing traffic data, along with future traffic projections, based on factors such as historical growth rates, projected population growth, etc. Figure 7.5 on the next page presents existing and projected traffic volumes through 2028 at key locations around the U.S. portion of the International Selkirk Loop, based on data from the Idaho Transportation Department (ITD) and Washington State Department of Transportation (WSDOT).

Traffic volumes and projections are most commonly reported as Average Daily Traffic (ADT). This figure is the sum of all traffic traveling both directions in all lanes over a 24 hour period. Another key measure of traffic volumes and capacities is determined by the peak hours, which is often the constraint to levels of service at an intersection.

Background Information on Levels of Service
Level of Service (LOS) as used in traffic analysis is defined as “a qualitative measure describing operational conditions within a traffic stream, generally in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety.” The Highway Capacity Manual is the industry standard for determining levels of service and is published by the Transportation Research Board.

Capacity is another measure of roadway performance. Capacity is defined as “the maximum rate of flow which persons or vehicles can reasonably be expected to traverse a point or uniform segment of a lane or roadway during a specified time period under prevailing roadway, traffic and control conditions usually expressed as vehicles or persons per hour.”

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1 Based on traffic data and projections provided by ITD and WSDOT.
areas, intersections will usually dictate the capacity of the adjacent roadways. In other words, intersections are usually the points of urban circulation systems where the most delay and congestion will occur.

Other factors may affect traffic flow. These factors include roadway geometry and grade, lane configuration, parking, stop controls and green time at signalized intersections, amount of heavy vehicles in the traffic stream, and number of turning movements. All of these factors along with the actual traffic volumes during peak hours are factored into the level of service calculations. In urban areas, intersections usually dictate the capacity of the roadway. Thus, the level of service at intersections is key to determining the adequacy of the transportation system for urban areas.

The Highway Capacity Manual has defined levels of service (LOS) based on the amount of delay. For signalized intersections, LOS is based on an average delay time for all vehicles traveling through the intersection. For unsignalized intersections, LOS is based on an average delay time for each approach that is required to yield to a through movement, i.e. the minor street approaches and any left turning movement off the major street. There are six levels of service, designated by letters A through F with level of service (LOS) A defined as the best operating condition and LOS F the worst.
Levels of Service around the Loop

Levels of Service for rural and urban arterial roadways, which are not restricted by traffic signals, can be rated for levels of service based upon the ratio of volume to capacity (V/C ratio). Figure 7.5 demonstrates that levels of service for all of the segments through rural areas and small communities are projected to offer very good levels of service through year 2028.

Two urban areas on the International Selkirk Loop, the City of Sandpoint and the City of Ponderay, currently have – or soon will have – poor levels of service. However, the Idaho Transportation Department (ITD) has three major highway improvement projects currently ready for construction, which will correct these safety and capacity constraints on the Loop.

Highway Modifications and Design Standards

The detailed list of highway improvement projects provided in the following section demonstrates the on-going investment by the Washington and Idaho transportation departments in the highways of the International Selkirk Loop. Each of these projects, which are listed on the State Transportation Improvement Plans (STIP) will enhance the safety, mobility, and longevity of the highway system in the region.

These U.S. and state highways are classified as major arterials, so the standards of the Federal Highway Administration (FHWA) and the American Association of State Highway and Transportation officials (AASHTO) must govern design of the improvements. In addition, several of the highway funded improvements projects along the Loop incorporate pedestrian and bike facilities.

For example, in Idaho, the design of the U.S. 95 Sandpoint bypass project scheduled for completion in 2008 incorporates extensive pathway and public space facilities serving the cities of Sandpoint and Ponderay. The Sandpoint Bypass Project also includes detailed design elements, which have been added to address environmental and aesthetic impacts and sound mitigation.

Additional segments of the Great Pend Oreille River Passage National Millennium Trail along U.S. 2 between Oldtown and Sandpoint, Idaho have been funded for construction within the next two years. The vision for this National Millennium Trail is to provide a continuous paved pedestrian/bike trail along the U.S. 2 Pend Oreille River Corridor, ultimately extending 28 miles between Oldtown and Sandpoint.

Washington communities in the North Pend Oreille Valley including Usk, Cusick, Ione, Metaline, and Metaline Falls have completed a coordinated master plan for community revitalization which includes design standards for pedestrian and streetscape improvements along State Routes 20 and 31. The Towns of Ione and Metaline will begin phased implementation of their pedestrian enhancements along S.R. 31 in summer, 2005.
Accommodating Byway Commerce and Efficient Service

There are a number of highway projects planned over the next five years to improve highway safety and efficiency around the Loop, particularly in areas where heavy commercial traffic has begun to affect quality of life for local residents, and when combined with heavy summer tourist traffic, affects mobility of all highway travelers. Figure 7.6 on the next page is a list of highway projects around the Loop programmed by WSDOT and ITD. Those projects are mapped in Figure 7.7 on the following page.

The list of federally and state funded highway, bike, and pedestrian improvement projects programmed for design and/or construction along the International Selkirk Loop over the next five years is extensive. It demonstrates the commitment of the States of Idaho and Washington, as well as the communities and volunteer organizations along the Loop, to enhance the safety and quality of experience for local residents and visitors. A significant number of the highway improvement projects have been in the planning process and awaiting funding many years. Community support for these projects is strong, and the improvements will greatly enhance the International Selkirk Loop over the next five years.

Accommodating Increased Tourism

Tourists have unique needs when visiting a destination. They generally are less concerned about “efficient” travel, and are more concerned about safe and “enjoyable” travel. This means that they are able to drive in a relaxed manner without stressful congestion, and enjoy the view at reasonable speeds. They also need good directional signs, and easily accessible areas to pull off the highway and enjoy scenic views or interpretive information. They appreciate multi-media opportunities to obtain information, such as signs, brochures, radio transmitters, staffed visitor centers, audio tours, guidebooks, etc. The highway improvement projects mentioned above (and listed on the next two pages) will improve the travel experience for Loop travelers by reducing congestion and improving safety. Additionally, the list of projects in Figure 7.8 will improve key visitor sites by adding amenities, interpretative and directional signs, public restrooms, etc. Chapter 9 (Marketing) addresses visitor center and multi-media opportunities to enhance the visitor experience on the Selkirk Loop.
<table>
<thead>
<tr>
<th>Highway</th>
<th>Description</th>
<th>Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Sullivan Creek Bridge Replacement – Replace Bridge, MP 14.50 to 15.00</td>
<td>Projected Jan. 2006 construction</td>
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<tr>
<td></td>
<td>Town of Metaline – Sidewalk Improvements</td>
<td>Construction 2005</td>
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<tr>
<td></td>
<td>Town of Ione – Sidewalk Improvements</td>
<td>Construction 2005</td>
</tr>
<tr>
<td>S.R. 20</td>
<td>Tiger to Ruby – Paving with Hot Mix Asphalt MP 390.41 to 404.41</td>
<td>Projected Ad Date 5/16/05</td>
</tr>
<tr>
<td></td>
<td>Metcalf Lake to Pend Oreille Mill - Paving with Hot Mix Asphalt, MP 412.00 to 422.92</td>
<td>Projected Ad Date 4/17/06</td>
</tr>
<tr>
<td>U.S. 2</td>
<td>Great Pend Oreille RV Trail, Seg 5 Environmental Preservation – Bicycle/Pedestrian/Equestrian Trails</td>
<td>FY 2006</td>
</tr>
<tr>
<td></td>
<td>Jct SH 57, Priest River Safety/ Traffic Operations – Intersection Improvement</td>
<td>FY PREL</td>
</tr>
<tr>
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<td>Dover Bridge, Bonner Co. Bridge Construction and Approaches – Bridge Replacement</td>
<td>FY PREL</td>
</tr>
<tr>
<td></td>
<td>UPRR R/W, Dover to Sandpoint Environmental Preservation - Advanced Right-of-way</td>
<td>FY PREL</td>
</tr>
<tr>
<td></td>
<td>Dover to Sandpoint Reconstruction/ Realignment – Grading &amp; Drainage</td>
<td>FY PREL</td>
</tr>
<tr>
<td></td>
<td>Bridge St. Pedestrian Widening Supporting Facilities - Bicycle/Pedestrian/Equestrian Trails</td>
<td>FY 2005</td>
</tr>
<tr>
<td>U.S. 95</td>
<td>Long Br. Pedestrian/ Bike Underpass Environmental Preservation Bicycle/Pedestrian/Equestrian Trails</td>
<td>FY 2005</td>
</tr>
<tr>
<td></td>
<td>Sandpoint Streets Resurface/Restore/Rehabilitate/ Widen – Pavement Rehabilitation &amp; Resurfacing</td>
<td>FY 2008</td>
</tr>
<tr>
<td></td>
<td>Sandpoint, North &amp; South Reconstruction/ Realignment – Grading &amp; Drainage</td>
<td>FY 2006</td>
</tr>
<tr>
<td></td>
<td>Sandpoint Pedestrian Boardwalk, Sandpoint Environmental Preservation, Bike/Ped/Equest Trails</td>
<td>FY 2007</td>
</tr>
<tr>
<td></td>
<td>Sandpoint to Kootenai Cutoff Major Widening – Grading &amp; Drainage</td>
<td>FY PREL</td>
</tr>
<tr>
<td></td>
<td>UPRR Colburn Resurface/Restore/Rehabilitate/ Widen – Bridge Deck Protective System</td>
<td>FY 2009</td>
</tr>
<tr>
<td></td>
<td>McArthur Lake, Boundary Co. Reconstruction/ Realignment – Alignment/Grade Spot Improvement</td>
<td>FY PREL</td>
</tr>
<tr>
<td></td>
<td>Petersen Hill, Bonners Ferry Safety/ Traffic Operations – Safety Improvement</td>
<td>FY PREL</td>
</tr>
<tr>
<td></td>
<td>Bonners Ferry S. Hill Resurface/Restore/Rehabilitate/ Widen – Pavement Rehabilitation &amp; Resurfacing</td>
<td>FY PREL</td>
</tr>
<tr>
<td></td>
<td>Bonners Ferry Visitors Center, Payment Supporting Facilities – Rest Area</td>
<td>FY 2006</td>
</tr>
<tr>
<td></td>
<td>Riverside St. UPRR Crossing, Bonners Ferry Safety/ Traffic Operations – Railroad Signals</td>
<td>FY 2007</td>
</tr>
<tr>
<td></td>
<td>Bonners Ferry Visitors Center Supporting Facilities – Rest Area Improvement</td>
<td>FY 2006</td>
</tr>
</tbody>
</table>
[INSERT FIGURE 7.7: HIGHWAY & SITE IMPROVEMENT PROJECTS ALONG U.S. SEGMENTS OF LOOP]
Recommended Selkirk Loop Improvement Projects

During the development of this Corridor Management Plan, the ISL, Inc. Board, members, partner agencies and other organizations provided input to the planning team regarding suggested capital improvements to specific sites and/or highway segments. In addition to the highway improvement projects described on the previous pages that already are programmed, the projects listed in Figure 7.8 below have been identified as priorities to enhance the scenic byway. These projects also are summarized with a timeline and responsibility details in the Action Table in Chapter 9.

Figure 7.8: Recommended Selkirk Loop Improvement Projects

<table>
<thead>
<tr>
<th>Location</th>
<th>Milepost</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>North Pend Oreille Scenic Byway</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SR 31 Crescent Lake Campground &amp;</td>
<td>25.8</td>
<td>Add scenic byway/interpretive signage to overlook for north Gateway on U.S. side of border crossing on S.R. 31</td>
</tr>
<tr>
<td>Boundary Dam Overlook</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Eagles Nest Scenic View Site</td>
<td>10.0</td>
<td>Develop paved pull out, scenic overlook, and interpretive displays</td>
</tr>
<tr>
<td><strong>Pend Oreille Valley Scenic Byway</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SR 20 Tiger Store</td>
<td>0</td>
<td>Add signs for scenic byway north Gateway, Selkirk Loop</td>
</tr>
<tr>
<td>David Thompson Interpretative Site</td>
<td>403</td>
<td>Improve approach, parking, picnic area, advance signage, and add interpretive displays</td>
</tr>
<tr>
<td>Ruby Ferry Landing &amp; Boat Launch</td>
<td>404</td>
<td>Improve approach, parking, picnic area, public restroom, and add interpretive displays and advance signage</td>
</tr>
<tr>
<td>Newport State Park Scenic Overlook</td>
<td>434.5</td>
<td>Improve approach, parking, picnic area, benches, and interpretive displays</td>
</tr>
<tr>
<td>Newport Chamber Visitor Center</td>
<td>507.6</td>
<td>Improve wayfinding signage to the Visitor Center; provide signage for scenic byway, visitor and RV parking (U.S. 2)</td>
</tr>
<tr>
<td><strong>Panhandle Historic Rivers Passage</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>US 2 Oldtown Rotary Park</td>
<td>0.5</td>
<td>Provide scenic byway, visitor information/interpretation on kiosks; develop as concession for visitor activities</td>
</tr>
<tr>
<td>Priest River Wildlife Area</td>
<td>8.0</td>
<td>Improve approach, add parking, advance signage, add interpretive displays, and wildlife viewing facilities</td>
</tr>
<tr>
<td>Pend Oreille River Scenic Overlook</td>
<td>11.5</td>
<td>Improve existing roadside pull out, provide interpretive signage and benches</td>
</tr>
<tr>
<td>Seneacquoteen Native American Interpretive Site</td>
<td>15.2</td>
<td>Relocate to new scenic overlook at site at M.P. 16.2, improve approaches, add interpretive displays, and advance signage</td>
</tr>
<tr>
<td><strong>Wild Horse Trail</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>US 95 Sandpoint US 95 South Gateway</td>
<td>474</td>
<td>Collaborate with ITD development of Long Bridge Trailhead Site as ISL South Gateway w/ scenic byway signs</td>
</tr>
<tr>
<td>Orientation Kiosk</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sandpoint Chamber Gateway Visitor Center</td>
<td>475.5</td>
<td>Provide wayfinding signage on new U.S. 95 Sandpoint Bypass; add interpretive and orientation signage for ISL</td>
</tr>
<tr>
<td>Pack River Road Interpretive Site</td>
<td>486.2</td>
<td>Improve existing weigh station area, add interpretive signage and advance signage</td>
</tr>
<tr>
<td>McArthur Lake Wildlife Management Area</td>
<td>493.3</td>
<td>Improve entrance signage in association with ITDs U.S. 95 improvements; add interpretation and wildlife education on-site</td>
</tr>
<tr>
<td>Purcell Trench, Wild Horse Trail,</td>
<td>503.7</td>
<td>Relocate to parking lot of pending Bonners Ferry Gateway Visitors Center (M.P. 507.6) and relocate existing David Thompson monument from Bonners Ferry Library to this same site</td>
</tr>
<tr>
<td>David Thompson Historical Markers</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kootenai Tribe/ Bonners Ferry Crossing Historical Markers</td>
<td>507.8</td>
<td>Relocate existing historical markers to existing scenic view park south of the Kootenai River near to downtown Bonners Ferry</td>
</tr>
<tr>
<td>State Highway 1 / U.S. 95 Scenic Overlook</td>
<td>4.2</td>
<td>Add interpretive signage and orientation for the International Selkirk Loop</td>
</tr>
<tr>
<td>SH 1 Porthill Border Crossing Pullout</td>
<td>11.0</td>
<td>Add scenic byway orientation/interpretive signage</td>
</tr>
</tbody>
</table>
Current Loop Marketing Efforts and Results

The Selkirk Loop marketing efforts have been highly successful, with broad participation by communities, businesses, attractions and events around the Loop. The Loop has garnered significant media attention, including feature articles worth more than $1 million in Sunset Magazine,1 and additional visibility in other regional and national media (see box). ISL, Inc. has an annual budget of approximately $65,000 to implement the following marketing efforts:

- 4-color map (90,000 copies distributed at 630 outlets)
- 64-page visitor guide (30,000 copies)
- Web site (www.selkirkloop.org)
- Loop highway signs
- Member business window decals
- Toll-free number: 1-888-823-2626
- Magazine advertising
- Rack cards featuring Loop dining & attractions
- Group tour marketing campaign
- Media relations/publicity program

Respondents to the on-line survey of tourism-related businesses and organizations rated the effectiveness of these efforts as above average to excellent, with ISL member businesses and attractions giving the efforts even higher marks (see Appendix A for details).

In 2004, the web site managed by ISL, Inc. averaged about 80,000 hits per month, with about 7,000 unique visitors per month (an increase of nearly double over 2003 web site traffic). ISL, Inc. received individual requests from more than 1,560 travelers in 2004 requesting a visitor guide. Of those requests, about 40% came from readers of Sunset Magazine, about 22% from the Selkirk Loop web site, 10% from word of mouth referrals, 8% from the widely-distributed Selkirk Loop travel map, and the remainder from various magazines, newspapers and other travel guides.

Existing Travelers on the Loop

Chapter 3 provides an overview of tourism trends in the region of the Selkirk Loop, based on state and provincial research data. Additionally, the planning team for this Corridor Management Plan conducted an on-line survey of Loop stakeholders to obtain data regarding markets and trends. The purpose of analyzing past and current tourist trends and demographics is to maximize the effectiveness of future marketing efforts through strategic targeting, media selection and message development.

According to the on-line survey respondents, nearly half of Loop travelers are from the northwest U.S., one-quarter are from western Canada, 16% are

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1 “Best New Scenic Drive – 2000” (March 2000), May 2001 5-page photo feature, Summer 2002 Travel issue 2-page article, total circulation per issue: 1.5 million
from other U.S. regions, 5% from other Canadian provinces, and 3% from Europe (Figure 8.1). In the on-line survey, Lodging and Retail respondents indicated that they host more international guests than the overall results indicated. Visitor inquiry data from Selkirk Loop web site and telephone inquiries is consistent with the survey results, as are data from recent state tourism research reports (see Chapter 3 for detailed results of tourism trend and demographic analyses). Increasingly, motorcoach tour companies are planning tours of the Loop.

All of this data, combined with market research (see Chapter 3) helps define the Loop’s top priority geographic and demographic target markets.

**International Selkirk Loop Target Markets**

Based on the research data, and results from previous marketing efforts, ISL, Inc. has defined its priority target markets as follows:

**GEOGRAPHIC:**
- Primary: Northwestern U.S. & Western Canada
- Secondary: California, Arizona, Texas, Midwest U.S.
- Tertiary: Other U.S./Canada, U.K., Germany, Australia, Mexico

**DEMOGRAPHIC:**
- Couples age 45+ with families (at home or adult)
- Household income: $40,000 to $150,000
- College education
- Homeowners
- Frequent travelers
- Enjoy heritage and culture, festivals, outdoor activities, soft adventure
- Value nature, wildlife, rural values, small communities
- Specialty activities: hiking, snowmobiling, skiing, fishing, bird watching, golf, motorcycle or bicycle touring, RV touring

**Positioning & Key Messages**

The International Selkirk Loop is unique because of its location in two states and two countries – the “Two Nation Vacation.” There is a tremendous variety of cultures, traditions and festivals around the Loop, including Native American, Scandinavian, Hispanic, Italian, Eastern European, Japanese, German, Mennonite and others. The international flavor of the destinations and activities is a strong draw to the Loop, and is highlighted in all Loop marketing efforts.

Additionally, the Loop’s top intrinsic qualities, Scenic and Recreation, will be emphasized using a tagline such as “Outdoor Fun in a Spectacular Setting.” A key goal of ISL, Inc. marketing efforts is to draw more visitors during off-peak seasons by highlighting the year-round recreation opportunities and variety of experiences within a short distance from each other, yet still relatively remote and uncrowded.

Compared to other scenic byways in the western United States, the Selkirk Loop offers “more experiences per mile” than any other destination. This intense variety and concentration of attractions is the Loop’s competitive advantage, and will be emphasized in all aspects of the marketing efforts.
Selkirk Loop Marketing Plan
ISL, Inc. coordinates closely with local, regional, state and provincial tourism marketing organizations in order to maximize their visibility and leverage dollars. The Selkirk Loop marketing efforts to reach their top priority target markets include the following:

Internet Marketing
1. Upgrade Selkirk Loop web site to include a searchable database of attractions, activities, events and members. Include special sections on the web site for themed tours and itineraries (see below).
2. Incorporate opt-in consumer lead generation on the web site, so that ISL, Inc. members automatically receive screened requests for additional information from consumers who provide permission.
3. Create an interactive calendar of events so consumers can search by event date, type, community, etc.
4. Create a monthly or quarterly e-letter with seasonal updates of events and activities around the Loop. Send the e-letter (containing photos, etc.) to ISL, Inc.’s database of previous online inquiries.
5. Provide strategic reciprocal links to/from other travel-oriented web sites, and to/from member web sites.
6. Evaluate feasibility of online bookings and sales of Loop guidebooks, souvenirs and other items.

Niche Product Development
7. Develop themed tours and itineraries targeting specific niche customer segments (Golf the Loop, Birding the Loop, Hiking the Loop, Lover’s Loop, Heritage Loop, etc.), and promote them via the web site, travel guide, etc.
8. Promote the Loop to niche markets via specialty publications and web sites, through press releases, online or print advertising, etc.
9. Highlight specialty tours, itineraries and activities in the Selkirk Loop travel guide (e.g., hiking trail systems, golf courses, snowmobile areas, birding sites, etc.).
10. Work with local event sponsors to help promote events around the Loop, particularly off-peak season events.

Visitor Information Materials
12. Print and distribute 90,000 copies of the ISL map throughout the Northwestern U.S. and Western Canada.
13. Print and distribute 30,000 copies of the ISL travel guide to key sites near the Loop, and mail it to consumers in response to web site and telephone inquiries. Redesign the 2006 travel guide to include sections for specific activities and attractions (hiking, birding, golf, skiing, camping, etc.).
14. Distribute ISL decals and signs to member businesses and communities.
15. Develop an ISL information packet or 3-ring binder for all visitor centers and border crossings around the Loop, including detailed information about each community, attraction, event and activity.
16. Work with the David Thompson Bicentennial planning organizations to tie Selkirk Loop promotions into Bicentennial events and activities.

Internet is top priority:
Selkirk Loop marketing efforts will focus heavily on Internet-based strategies, due to the high percentage of travelers who use the web for planning and booking their vacations.

Niche markets are key:
2005 marketing efforts will focus on themed itineraries, packages and promotions targeting niche markets and tour groups.

Visitor information services will be enhanced in 2005-06:
Distribution of Selkirk Loop promotional materials continues to increase. Branding of the Loop is being implemented through member signs, decals, and co-branding. Visitor information will be coordinated with all local visitor centers.
17. Work with Loop segment management committees and local chambers of commerce to evaluate the feasibility of short range radio transmitters to provide tourist information to Loop travelers. The radio transmitters would carry a Loop message, along with information about local attractions, events and activities.

18. Develop an auto tour of the Loop in CD and MP3 format. Evaluate the feasibility of producing the auto tour in several languages to serve international travelers.

**Advertising (Paid and Earned Media)**

19. Use targeted online advertising to generate additional web site traffic, such as premium placement on search engines, e-mailings to targeted lists, banner ad placement, etc.

20. Place advertisements in targeted travel publications, such as AAA, Sunset, RV publications, Harley/BMW magazines, bicycle touring publications, etc.

21. Send information to travel writers, and host/assist writers on assignment for travel publications. Send regular press releases to targeted media.

**Trade Events**

22. Coordinate with state and provincial efforts, and with member efforts, to attend travel trade events targeting the group/motorcoach market, tour operators, travel agents, international tour operators, etc.

23. Provide tailored materials for trade events, such as sample motorcoach tour itineraries, travel packages, and event/theme highlights.

24. Upon return from trade events, distribute leads and report to all ISL, Inc. members.

**Public Relations**

25. Produce ISL quarterly newsletter or report and distribute to members, local elected officials, agency representatives, media and other stakeholders, to inform them of ISL, Inc. activities, successes and needs. Include information about the economic impact of tourism on the Loop region, and changes in tourism-related sales.

26. Promote use of the ISL, Inc. web site by local communities, chambers of commerce, media and citizens to learn about upcoming events and activities around the Loop.

27. Establish a means for local residents to send an e-card to friends and relatives from the Loop web site, and to add them to ISL’s online database of e-letter recipients.

**Tracking and Evaluation**

28. Monitor lodging sales figures for each of the three counties and southeast British Columbia to evaluate overall trends.

29. Track and report inquiries to the ISL, Inc. web site and toll-free number. Report monthly inquiries by state/country of origin, source code, activity desired, etc. Track and report source of web inquiries by search engine, link referrals, ad click-through’s, etc.

30. Coordinate with visitor centers around the Loop to track and report visitor counts, inquiries regarding Loop travel, key activities, etc.

31. Work with the Departments of Transportation to monitor traffic counts by month or season on the Loop, and report results to members.

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**Publicity and trade efforts continue:**

While advertising dollars are limited, the Loop has been highly successful in generating publicity and attracting tour groups through attendance at domestic and international trade events.

Return on investment can be measured in tangible results:
The Loop will continue to track and evaluate results from its marketing efforts, including inquiries, sales, reported visitors, event attendance, traffic counts, etc. Results will be reported to ISL, Inc. members, elected officials and local media.
Special Events
There are numerous events and festivals held around the Loop annually. Some are primarily local or regional in scope, and some draw visitors, participants or competitors from around the world. Examples of these events include the following:

♦ Snowshoe Softball Tournament, January
♦ Mountain Film Festival, January
♦ USTSA National Telemark Races, February
♦ Sled Dog Races, February
♦ Tundra Swan Migration, February
♦ Madcap Mardi Gras, February
♦ Snowmobile Poker Run, February
♦ Spring Ding Bluegrass & Folk Festival, March
♦ Harbor STOMP Games, March
♦ Summit2Summit Multi-sport Event, April
♦ Festival Nelson, April
♦ Loggers Day, April
♦ Earth Market, May-October
♦ Lost in the 50s Classic Car Show, May
♦ Creston Valley Blossom Festival, May
♦ Spring Festival, May
♦ Ameri-Cana International Relay, June
♦ World Midsummer Curling Bonspiel, June
♦ Selkirk Saddle Club Rodeo, June
♦ NORBA Nationals Mountain Bike Races, July
♦ Art Walk, July-September
♦ 4th of July Celebrations, July
♦ International Streetfest, July
♦ Down River Days River Festival, July
♦ PWRA Rodeo, June & Bull-a-Rama, July
♦ Kootenai River Days, July
♦ Pend Oreille Valley Lavendar Festival, July
♦ Timber Days, July
♦ Salish Fair and Pow Wow, August
♦ Huckleberry Festival, August
♦ International Draft Horse Show, September
♦ Valley of the Ghosts Fall Festival, September
♦ American Heritage Days, September
♦ Affair on Main Street Art, Craft & Culture, Sept.
♦ Dry Rot Wooden Boat Breakfast, September
♦ Fall Fair Festival, September
♦ Oktoberfest, October
♦ Thanksgiving Fishing Derby, November
♦ Kootenai Artisans Christmas Market, November
♦ Festival of Trees, December
♦ Deck the Falls Winter Festival, December

Special events are an important part of the Loop’s marketing efforts, particularly for off-peak season, since events and competitions draw visitors who have specific interests.

David Thompson Bicentennials, 2007-2011
“The continent we had; the continent we have; the continent we want.”

A Brief History Lesson: Who was David Thompson?
David Thompson worked for Hudson’s Bay Company and Northwest Company in the late 1700s and early 1800s, initially as a fur trader and later as a surveyor and mapmaker. During his career, he mapped 1.5 million square miles of North America, including parts of Quebec, Ontario, Manitoba, North Dakota, Saskatchewan, Alberta, British Columbia, Montana, Idaho, Washington and Oregon.

He is thought to be the world’s foremost geographer. His meticulously detailed maps were used by the Lewis & Clark expedition. Some were used until the 20th century, and became the basis for all subsequent maps of Western Canada. He is credited with mapping the Columbia River from its source to its mouth. Additionally, his surveying established the USA-Canadian border in many areas.

Thompson also was a fur trader and explorer known for his trans-mountain explorations. He actively traded with Native Americans and traveled the mountainous routes they established. He lived among, was respected by, and spoke the languages of Native Americans.

Thompson spent 28 years exploring more than 55,000 miles in northwestern North America, more than any other trader or mapmaker.

Thompson recorded his keen observations in numerous field journals. He methodically detailed meteorological, astronomical, and wildlife observations in addition to his daily fur trading transactions. His memoirs provide invaluable insight on the expanding fur trade business, relations with Native Americans, and landscapes in their unaltered state.

The Bicentennials: What, When & Where
The North American David Thompson Bicentennials will take place from 2007 to 2011 across the continent. The Bicentennial Partnership, consisting of planning groups across Canada and the U.S., has many activities planned. Details are available on the David Thompson Bicentennials web site: www.davidthompson200.org

The year 2007 is the bicentennial of Thompson’s first crossing of the Rocky Mountains. It also is the 150th anniversary of his death. Bicentennial commemorations are planned for Thompson’s 1808 to 1812 travels along the Columbia River, through Athabasca Pass, and his establishment of trading posts.

While the bicentennial will commemorate events that took place during Thompson’s life, the Bicentennial Partnership encourages communities to commemorate other important dates and events associated with fur trading in their respective geographic areas. This broader theme provides opportunities for communities on the Selkirk Loop to plan bicentennial-related activities.
Visitor Services

A key issue for marketing the International Selkirk Loop is the system of on-the-ground visitor information and assistance around the Loop. Figure 8.2 shows the staffed visitor center facilities around the Selkirk Loop. Most are staffed year-round – at least part-time – and some are seasonal. An action item in the marketing plan for ISL, Inc. is to coordinate with the key visitor centers to provide a consistent set of information around the Loop (e.g., a 3-ring binder, and eventually online web site database). Additionally, some of the visitor centers already track and report to ISL the number of people who call or stop at their offices who indicate they are “doing the Loop” or interested in information about it. Services provided at the visitor centers are the following:

- Public restrooms
- Maps and brochures about the Selkirk Loop, local attractions, visitor services, trail systems, events, etc.
- Road conditions, construction delays, etc.
- U.S.-Canada border crossing information
- Local history, culture and other information

The sidebar at left summarizes some of the visitor trends from three of the key visitor centers around the Loop. Each visitor center tracks its statistics a little differently, and a key goal of ISL, Inc. is to coordinate with the visitor centers to obtain similar information at various sites around the Loop.

International Border Crossings

The unique nature of the International Selkirk Loop – a two-nation scenic route – brings with it a unique set of challenges, particularly after 9/11 in 2001. Depending on international threat levels, the border crossing regimen varies on a weekly (if not daily) basis. Travelers are required, at a minimum, to carry photo identification to prove citizenship (e.g., driver’s license or passport). Children can use a school I.D. card or birth certificate, and a letter of authorization if traveling with someone other than their parents. There are restrictions on fruits, vegetables and alcohol. Some border patrol officers are more tourist-friendly than others, which has prompted ISL, Inc. to consider a partnership with the border patrol to conduct hospitality and Loop familiarization training for its officers. Additionally, ISL, Inc. includes border crossing information in its travel guide and map, and maintains current information and links on the Selkirk Loop web site.

The enhanced border security does have its benefits: immigration officials closely track traveler trends by vehicle type, party size, trip purpose, nationality, etc. ISL, Inc. is able to access this information, which provides insights regarding its marketing efforts and target markets.
Implementation Approach & Partners

A well-designed Corridor Management Plan guides the actions and resource allocations of Scenic Byway managers, local partner organizations, businesses, local governments, agencies, and other stakeholders, and offers the following benefits to the Byway partners:

♦ Coordination of activities so actions of all partners are inter-related
♦ Identification of a realistic timetable for getting things done
♦ Communication about what partner organizations and agencies are trying to achieve and why
♦ Clarification of expected outcomes
♦ Preparation to meet changes when they occur
♦ Focusing of efforts to maximize resources available
♦ Basis of a control system – the ability to see when activities are deviating from the plan as well as to evaluate the results so that they meet stated goals
♦ Maintenance of strategic integrity – action plans, by clearly specifying the strategies to be pursued and basing those choices on a thorough understanding of the Byway’s goals, help prevent a series of ad hoc decisions that carry it farther and farther away from its central mission

This Corridor Management Plan is designed to outline actions and projects that build momentum and teamwork as the plan is implemented. The key to implementation is leadership and cooperation. The Board of International Selkirk Loop, Inc., will take the lead in coordinating implementation of the Corridor Management Plan. While ISL, Inc. does not physically own any sites, or have jurisdiction to direct development, ISL, Inc. will be the “keeper of the flame,” and coordinate with its partner organizations such as Chambers of Commerce, Tribes, state and federal agencies, businesses and other stakeholders to ensure that implementation moves forward. Each partner plays a critical role in the success of the Plan:

<table>
<thead>
<tr>
<th>Organization</th>
<th>Roles</th>
</tr>
</thead>
<tbody>
<tr>
<td>International Selkirk Loop, Inc.</td>
<td>Overall coordination, Loop promotion, member services, “keeper of the vision,” communication re. Byway</td>
</tr>
<tr>
<td>ISL, Inc. Members</td>
<td>Program/project support, funding, advocacy, committee service</td>
</tr>
<tr>
<td>Chambers of Commerce</td>
<td>Visitor information, retention/expansion, tourism promotion, itineraries/packaging, conference/event promotion</td>
</tr>
<tr>
<td>County &amp; City Planning/ED/Recreation Staff</td>
<td>Planning, permitting, review, grant writing, site management</td>
</tr>
<tr>
<td>County &amp; City Elected Officials</td>
<td>Policy, advocacy, funding support, trouble-shooting, guidance</td>
</tr>
<tr>
<td>Tribal Councils, Tribal ED/Tourism Offices</td>
<td>Policy, coordination, communication, enterprises, partnerships</td>
</tr>
<tr>
<td>Economic Development Organizations</td>
<td>Advice, guidance, coordination, funding partnerships</td>
</tr>
<tr>
<td>State/Provincial Departments of Transportation</td>
<td>Technical assistance, support, review, funding, advice</td>
</tr>
<tr>
<td>State Departments of Small Business &amp; Tourism</td>
<td>Technical assistance, tourism promotion, funding, advocacy</td>
</tr>
<tr>
<td>B.C. Ministry of Business &amp; Economic Develop’t</td>
<td>Coordination, site management, partnerships, visitor services</td>
</tr>
<tr>
<td>British Columbia Ministry of Water, Land &amp; Air Prot.</td>
<td>Coordination, site management, partnerships, visitor services</td>
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<tr>
<td>State/Provincial Departments of Fish &amp; Wildlife/Game</td>
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</tr>
<tr>
<td>U.S. Forest Service</td>
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</tr>
<tr>
<td>U.S. Fish &amp; Wildlife Service</td>
<td>Coordination, site management, partnerships, visitor services</td>
</tr>
<tr>
<td>U.S. Army Corps of Engineers</td>
<td>Coordination, site management, partnerships, visitor services</td>
</tr>
<tr>
<td>Pend Oreille Public Utility District</td>
<td>Coordination, site management, partnerships, visitor services</td>
</tr>
<tr>
<td>Local Historical Societies</td>
<td>Site management/upgrades, technical assistance, community history interpretation/story-telling, visitor services</td>
</tr>
<tr>
<td>Event Planners/Sponsors</td>
<td>Coordination, promotion, visitor services, partnerships</td>
</tr>
<tr>
<td>Civic groups (Lions, Rotary, garden clubs, etc.)</td>
<td>Community leadership/service, project support, visitor services</td>
</tr>
<tr>
<td>Media</td>
<td>Reporting on progress, monitoring implementation success</td>
</tr>
</tbody>
</table>
Public Participation in Corridor Plan Implementation

Another critical component of Corridor Management Plan implementation is communication with, and ongoing input from, citizens of the area affected by the Selkirk Loop. Throughout the process of developing the Corridor Management Plan, citizens, business people, elected officials, agency representatives and other stakeholders were involved in providing feedback and advice. Outreach efforts, as detailed in Chapter 2, included an online survey, public meetings, press releases, presentations to various groups and elected officials, and a formal public comment period.

As implementation of the Corridor Plan continues, public involvement efforts will continue as well. ISL, Inc. will continue to invite all interested stakeholders to its monthly membership meetings, and will provide updates on its web site and through its newsletter, which is sent to elected officials, agencies, chambers of commerce, etc. The ISL Board members and Operations Director will attend meetings of other organizations, to share updates and obtain input. ISL committee representatives and the Operations Director will meet with partner agencies, tribes and organizations who will assist in implementation of specific projects. Projects that are part of State/Provincial transportation programming, or involve enhancements to sites on state/federal lands, will include an additional process of public input and refinement.

All site development projects included in this Plan already have an identified site owner/sponsor, who is willing to maintain the site long-term. In most cases, the sites are managed by county, state, and federal agencies, providing a level of certainty regarding maintenance and management of the sites.

Enforcement and Review Mechanisms

Chapters 4, 5 and 6 discussed the Loop’s intrinsic qualities, strategies to maintain and enhance those qualities, comprehensive plans, codes and sign regulations/guidelines. Additionally, most of the key assets and sites within the Selkirk Loop are managed by state or federal agencies, which means that environmental and other regulatory requirements must be met in the process of managing and enhancing those sites. Management goals such as wildlife habitat, water quality, recreational assets, scenic integrity, and vegetation mix are factored into the management of sites. Private development in all three counties requires permits and approvals (and in some cases, public hearings), in accordance with Comprehensive Plans and Development Codes. Therefore, the oversight and enforcement mechanisms are in place for the most part to guide quality development and maintain the Loop’s intrinsic qualities.

Review Schedule

Progress on the implementation of the Corridor Management Plan will be reviewed and monitored by the ISL CMP Implementation Committee and the Byway Committee, which includes representatives from each of the four state scenic byways and the East Kootenay Rockies segment in B.C. On a quarterly basis, the ISL, Inc. Board will include an agenda item for presentation, review and discussion of CMP action item progress at a monthly meeting. If progress falls behind schedule, the Board will discuss ways to remedy the situation in cooperation with its partner organizations.
In cases where problems arise, or actions are being taken by other entities that conflict with the vision of the Corridor Management Plan, ISL, Inc. will take steps to address the issue through meetings with appropriate officials, educational presentations about the Loop and its importance to the economy and quality of life in the region, and through public advocacy. The ISL, Inc. Board will remain politically neutral, and seek to resolve issues that arise through communication, cooperation and partnerships. ISL, Inc. will inform its members of key issues, and provide input to policy makers through educational and awareness-building efforts, rather than through political activism.

**Action Table**
The Action Table on the next three pages summarizes the actions from the previous chapters, and also assigns a priority level, timeline and responsibility to each action. The darker shading in timeline indicates a more intense level of activity in a given year. The key to the codes listed in the Responsibility column is on the third page of the table. The organization listed first is the lead organization for each action, and additional organizations listed are those who are likely to partner/assist with implementation.
### Figure 9.1: Implementation Action Table

<table>
<thead>
<tr>
<th>Category Action</th>
<th>Description</th>
<th>Priority</th>
<th>Timeline</th>
<th>Responsibility</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Coordination and Guidance re. Selkirk Loop Plan Implementation</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.1</td>
<td>Submit nomination for All-American Road designation for the International Selkirk Loop</td>
<td>1</td>
<td></td>
<td>BD, OD, CT</td>
</tr>
<tr>
<td>1.2</td>
<td>Conduct public hearings and obtain formal adoption of the CMP from counties, cities, chambers, etc.</td>
<td>1</td>
<td></td>
<td>BD, City, Co, Trb</td>
</tr>
<tr>
<td>1.3</td>
<td>Seek funding for implementation of Corridor Management Plan action items</td>
<td>1</td>
<td></td>
<td>CMP,BD,EDC,Fed</td>
</tr>
<tr>
<td>1.4</td>
<td>Develop Design Guidelines for existing &amp; new development around the Loop corridor</td>
<td>1</td>
<td></td>
<td>CMP, City, Co, Trb</td>
</tr>
<tr>
<td>1.5</td>
<td>Oversee CMP implementation, review progress, evaluate results</td>
<td>1</td>
<td></td>
<td>CMP, BD, OD</td>
</tr>
<tr>
<td><strong>Marketing</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.1</td>
<td>Upgrade web site to include searchable database. Include themed tours and itineraries</td>
<td>1</td>
<td></td>
<td>MC, CT, OD</td>
</tr>
<tr>
<td>2.2</td>
<td>Incorporate opt-in consumer lead generation on web for additional information from consumers</td>
<td>1</td>
<td></td>
<td>MC, CT, OD</td>
</tr>
<tr>
<td>2.3</td>
<td>Create a calendar of events that can be search by consumer for events, dates, communities, etc.</td>
<td>1</td>
<td></td>
<td>MC, CT, OD, CC</td>
</tr>
<tr>
<td>2.4</td>
<td>Monthly or quarterly e-letter with seasonal updates of events and activities</td>
<td>2</td>
<td></td>
<td>OD</td>
</tr>
<tr>
<td>2.5</td>
<td>Provide strategic links to/from other travel-oriented web sites and from to/from member web sites</td>
<td>1</td>
<td></td>
<td>CT, MC, OD, CC</td>
</tr>
<tr>
<td>2.6</td>
<td>Evaluate feasibility of online bookings and sales of guidebook, souvenirs and other items</td>
<td>2</td>
<td></td>
<td>MC, CT, OD</td>
</tr>
<tr>
<td><strong>Niche Product Development</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.7</td>
<td>Develop themed tours and itineraries targeting specific customers, promote them with web/guidebooks</td>
<td>1</td>
<td></td>
<td>MC, OD, CC, Biz</td>
</tr>
<tr>
<td>2.8</td>
<td>Promote Loop via specialty publications and web sites through press, online or print advertising</td>
<td>1</td>
<td></td>
<td>MC, OD</td>
</tr>
<tr>
<td>2.9</td>
<td>Highlight specialty tours, itineraries and activities in Loop travel guide</td>
<td>1</td>
<td></td>
<td>MC, OD</td>
</tr>
<tr>
<td>2.10</td>
<td>Work with local sponsors to promote events around Loop, particularly off-peak season events</td>
<td>2</td>
<td></td>
<td>MC, EP, CC</td>
</tr>
<tr>
<td>2.11</td>
<td>Work with national/state agencies, Audubon chapters to promote birding tours</td>
<td>3</td>
<td></td>
<td>MC, Fed, Civ</td>
</tr>
</tbody>
</table>

**Key to Codes:** BD=ISL, Inc. Board; Biz=Businesses; CC=Chambers of Commerce; Civ=Civic Groups/Nonprofits; City=City Government; Co=County Government; CT=Contractor; EDC=Economic Dev't Organizations; EP=Event Planners; Fed=Federal Agencies (Corps, USFS, USFWS); FG=State Fish & Game; ITD=Idaho Dept. of Transportation; MR=Member Relations Cmte; MC=Marketing Committee; OD=ISL, Inc. Operations Director; Trb=Tribal Governments; WSDOT=Washington Dept. of Transportation
<table>
<thead>
<tr>
<th>Category Action</th>
<th>Description</th>
<th>Priority</th>
<th>Timeline</th>
<th>Responsibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>2. Marketing (continued)</td>
<td>Visitor Information Materials</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.12</td>
<td>Print and distribute maps of ISL Loop through out NW United States and Western Canada</td>
<td>1</td>
<td>05 06 07 08 09</td>
<td>OD, MC, CT</td>
</tr>
<tr>
<td>2.13</td>
<td>Print and distribute travel guide to key sites around Loop and mail to customers in response to inquiries</td>
<td>1</td>
<td>05 06 07 08 09</td>
<td>OD, MC, CT</td>
</tr>
<tr>
<td>2.14</td>
<td>Distribute ISL decals and signs to member business and communities</td>
<td>1</td>
<td>05 06 07 08 09</td>
<td>OD, MR</td>
</tr>
<tr>
<td>2.15</td>
<td>ISL info packets/binder with detailed info about community, attractions, event for visitor centers</td>
<td>1</td>
<td>05 06 07 08 09</td>
<td>MR, OD, CC, EP</td>
</tr>
<tr>
<td>2.16</td>
<td>Work with David Thompson Bicentennial Organizations to tie ISL promos with Bicentennial events</td>
<td>2</td>
<td>05 06 07 08 09</td>
<td>MC, OD, KLT, KNT</td>
</tr>
<tr>
<td>2.17</td>
<td>Work with Communities and Chambers to evaluate feasibility of radio trans to provide tourist information</td>
<td>3</td>
<td>05 06 07 08 09</td>
<td>CMP, CC, CT</td>
</tr>
<tr>
<td>2.18</td>
<td>Develop and auto tour of ISL on CD and MP3 format</td>
<td>2</td>
<td></td>
<td>CMP, CC, CT</td>
</tr>
<tr>
<td>Advertising (Paid &amp; Earned Media)</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>2.19</td>
<td>Use targeted online ads to generate web site traffic</td>
<td>2</td>
<td>05 06 07 08 09</td>
<td>MC, CT</td>
</tr>
<tr>
<td>2.20</td>
<td>Place ads in targeted travel publications</td>
<td>2</td>
<td>05 06 07 08 09</td>
<td>MC, OD</td>
</tr>
<tr>
<td>2.21</td>
<td>Provide info to travel writers and host/assist writers on assignments</td>
<td>1</td>
<td>05 06 07 08 09</td>
<td>OD, Biz, CC</td>
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<tr>
<td>Trade Events</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.22</td>
<td>Coordinate attendance to travel trade events targeting specific markets</td>
<td>2</td>
<td>05 06 07 08 09</td>
<td>MC, OD</td>
</tr>
<tr>
<td>2.23</td>
<td>Provide tailored materials for trade events</td>
<td>2</td>
<td>05 06 07 08 09</td>
<td>MC, Biz</td>
</tr>
<tr>
<td>2.24</td>
<td>Upon return from events distribute leads and report to ISL members</td>
<td>2</td>
<td>05 06 07 08 09</td>
<td>OD</td>
</tr>
<tr>
<td>Public Relations</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.25</td>
<td>Quarterly newsletters with info regarding activities, successes, economic impact, changes</td>
<td>1</td>
<td>05 06 07 08 09</td>
<td>OD, MR</td>
</tr>
<tr>
<td>2.26</td>
<td>Promote use of web site to local communities for education on upcoming events and activities on ISL</td>
<td>2</td>
<td>05 06 07 08 09</td>
<td>MR, Civ, EP, City, Co</td>
</tr>
<tr>
<td>2.27</td>
<td>Establish means for locals to send e-cards to friends and relatives through Loop web site</td>
<td>3</td>
<td>05 06 07 08 09</td>
<td>MC, CT</td>
</tr>
<tr>
<td>Tracking &amp; Evaluation</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>2.28</td>
<td>Monitor lodging sales figures for 3 counties and SE British Columbia to evaluate overall trends</td>
<td>1</td>
<td>05 06 07 08 09</td>
<td>OD, MC, BD</td>
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<tr>
<td>2.29</td>
<td>Track and report inquiries on ISL web site and toll-free number</td>
<td>1</td>
<td>05 06 07 08 09</td>
<td>OD</td>
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<tr>
<td>2.30</td>
<td>Track and report visitor counts, inquiries of ISL through visitor centers</td>
<td>1</td>
<td>05 06 07 08 09</td>
<td>OD, CC, FWS, COE</td>
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<tr>
<td>2.31</td>
<td>Conduct conversion research on previous inquiries to verify</td>
<td>2</td>
<td>05 06 07 08 09</td>
<td>MC, OD, CT</td>
</tr>
<tr>
<td>2.32</td>
<td>Monitor traffic counts by month or season</td>
<td>2</td>
<td>05 06 07 08 09</td>
<td>CMP, ITD, WSDT</td>
</tr>
</tbody>
</table>

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### Category: Capital Improvement Projects: Signage, Interpretation, Transportation

#### WA SR 31

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<td>05 06 07 08 09</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.1</td>
<td>Abercrombie-Hooknose Overlook Gateway Site: Add Byway orientation/interpretive signs, MP 19.7</td>
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<tr>
<td>3.2</td>
<td>Crescent Lake &amp; Boundary Dam Overlook: Add interpretive sign to overlook, MP 25.8</td>
<td>2</td>
</tr>
<tr>
<td>3.3</td>
<td>Eagles Nest: Develop paved pull out, scenic overlook, and interpretive displays, MP 10.0</td>
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#### WA SR 20

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<th>Priority</th>
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<tr>
<td>05 06 07 08 09</td>
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</tr>
<tr>
<td>3.4</td>
<td>Tiger Store: Add signs for Selkirk Loop, MP 390.4</td>
<td>1</td>
</tr>
<tr>
<td>3.5</td>
<td>David Thompson Interpretive Site: Improve approach, parking, picnic area, advance signage, &amp; add interpretive displays, MP 403</td>
<td>1</td>
</tr>
<tr>
<td>3.6</td>
<td>Ruby Ferry Landing: Improve approach/parking/picnic area/public restroom, add interpretive signage and advance signage, MP 404</td>
<td>3</td>
</tr>
<tr>
<td>3.7</td>
<td>Newport State Park Overlook: Improve approach, parking, picnic area, benches, and interpretive displays, MP 434.5</td>
<td>3</td>
</tr>
<tr>
<td>3.8</td>
<td>Newport Chamber Visitors Center: Improve wayfinding sign to Visitor Center, provide signs for scenic byway &amp; visitor/RV parking, MP 507.6</td>
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</tbody>
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#### ID US 2

<table>
<thead>
<tr>
<th>Priority</th>
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<tr>
<td>05 06 07 08 09</td>
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<tr>
<td>3.9</td>
<td>Oldtown Rotary Park: Provide scenic byway/visitor info./interpretation on kiosks, MP 0.5</td>
<td>1</td>
</tr>
<tr>
<td>3.10</td>
<td>Priest River Wildlife Area: Improve approach/add parking/advance signage/interpretive displays/wildlife viewing facilities, MP 8.0</td>
<td>2</td>
</tr>
<tr>
<td>3.11</td>
<td>Pend Oreille River Overlook: Improve roadside pull out, provide interpretive signage, benches, MP 16.8</td>
<td>2</td>
</tr>
<tr>
<td>3.12</td>
<td>Seneaquileen Interpretive Site: Relocate to new site at MP 16.2, improve approaches, add interpretive displays and advance signage, MP 15.2</td>
<td>2</td>
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</table>

#### ID US 95

<table>
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<tr>
<th>Priority</th>
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<tbody>
<tr>
<td>05 06 07 08 09</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.13</td>
<td>Sandpoint Gateway Orientation Kiosk: Collaborate w/ ITD development of Long Bridge Trail Head Site as ISL South Gateway w/ scenic byway signs, MP 474</td>
<td>1</td>
</tr>
<tr>
<td>3.14</td>
<td>Sandpoint Chamber Visitor Center: Provide wayfinding signage on new U.S. 95 Sandpoint Bypass; add interpretive and orientation signage for ISL on US 95, MP 474</td>
<td>1</td>
</tr>
<tr>
<td>3.15</td>
<td>Pack River Interpretive Site: Improve existing weigh station area, add interpretive signage &amp; advance signage, MP 486.2</td>
<td>3</td>
</tr>
<tr>
<td>3.16</td>
<td>McArthur Lake Wildlife Management Area: Improve entrance sign in association w/ ITD US 95 improvements; add interpretation &amp; wildlife education on-site, MP 493.3</td>
<td>2</td>
</tr>
</tbody>
</table>

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### Category Action

<table>
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<th>Description</th>
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<th>Responsibility</th>
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<tbody>
<tr>
<td><strong>3. Capital Improvement Projects: Signage, Interpretation, Transportation (continued)</strong></td>
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<tr>
<td><strong>ID US 95 (cont’d)</strong></td>
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<td></td>
</tr>
<tr>
<td>3.17 Purcell Trench, Wild Horse Trail, David Thompson Historical Markers: Relocate to parking lot of Bonners Ferry Gateway Visitors Center; relocate existing David Thompson monument from Bonners Ferry Library to same location, MP 503.7</td>
<td>1</td>
<td></td>
<td>ITD, City of Bonners Ferry</td>
</tr>
<tr>
<td>3.18 Kootenai Tribe/Bonners Ferry Crossing Historical Markers: Relocate existing historical markers to existing scenic view park south of the Kootenai River near to downtown Bonners Ferry, MP 507.8</td>
<td>2</td>
<td></td>
<td>ITD, ISL</td>
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<tr>
<td><strong>ID SH 1</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.19 SH 1 / US 95 Overlook: Add interpretive signage and orientation sign for Selkirk Loop, MP 0.0</td>
<td>2</td>
<td></td>
<td>ITD, ISL</td>
</tr>
<tr>
<td>3.20 Porthill Border Crossing Pullout: Add scenic byway orientation/interpretive signage, MP 11.1</td>
<td>1</td>
<td></td>
<td>ISL</td>
</tr>
</tbody>
</table>

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### Next Steps

The suggested next steps in implementation of the Corridor Management Plan are as follows:

1. Approval and adoption of final Corridor Management Plan document by Cities, Tribes, Chambers of Commerce, Provincial Board, other stakeholder organizations, etc.
2. Send copies of the Corridor Management Plan to the State/Provincial Departments of Economic Development/Commerce.
3. Obtain commitments from partners to implement and report quarterly on progress.
4. Coordinate with partners to seek funding for implementation of top priority projects.
5. Begin implementation of the Corridor Management Plan.
6. Monitor/oversee implementation of Plan, meet to discuss/report progress quarterly.
Appendices

A: Online Survey Results
B: ISL Annual Meeting Workshop Results
C: Scenery Management System (SMS)
D: Supplemental Maps