Appendix A

Public Involvement

Section

ADVISORY GROUP ACTIVITIES A-1

SUB-AREA STAKEHOLDER MEETINGS A-2

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Coeur d'Alene Corridor Study

Section A-1

Advisory Group Activities

August 15, 2000	Kickoff meeting for all three advisory groups
September 8, 2000	Advisory group survey
October 17, 2000	Community Task Force Meeting
October 17, 2000	Technical Advisory Committee Meeting
February 28, 2001	Combined advisory group meeting (all three groups)
July 18, 2001	Combined advisory group meeting
December 18, 2001	Combined advisory group workshop (w/ public opinion specialist)
April 23, 2002	Combined advisory group meeting

Task Force

Title	First Name	Last Name	Job Title	Jurisdiction
Mr.	Todd	Brownlee		
Ms.	Laurie	Burnette	Director of Rehab Services	Kootenai Rehabilitation Center
Mr.	Mac	Cavasar	Rural Development Manager	USDA Rural Development, North Idaho Area Office
Mr.	Ron	Clark		Coeur d'Alene Police Department
Mr.	Bob	Croffoot	City Engineer	City of Hayden
Mr.	Rick	Cummins	Regional Manager	Idaho Department of Parks and Recreation
Mr.	Dennis	Curtis	Manager	Silver Lake Mall Mgmt. Office
Mr.	Bill	Diehl		Northern Rockies Corporation
Director	Doug	Eastwood	Director	City of Coeur d'Alene
Mr.	Ken	Ela		Mid-Mountain Land & Timber Company
Mr.	Jim	English		Idaho Forest Industries
Mr.	Mike	Faber	Transportation Planner	Coeur d'Alene Tribe
Ms.	Caroline	Fairbanks		Harpers Furniture
Mr.	Paul	Franz		Interstate Concrete and Asphalt
Senator	John	Goedde	Senator	District 3, Hayden Lake
Mr.	Alan	Golub		New Frontiers
Mr.	Mark E.	Hall	Manager	Blackwell Island RV Park
Mr.	Wes	Hanson		
Mr. & Mrs.	John and Faith	Holt		
Mr.	Mike	Jenkins		Yellowstone Trucking
Ms.	Sholeh	Johnson	Field Representative	Butch Otter's Office, 1st District Idaho
Mr.	Rolly	Jurgens	Vice President for Administrative Services	North Idaho College
Ms.	Del	Kerr		
Mr.	Aaron	Knight		White Tail Transportation/Moose Express/Grizzly Tra
Mr.	John	Lowell		Advanced Input Devices
Mr.	John	Mann		
Mr.	Steve	Meyer		
Mr.	Rod	Mitchell	Transportation Director	Post Falls School District 273
Mr.	Floyd	Mossburgh	Manager	Jacklin Seed
Mr.	David	Norton		Silverwood Theme and RV Park
Mr.	David	Patzer		Kerr Oil Co.
Mr.	Bill	Reagan		Hagadone Hospitality
Ms.	Judy	Samson Coe		
Mr.	Don	Soltman		Kootenai Medical Center
Ms.	Helen	Stevens		North Idaho Community Express

Joint Board

Title	First Name	Last Name	Job Title	Jurisdiction
Commissioner	David	Atwood	Commissioner	Lakes Highway District
Mr.	Dale	Baune		Lakes Highway District
Mayor	Hallie	Blankenship	Mayor	City of Huetter
Senator	Clyde	Boatright	Senator	District 2, Rathdrum
Representative	Jim	Clark	Representative	District 3, Hayden Lake
Senator	Larry	Craig	US Senator	Coeur d'Alene Regional Office
Senator	Mike	Crapo	US Senator	Coeur d'Alene Regional Office
Senator	Gordon	Crow	Senator	District 3, Hayden
Representative	Kris	Ellis	Representative	District 3, Hayden
Senator	John	Goedde	Senator	District 3, Hayden Lake
Commissioner	Chris	J. Hansen	Commissioner	Lakes Highway District
Mr.	Herbert	Heisel		Post Falls Highway District
Ms.	Lynn	Humphreys		Post Falls Highway District
Mayor	Clay	Larkin	Mayor	City of Post Falls
Mayor	Steve	Judy	Mayor	City of Coeur d'Alene
Representative	Hilde	Kellogg	Representative	District 2, Post Falls
Mayor	Ron	Koontz	Mayor	City of Dalton Gardens
Mr.	Casey	Krivor	Member	Kootenai County Planning Commission
Mr.	John	McHugh	Member	Idaho Transportation Board
Mayor	Ron	McIntire	Mayor	City of Hayden
Representative	Wayne	Meyer	Representative	District 2, Rathdrum
Representative	C.L. "Butch"	Otter	US. Representative	Butch Otter's Office, 1st District Idaho
Representative	Don	Pischner	Representative	District 4
Lt. Governor	Jack	Riggs	Lt. Governor	State of Idaho
Senator	Kathy	Sims	Senator	District 4
Mayor	Lanny	Spurlock	Mayor	City of Athol

Technical Advisory Group

Title	First Name	Last Name	Job Title	Jurisdiction
Ms.	Nicholle	Braspennickz		US Army Corps of Engineers
Ms.	Carol	Brown	Transportation Director	Coeur d'Alene School District 271
Mr.	Jonathan	Coe	President/General Manager	Coeur d'Alene Chamber of Commerce
Mr.	Greg	Delavan	Manager	Coeur d'Alene Airport
Mr.	Gordon	Dobler	City Engineer	City of Coeur d'Alene
Lt.	H. Curtis W.	Exley	Lieutenant	Idaho State Police, Region 1 - Patrol
Mr.	Scott	Frey		Federal Highway Administration
Mr.	Charlie	Gay		City of Hayden
Ms.	Mary	Gray		FHWA
Professor	Chuck	Harris	Professor	U of I Dept of Resource Recreation & Tourism
Mr.	David	Karsann		ITD District 1
Mr.	Ron	Kerr	Senior Transportation Planner	Idaho Transportation Department - Boise
Deputy Chief	Rich	Kirsch	Deputy Chief	City of Coeur d'Alene Fire Department
Ms.	Sandy	Meehan	Senior Planner	Kootenai County
Mr.	Bill	Melvin	City Engineer	City of Post Falls
Mr.	Michael	Porcelli	Traffic Engineer	Idaho Transportation Department, District 1
Mr.	Dan	Redline		Idaho Department of Environmental Quality
Mr.	Jim	Roletto	Project Development Engineer	Idaho Transportation Department, District 1
Mr.	Bill	Schwartz	Director, Disaster Services	Kootenai County Disaster Services
Mr.	Rand	Wichman	Planning Director	Kootenai County Planning
Ms.	Ann	Winkler		CLC Associates
Mr.	Dave	Yadon	Planning Director	City of Coeur d'Alene

Technical Advisory Group, Task Force and Joint Board Meeting No. 1

Agenda

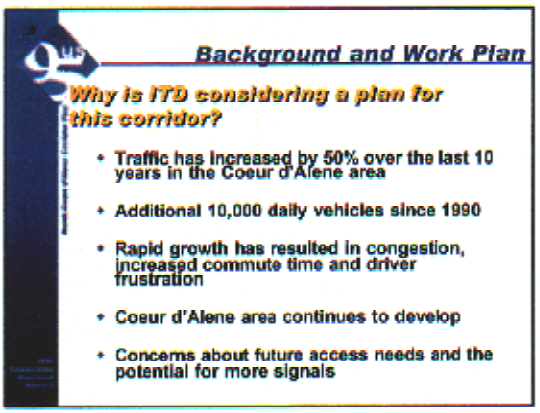
Date: August 15, 2000
Time: 7:30 – 11:30 a.m.
Location: ITD District #1 Office, 600 W. Prairie Avenue

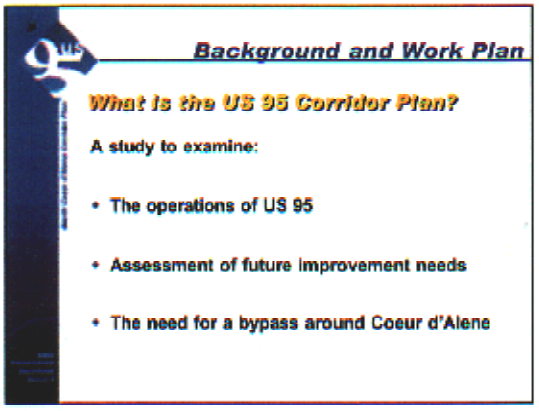
1. Welcome Comments (Scott Stokes)
2. General Introductions (All)
3. Project Background and Work Plan Introduction (Carole Richardson / Andy Mortensen)
4. Public Involvement Plan (Barb Babic / Chad Hutson)
5. Advisory Group Roles (Andy Mortensen)
6. Next Steps (Andy Mortensen)

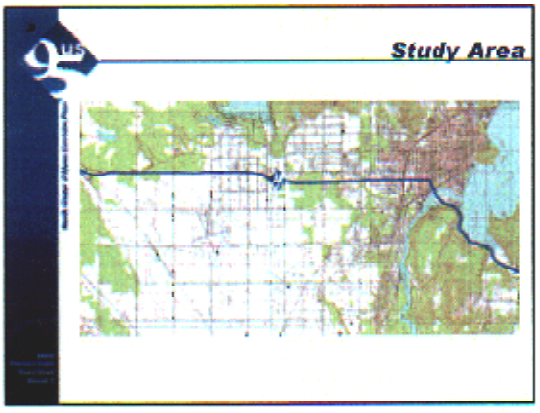
W&H Pacific, Inc.
8405 SW Nimbus Avenue
Beaverton, OR 97008
(503) 626-0455

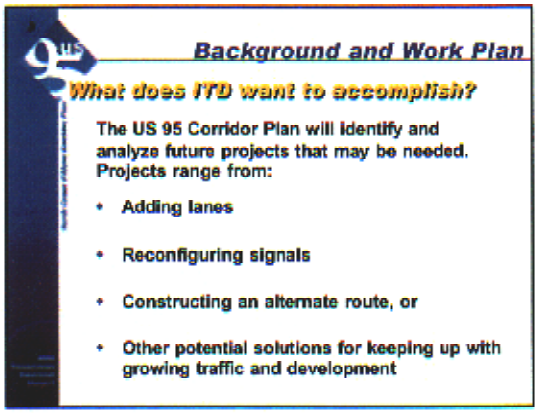
Project No. 04.2281.0008
Project Mgr.: Andrew Mortensen
Project Hotline: 1-877-WHP-SOLV
(1-877-947-7658)

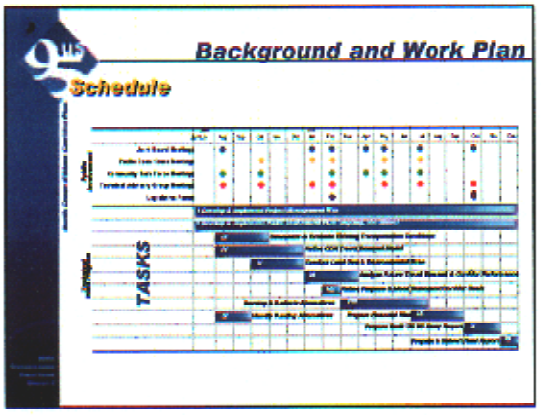
IDAHO TRANSPORTATION DEPARTMENT
District 1
US
North Coeur d'Alene Corridor Plan
Welcome and Introductions


US
Background and Work Plan
Why is ITD considering a plan for this corridor?
• Traffic has increased by 50% over the last 10 years in the Coeur d'Alene area
• Additional 10,000 daily vehicles since 1990
• Rapid growth has resulted in congestion, increased commute time and driver frustration
• Coeur d'Alene area continues to develop
• Concerns about future access needs and the potential for more signals

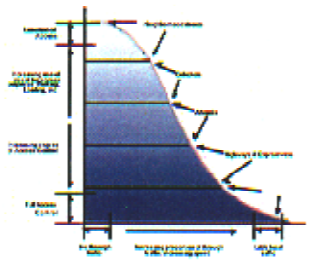

US
Background and Work Plan
What is the US 95 Corridor Plan?
A study to examine:
• The operations of US 95
• Assessment of future improvement needs
• The need for a bypass around Coeur d'Alene


US
Study Area


US
Background and Work Plan
What does ITD want to accomplish?
The US 95 Corridor Plan will identify and analyze future projects that may be needed. Projects range from:
• Adding lanes
• Reconfiguring signals
• Constructing an alternate route, or
• Other potential solutions for keeping up with growing traffic and development


US
Background and Work Plan
Schedule
TASKS

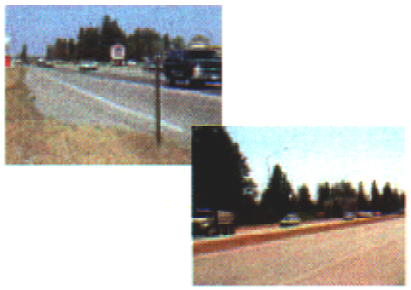
Balancing Mobility and Access



Balancing Mobility and Access

Bend Parkway / US 97

US-95 Today



Plan Products

One project will likely not solve everything - a master plan is needed.

- **Recommended access management policies for existing US 95 that can be used by local agencies to balance access and mobility along the corridor**
- **Analysis of future traffic signal and roadway improvements - with a recommended operations strategy for optimizing traffic flow**

The US 95 Corridor Plan will lay the groundwork for future environmental coordination and public involvement as projects are identified for design and construction

Public Involvement Plan

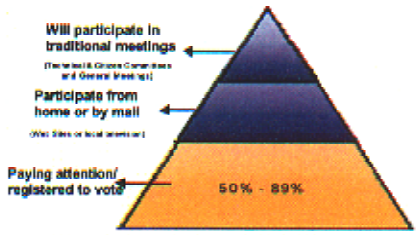
What are the goals of the public involvement process?

- **To identify a cooperative strategy for handling current and future transportation issues or concerns on US 95**
- **To get local concurrence on the strategy**
- **To get public feedback on the issues and potential solutions proposed for the corridor**
- **To educate and enhance public awareness of transportation issues for US 95**

Public Involvement Program

- **Advisory Group & Open House Meetings**
- **Project Newsletters & Website**
- **Media Coordination**

Who Participates?



US-95 Committees and Public Meetings

How We Engage The Top 1%:

- Technical Advisory Group
- Community Task Force
- Joint Board
- Public Open House Meetings

Mailers, Inserts, Internet

How We Reach The Middle 10%:

- Project Newsletters
- Press Releases
- US-95 / ITD Web Site

Public Opinion Survey Strategy

How We Access The Greater Public:

- Defines the corridor issues from the general public
- Defines public understanding of the highway, land use, environmental and financial trade-offs
- Provides broad-based understanding/helps build consensus towards eventual corridor plan recommendations

Technical Advisory Group

Role:

- Help guide technical development of the Plan

Responsibility:

- Help identify corridor issues in the technical development of the Plan
- Assist in evaluating needed transportation improvements - projects, policies and programs

Task Force

Role:

- Provide input on alternatives examined for the corridor

Responsibility:

- Help identify corridor issues
- Help build understanding of issues with stakeholders
- Help build consensus toward short- and long-term transportation solutions in the US-95 corridor

Joint Board

Role:

- Provide input on corridor alternatives, analyze policy as it relates to the plan, and provide communication with constituents

Responsibility:

- Help identify corridor issues
- Help build understanding of issues with stakeholders
- Help build consensus toward transportation solutions for the US-95 corridor

Next Steps

- Origin-Destination Survey Summary
- Complete Summary of Existing Conditions
- Conduct Public Opinion Research
- Public Website:

http://www.whpprojects.com \us95

Upcoming Public Events

- TAG and Task Forces Meetings #2 - October 17th - Existing Conditions
- Public Open House Meeting - October 18th - Introduction, Issues Identification & Existing Conditions

Coeur d'Alene Corridor Plan

(OK)

Advisory Group Mtg
February 2001

JOINT ADVISORY GROUP MEETING
SIGN-IN SHEET
1:00 – 4:00 P.M., February 28, 2001, ITD District #1 Headquarters

Name	Jurisdiction/Agency	Address (Street, City, Zip)	Phone	Fax/E-Mail
✓DAVID KARSANN	ITD	600 W. PRAIRIE AVE. Cd'ALENE, ID 83815	772-1232	FX: 208-772-1203 DKARSANN@ITD.STATE.ID.US
✓Kirsten Pennington	W & H Pacific	8405 SW Nimbus Beaverton OR 97005	503-372-3714	kpennington@whpacific.com
✓Adam Argo	W & H Pacific	8405 SW Nimbus Ave Beaverton OR 97008	503 372 3665	22180@whpacific.com
✓Gregg Rayner	Army Corps of Engineers	3815 Schreiber Way Cd'A ID 83815	765-7256	gregg.a.rayner@nwwusace.army.mil
Hull ✓	Interstate	845 W. Kathleen Cd'A ID 83815	765-1144	Paul.Franz@cdacastlematerials.com
✓Rand Wichman TAC	Kootenai Cty	451 Govt Way CdA 83814	Ldo-8268	208 769.4473 rwichman@co.kootenai.id.us
✓Rick Cummins	Id. State Parks & Rec	2750 Kathleen Ave CDA 83815	769-1511	FAX 769-1418 rcummins@IDPR.state.id.
✓DAVE YADON	City of Cd'A	710 Mullan Ave Cd'A 83814	769 2274	FAX 769 2284 YADOE@cdaid.org
✓DAN REDLINE	IDEQ	2110 IRONWOOD PARKWAY CDA 83814	769-1422	Fax 769-1404 DREDLINE@DEQ.STATE.ID.US
✓DALE BAUNE	LAKES Hwy Dist	7825 Meadowlark Way CDA 83815	762-8787	762-9797 dbaune@JUB.com
✓Sholeh Johnson	U.S. Congressman Butch Otter	610 Hubbard, Suite 206 Coeur d'Alene ID 83814	667-0127	667-0310 sholeh.johnson@mail.house.gov

Coeur d'Alene Corridor Plan

Name	Jurisdiction/Agency	Address (Street, City, Zip)	Phone	Fax/E-Mail
Ken Ela	Hayden	P.O. Box 986 Hayden 83835	772-2378	772-3138
Lt. Curtis W. Exley	Idaho State Police	602 W. Prairie - Coeur d'Alene	772-6055	curtis.exley@isp.state.id.us
John Perfect	ITD	600 Prairie 83815	772-1200	jperfect@itd.state.id.u
SHIRLEY WALSON	ITD	600 PRAIRIE "	772-8013	swalson@itd.state.id.us
John M. Hutt	ITD	3348 Ponderosa Blvd 83854	773-3064	jmchutt@navtelink.net
Gordon Dobler	City of CdA	710 E Mullan Ave, CDA, 83814	769-2216	gordon@cdaid.org
Ben Shors	Spokesman	608 NW Blvd. 608 NW Blvd 83814	665-1147 665-7147	benjamin.shors@spokesman.com
Sallie Blankenship	city of Hayden	4670 w Ferrel Rd CdA, 83814	765-6521	
LANNY SPURLOCK	CITY OF ATHOL	P.O. Box 674, ATHOL 83801	683-3615	SCOTCHY@ICEHOUSE.NET
Dave Patzer	KERR OIL CO.	2005 Stanley Hill Rd. / CDA 83814	765-2261	kerroil@dmi.net
Jonathan Coe	CdA Chamber	1680 Third, CDA	664-3194	jonathan@cdachamber.com
MAC CAVASAR	Citizen HDA/RD	3780 N. Meadowlark Way Suite 3C CDA Id 83816	762-4559 ext 126	MAC.CAVASAR@id.usda.gov
Jim Roletto	ITD	600 Prairie Ave	772-1223	jroletto@itd.state.id.us

Coeur d'Alene Corridor Plan

Name / TAG	Jurisdiction/Agency	Address (Street, City, Zip)	Phone	Fax/E-Mail
✓ MARY GRAY	FHWA	3050 Lake Harbor Ln #D46 Boise, ID 83703	208/ 334-9180 x123	Mary.gray@fhwa.dot.gov
✓ Charlie Gray	City of Hayden	3855 E Seltice Way POST FALLS ID 83854	667-2464	rjapfl@ruenyeager.com
✓ Ron Koonz	City of Dalton Gardens	2134 E. Wilbur Rd Dalton Gardens ID 83815	772-5907	dgardens@qte.com ronbon1@gateway.net
✓ Herbert L Heisel	Post Falls Hwy Dist	E. 5701 Seltice Way	765-3717	
Heisel	Direct			

Name	*Jurisdiction/Agency*	*Address (Street, City, Zip)*	*Phone*	*Fax/E-Mail*

Technical Advisory Group
Meeting No. 2

Agenda

Date: **October 17, 2000**

Time: **1:00 – 3:00 p.m.**

Location: **ITD District #1 Office, 600 W. Prairie Avenue**

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1. Welcome and Introductions (Carole Richardson)

2. Public Involvement Plan – Brief Overview (Tina Fuestin)

3. Public Opinion Research – Summary Presentation
   (Andy Mortensen and Carole Richardson)

4. Existing Conditions – Overview and Discussion
   (Andy Mortensen, Bruce Haldors, Tyler Deke and Kirsten Pennington)

5. Traffic Operations Simulation – Summary Presentation
   (Bruce Haldors and John Perfect)

6. T-Model Data Refinement and Training (Andy Mortensen)

7. Next Steps (Andy Mortensen)

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W&H Pacific, Inc.
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(503) 626-0455

Project No. 04.2281.0008
Project Mgr.: Andrew Mortensen
Project Hotline: 1-877-WHP-SOLV
(1-877-947-7658)

Community Task Force Meeting No. 2

Agenda

Date: October 17, 2000

Time: 4:00 – 6:00 p.m.

Location: ITD District #1 Office, 600 W. Prairie Avenue

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1. Welcome and Introductions (Carole Richardson)

2. Public Involvement Plan – Brief Overview (Tina Fuestin)

3. Public Opinion Research – Summary Presentation
   (Andy Mortensen and Carole Richardson)

4. Existing Conditions – Brief Overview (Andy Mortensen)

5. Traffic Operations Simulation – Summary Presentation
   (Bruce Haldors and John Perfect)

6. Study Area Issues – General Discussion (Tina Fuestin)

7. Upcoming Public Involvement Events & Opportunities (Tina Fuestin)

8. Next Steps (Andy Mortensen)

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Public Opinion Research Overview

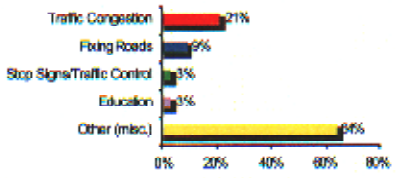
3-Step Scientific Research Process:

- **Step 1 - Random Sample Survey to identify and quantify peoples concerns about transportation issues**
- **Step 2 - Large Group Interviews to qualify possible, future improvements in the US 95 Corridor**
- **Step 3 - Follow-Up Survey to quantify the findings of the large group survey**

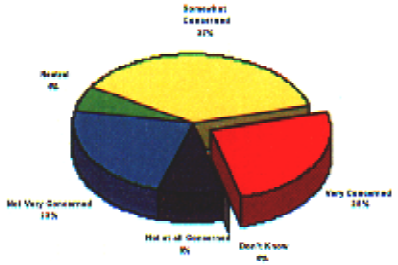
Step 1 Survey

- **300 area resident sample**
- **Random, digit-dial phone survey**
- **Respondents 18 years or older**
- **Margin of error = 5%**
- **95% confidence level**

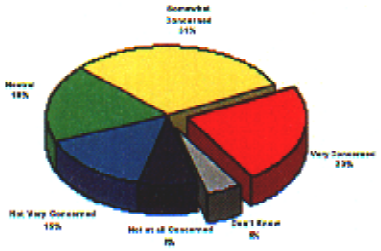
What is the most important problem in the Coeur d'Alene / Hayden area?

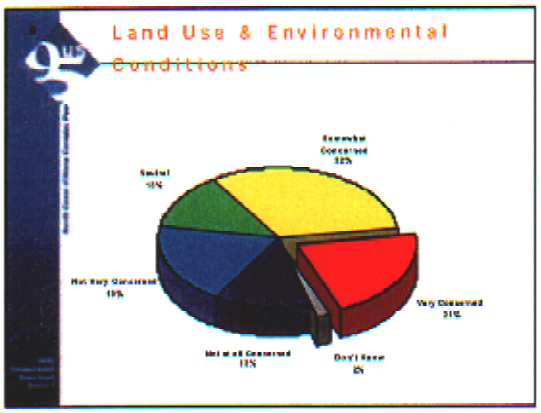


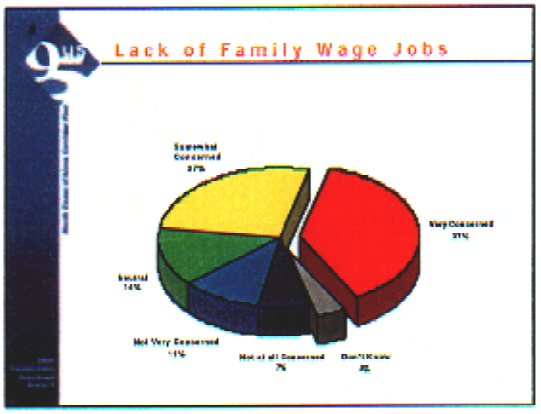
Crime

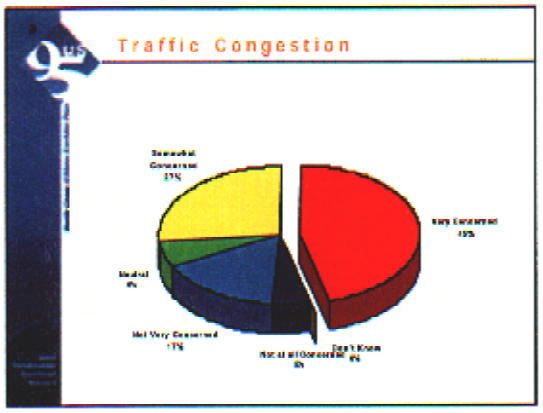


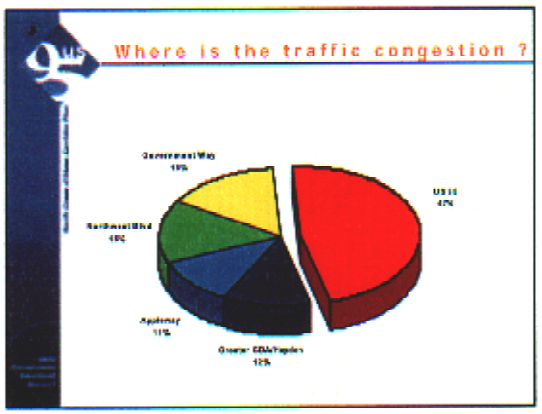
School Financing

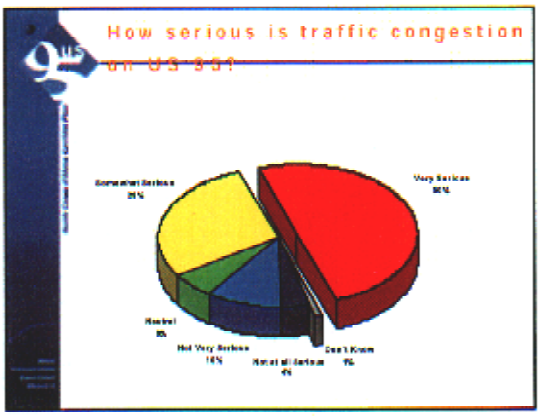


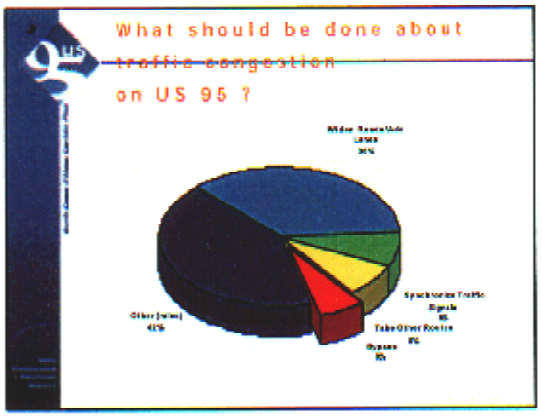

Land Use & Environmental Conditions

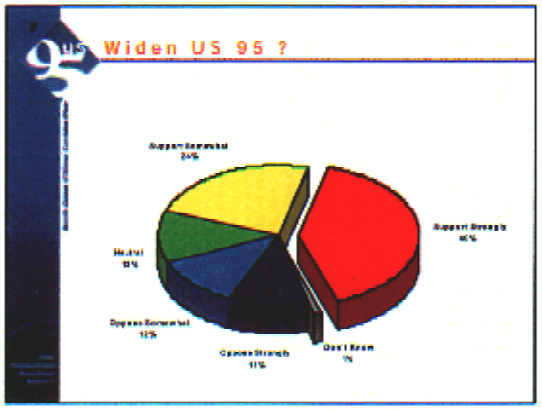

Lack of Family Wage Jobs

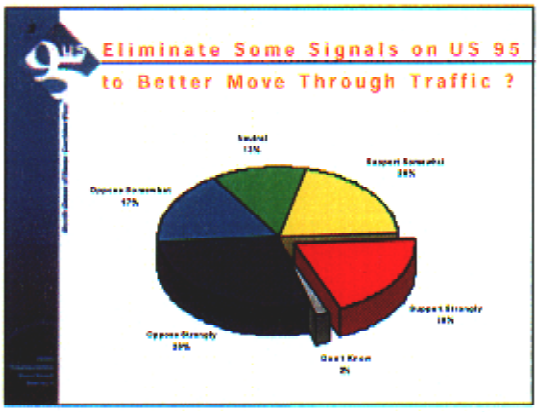

Traffic Congestion

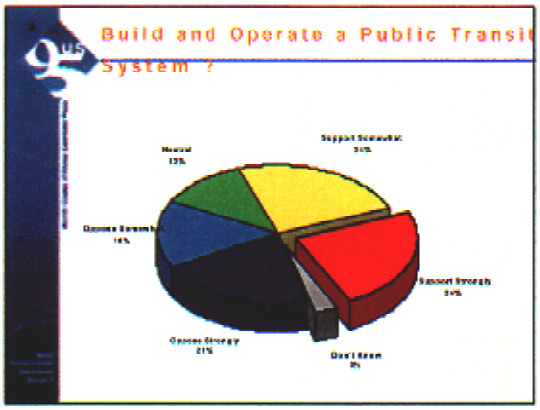

Where is the traffic congestion ?

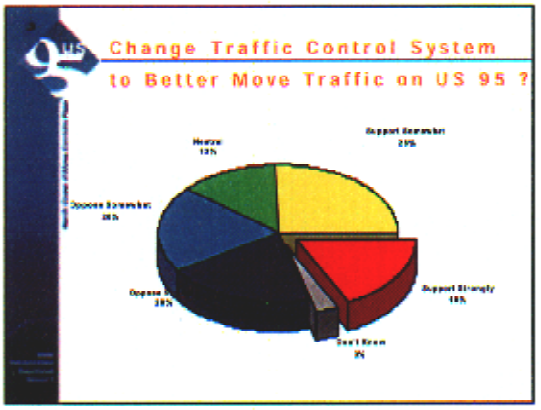

How serious is traffic congestion on US 95?

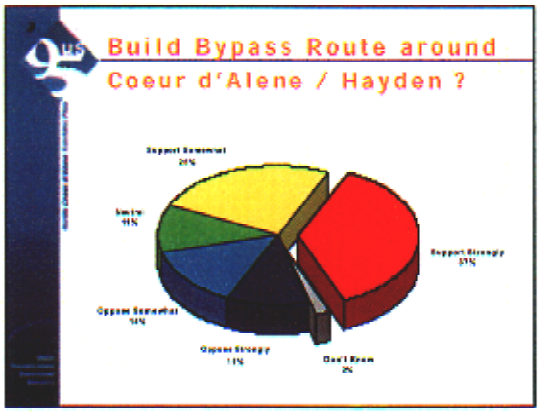

What should be done about traffic congestion on US 95 ?

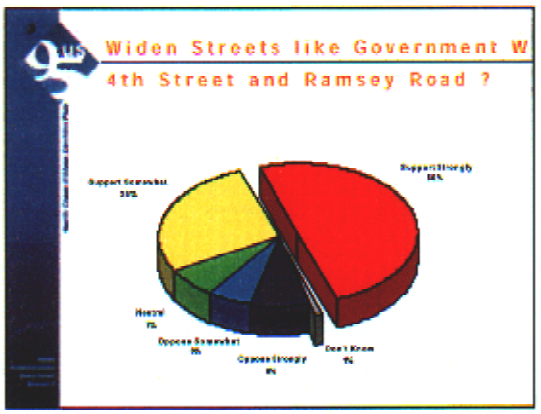

Widen US 95 ?

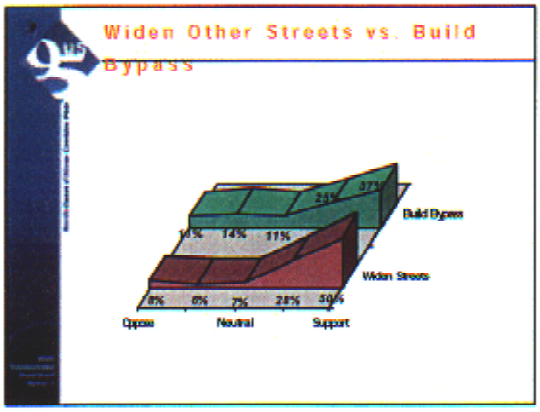

Eliminate Some Signals on US 95
to Better Move Through Traffic ?


Build and Operate a Public Transit
System ?

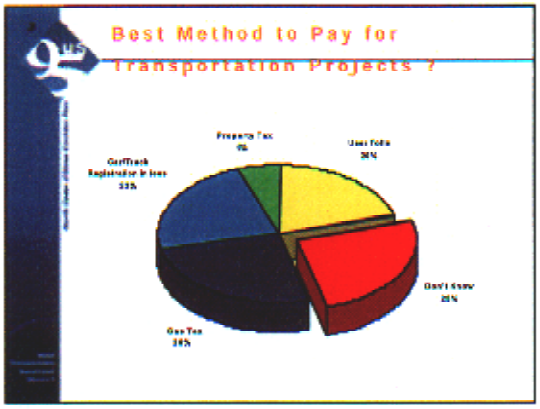

Change Traffic Control System
to Better Move Traffic on US 95 ?


Build Bypass Route around
Coeur d'Alene / Hayden ?


Widen Streets like Government W
4th Street and Ramsey Road ?


Widen Other Streets vs. Build Bypass
Build Bypass
Widen Streets
Oppose
Neutral
Support

What is the Best Solution for US 95 ?


Best Method to Pay for Transportation Projects ?

Virtual Open House Meeting

Public Open House Meetings | Public Involvement | Interactive Survey | Links to Other Studies | Home | Comments

Sign-In Sheet

Enter Open House

Sign up for newsletters

View Previous Newsletters

PUBLIC MEETING #2
February 28, 2001

Welcome to the North Coeur d'Alene Corridor Plan Virtual Open House Meeting #2. The actual Open House was held on Wednesday, February 28.

Meeting Topic: Planning process update and public feedback. Based on the technical analysis and public input to date... A summary of the US 95 Corridor Draft Goals, land use / environmental issues and constraints, impacts of growth, and the possible improvement options in the US 95 corridor through the Cities of Coeur d'Alene and Hayden.

The Idaho Transportation Department is monitoring attendance in order to assure equal opportunity. We would appreciate your cooperation by voluntarily furnishing us with the information outlined in the sign-in sheet. This information will only be used for affirmative action purposes as specified by law (CFR 49.21.9). Please take a minute to sign in.

Last updated: March 14, 2001
Comments should be addressed to the Project Webmaster

MEETING ROOM

Exit Open House

Station 6
System Improvement Concepts

Station 1
Study Background Information

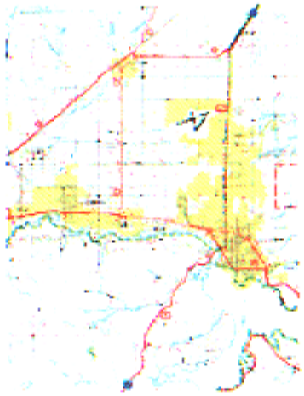
Station 5
VISSIM Traffic Simulation

Station 2
Land Use & Environmental Conditions

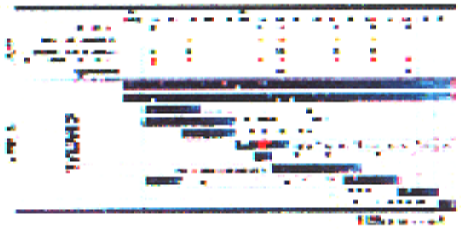
Station 4
Example Concept Options

Station 3
Impacts of Growth

Station 1
Study Background Information



Study Area Map



Project Schedule

How to Stay Involved

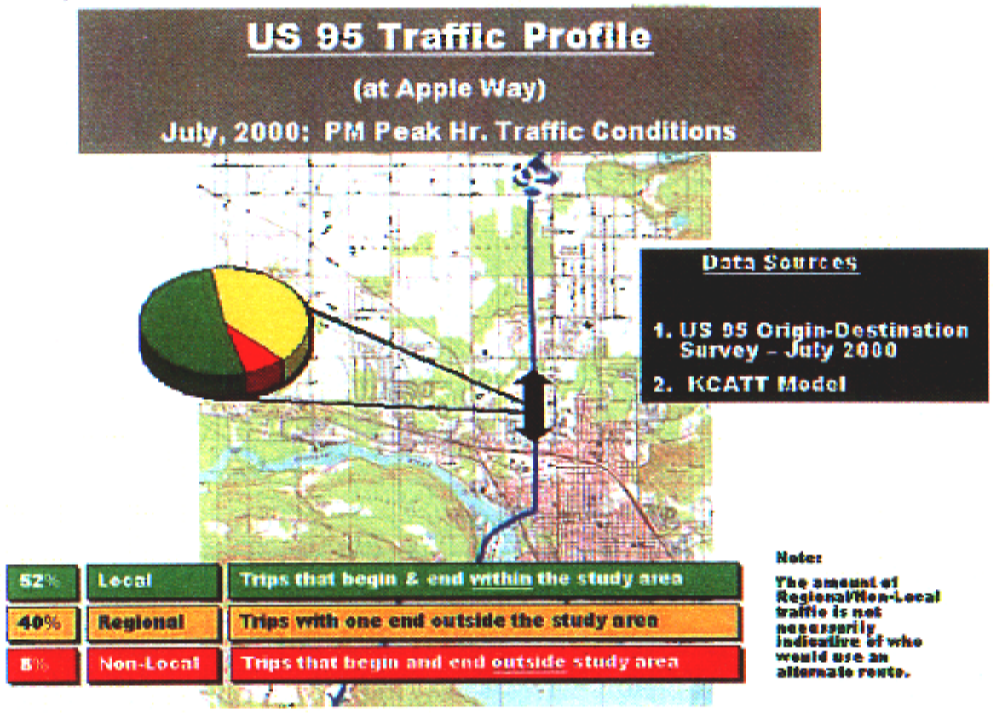
Draft Goals

Return to Meeting Room

Next Station

Station 2

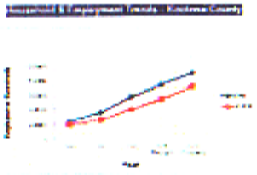
US 95 O-D Survey Findings



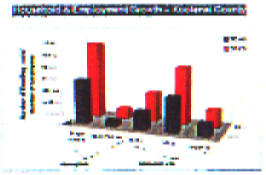
Previous Station Return to Meeting Room

Station 3
Impacts of Growth

Impacts of Growth were based on existing and forecast household and employment data developed for the regional travel demand model. The forecasts were based on several factors including past growth trends, migration patterns, and birth and death rates. Forecast growth was allocated in the region using the various comprehensive plans and zoning ordinances.



Housing & Employment Trends



Housing & Employment Growth

Level of Service

Previous Station

Return to Meeting Room

Next Station

Station 4
Example Concept Options

(At Hanley Avenue)

This station uses the US 95 / Hanley Avenue-Canfield intersections as a common example to help illustrate the various conceptual improvement options. The purpose of these exhibits is to illustrate possible, conceptual improvement options within the current US 95 corridor that address the issues raised by the community as part of the US 95 planning process.

Median U-Turn
Angle View

Diamond Interchange
Overhead View

Diamond Interchange
Angle View

Single-Point Urban Interchange
Overhead View

Previous Station

Single-Point Urban Interchange
Angle View

Return to Meeting Room

Echelon Interchange
Angle View

Next Station

Station 5
Traffic Simulation Demonstration

Existing Conditions

Median U-Turn

Single-Point Urban Interchange

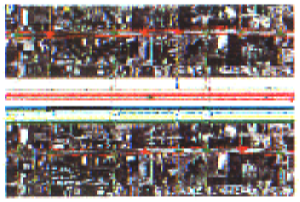
Previous Station

Return to Meeting Room

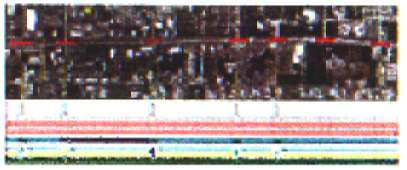
Next Station

Station 6
System Improvement Concept

The purpose of these exhibits is to illustrate possible, system-wide conceptual improvement options -- both within the current US 95 corridor (to show options that minimize the need to acquire new right-of-way) and within an alternate route corridor -- that address the issues raised by the community as part of the US 95 planning process.

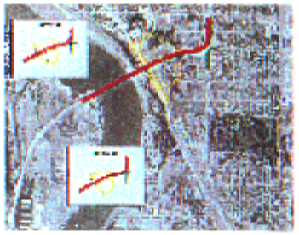


Single Point Urban Interchange



Median U-Turn & Super Street Median

Huetter Road Alternate Route Concept



Northwest Boulevard/Spokane River Bridge

Previous Station

Return to Meeting Room

Joint Advisory Group Meeting
Meeting No. 3

Agenda

Date: February 28, 2001
Time: 1:00 – 4:00 p.m.
Location: ITD District #1 Office, 600 W. Prairie Avenue

I. Walk-Through Presentation [1:00 – 2:20]

- Welcome and Introductions (Andy Mortensen, Carole Richardson)
- Study Background and Schedule (Andy Mortensen, Carole Richardson)
- Land Use and Environmental Conditions (Tina Fueston)
- Impacts of Growth (Andy Mortensen)
- Concept Options (Andy Mortensen)
- Traffic Simulation - VISSIM (Bruce Haldors)
- System Concepts (Andy Mortensen)

II. Break [2:20 – 2:30]

III. Round-Table Discussion [2:30 – 3:50]

IV. Next Steps [3:50 – 4:00]

W&H Pacific, Inc.
8405 SW Nimbus Avenue
Beaverton, OR 97008
(503) 626-0455

Project No. 04.2281.0008
Project Mgr.: Andrew Mortensen
Project Hotline: 1-877-WHP-SOLV
(1-877-947-7658)

Coeur d'Alene Corridor Plan

JOINT ADVISORY GROUP MEETING
SIGN-IN SHEET
1:00 – 4:00 P.M., February 28, 2001, ITD District #1 Headquarters

Name	*Jurisdiction/Agency*	*Address (Street, City, Zip)*	*Phone*	*Fax/E-Mail*
DAVID KARSANN	ITD	600 W. PRAIRIE AVE. Cd'ALENE, ID 83815	772-1232	FX:208-772-1203 DKARSANW@ITD.STATE.ID.US
Kirsten Pennington	W & H Pacific	8405 SW Nimbus Beaverton OR 97005	503-372-3714	kpennington@whpacific.com
Adam Argo	W & H Pacific	8405 [redacted] SW Nimbus Ave Beaverton OR 97008	503 372 3665	aargo@whpacific.com
Gregg Rayner	Army Corps of Engineers	3815 Schreiber Way Cd'A ID 83815	765-7256	gregg.a.rayner@nww02.usace.army.mil
Paul Franz	Interstate	945 W. Kathleen Cd'A ID 83815	765-1144	Paul.Franz@oldcastlematerials.com
Rand Wichman	Kootenai Cty	451 Govt Way CdA 83814	446-8268	208 769.4473 rwichman@co.kootenai.id.us
Rick Cummins	Id. State Parks & Rec	2750 Kathleen Ave CDA 83815	769-1511	FAX 769-1418 RCummins@IDPR.state.id.
DAVE YADON	city of Cd'A	710 Mullan Ave Cd'A 83814	769 2274	Fax 769 2284 YADOE cdaid.org
DAN REDLINE	IDEQ	2110 IRONWOOD PARKWAY CDA 83814	769-1422	Fax 769-1404 DREDLINE@DEQ.STATE.ID.US
DALE BAUNE	LAKES Hwy Dist	7825 Meadowlark way CDA 83815	762-8787	762-9797 dbaune@JUB.com
Sholeh Johnson	U.S. Congressman Butch Otter	610 Hubbard, Suite 206 Coeur d'Alene ID 83814	667-0127	667-0310 sholeh.johnson@mail.house.gov

Name	Jurisdiction/Agency	Address (Street, City, Zip)	Phone	Fax/E-Mail
Ken Ela	Hayden	P.O. Box 986 Hayden	772-2328	772-3138
Lt. Curtis W. Exley	Idaho State Police	602 W. Prairie Coeur d'Alene	772-6055	curtis.exley@isp.state.id.us
John Perfect	ITD	600 Prairie	772-1200	jperfect@itd.state.id.
SHIRLEY WALSON	ITD	600 PRAIRIE	772-8013	swalson@itd.state.id.us
John McHugh	ITD	3348 Ponderosa Blvd P.F.	773-3064	jmchugh@earthlink.net
Gordon Dobler	City of CdA	710 E Mullan Ave, CDA, 83814	769-2216	gordon@cdaid.org
Ben Shors	Spokesman	608 NW Blvd.	665-7147	benjamins@spokesman.com
Hallie Blankenship	City of Hauser	4670 W Ferrel Rd CdA, 83814	765-6521	
LANNY SPURLOCK	CITY OF ATHOL	P.O. Box 674, ATHOL 83801	683-3615	SCOTCHY@ICEHOUSE.NET
Dave Patzer	KERR Oil Co.	2005 Stanley Hill Rd. / CDA	765-2261	kerroil@dmi.net
Jonathan Coe	CdA Chamber	1680 Third, CDA	664-3194	jonathan@cdachamber.com
Mac Cavasar	Citizen KCDA/KD	3780 Meadowlark Way Suite 3C CdA Id 83815	762-4539 ext 126	mac.cavasar@id.usda.gov
Jim Roletto	ITD	600 Prairie Ave	772-1223	jroletto@itd.state.id.us

Name	Jurisdiction/Agency	Address (Street, City, Zip)	Phone	Fax/E-Mail
MARY GRAY	FHWA	3050 Lake Harbor Ln #206 Boise, ID 83703	2081 334-9180x123	Mary.gray@fhwa.dot.gov
Charlie Gray	City of Hayden	3855 E Seltice Way POST FALLS ID 83854	667-2464	rjapfl@ruenyeager.com
Ron Koonz	City of DALTON GARDENS	2139 E. WILBUR AVE DALTON GARDENS ID 83815	772-5907	dgardens@gte.com ravbonl=@gateway.net

Draft Goals Questionnaire – US 95 Corridor Plan

This questionnaire lists the 11 Draft Goals for the US 95 Corridor Plan. Please assist our Corridor Plan efforts by "agreeing" or "disagreeing" with each of the Draft Goals. If you disagree with a specific Draft Goal, please indicate your suggestions in the space provided.

Please return this form with your suggestions in the enclosed stamped envelope. Please MAIL by April 6, 2001. Thank you for your time.

DRAFT GOALS:

1) **Balance the need for mobility, safety and access.**

Agree X Disagree ____ (please mark with "X")

If disagree, suggestions?

---

2) **Preserve and enhance the integrity, performance, and service level of the route.**

Agree X Disagree ____ (please mark with "X")

If disagree, suggestions?

---

3) **Design and manage the corridor to optimize safety and minimize congestion for motorists and pedestrians, especially in communities along the route.**

Agree X Disagree ____ (please mark with "X")

If disagree, suggestions?

---

4) **Provide adequate and effective informational and regulatory signage.**

Agree X Disagree ____ (please mark with "X")

If disagree, suggestions?

---

5) **Provide adequate and appropriate bicycle and pedestrian facilities.**

Agree X Disagree ____ (please mark with "X")

If disagree, suggestions?

Not [redacted] Required Along This Route
Full Length. Possible Other Alternn.

6) **Foster interagency coordination of current and planned transportation projects.**

Agree X Disagree ____ (please mark with "X")

If disagree, suggestions?

---

7) **Balance the varied needs of communities along the corridor.**

Agree X Disagree ____ (please mark with "X")

If disagree, suggestions?

---

8) **Identify options for corridor management projects and practices.**

Agree X Disagree ____ (please mark with "X")

If disagree, suggestions?

---

9) **Consider the role of the US 95 facility as an intercity connector.**

Agree X Disagree ____ (please mark with "X")

If disagree, suggestions?

---

10) **Balance the commercial integrity of the corridor.**

Agree X Disagree ____ (please mark with "X")

If disagree, suggestions?

---

11) **Link land use and transportation planning.**

Agree X Disagree ____ (please mark with "X")

If disagree, suggestions?

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If disagree, suggestions?

---

4) **Provide adequate and effective informational and regulatory signage.**

Agree ~~X~~ Disagree X (please mark with "X")

If disagree, suggestions?

I THINK THIS IS UNDERSTOOD ~~AS PART OF~~ ~~AND ENFORCED~~. DOES NOT WARRANT SPECIFIC IDENTIFICATION

5) **Provide adequate and appropriate bicycle and pedestrian facilities.**

Agree X Disagree ____ (please mark with "X")

If disagree, suggestions?

---

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Agree X Disagree ____ (please mark with "X")

If disagree, suggestions?

---

7) **Balance the varied needs of communities along the corridor.**

Agree X Disagree X (please mark with "X")

If disagree, suggestions?

Combine 7 and 9: Balance needs of 95 as BOTH a Local Roadway FOR COMMUNITIE AND AS a INTERCITY CONNECTOR

8) **Identify options for corridor management projects and practices.**

Agree X Disagree ____ (please mark with "X")

If disagree, suggestions?

---

9) **Consider the role of the US 95 facility as an intercity connector.**

Agree ____ Disagree X (please mark with "X")

If disagree, suggestions?

~~ALREADY COVERED~~

10) **Balance the commercial integrity of the corridor.**

Agree ____ Disagree X (please mark with "X")

If disagree, suggestions?

ALREADY COVERED

11) **Link land use and transportation planning.**

Agree ____ Disagree X (please mark with "X")

If disagree, suggestions?

~~Identify land use [illegible]~~

Identify projected Land use changes AND Their implications/impacts on TRANSPORTATION

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If disagree, suggestions?

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Agree X * Disagree X (please mark with "X")

If disagree, suggestions?

*Add bicyclists

4) **Provide adequate and effective informational and regulatory signage.**

Agree X Disagree ____ (please mark with "X")

If disagree, suggestions?

---

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(11)

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If disagree, suggestions?

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If disagree, suggestions?

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(10)

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If disagree, suggestions?

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If disagree, suggestions?

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If disagree, suggestions?

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If disagree, suggestions?

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Agree X Disagree ____ (please mark with "X")

If disagree, suggestions?

---

received
3/29/01

(9)

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DRAFT GOALS:

1) **Balance the need for mobility, safety and access.**

Agree X Disagree ____ (please mark with "X")

If disagree, suggestions?

GOES FOR CROSS STREETS TOO

2) **Preserve and enhance the integrity, performance, and service level of the route.**

Agree X Disagree ____ (please mark with "X")

If disagree, suggestions?

POSSIBLE ADD 3RD LANE IN EACH DIRECTION ?

3) **Design and manage the corridor to optimize safety and minimize congestion for motorists and pedestrians, especially in communities along the route.**

Agree X Disagree ____ (please mark with "X")

If disagree, suggestions?

4) **Provide adequate and effective informational and regulatory signage.**

Agree X Disagree ____ (please mark with "X")

If disagree, suggestions?

ESPECIALLY AT RIGHT LANE ADDED GOING SOUTH TO ACCESS WEST BOUND TURN OFF TO I 90

5) **Provide adequate and appropriate bicycle and pedestrian facilities.**

Agree X Disagree ____ (please mark with "X")

If disagree, suggestions?

6) **Foster interagency coordination of current and planned transportation projects.**

Agree X Disagree ____ (please mark with "X")

If disagree, suggestions?

UTILIZE KCATT MONTHLY MEETINGS.

7) **Balance the varied needs of communities along the corridor.**

Agree X Disagree ____ (please mark with "X")

If disagree, suggestions?

8) **Identify options for corridor management projects and practices.** (ADD COST ESTIMATES)

Agree X Disagree ____ (please mark with "X")

If disagree, suggestions?

9) **Consider the role of the US 95 facility as an intercity connector.**

Agree X Disagree ____ (please mark with "X")

If disagree, suggestions?

10) **Balance the commercial integrity of the corridor.**

Agree ____ Disagree ____ (please mark with "X")

If disagree, suggestions?

MAYBE LIMIT TRUCKS TO "RIGHT LANE ONLY"

11) **Link land use and transportation planning.**

Agree X Disagree ____ (please mark with "X")

If disagree, suggestions?

(8)

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WHAT TYPE OF SIGNAGE

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Impact on local community more important

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Better: Include economic impact as consideration in evaluating alternatives. → on businesses and potential for economic development

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STRONGLY AGREE AS 95 SPLIT THE COMMUNITY - ACCESS EAST AND WEST IS A MUST TO BE CONSIDERED !

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Great Goals – but the devil is in the details! ☺

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US 95 Corridor Plan Meeting Summaries
Joint Advisory Group and Public Comments
February 28, 2001

The following comments and comment summaries were derived from the US 95 Corridor Plan Joint Advisory Group meeting (combined Joint Board, Technical Advisory Group, and Task Force meeting) and the Public Open House meeting held on February 28, 2001. This summary is divided into comments from the Joint Advisory Group Meeting and comments from the Public Open House meeting. The comments are categorized into four main groups: Pedestrian and Bicycle Issues, Existing US 95, Alternate Route, and Other Local and Regional Concerns. Comment summaries were provided by members of the consultant team and ITD.

Joint Advisory Group Meeting

The primary outcome of the joint advisory group meeting was recognition of the need for compromise and locally driven solutions. The main theme seemed to be maintaining a balanced transportation system by improving the existing route ***and*** examining an alternate route.

Comments

Pedestrian and Bicycle Issues

- The current US 95 pathway serves both commuter and recreational travel, and use has grown since its development. Paths and trails are important to the community.
- Pathway continuity should be enhanced, minimizing crossings and intersection conflicts.
- Pedestrian bridges should be incorporated into any new improvements.
- Are there alternatives for the path on the east side of US 95 if the right of way is impacted by improvements (Government Way right of way)? Fourth Street or Ramsey?)?
- The current US 95 path is too rough for some bicyclists.
- Keep the US 95 bicycle/pedestrian path where it is—many people use it. Pathways should be maintained in the US 95 corridor, and should avoid the crossing of driveways and roads.
- Government Way is not a viable option for a pedestrian/bicycle facility (right of way is limited).
- Hayden is split by US 95 with recreation on one side and residential on the other side—there need to be adequate pedestrian and bicycle accesses and crossings.
- Possible solutions: Salt Lake City has multi-lane arterials with at-grade intersections and pedestrian overcrossings, which could inform the treatment of US 95.
- If as part of the "Bridging the Valley" rail study the Union Pacific rail services are moved, the railroad right of way may open up another option for bicycle/pedestrian facilities.
- Consider the seasonal use of the path for snowmobiles in the northern portion of the corridor.
- Work to connect the US 95 pedestrian/bicycle facility to the Centennial Trail. Centennial Trail is to be relocated from Northwest Blvd. to a parallel route.

- The primary function of US 95 is to move north/south traffic – but this function should not occur at the expense of cross traffic mobility.

Existing US 95

- Access reduction – access should be limited to regionally significant accesses only (such as the I-90 interchange, Dakota, Orchard). Review access options by intersection, possibly limiting the number of intersections and/or removing traffic signals.
- Possibly modify some intersections to right-in/right-out only. Manage right turns.
- Travel time on US 95 will lead to use of alternate routes (Fourth Street & Government Way).
- Use access roads to frontage properties – cross-streets should be used for cross-street traffic.
- Capacity should be improved.
- Improvements are still needed on US 95 even if an alternate route is developed. Do not sacrifice the current US 95 corridor in favor of an alternate route. Destinations and crossings still will need improvements regardless.
- Possibly an additional bridge over the Spokane River.
- Right-of-way is expensive on the existing corridor.
- Cross-street connectivity is crucial to the study.
- Improved travel times will help "sell" the US 95 improvement options (intersections, etc).
- Frontage roads would be more feasible on the north end of the study corridor due to less development.
- Accidents have increased recently on US 95 – traffic controls added in recent years are not effective.
- Improvements on the current US 95 route may not be the best way to spend resources.
- Right-of-way costs will seriously impact access options.
- Reducing access to one-mile separations would increase corridor mobility but create political problems.
- Intersection capacity improvements should be limited to targeted areas system-wide as corridor management.
- The single-point urban interchange is fine for Seattle or Portland, but Coeur d'Alene is not there yet.
- Potential roundabout at Lincoln, to maintain capacity and mitigate conflicting movements (single lane or dual lanes).
- Europe is currently eliminating roundabouts/traffic circles.
- Hospital access is important—US 95/Ironwood intersection needs solutions (potentially right-in/right-out?). US 95/Appleway also needs solutions to improve capacity.
- Urban businesses need flowing urban routes to maintain customer service – cross-street improvements have created problems.
- Communities are split by US 95 and crossings are important.
- Improve the existing route and examine the alternate route.
- The median U-turn option is just a band-aid solution.

Alternate Route

- Compare costs of alternate route versus existing US 95 corridor improvements.
- Examine Huetter Road connection to US 95 using Boekel or Lancaster.
- Preserve Huetter right-of-way now, with setbacks and dedications, before it becomes too expensive. Development of the Huetter option now will address future needs before the system is degraded.
- The Highway District is currently trying to preserve the Huetter corridor (for future use as a facility).
- Plan an alternate route correctly the first time.
- An alternate route will influence growth on the Rathdrum Prairie.
- Phase the alternate route (purchase right of way and phase development – for example, two lanes first, two later).
- There should be regional coordination of growth and balance of land use around the alternate route corridor.
- An alternate route would address regional growth and *future* change in traffic patterns, unlike improvement to US 95 that would address *today's* problems.
- Examine a diagonal alternate route across the Rathdrum Prairie.
- An alternate route may need to go straight north to SH-53 to serve Rathdrum.
- We should not be acting "defensively." We need to act "offensively" to protect an alternate route.
- Regional interchanges at selected intersections should be combined with parallel access roads.
- Any alternate route will need to address environmental issues such as traffic and land use, aquifer protection, air and noise, and visual aspects. Environmental issues on the southern portion of the corridor should be addressed at the front end of the project.
- Alternative routes are not a panacea.
- An alternate route may ease the stress on the north end of the corridor, in regard to numbers of fatalities.
- An alternate route would support future growth expected in Rathdrum and west of the Hayden/Coeur d'Alene area.

Other Local and Regional Concerns

SH-41

- SH-41 currently acts as a bypass/alternate route and traffic has increased there in recent years. Address SH-41 instead of an alternate route. Maybe we should live with the existing US 95 and take the opportunity to plan a new route on SH-41.
- SH-41 is just "more of the same problem" as on US 95.
- The number of traffic lights on SH-41 should be reduced.

Miscellaneous

- There needs to be a system-wide approach, including both parallel routes and cross-streets. We should improve the existing US 95 route *and* examine an alternate route.
- Prioritize improvements regionally – (1) US 95 (2) Huetter Road corridor.
- There is a need to address the best way to spend money with public input.
- There needs to be system-wide traffic modeling to see what effect an alternate route would have on existing and future traffic patterns.
- Cross-Prairie travel needs to be addressed.
- There are some issues in the Rathdrum area that need to be addressed: rail, SH-41, SH-53, geographical limitations (mountains), the need to link with the Spokane Valley.
- The US 95 Corridor Plan goals identify the need for mobility and access—there needs to be compromise with any solution(s). US 95 decisions will not be easy and multi-agency coordination is needed for decisions.
- US 95 corridor improvements need to be balanced with regional improvements and right-of-way preservation.
- There needs to be a reduction of cross-movements in the US 95 area—local traffic belongs on local streets.
- Capacity solutions for US 95 cannot be forced to parallel streets.
- Government Way reconstruction is finding significant impacts and costs for right-of-way.
- The City of Coeur d'Alene would like more discussion with ITD regarding Northwest Boulevard.
- Disaster and emergency services response times are important along the US 95 corridor.
- Overflow capacity from US 95 has made Fourth Street and 15th Street major north-south routes, and I-90 is used for local access trips.
- Over the next five years $60 million will be devoted to the Worley segment and $35 million for Sandpoint projects.
- KCATT is currently doing a pathway plan—to connect west end to US 95 (environmental improvements).
- The US 95 Corridor Plan should identify alternatives to more vehicle traffic and should address a multimodal system, changes to growth and land use patterns, etc. as well as options that minimize damage to air quality in the region.
- Long-range visioning will lead to a different land use mix (transportation demand management, transit, mixed use development, shopping, working and living in the same area).
- There should be sensitivity analyses conducted regarding non-build alternatives.
- The visioning is ongoing—a regional system of parallel and connecting streets.
- The area is an attractive place to live and will continue to attract new residents. The attractive nature of the area should be preserved.
- There needs to be a locally driven effort regarding the alternatives.
- Driving patterns and habits have yielded fatal crashes in urban areas. Safety and "customer service" should be top priorities. Will alternate routes ease safety concerns?

Staff Comment Summary

- Nearly everyone (with the exception of one developer with land holdings on the Prairie) seemed to be in agreement that we should not abandon the existing US 95 in favor of an alternate route. Even if an alternate route is recommended by our study, we will need to look at better management of traffic on the existing route.
- Some representatives from the urban portion of the existing corridor conceded that it might be best to close some existing smaller road access points to US 95 if better access across US95 at major roads could be developed.
- Connectivity of pedestrian and bicycle facilities in the US 95 corridor is very important to the community; however, neither Coeur d'Alene nor Hayden thought that they could provide an alternate route for the bike/pedestrian facilities if all of the current US 95 right of way were needed to handle future traffic. There is strong desire to maintain a pathway adjacent to US 95. It was pointed out that the advantage of this is that the pathway has to cross much fewer driveways and streets in its current location than it would if re-routed to a local road.
- A desire was expressed for the community to examine alternate modes of transportation that would carry greater numbers of people with fewer vehicles to lessen air quality problems.

Public Open House Meeting

Comments

Pedestrian, Bicycle, and Transit Issues

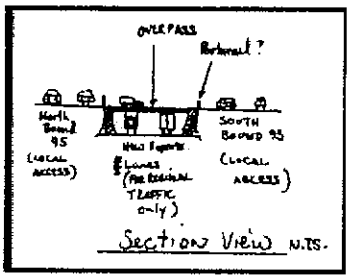
- Bike path retention.
- Extras, such as bike path, sidewalks, traffic lights, etc.
- You have plans for public transportation, I am sure—but what is the plan?
- Invest instead in "mixed use" livable, walkable communities cutting down on auto dependence, commuting, and traffic.

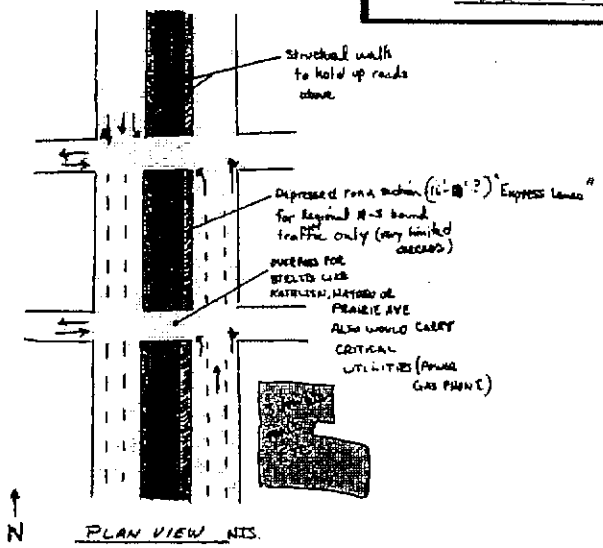
Existing US 95

Interchange Options

- I do not like the single-point interchange -- my experience with them has been negative.
- Single-point interchanges would be great but seem very expensive. *(1 similar comment)*
- I would like to see the use of median U-turns on 95 as much as possible assuming the bypass would lighten traffic on 95 significantly.
- U-turn modifications may provide sufficient alleviation of traffic problems until the bypass can be completed. U-turns are used in Detroit, MI, quite effectively.
- We need to improve on the present 4-lane system with a series of interchanges. Continue the 4-lane from Appleway south to beyond Blackwell Island. Place an interchange at Northwest Boulevard and another at Appleway. Then a series of interchanges at Hayden south to I-90.
- The real solution is a series of underpasses for east-west traffic with fewer opportunities for access to and from Highway 95. Government Way should be the general access road.

An example of one constituent's ideas was summarized in the following exhibit provided to the project team via follow-up transmittal:





Benefits

1. Little or no additional ROW purchase required.
2. Provides best long term solution for regional N-S traffic
3. Avoids building new corridor (bypass) that will eventually need upgrading within the near term
4. Superior LOS for regional traffic
5. Still permits local access to retail stores & businesses.

Questions

1. Would ground water conditions allow a depressed road section ?
2. Snow removal from depressed section ?
3. Location or length of this idea (Appleway to Prairie Ave.?)

Turn Lanes

- Would like to see cement medians and left turn lanes on all of 95N.
- Please at least put a left turn lane in at Boekel & 95. Do it this summer before someone else gets killed there.
- We have concerns about turn lanes being placed at Boekel Road and Bentz Rd. Bentz is only a problem during the summer when vehicles w/boats etc are turning to go to the Marina. It is a definite hazard during the summer. Waiting for 6 years to put turn lanes at Boekel Road is far too long. Lives will be lost if it is not remedied soon. Thank you for allowing input.
- How many more wrecks do we have to endure at the intersection of Highway 95 and Boekel Road before the State puts a left-hand turn lane from northbound 95 to westbound Boekel? Yesterday, on a clear, sunny afternoon, a big rig rear-ended a sedan making the left turn. Miraculously, no one was killed or even seriously injured. But others have not been so lucky when this very same scenario has played out in the past ... I believe it is erroneous to consider yet another traffic light on what is supposed to be a highway, but a left-turn lane is definitely needed.

Traffic Signals

- Would like to see a traffic signal at Cougar Gulch Rd/US 95. Very busy – especially in Summer.
- It is nice to see you are tired of all the 95 stop lights. In the 20 + years I have lived here I have been left with the distinct opinion that ITD's only solution to traffic problems is more traffic lights.
- Aqua Ave. should have a traffic signal distance to Prairie that is the same as the distance between Hanley and Canfield.
- Please look into the light timing on westbound Kathleen at 95. At present only 6 cars are allowed through with the current timing adjustment.
- Coordinating the traffic signals to enhance traffic flow would be a big help.

Other

- Not much info on the North end, as to what's going to happen. *(1 similar comment)*
- Public safety enhancement for US 95 between MP 421 and MP 430 follows:

  a)subject section of highway has 2-lane, 3-lane and 4-lane roadway causing congestion for transition between lanes.

  b)The eleven (11) existing curves needs correction.

  1. subgrade for some of the curves were constructed for 4-lane roadway but paved for less lanes, results with snow being placed on high side of curve, melts, runs down on driving lane & freezes.
  2. additional sanding required resulting with dust.
  3. reducing friction between tires and roadway due to additional sand being placed.
  4. sanding material also covers roadway pavement markings.

  c)MP 428.5 to 429.9 has poor signing and traffic congestion due to turning movements and 2 lane roadway.

  d)MP 429.9 – The 90 degree corner for US 95 needs revision.

e)Please include a 4-lane roadway concept for subject section of US 95 to improve safety and traffic operation enhancement.

- The eleven existing curves need much correctioning—snowplows leave snow in high sides for runoff and refreezing on roadway, so then you have to resand and make more dust. *(1 similar comment)*
- Sanding covers curve markings between mileposts 421-430. *(1 similar comment)*
- A 4-lane roadway from milepost 421-430 would certainly help our safe traffic problem which is terrible especially when trucks are running everybody trying to pass.
- Between mileposts 421 and 430, the highway has 2, 3, and 4-lane sections causing congestion for transitions between lanes/sections. *(1 similar comment)*
- Milepost 428.5-429.9 is congestion area for traffic due to poor signing and 2-lane road.
- At milepost 429.9 the 90-degree corner needs revision.
- A 4-lane roadway between milepost 421 and 430 would enhance traffic movement and improve safety
- For reasons of safety and common sense this project would relieve the worst existing conditions first. There are clearly the railroad crossings at Garwood and Ohio Match Road. This would avoid the error of constructing a new Highway 95 to bypass Coeur d'Alene before a safe discharge of traffic at the north end is complete. The proposed bridge at Ohio Match Road should be built first. This would allow traffic from Rte 53 to Highway 95 to bypass the 53 and 95 interchange during construction.
- An all weather road from Garwood Road to Ohio Match Road would remedy the difficulty that was created when the DOT removed a private RR crossing from Old Highway 95 to new Highway 95. Two businesses utilized this crossing during the spring breakup, North Idaho Post & Pole and Fulton and Lighty, Inc. Together these two businesses ship and receive an average of ten semi trucks a week. The uncertainty of being able to get trucks in and out has a debilitating effect on the ability to attract and keep customers.

Alternate Route

- The Huetter corridor is by far the most viable alternative, but the opportunity to use this option will disappear in a few short years if right-of-way is not secured in the near future. I like the 95 bypass concept. *(12 similar comments)*
- Prefer Huetter bypass. Interchanges at: I-90, Prairie, Boekel, Hwy 53. Overpasses at Hayden.
- You should consider a high speed interchange at I-90 and Huetter Rd (if the Huetter Corridor is used). If you don't, you will end up with significant commercial development at that interchange.
- I like the idea of the alternate route starting at Ohio Match Rd. and continuing down Huetter Road.
- If moving traffic is the real intent of developing a bypass corridor, it is imperative that the bypass route be protected from the type of development that has been allowed along the present route.
- The land use, and hence zoning along the Huetter route, if used, should not be changed to the point that it promotes the same insane glut of business along its right of way similar

to what is happening on each side of I-90 form the Washington/Idaho state line east to Highway 41.

- I am very concerned about the possible interchange from the present US 95 to the optional Huetter route on the south end of this project. I can see a temporary route going from US 95 up Northwest Blvd the NW Blvd/Ramsey I-90 west on-ramp and then on westward to the Huetter access. However, it strikes me that this routing could very quickly get as congested as the present US 95/I-90 and Appleway intersections are today. Are you not just moving the congestion problem west about 1,000 yards? I would encourage acquisition of right-of-way from the south end of the proposed Huetter Bridge (used to be the Ohio Match Bridge) down to some point to the south/east to intercept the existing US 95. I realize this will be very costly but could prove to be a bargain when compared to having to do this after significantly more development occurs along that route.
- Look for more direct connection at the south end of the project (possibly at the base of the Mica grade) rather than have so much double-back as proposed.
- The proposed routing, so close to the airport, doesn't allow for future expansion of the main runway. As this area grows (and it will) the need for this airfield will increase. It has been considered as an alternate for Spokane International, and this would not be possible without lengthening the runways.
- A bypass would take value away from the land bordering it. It is like stealing from the landowners, since the noise would ruin their property for residential purposes. This would invite commercial development and result in the same problems the present Highway 95 has through Coeur d'Alene and Hayden. Any new highway will soon be lined with cluttering businesses.
- More north side alternatives encourage sprawl, harming Coeur d'Alene's attempts to save its southern neighborhoods. If you want to save our towns, make commuting inconvenient instead of subsidizing it.
- The bypass will be expensive (your plans for a bypass lake-ward of Sandpoint is even more of an atrocity).

Other Local and Regional Concerns

- I'm from San Francisco, and Coeur d'Alene/Hayden does not have bad traffic. It's not even relative. There just isn't a traffic problem here. Your plan seems like overkill. Invest instead in livable, walkable communities.
- It would be helpful to see actual financial costs, in the four basic options (new routes, etc.). *(2 similar comments)*
- Smooth cooperative development with local entities would be helpful. (i.e. Hwy dists, cities, counties.).
- As an integral part of your long-range surface transportation planning, it is critical that you bite the bullet and work on a public transportation system between Coeur d'Alene and Spokane. This route completely mimics the ridiculous situation I witnessed down in Southern California. Spokane County (i.e.: Washington State) and Kootenai County (i.e.: Idaho State) should be charged with absolute dereliction if the two states do not get the low passenger density car commuter off of the highway and onto some form of high

speed, express type public transportation. We simply cannot continue to add lanes to I-90 to facilitate this traffic.

- A U-turn route on I-90 between Coeur d'Alene and Post Falls would be a real asset. If one could be included near the weigh station it would not be necessary to go all the way to either Coeur d'Alene or Post Falls just to turn around.
- From a personal standpoint I would like to see "Old Hwy 95" be upgraded to an all season rd, which it currently is not even though it is zoned industrial. Between Garwood and Ohio Match there are two businesses which involve semi-trucks coming and going daily. The road restrictions are a terrible problem.
- Would like to see information on capacity of US 95.
- I'd like to know more about definite plans and the timetable.
- There has been a lot of study—who is going to make the final decision?
- I think you need to develop some very specific questions (yes/no) that will give broad public input.
- Better or more information on the alternate route concept.
- Would like more information regarding public safety between milepost 421 and milepost 438.

Comments Regarding Staff

- I appreciated your open house on Feb. 28th. The information presented was very good and quite thorough. Thank the staff for the patience to explain the many options and considerations that go into this type of planning.
- Your people did a good job.
- Staff present at the presentation was very helpful and provided a good understanding of the project and the options presented.

Staff Comment Summary

- In general, people seemed to agree that we are examining the right types of alternatives for managing future growth.
- Attendees heavily favored the alternate route proposal citing that the majority of the affected land is unused, with only a few exceptions from a few people spoken to. One of these owns residential property on Huetter Road; the other owns a residence on a cross street very near Huetter. Their objection was not so much the alternate route idea – but more the fact that the preliminary line we have drawn is shown on Huetter.
- Of those who supported the alternate route option, most agreed that the northern terminus should end at Ohio Match Road. However, opinions varied regarding the southern terminus. Several people discussed the issues with running the southern end of the alternate route through undeveloped land south of the Spokane River to connect with US 95 south of the Spokane River (hilly terrain, cost of building a new facility and new bridge, environmental issues, right-of-way acquisition issues). For these reasons, some people supported the position that the southern terminus exists at I-90 (so that people traveling north-south/south-north would drive on I-90 between the Huetter Road facility and US 95 north of the bridge). However, some people believed that this type of terminus would simply shift the I-90/US 95 intersection traffic congestion and safety problems to the west, compounding congestion

problems. For these reasons, some people believed the southern end of the alternate route should run through undeveloped land to connect with US 95 south of the Spokane River. For these people, the cost incurred now would be warranted for the anticipated improvement in traffic congestion and safety issues.

- Virtually all attendees who favored the alternate route believed that right-of-way in the Rathdrum Prairie should be secured as soon as possible, while the cost is relatively low. People also stated the importance of maintaining a restricted access facility on Huetter Road (even more restricted than US 95). Some mentioned the use of interchanges as access points to the alternate route facility. Others stated that the zoning adjacent to the alternate facility should be considered, and that it should not mimic the development patterns along US 95.
- A minority of the attendees did not support the alternate route. Some believed that the route would encroach upon private property. Some believed the alternate route would harm environmental components of the Rathdrum Prairie. Others believed that the alternate route would invite commercial development such as that along US 95.
- Residents expressed concern over the single point urban interchange simulation for Hanley Road on display. Such an option, in their opinion requires a large amount of right-of-way.
- Residents living off of Prairie Road are also concerned about right-of-way issues as they pertain to interchange improvement options.
- Virtually all attendees agree that traffic congestion is a large problem in the Coeur d'Alene/Hayden area, particularly on US 95.
- Many attendees had concerns about safety on the US 95 corridor.
- Some attendees had specific concerns regarding intersections along US 95, particularly that lights be added/removed, or that bicycle and pedestrian facilities be improved or maintained.
- Some attendees believed that intersection treatments would be beneficial on US 95, though many seemed doubtful that they could solve the traffic congestion and safety problems of the corridor.
- Many attendees know there are problems on US 95 and adjacent roadways - both parallel to US 95 and intersecting US 95.
- Many attendees also believe the region will continue to grow and want solutions that will help alleviate current problems and ensure smooth operation of the transportation system into the future.
- Several attendees felt that if a bypass option is considered, land use and access policies must be in place to ensure that the bypass does not become another US 95.
- Residents and property owners in the areas adjacent to the potential bypass are concerned about potential right-of-way issues and access issues (particularly access to their properties).
- People were generally concerned that selection of a bypass type option could greatly reduce funding available for improvements to the existing US 95 corridor.
- In general, people support a two-pronged approach to resolving transportation issues on US 95: make improvements to the existing corridor AND make improvements to a parallel route for thru traffic – particularly trucks.
- People generally want the existing bike path parallel to US 95 to remain. Any improvements to the corridor should contain provisions for continued safe bicycle travel.
- People generally supported options on US 95 that would eliminate traffic signals and allow for easier travel through the corridor.
- Business owners adjacent to US 95 are concerned about how expressway type options might impact access to their businesses.

February 28, 2000

Joint Board Meetings

Joint Advisory Group ROUNDTABLE

- Access reduction: Limit Access to Regionally Significant access only - like I-90 Interchange (Dakota/Orchard)
- Review access options by intersection, possibly limiting the number of intersection and/or removing traffic signals
- Possibly modify some intersections to right-in/right-out only
- Travel time will lead to alternate routes - 4th & Government Way
- Use access roads to frontage properties - cross-street just cross

Joint Advisory Group ROUNDTABLE

- Highway users want to move through
- Compare costs of alternate route vs. existing corridor improvements
- Examine Huetter connection to US 95 using Boekel / Lancaster
- Highway District is already trying to preserve Huetter corridor
- Manage right-turns
- Capacity improvements
- Prioritize improvements regionally: 1st - US 95; 2nd - Huetter

Joint Advisory Group ROUNDTABLE

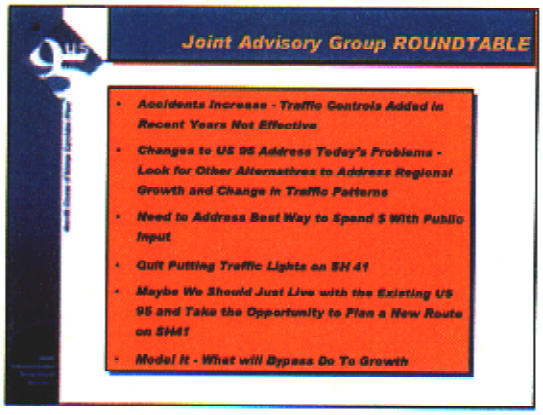
- Improvements still needed on US 95 even with Bypass
- Don't sacrifice current US 95 in favor of an alternate route
- Plan bypass right the first time
- "If you build it they will come"
- Bypass will influence growth on Prairie/Rathdrum
- Phase it (the bypass) (2 lanes now? more later?)
- Manage right-turns
- Capacity improvements

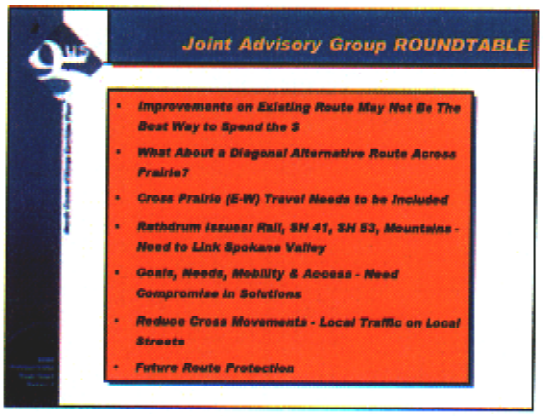
Joint Advisory Group ROUNDTABLE

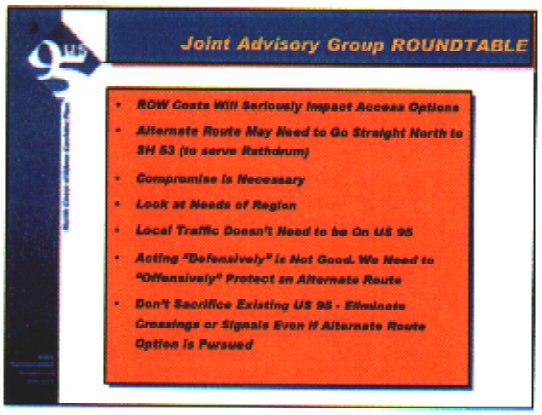
- Prioritize improvements
  - 1st = US 95
  - 2nd = Huetter Road
- Additional Bridge Over Spokane River
- Regional Coordination of Growth-Balance Around Transportation Corridor
- Truck Alternate Route - Start with 2 Lanes (Buy ROW and Phase Development)
- SH 41 Currently Acts As a Bypass - Traffic Increase in Recent Year
- ROW is Expensive on Existing Corridor

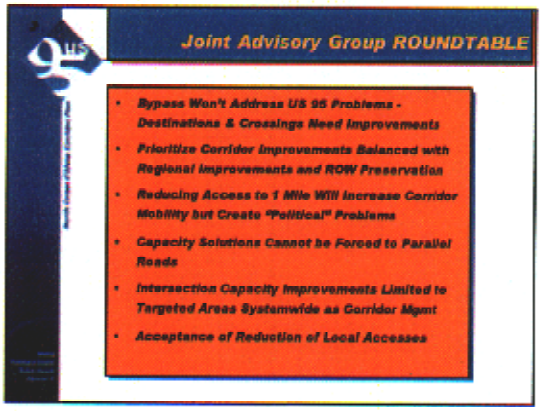
Joint Advisory Group ROUNDTABLE

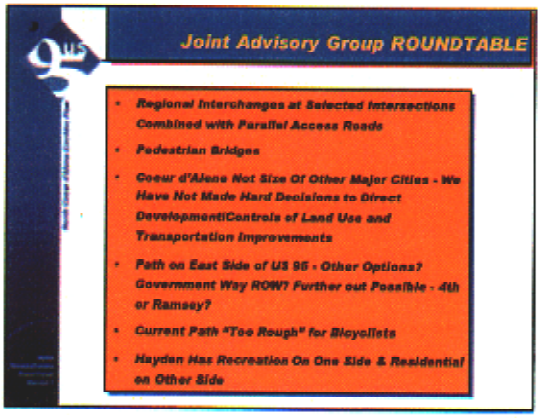
- SH 41 Is Already Functioning As a Bypass
- SH 41 Is Just "more of the same" Problem We Have on US 95
- Cross Street Connectivity Is Crucial to Study
- Travel Times Will Help Sell the Options
- Address SH 41 Instead of Bypass
- Frontage Roads More Possible On North End Due to Less Development
- Development Patterns Require East/West Crossing - Now & Future
- Can Address SH 41 as Project Rather Th Build New Facility

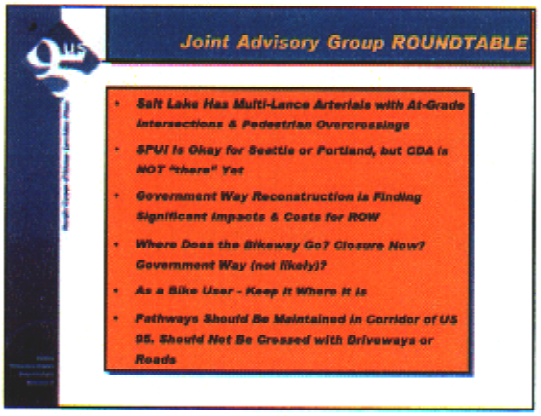

Joint Advisory Group ROUNDTABLE
Accidents Increase - Traffic Controls Added in Recent Years Not Effective
Changes to US 95 Address Today's Problems - Look for Other Alternatives to Address Regional Growth and Change in Traffic Patterns
Need to Address Best Way to Spend $ With Public Input
Quit Putting Traffic Lights on SH 41
Maybe We Should Just Live with the Existing US 95 and Take the Opportunity to Plan a New Route on SH41
Model It - What will Bypass Do To Growth

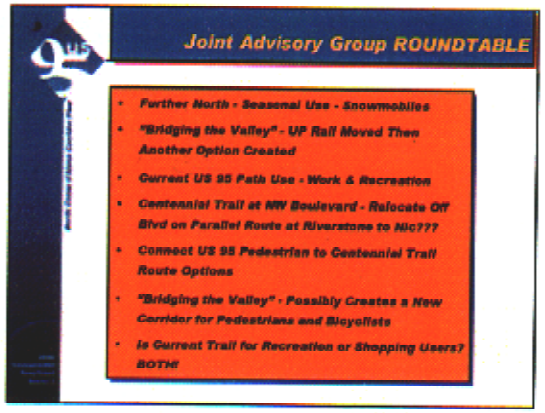

Joint Advisory Group ROUNDTABLE
Improvements on Existing Route May Not Be The Best Way to Spend the $
What About a Diagonal Alternative Route Across Prairie?
Cross Prairie (E-W) Travel Needs to be Included
Rathdrum Issues: Rail, SH 41, SH 53, Mountains - Need to Link Spokane Valley
Goals, Needs, Mobility & Access - Need Compromise in Solutions
Reduce Cross Movements - Local Traffic on Local Streets
Future Route Protection

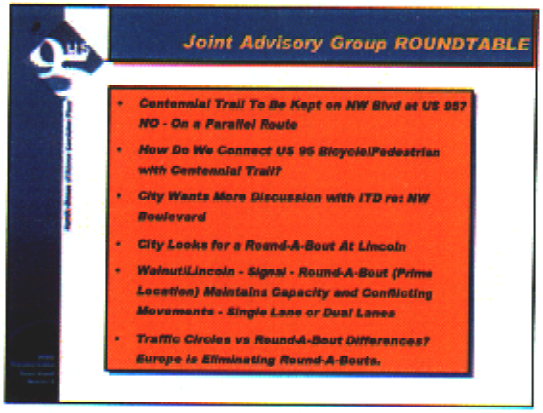

Joint Advisory Group ROUNDTABLE
ROW Costs Will Seriously Impact Access Options
Alternate Route May Need to Go Straight North to SH 53 (to serve Rathdrum)
Compromise is Necessary
Look at Needs of Region
Local Traffic Doesn't Need to be On US 95
Acting "Defensively" is Not Good. We Need to "Offensively" Protect an Alternate Route
Don't Sacrifice Existing US 95 - Eliminate Crossings or Signals Even if Alternate Route Option is Pursued

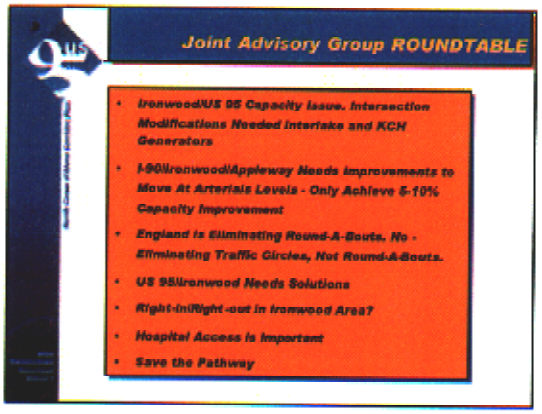

Joint Advisory Group ROUNDTABLE
Bypass Won't Address US 95 Problems - Destinations & Crossings Need Improvements
Prioritize Corridor Improvements Balanced with Regional Improvements and ROW Preservation
Reducing Access to 1 Mile Will Increase Corridor Mobility but Create "Political" Problems
Capacity Solutions Cannot be Forced to Parallel Roads
Intersection Capacity Improvements Limited to Targeted Areas Systemwide as Corridor Mgmt
Acceptance of Reduction of Local Accesses

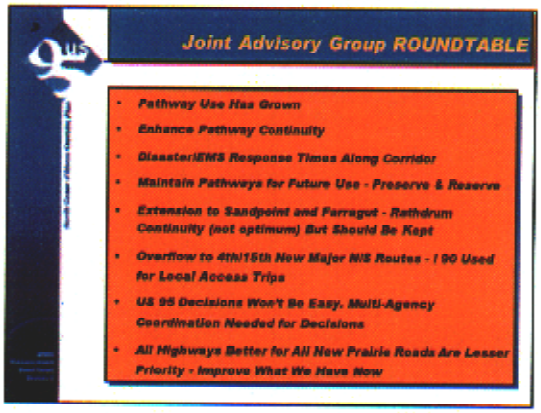

Joint Advisory Group ROUNDTABLE
Regional Interchanges at Selected Intersections Combined with Parallel Access Roads
Pedestrian Bridges
Coeur d'Alene Not Size Of Other Major Cities - We Have Not Made Hard Decisions to Direct Development/Controls of Land Use and Transportation Improvements
Path on East Side of US 95 - Other Options? Government Way ROW? Further out Possible - 4th or Ramsey?
Current Path "Too Rough" for Bicyclists
Hayden Has Recreation On One Side & Residential on Other Side

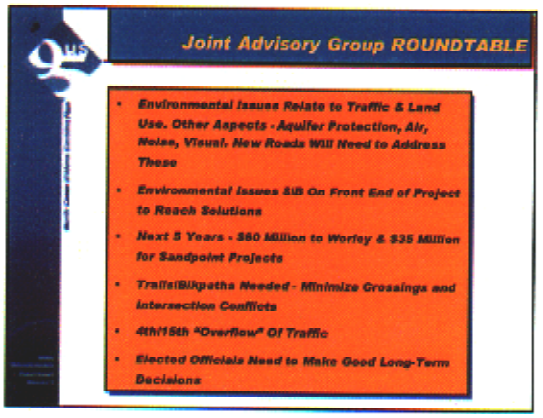

Joint Advisory Group ROUNDTABLE
Salt Lake Has Multi-Lance Arterials with At-Grade Intersections & Pedestrian Overcrossings
SPUI is Okay for Seattle or Portland, but CDA is NOT "there" Yet
Government Way Reconstruction is Finding Significant Impacts & Costs for ROW
Where Does the Bikeway Go? Closure Now? Government Way (not likely)?
As a Bike User - Keep it Where it is
Pathways Should Be Maintained in Corridor of US 95. Should Not Be Crossed with Driveways or Roads

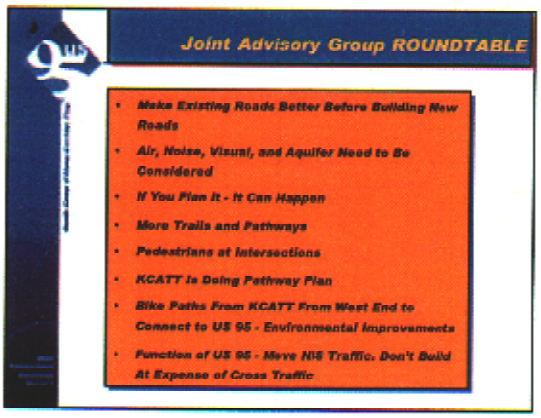

Joint Advisory Group ROUNDTABLE
Further North - Seasonal Use - Snowmobiles
"Bridging the Valley" - UP Rail Moved Then Another Option Created
Current US 95 Path Use - Work & Recreation
Centennial Trail at NW Boulevard - Relocate Off Blvd on Parallel Route at Riverstone to NIC???
Connect US 95 Pedestrian to Centennial Trail Route Options
"Bridging the Valley" - Possibly Creates a New Corridor for Pedestrians and Bicyclists
Is Current Trail for Recreation or Shopping Users? BOTH!

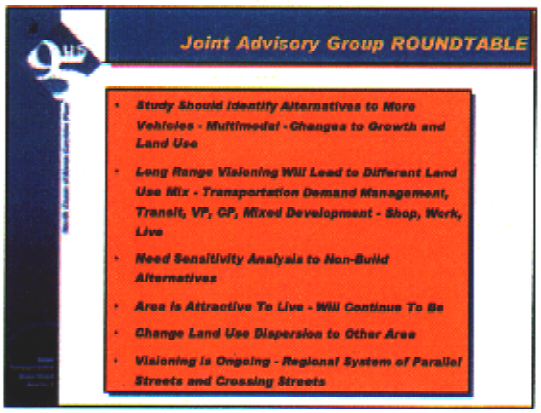

Joint Advisory Group ROUNDTABLE
Centennial Trail To Be Kept on NW Blvd at US 95? NO - On a Parallel Route
How Do We Connect US 95 Bicycle\Pedestrian with Centennial Trail?
City Wants More Discussion with ITD re: NW Boulevard
City Looks for a Round-A-Bout At Lincoln
Walnut\Lincoln - Signal - Round-A-Bout (Prime Location) Maintains Capacity and Conflicting Movements - Single Lane or Dual Lanes
Traffic Circles vs Round-A-Bout Differences? Europe is Eliminating Round-A-Bouts.

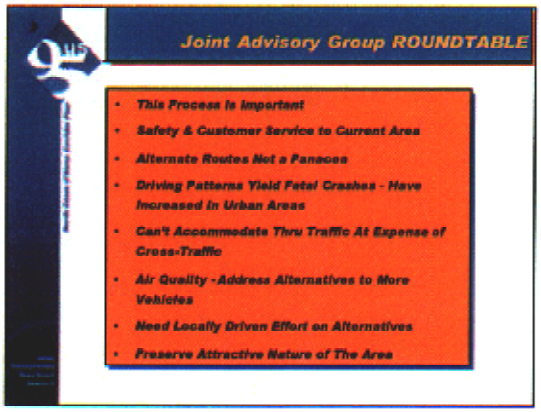

Joint Advisory Group ROUNDTABLE
Ironwood\US 95 Capacity Issue. Intersection Modifications Needed Interlake and KCH Generators
I-90\Ironwood\Appleway Needs Improvements to Move At Arterials Levels - Only Achieve 5-10% Capacity Improvement
England is Eliminating Round-A-Bouts. No - Eliminating Traffic Circles, Not Round-A-Bouts.
US 95\Ironwood Needs Solutions
Right-In\Right-out in Ironwood Area?
Hospital Access is Important
Save the Pathway

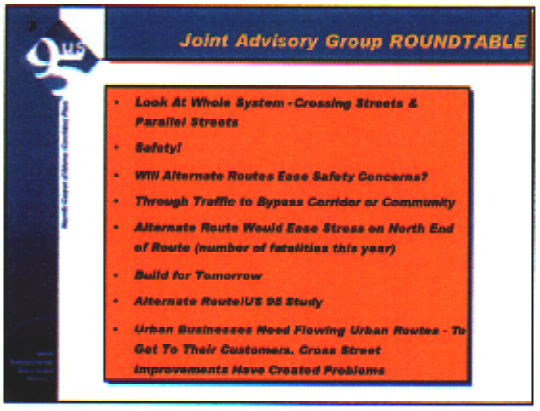

Joint Advisory Group ROUNDTABLE
Pathway Use Has Grown
Enhance Pathway Continuity
Disaster\EMS Response Times Along Corridor
Maintain Pathways for Future Use - Preserve & Reserve
Extension to Sandpoint and Farragut - Rathdrum Continuity (not optimum) But Should Be Kept
Overflow to 4th\15th Now Major NIS Routes - I 90 Used for Local Access Trips
US 95 Decisions Won't Be Easy. Multi-Agency Coordination Needed for Decisions
All Highways Better for All Now Prairie Roads Are Lesser Priority - Improve What We Have Now

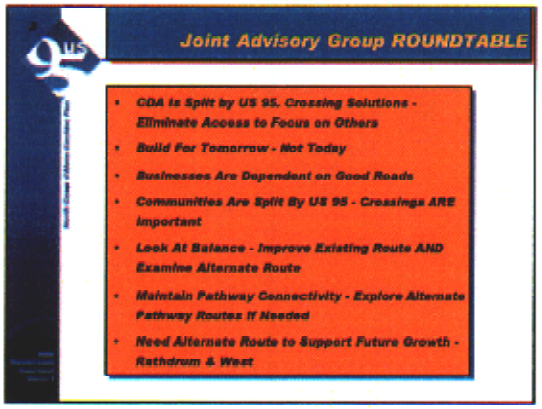

Joint Advisory Group ROUNDTABLE
Environmental Issues Relate to Traffic & Land Use. Other Aspects - Aquifer Protection, Air, Noise, Visual. New Roads Will Need to Address These
Environmental Issues SB On Front End of Project to Reach Solutions
Next 5 Years - $60 Million to Worley & $35 Million for Sandpoint Projects
Trails\Bikpaths Needed - Minimize Crossings and Intersection Conflicts
4th\15th "Overflow" Of Traffic
Elected Officials Need to Make Good Long-Term Decisions

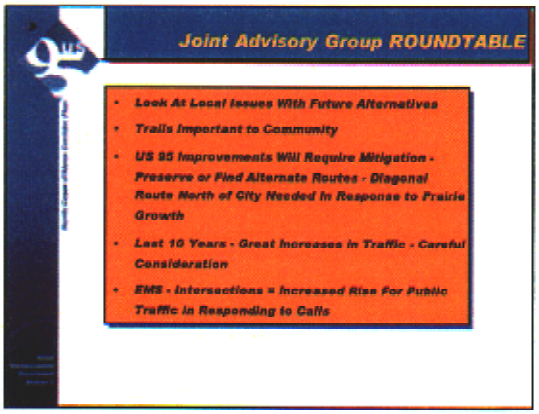

Joint Advisory Group ROUNDTABLE
Make Existing Roads Better Before Building New Roads
Air, Noise, Visual, and Aquifer Need to Be Considered
If You Plan It - It Can Happen
More Trails and Pathways
Pedestrians at Intersections
KCATT Is Doing Pathway Plan
Bike Paths From KCATT From West End to Connect to US 95 - Environmental Improvements
Function of US 95 - Move NIS Traffic. Don't Build At Expense of Cross Traffic

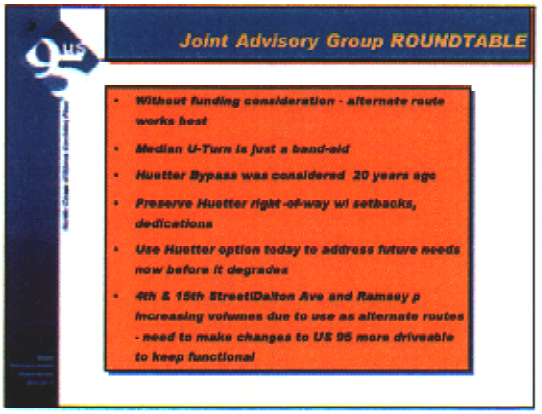

Joint Advisory Group ROUNDTABLE
Study Should Identify Alternatives to More Vehicles - Multimodal - Changes to Growth and Land Use
Long Range Visioning Will Lead to Different Land Use Mix - Transportation Demand Management, Transit, VP, CP, Mixed Development - Shop, Work, Live
Need Sensitivity Analysis to Non-Build Alternatives
Area is Attractive To Live - Will Continue To Be
Change Land Use Dispersion to Other Area
Visioning is Ongoing - Regional System of Parallel Streets and Crossing Streets


Joint Advisory Group ROUNDTABLE
This Process is Important
Safety & Customer Service to Current Area
Alternate Routes Not a Panacea
Driving Patterns Yield Fatal Crashes - Have Increased in Urban Areas
Can't Accommodate Thru Traffic At Expense of Cross-Traffic
Air Quality - Address Alternatives to More Vehicles
Need Locally Driven Effort on Alternatives
Preserve Attractive Nature of The Area


Joint Advisory Group ROUNDTABLE
Look At Whole System - Crossing Streets & Parallel Streets
Safety!
Will Alternate Routes Ease Safety Concerns?
Through Traffic to Bypass Corridor or Community
Alternate Route Would Ease Stress on North End of Route (number of fatalities this year)
Build for Tomorrow
Alternate Route/US 95 Study
Urban Businesses Need Flowing Urban Routes - To Get To Their Customers. Cross Street Improvements Have Created Problems


Joint Advisory Group ROUNDTABLE
CDA is Split by US 95. Crossing Solutions - Eliminate Access to Focus on Others
Build For Tomorrow - Not Today
Businesses Are Dependent on Good Roads
Communities Are Split By US 95 - Crossings ARE Important
Look At Balance - Improve Existing Route AND Examine Alternate Route
Maintain Pathway Connectivity - Explore Alternate Pathway Routes If Needed
Need Alternate Route to Support Future Growth - Ramsdrom & West


Joint Advisory Group ROUNDTABLE
Look At Local Issues With Future Alternatives
Trails Important to Community
US 95 Improvements Will Require Mitigation - Preserve or Find Alternate Routes - Diagonal Route North of City Needed In Response to Prairie Growth
Last 10 Years - Great Increases in Traffic - Careful Consideration
EMS - Intersections = Increased Risk For Public Traffic In Responding to Calls


Joint Advisory Group ROUNDTABLE
Without funding consideration - alternate route works best
Median U-Turn is just a band-aid
Huetter Bypass was considered 20 years ago
Preserve Huetter right-of-way w/ setbacks, dedications
Use Huetter option today to address future needs now before it degrades
4th & 15th Street/Dalton Ave and Ramsey p increasing volumes due to use as alternate routes - need to make changes to US 95 more driveable to keep functional

Joint Advisory Group Meeting
Meeting No. 4

Agenda

Date: July 18, 2001
Time: 1:00 – 4:00 p.m.
Location: ITD District #1 Office, 600 W. Prairie Avenue

1.	**Welcome and Introductions** (Andy Mortensen, Carole Richardson)	1:00-1:05 presentation
2.	**Project Update** (Andy Mortensen, Carole Richardson)	1:05-1:10 presentation
3.	**Summary of Existing and Forecast Traffic Conditions** (Andy Mortensen)	1:10-1:20 presentation
4.	**Draft Study Goals** (Carole Richardson)	1:20-1:30 presentation and discussion
5.	**Draft Improvement Options** (Andy Mortensen)	1:30-2:00 presentation and discussion
6.	**Future Decision Packages** (Advisory Group)	2:00-4:00 Roundtable discussion

Attachments:

- Memorandum (overview)
- Hand-out materials

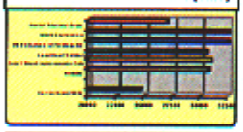
C:\checkout\word\US95\JointAdvBoard_Agenda_07_rough.doc

The Transpo Group, Inc.
176 South Spokane St., Suite 200
Spokane, WA 99201

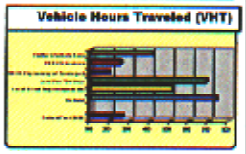
Project Mgr.: Andrew Mortensen
Project Hotline: 1-877-472-3099

US 95 Traffic Conditions

Vehicle Miles Traveled (VMT)



Vehicle Hours Traveled (VHT)

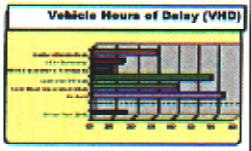


KEY FINDINGS:

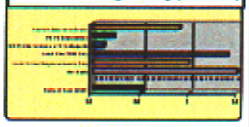
- Without improvements, Vehicle Miles of Travel on US 95 will more than double over next 20 years.
- Without improvements, Vehicle Hours of Travel on US 95 will more than quadruple over next 20 years.
- Of all the future improvement options, the Hueter Alternate Route provides the greatest reduction in Vehicle Miles of Travel on existing US 95.
- The US 95 Expressway option provides the greatest reduction in Vehicle Hours of Travel.

US 95 Traffic Conditions

Vehicle Hours of Delay (VHD)



Average Delay (minutes)

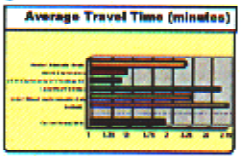


KEY FINDINGS:

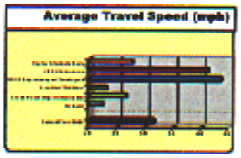
- Without improvements, traffic congestion (delay) on US 95 will increase by a factor of four.
- US 95 is already at capacity during peak periods – travelers using alternative routes.
- Local street improvements will significantly reduce congestion on US 95.
- Revised land use plans would have a minor impact to US 95.
- The US 95 Expressway option provides the most significant reduction in congestion (delay) within the US 95 corridor.

US 95 Traffic Conditions

Average Travel Time (minutes)



Average Travel Speed (mph)

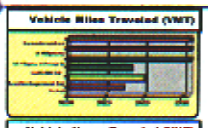


KEY FINDINGS:

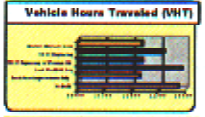
- By 2020, it will take nearly twice as long to travel US 95 through the study area during the peak hour – if no improvements are made.
- The average travel speed on US 95 today is about 32 mph during the afternoon peak hour.
- Local street improvements alone will help improve the average speed on US 95 to about 27 mph.
- By itself, the Hueter Alternate Route improvement will help improve the average speed on US 95 to about 30 mph.
- The US 95 Expressway option will improve US 95 travel speeds to 45 mph.

System-Wide Characteristics

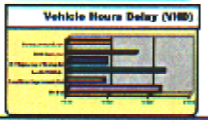
Vehicle Miles Traveled (VMT)



Vehicle Hours Traveled (VHT)



Vehicle Hours Delay (VHD)



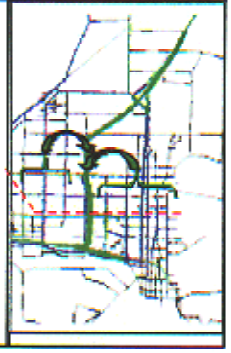
KEY FINDINGS:

- While the Hueter Road Alternate Route reduces overall congestion, it will result in added out-of-direction travel.
- The US 95 Expressway option (with Frontage Roads) will also result in greater, system-wide VMT, but significantly reduced travel delay.
- Local street improvements will greatly help reduce congestion, while minimizing out-of-direction travel. (compared to No-Build)
- Better positioned land use will also help minimize out-of-direction travel. (compared to No-Build)

Hueter Alternate Route

Future Traffic* Shift to Hueter Alternate Route:

ROUTE	(2-way Vehicles)
SH-41	250
"Old" Hueter	820
Atlas	270
Ramsey	260
US 95	360
Government Way	300
4th/5th	100



* (2020 PM Peak Hour)

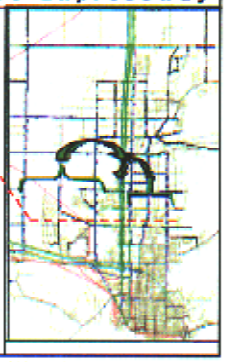
US 95 Expressway

Future Traffic* Shift to US 95 Expressway & Frontage Roads:

ROUTE	(2-way Vehicles)
SH-41	420
"Old" Hueter	140
Ramsey	480
Government Way	410
4th	480
5th	300

This traffic shift reflects future, latent travel demand that would otherwise use alternate routes without significant capacity improvements to US 95.

* (2020 PM Peak Hour)



Overview

This packet of material contains:

- **Summary of Existing and Forecast Traffic conditions to identify who is using US 95 and how bad traffic congestion is going to get – confirming the NEED for conducting the study and preparing the Plan.**
- **Draft Study Goals based on advisory group and public involvement to date**
- **Draft Improvement Options to address current and future problem areas to meet corridor goals**

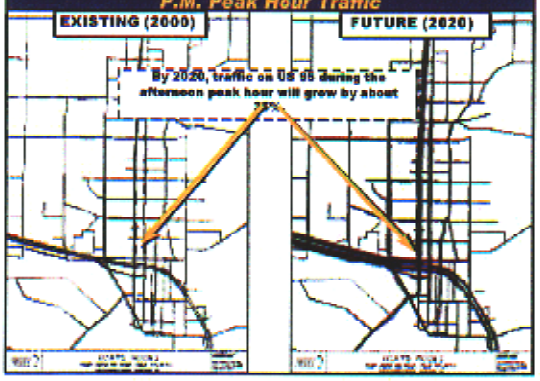
US 95 O-D Survey Findings

US 95 Traffic Profile
(at Apple Way)
July, 2000: PM Peak Hr. Traffic Conditions

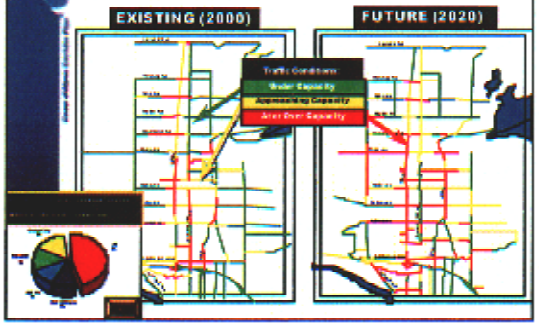
Data Sources
1. US 95 Origin-Destination Survey – July 2000
2. KCATT Model

52%	Local	Trips that begin & end within the study area
40%	Regional	Trips with one end outside the study area
8%	Non-Local	Trips that begin and end outside study area

Kootenai County Travel Model: P.M. Peak Hour Traffic



P.M. Peak Hour Traffic Conditions



Preliminary Analysis of Future Options

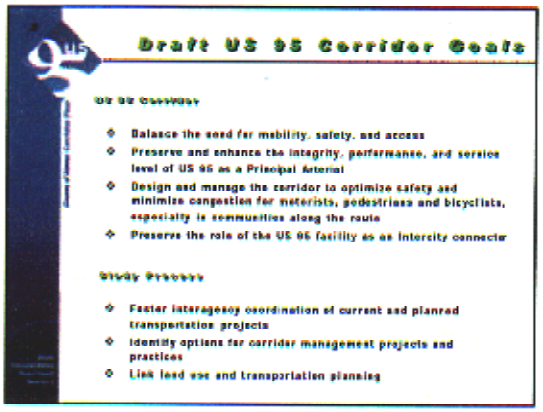
General Options Modeled:

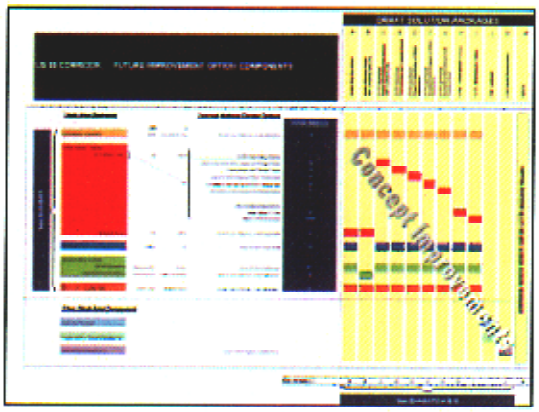
- Existing Conditions
- Future, No-Build
- Future, Local Street Improvements Only
- Future, Re-allocation of Land Use Growth Only
- Future, Huetter Alternate Route
- Future, US 95 Expressway Options

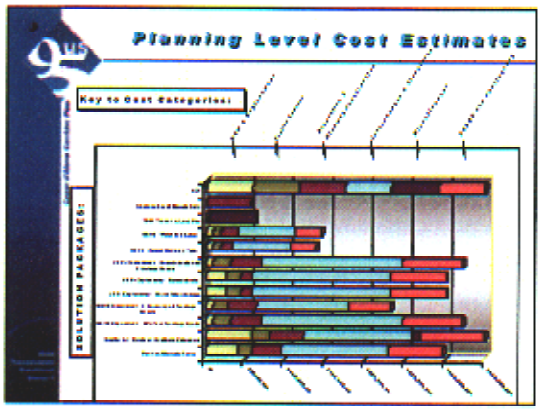
Local Street Improvement Option Assumptions:

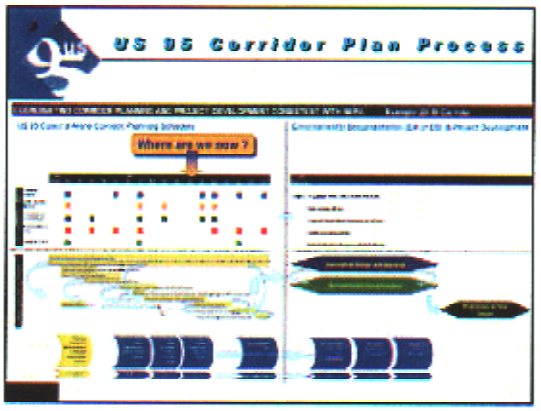
KCATT Plan for Local Street Improvements:

- Hanley Extension – Ramsey to Huetter (5 lanes)
- Prairie Widening – US 95 to SH-41 (5 lanes)
- Hayden Widening – Government Way to Huetter (3/5 lanes)
- Lancaster Widening - Government Way to SH-41 (3 lanes)
- US 95 Widening – Wyoming to SH-53 (4 lanes)
- Government Way Widening – I-90 to Dalton to Miles (5 & 3 lanes)
- Ramsey Road Widening & Extension – Hanley to Lancaster (5 & 3 lanes)
- Dalton Widening - Ramsey to 15th


Draft US 95 Corridor Goals
US 95 Corridor
Balance the need for mobility, safety, and access
Preserve and enhance the integrity, performance, and service level of US 95 as a Principal Arterial
Design and manage the corridor to optimize safety and minimize congestion for motorists, pedestrians and bicyclists, especially in communities along the route
Preserve the role of the US 95 facility as an intercity connector
Study Process
Foster interagency coordination of current and planned transportation projects
Identify options for corridor management projects and practices
Link land use and transportation planning


Concept Improvements


Planning Level Cost Estimates
Key to Cost Categories:
SOLUTION PACKAGES:


US 95 Corridor Plan Process
Where are we now ?

IDAHO TRANSPORTATION DEPARTMENT SIGN-IN SHEET

Advisory Groups

US-95, COEUR D'ALENE CORRIDOR STUDY ADVISORY GROUP
Project Number: NH-6110(126) **Project Key Number: 7039**
July 18, 2001, 5 - 7 p.m., ITD District One office, Coeur d'Alene

The Idaho Transportation Department monitors attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	Phone	Please check the appropriate boxes	
Ron Koontz	MAYOR DALTON GARDENS	2139 E. WILBUR AVE DALTON GARDENS, ID 83815	772-5907	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
David Atwood	L.H.D.	Hayden, 3160 E Dodd	772-6900	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Clay Larkin	PF City	408 Spokane St P.F.	773-3511	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Wayne Meyer	State Rep.	7896 W Lancaster Rathdrum Id	687-0420	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Judy Sampson	Hayden Gen Comm.	10791 N. Oat St Hayden ID 83835	762-1555	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Todd Brownlee	Hunter Resi	N. 7515 Hunter Rd. Post Falls. 83854	664.9901	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Ken Ela		P.O Box 984 Hayden ID	772-7378	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Rand Nichman	Kootenai City	PO Box 9000 CdA	666 8268	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Ben Melvin	Post Falls	408 Spokane St Post Falls	773-1235	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Ron Clark	Police	3818 Schreiber CdA ID	769-2320	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other

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Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	Phone	Please check the appropriate boxes	
Emily Mortensen	Transpo Group	305 NE Front St Suite 5 McMinnville, OR	503 472-3099	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
CHRISTINE THESTON	The Transpo Group	176 S. Stevens, St. 200 Spokane, WA 99201	509 462-0606	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
CLYDE BOATRIGHT	LEGISLATURE	N 17528 WRANGLER RD RATHDRUM ID 83858	208 687-0591	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Hollie Blankenship	City of Hayden	4670 W Ferndale	765-6521	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
LYNN HUMPHREYS	PFHD	5629 E. SALTESE POST FALLS	7655717	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Kent Hurd	Post Falls Hwy Dist	5629 E. Seltice Way	765-3717	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Charlie Gray	CITY OF HAYDEN	5685 E Seltice POST FALLS ID	667-2464	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Donna Phillips	City of Hayden	8930 N. Hout. Way Hayden, ID 83835	772-4411	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
SCOTT FREY	FHWA - IDAHO	3050 LAKEHARBOR LN SUITE 126 BOISE ID 83703	208/334-9180 x115	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
CASEY KITOOR	KOOTENAI CTY PLANNING COMMIS	10272 S. CARIBOU RIDGE RD HARRISON, ID 83833	208-263 1877	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other

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Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	Phone	Please check the appropriate boxes	
DAVE TADON	PLG DIR Cd'A	710 Mullan Cd'A	769-2270	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
DAVE PATZER	Kerr Oil Co.	W. 650 Clayton CDA	765-2266	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
ALAN GOLUB	New-Trading	650 W Lancaster Hayden	772-6775	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
DAN Whiting	Regional Director Sen. Craig	610 Hubbard #214 CdA 83814	667-6130	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
JOHN GOEDDE	STATE SENATOR	~~959~~ Byington Ct CDA	464-9823	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
HILDE KELLOGG	SF Rep	PO Box 1479 Post Falls	773-5912	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Scott Stokes	ITD	600 Prairie	772-1200	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Ann Winkler	CLC	707 W. 7th Ave, Ste 200 Spokane	(509) 458-6840	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
LANNY SPURLOCK	MAYOR	ATHOL	683-3615	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
DAVID KARSANN	ITD	600 W. PRAIRIE CdA	772-1232	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other

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GORDON DOBLER	City of C'dA	710 E. MULLAN AVE C'dA ID 83814	208 769-2216	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
MIKE PORCELLI	ITD - TRAFFIC	600 PRAIRIE C d A	208-772-1218	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
Jason Minzghor	ITD - Design	600 w. PRAIRIE COA ID 83815	208-772-1285	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
Rick Jenkin	Harpers NFA	1500 West Seltice Way Post Falls Id 83854	208-772-6553	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
MAC CAVABAR	USDA RURAL DEVELOPMENT	7830 MEADOWLARK WAY CdA ID	208-762-4939 EXT 126	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
DON SOLTMAN	VP/KMC	2003 Lincoln Way CdA 83814	666-2003	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
Deanna Goodlander	City Council Coeur d'Alene	1675 Lee Court CDA 83814	208-667-8850	☐ Male ☑ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
CHRIS BECK	City Council/ Hayden	P.O. Box 3502 Hayden ID 83835	(208) 762-4721	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other

IDAHO TRANSPORTATION DEPARTMENT SIGN-IN SHEET

US-95, COEUR D'ALENE CORRIDOR STUDY ADVISORY GROUP
Project Number: NH-5110(126) **Project Key Number: 7039**
July 18, 2001, 5 - 7 p.m., ITD District One office, Coeur d'Alene

The Idaho Transportation Department monitors attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	Phone	Please check the appropriate boxes	
MARK HALL	Advisory member	800 S. Marion Dr. CdA ID 83814	665-1302	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Laurie Brunette	KMC	16776 Atlas Rd	666-2956	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Lt. Rick Field	[illegible]	608 W. Prairie - Cda	772-6055	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Dan Cochran	Fire Inspector Coeur d'Alene Fire Dept.	320 E. Foster Ave CdA, ID 83814	769-2340	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
FAITH HOLT	AFFECTED HOMEOWNER	5455 W. ORCHARD AVE.	687-1976	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Capt willis Brownlee	Idaho state Police		772 6055	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other

December 18th Meeting Notice

To: **Advisory Group Members**

From: **Andy Mortensen, The Transpo Group**

Subject: **December 18th Joint Advisory Group Meeting Reminder**

Hello again. In September we sent you notice of the upcoming US 95 meetings in December, 2001. We look forward to meeting with you on **December 18th** from **2:00 to 5:30 p.m.** There are no attachments or advance meeting materials for you to review this time around. However, we will have updated information to share with you summarizing the work we have conducted since our July meeting, namely refinement to the improvement options including the Huetter Alternate Route, Expressway options along US 95 and local street improvements.

We'll put you to work. The agenda includes your direct participation through written exercises and group discussions regarding the refined US 95 solution packages and the evaluation of their impact(s) on the community based on the study goals. We will conclude the meeting with a summary of the Advisory Group's best solution, which will be used to prepare the Draft US 95 Coeur d'Alene Corridor Plan

This is a very important meeting! It's your opportunity to actively participate in defining the future "look" and location of US 95 in the Coeur d'Alene and Hayden area. Please plan to attend – we look forward to seeing you.

C:\checkout\word\US95\JointAdvBoard_memo_125.doc

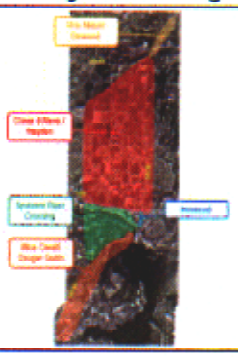
The Transpo Group, Inc.
176 South Spokane St., Suite 200
Spokane, WA 99201

Project Mgr.: Andrew Mortensen
Project Hotline: 1-877-472-3099

Draft US 95 Corridor Goals

- Balance the need for mobility, safety, and access.
- Ensure the future performance and service level of US 95 as an urban, Principal Arterial.
- Design and manage the corridor to optimize safety and minimize congestion for motorists, pedestrians and bicyclists.
- Preserve the role of the US 95 facility as an intercity connector.
- Help preserve the integrity of communities served by US 95 in Kootenai County.

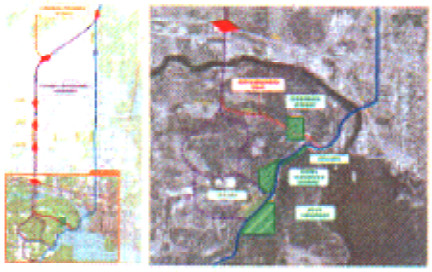
US 95 Study Area Segments



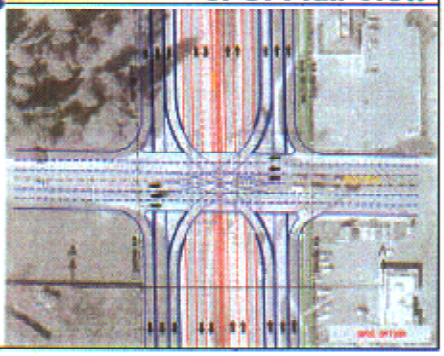
Garwood / Ohio Match Segment

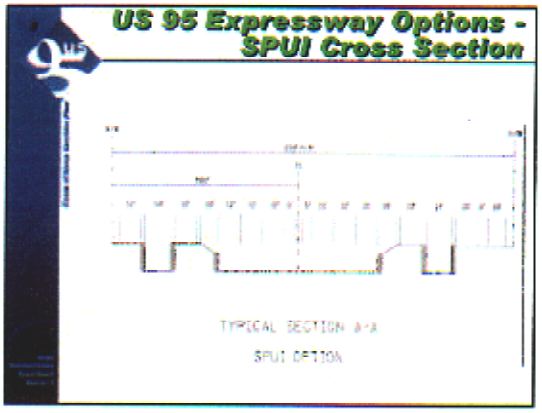
Huetter Alternate Route

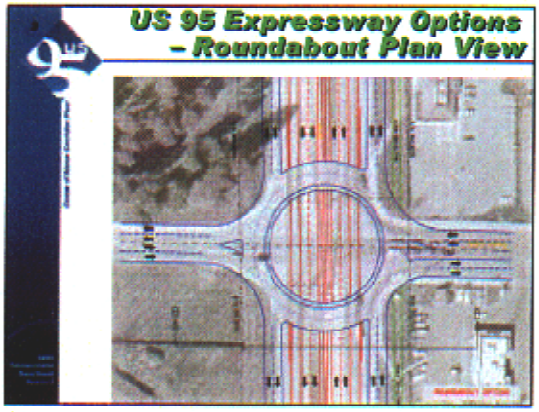
Huetter Alternate Route – Southern Extension

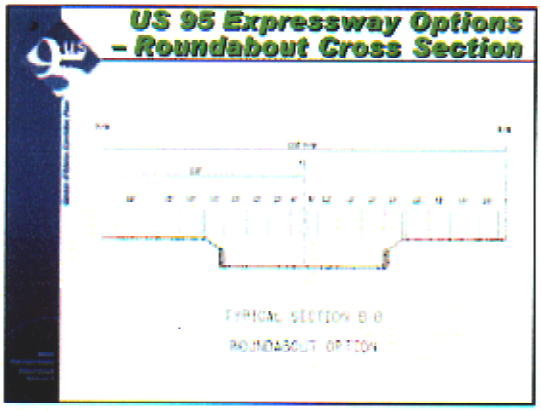


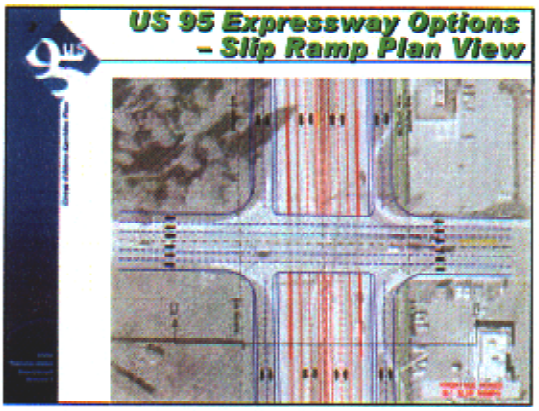
US 95 Expressway Options – SPUI Plan View

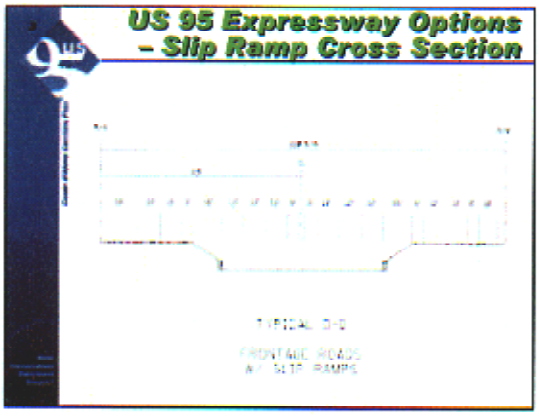


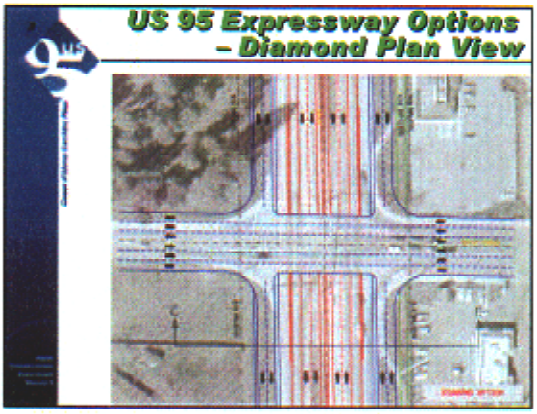

US 95 Expressway Options -
SPUI Cross Section
TYPICAL SECTION A-A
SPUI OPTION


US 95 Expressway Options
– Roundabout Plan View

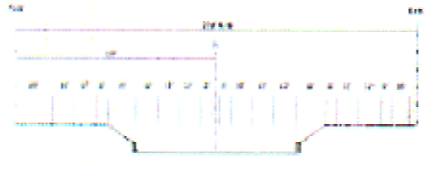

US 95 Expressway Options
– Roundabout Cross Section
TYPICAL SECTION B-B
ROUNDABOUT OPTION


US 95 Expressway Options
– Slip Ramp Plan View


US 95 Expressway Options
– Slip Ramp Cross Section


US 95 Expressway Options
– Diamond Plan View

US 95 Expressway Options – Diamond Cross Section



TYPICAL CxC

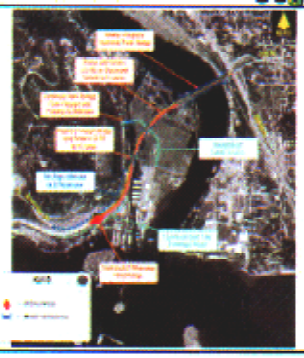
DIAMOND OPTION

US 95 Expressway Options - I-90 Flyover Ramps

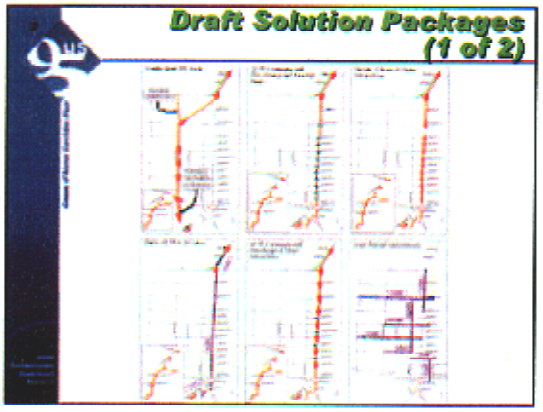
Ironwood Segment – TSM Options

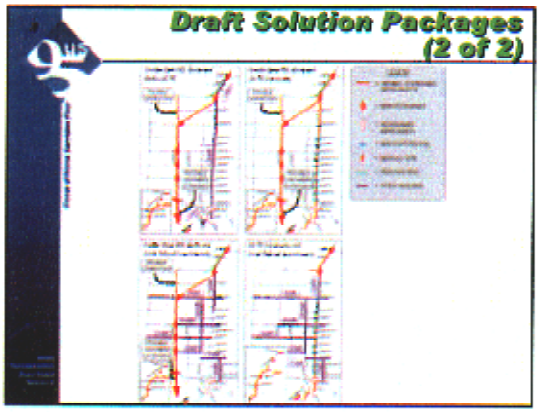
Ironwood Segment Options

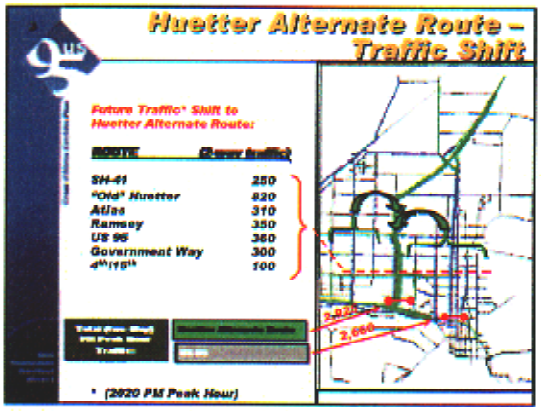
Spokane River Crossing Segment

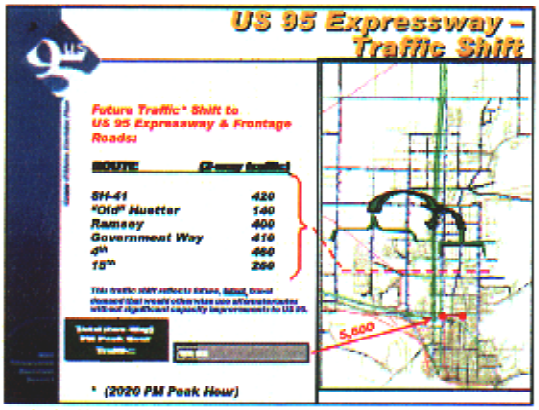


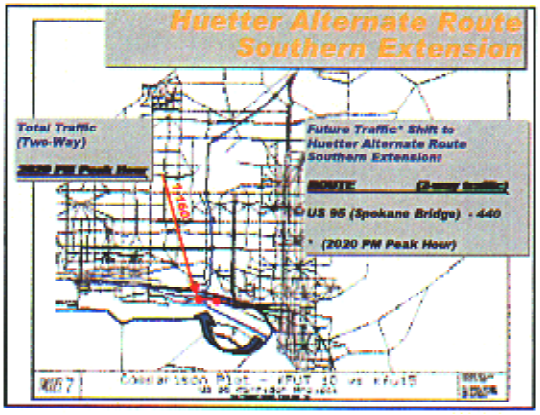
Mica Creek/Cougar Gulch Segment

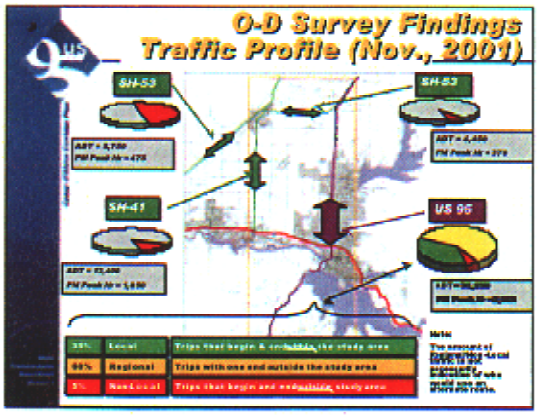

Draft Solution Packages
(1 of 2)

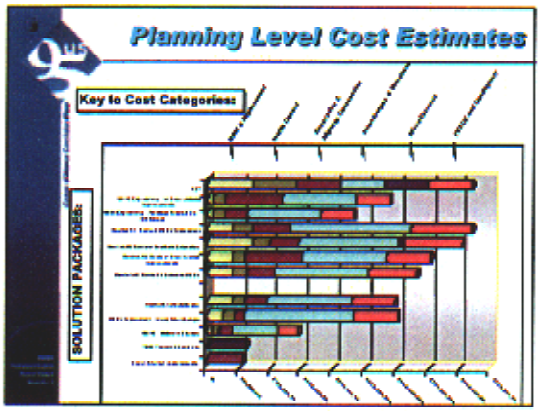

Draft Solution Packages
(2 of 2)


Huetter Alternate Route –
Traffic Shift
Future Traffic* Shift to
Huetter Alternate Route:
ROUTE
(2-way traffic)
SH-41 250
"Old" Huetter 820
Atlas 310
Ramsey 350
US 95 360
Government Way 300
4th/15th 100
2,000
2,660
* (2020 PM Peak Hour)


US 95 Expressway –
Traffic Shift
Future Traffic* Shift to
US 95 Expressway & Frontage
Roads:
ROUTE
(2-way traffic)
SH-41 420
"Old" Huetter 140
Ramsey 400
Government Way 410
4th 460
15th 200
5,600
* (2020 PM Peak Hour)


Huetter Alternate Route
Southern Extension
Total Traffic
(Two-Way)
Future Traffic* Shift to
Huetter Alternate Route
Southern Extension:
ROUTE
(2-way traffic)
US 95 (Spokane Bridge) 440
* (2020 PM Peak Hour)


O-D Survey Findings
Traffic Profile (Nov., 2001)
SH-53
SH-53
SH-41
US 95
10% Local
90% Regional
3% Non-Local


Planning Level Cost Estimates
Key to Cost Categories:
SOLUTION PACKAGES:

Evaluating the Improvement Options

IDAHO TRANSPORTATION DEPARTMENT SIGN-IN SHEET

Advisory Group Meeting

US-95, COEUR D'ALENE CORRIDOR STUDY
Project Number: NH-5110(126) Project Key Number: 7039
Dec. 19, 2001, District One Office, 600 W. Prairie Ave.

2-5pm
12-18-01

The Idaho Transportation Department monitors attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	Phone	Please check the appropriate boxes	
Bob Ewing	ITD	1931 N 6th PL CdA	667-7881	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
John M. Hoyt	ITD	3348 Ponderosa Blvd Post Falls	773-3064	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
Vicki Kuenzi	Rep.	P.O. Box 1479 Post Falls	773-5412	☐ Male ☑ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☑ Black ☐ Hispanic ☐ White ☐ Other
Donna Phillips	City of Hayden	8930 N. Govt. Way Hayden, ID 83835	772-4411	☐ Male ☑ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
Charlie Gray	Hayden	806 S Clearwater Loop Stn Post Falls ID	773-7444	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
Clyde Bartlett	Senator	N 175 28 Wrangler Rd Rathdrum ID 83858	687-2591	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
Don Soltman	KMC	2003 Lincoln Way CdA 83814	666-2003	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
Rolf Jurgen	NIC	1000 W. Garden CDA 83814	769-3340	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
Ron Clark	CdA P.D.	3818 Schreiber Way Coeur d'Alene ID 83815	769-2273	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
Wes Hanson	Community	2725 W. CARDER LN Coeur d'Alene ID 83814	667 9389	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other

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US-95, COEUR D'ALENE CORRIDOR STUDY
Project Number: NH-5110(126) Project Key Number: 7039
Dec. 19, 2001, District One Office, 600 W. Prairie Ave.

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Mike Porcelly	ITD-DIST 1 TRAFFIC	600 W. PRAIRIE CdA	772-1218	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
John W Barlow	Hagadone Corp.	P.O Box 6200 CDA 83816	667-3431	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Hollie Blankenship	City of Hueter	4670 W Ford CdA	765-6521	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
Mac Calhoun	USDA Rural Development	7830 Meadowlark Way CdA 83815	762-4939 Ext 126	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
Wayne Meyer	State Rep	789C W. Lancaster Rathdrum Id. 83858	687-0420	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
DAVE YADON	PLNG DIRECTOR CITY OF Cd'A	710 Mullan AV Cd'A	769-2270	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
Bill Reagan	Hagadone Corp	414 W Appleway CdA	765-3200	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Ron Koontz	City of Dalton Gardens	2134 E. Wilbur Ave Dalton Gardens	772-5407	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
John Goedde	Senate	5959 Jordan Ct CdA	664-9223	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
Alan Goodes	Navy Training	10213 Strahorn Rd Hayden	660-3469	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other

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US-95, COEUR D'ALENE CORRIDOR STUDY
Project Number: NH-5110(126) **Project Key Number: 7039**
Dec. 19, 2001, District One Office, 600 W. Prairie Ave.

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Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	Phone	Please check the appropriate boxes	
Sandy Emerson	KC	POB 9000 CDA ID 83816	6660 8112	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Greg Delavan	Airport		772 7838	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Rand Wichman	Kootenai County	PO Box 9000 CdA	666 8268	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Jeff Simmons	Jacobs	2802 Parlan Way Salt Lake City	801-978-9052	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
John Blumenkamp	Jacobs	1455 West 2200 South Suite 300 Salt Lake City, UT	801-978-9050	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Paul Franz	Interstate	845 W. Kathleen Cda	(208)765-8147	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Dan Winkler	CLC Assoc.	707 W. 7th Ave, Ste 200 Spokane, WA 99204	(509)458-6840	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Jonathan Coe	CdA Chamber	PO Box 850 CdA, ID 83816	208 664-3194	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Scott Stokes	ITD			☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Curt Exley	ISP	CdA		☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other

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Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	Phone	Please check the appropriate boxes	
John Forbes	ITD	CdA	772-1200	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
David ATwood	L.H.D	Hayden	772-6900	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Carole Richardson	ITD	CdA	772-1274	☐ Male ☑ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other

January 7, 2002

TO: Andy Mortensen
The Transpo Group

FR: Adam Davis,
Davis, Hibbitts & McCaig, Inc.

RE: Coeur d'Alene Large Group Study on US 95 Transportation Improvement Options – Project Advisory Group

I. INTRODUCTION

Davis, Hibbitts & McCaig, Inc. (DHM) is pleased to present the results of research conducted in December 2001 for the State of Idaho Transportation Department (ITD). The research involved a large group discussion and supplements two other large group discussions and a public opinion survey conducted previously, as well as information gathered at public workshops and neighborhood meetings. The overall purpose of the research project is to help ITD in transportation planning along US 95 north of I 90 through Coeur d'Alene.

This report presents key ideas and themes that emerged from the discussion which may be helpful in confirming and elaborating on the findings from the prior discussion groups and survey, helping refine draft solution packages for the US 95 planning effort, and designing the next phase of research (another survey to validate findings from the large group discussions). Because this was a qualitative research study the information describes, rather than quantifies, the variety of views among participants.

A. Research Methodology

A large group discussion with Advisory Group members was held in Coeur d'Alene, Idaho, on December 18, 2001. A total of 24 people participated in the discussion as shown below, by title/representation:

US 95 Advisory Group Member – Title/Representative
Idaho Transportation Board Member
Idaho State Representatives (two)
Idaho State Senators (two)
City of Huetter
USDA Rural Development
City of Coeur d'Alene Planning Department (Director)
City of Dalton Gardens (Mayor)
Retailers (two, within US 95 corridor)
Kootenai Medical Center
Kootenai County Planning Department (Director)
Truck Hauler
Community-At-Large (environmental interest)
Coeur d'Alene Airport (Manager)
Idaho State Police
Coeur d'Alene Chamber of Commerce
Commercial Land Owners/Developers (two, within US 95 corridor)
City of Hayden (two)
North Idaho College
City of Coeur d'Alene Police
Lakes Highway District

The questions and stimulus materials used for the discussion were developed by DHM in consultation with The Transpo Group and ITD. The research was structured to assess participants' attitudes and priorities related to the solution packages identified to date for the US 95 corridor. Responses during the group discussion were recorded both orally and in writing. Responses to all written exercises are in Appendices A – I.

B. Statement of Limitations

This study was designed to qualitatively explore the range of opinions of a designated population and to gain insight into what underlies these attitudes. It was not in the scope of a study of this kind to quantitatively measure with statistical reliability the attitudes of the populations from which the samples were drawn, or to correlate any attitudes with demographic or behavioral variables.

C. Report Format

Each of the following sections reviews a different major topic that was taken up during the group discussion. Representative quotations are set out first, followed by evaluative commentary based on the oral and written comments. The quotations were selected to represent the range of opinions regarding a topic, not to represent quantitatively the expressed attitudes. Readers should refer to the appendices for specific wording of the written exercises.

II. PLANNING GOALS AND EVALUATIVE CRITERIA FOR US 95 CORRIDOR SOLUTIONS

The session began with a series of written exercises designed to assess the degree of importance participants held for the goals of the US 95 planning process, as well as the criteria used to evaluate proposed improvement options. Participants were first offered the opportunity to share their own views of issues the planning process should consider and then react to the formal goals and evaluative criteria identified by the Advisory Group to date.

A. Issues and Goals Commentary

"Efficient traffic movement."

"Mobility of people and goods."

"Growth throughout the corridor."

"Consider the impact on established businesses and residences."

Participants were asked to identify the top three issues government officials and area residents should consider in planning efforts for US 95 (Appendix A). Efficient or adequate traffic flow was mentioned most often as both the first and second most important goal for the project. This "movement of traffic in a timely fashion" was clearly the most important issue for Advisory Group members. An additional theme, although mentioned at less than one-half the rate as traffic flow, was the ability of any improvements to meet the future traffic and growth demands of the region served by the corridor. This issue of the relationship between US 95 improvements and the anticipated growth of the region served by the corridor emerged again in later discussions of specific US 95 improvement options. The impacts on local businesses, both during construction and in terms of ongoing access, were also mentioned as concerns. A handful of additional comments focused on safety and the environmental impacts of proposed improvements.

Participants were then asked to rate the importance of US 95 planning goals identified by the Advisory Group to date (Appendix B). "Balanc(ing)...mobility, safety and access" was ranked highest for the group, followed by "optimiz(ing) safety and minimiz(ing) congestion." The third most important goal for the group was to "ensure the future performance and service level of US 95 as an urban, principal arterial." The weighted rankings for each goal are below:

Weighted Rankings*			
US 95 Corridor Goals	**Overall Total**	**Most Important**	**Second Most Important**
Balance the need for mobility, safety, and access	24	20	4
Design and manage the corridor to optimize safety and minimize congestion for motorists, pedestrians and bicyclists	20	16	4
Ensure the future performance and service level of US 95 as an urban, Principal Arterial	16	6	10
Preserve the role of the US 95 facility as an Intercity connector	5	2	3
Help preserve the integrity of communities serviced by US 95 in Kootenai County	7	4	3

*Weighted rankings based on two points for most important and one point for second most important.

B. Evaluative Criteria Ratings

"Without a doubt, congestion is the major problem with US 95!"

"Last plan was shortsighted."

"It's hard for us to rate without knowing the costs."

The consultant has identified eight criteria to evaluate each of the corridor solutions. Participants were asked to weigh the relative importance of each criterion (Appendix C). Reducing traffic congestion was far and away the most important criterion for the Advisory Group. Almost two-thirds of all responses identified reductions of traffic congestion (both area-wide and for future traffic on US 95) as the most important evaluative criteria. This same pattern held true when rankings were weighted. Noteworthy is the prevalence of concern for reducing traffic congestion area-wide – further evidence, perhaps, of a desire for a regional perspective for US 95 planning.

Weighted Rankings*			
US 95 Corridor Plan - Evaluation Criteria	**Overall Total**	**Most Important**	**Second Most Important**
Maintains or Improves Natural Environment	2	2	-
Consistent with Current Land Use Plan	2	2	-
Improves Local Land Use Accessibility	5	4	1
Enhances Regional Travel Mobility	14	6	8
Improves Traffic Safety on US 95	6	4	2
Reduces Traffic Congestion - Area-wide	24	20	4
Reduces Future Traffic Congestion on US 95	14	8	6
Minimizes Cost	-	-	-

*Weighted rankings based on two points for most important and one point for second most important.

Also interesting to note, that no participant mentioned minimizing cost as an important criterion. While "unimportant" as an evaluative criterion, numerous comments in the discussion that followed emphasized the critical importance of cost to an adequate analysis of options.

III. US 95 Corridor Solution Options – Commentary and Rankings

Six "solution packages" for US 95 were described to participants, including the consultant's rating of how each was projected to affect the environment, land use, regional travel mobility, traffic safety, future congestion and cost. Participants were then asked to comment on the impacts identified by the consultant of each criterion (Appendix D). Results for each option are outlined below:

A. Huetter Road Alternate Route; Widen US 95 to 6 Lanes (4A)

This package was one of two that met with the most disagreement from participants. Most comments were directed toward safety considerations ("Safety is not improved on US 95 at all."), negative environmental impact, and disagreement that this package either improved local land use accessibility or reduced traffic congestion on US 95.

B. Huetter Road Alternate Route and Local Arterial Improvements (4B)

This package generated the most comment of all the options presented. The majority of disagreement centered on the effect on reducing congestion on US 95 ("This option does nothing to address future traffic flows of US 95."), with additional concerns about negative environmental impact and lack of consensus on its consistency with current land use plans.

C. Huetter Road Alternate with Extension Across Spokane River (4C)

The evaluative criteria for this package received far fewer comments than the first two. Four participants split on whether it reduced or increased US 95 congestion, three on whether it improved safety and two who contended it decreased local land use

accessibility. The majority of participants in the written exercise and discussion were deeply concerned with the cost, political feasibility and environmental demands of crossing the river ("I can't see that cost and environmental issues will ever be surmounted.").

D. Huetter Road Alternate Route and US 95 Expressway (4D)
This package generated few disagreements (6 total), but there was concern expressed in a variety of ways about "two expressways two miles apart." There appeared to be a general sense that this package tried to do too much without adequately protecting local traffic, businesses or more general community values.

E. US 95 Expressway – Frontage Roads, Overcrossings and On/Off Ramps (4E)
In general, participants felt this package served the needs of through traffic adequately, but were concerned with its limited attention to local access and its long-term implications for the area's development and growth.

F. US 95 Expressway and Local Arterial Improvements (4F)
This package would emerge as the favored solution for the group. The combination of a freeway with local arterial improvements met the need for balancing the needs of local and through traffic. "The best option for the next 20 years".....(with) "less impacts to the surrounding areas."

IV. FAVORED SOLUTION

"I feel this (4F) maximizes everything possible."

"4F best serves all users of system."

"I'm suspicious that it (4F) minimizes cost."

"(4A) provides more future capacity and less dividing of existing community core."

"Addresses both local and thru traffic – less expensive than 4F."

Preliminary Ranking
After review of each solution package, participants were asked to rank their first and second best options (Appendix E). Option 4F (US 95 Expressway and Local Arterial Improvements) received the highest ranking, followed by Options 4A (Huetter Road Alternate Route; Widen US 95 to 6 Lanes) and 4B (Huetter Road Alternate Route and Local Arterial Improvements). When rankings were weighted, the pattern stayed constant: the 4F solution package received more than one-third of the total support; options 4A and 4B followed. The 4D solution package (Huetter Road Alternate Route and US 95 Expressway) was a close fourth in preference. The remaining solution packages, 4C and 4E received significantly less support from participants.

Preliminary Weighted Rankings*			
Solution Packages	**Overall Total**	**Best**	**Second Best**
A. Huetter Road Alternate Route and Widen US 95 to 6 Lanes	15	12	3
B. Huetter Road Alternate Route and Local Arterial Improvements	12	8	4
C. Huetter Road Alternate with Extension Across Spokane River and Local Arterial Improvements	2	-	2
D. Huetter Road Alternate Route and US 95 Expressway-Frontage Roads and Overcrossings at Major Intersections and On/Off ramps.	11	8	3
E. US 95 Expressway-Frontage Roads and Overcrossings at Major Intersections and On/Off Ramps	8	2	6
F. US 95 Expressway-Frontage Roads and Overcrossings at Major Intersections and On/Off Ramps and Local Arterial Improvements	22	16	6

*Weighted rankings based on two points for most important and one point for second most important.

Despite concerns about cost, support for the 4F solution package appeared to rest on its capacity to serve multiple users (including local businesses) at a manageable scale. Comments about 4A were more tempered, focusing on the potential for less physical disruption to the local community. 4A was also one of three solution packages mentioned by participants as the worst of the six options (4C and 4E were also mentioned), noting primarily concerns with safety and inadequate traffic capacity.

Final Ranking

A subsequent brief discussion identified three additional options for consideration: a combination of 4A and 4B, a Trent Road alternative, and right-of-way acquisitions for future improvements on Huetter Road. Participants were then asked for a final time to rank the best option among the nine (Appendix F). Solution package 4F was far and away the top choice, receiving 11 of 19 votes (although a number of responses registered concern that this option also preserve right-of-ways on Huetter Road).

Solution Package Chosen After Discussion	
F. US 95 Expressway-Frontage Roads and Overcrossings at Major Intersections and On/Off Ramps and Local Arterial Improvements	11
G. Huetter Road Alternate Route, widen US 95 and local arterial improvements (Combo 4A and 4B)	3
A. Huetter Road Alternate Route and Widen US 95 to 6 Lanes	2
B. Huetter Road Alternate Route and Local Arterial Improvements	1
D. Huetter Road Alternate Route and US 95 Expressway-Frontage Roads and Overcrossings at Major Intersections and On/Off ramps.	1
H. Trent Road Alternate Route	1
C. Huetter Road Alternate with Extension Across Spokane River and Local Arterial Improvements	-
E. US 95 Expressway-Frontage Roads and Overcrossings at Major Intersections and On/Off Ramps	-
I. Right-of-way acquisition for future Huetter improvements	-

In order to provide additional validation, participants were asked specifically which options should be eliminated from further exploration (Appendix G). More than one-third of the responses took package 4C (Huetter Road Alternate with Extension Across Spokane River) off the table, citing cost and environmental concerns. Options 4A, 4B and 4D, previously three of the top four favored options, also received measurable support for elimination, albeit at one-half or less the rate for removing 4C. Objections to these packages centered on the limited additional capacity gained for the cost and disruption involved. A majority of responses (11 of 19) also supported eliminating the Trent Road option identified in the earlier discussion.

IV. Comments and Expectations of US 95 Planning Process

"Options seem to be thorough – not too many new ones are cropping up so I think we've hit the most feasible ones."

"Process has been very thorough. Good job taking all views into account (and) having citizens and others drive options."

"So far, so good. I think you need to make sure that the interests of a vocal few don't carry the day."

As the discussion neared its end, participants were asked to critique the planning process (Appendix H) and offer any final words about the remainder of the process (Appendix I). Generally, participants were quite positive, sympathetic to the complexities of the project, and eager to keep moving forward. The consultants' steady hand, neutrality, and ability to communicate complex information effectively were also noted as key to the project's success to date. There was also recognition that the hard work lay ahead: narrowing options, analyzing design feasibility, integrating cost considerations, and balancing community and political demands for an effective project. As one person noted, "The devil is always in the details."

V. OBSERVATIONS AND CONCLUSIONS

"Combining this study (with others) into a regional study...would have been great."

"How can we bring the cost element back into our discussions?"

"I did not hear much about community values, other than safety, costs, convenience and impact on business."

After moving through a series of written exercises clarifying goals of the planning process, assessing the evaluative criteria for sorting through specific options, and examining each of six solution packages, participants in this study exhibited an evolving preference for two major components in a solution for US 95: making US 95 an expressway and providing effective local arterial improvements. This preference is most consistent with solution 4F and aligns with findings from the large group studies with members of the public. In all three groups, there was a desire to find a balance between needs of local and "out of town" traffic by easing local traffic (the arterial improvements) and allowing traffic to move quickly through the community (the freeway).

These preferences are tempered by a variety of concerns that the next stage of US 95 planning should address:

- Advisory Group members were frustrated by the absence of cost data for options. While recognizing the difficulty of including this factor into the current discussions, when narrowing choices it "is hard for us to rate options without knowing the costs." The other large group studies with members of the public also noted the value of including cost as an evaluative factor. One comment summed up the concern: "We have to have a realistic understanding of how much money we are dealing with to be serious about narrowing options."
- There was concern expressly noted by a handful of participants – and echoed by many others throughout the discussion – that planning was focusing too narrowly on the US 95 corridor. A variety of comments about east-west growth, development patterns throughout the corridor, and the catalytic impact US 95 improvements would have for housing and business development on productive

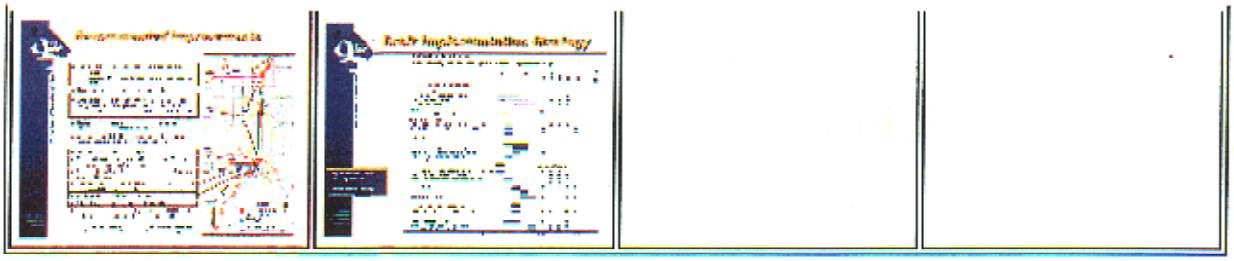
agricultural land were noted at different points during the discussion. As one participant noted, "People want to look at the bigger picture."

- A related concern lay with the potential solution packages held for physically disrupting the community. A central value of the US 95 freeway option for participants was that it minimized the potential for physically dividing the community – in both the short and long-term. An additional dimension of this concern of disruption was the unintended or unplanned growth sparked by a bypass or freeway. The group recognized this dynamic generally, but it was met with a sense of inevitability: "Twenty years down the line this prairie will be filled homes and businesses."

Meeting #5
Meeting Exhibit Thumbnails

Coeur d'Alene Corridor Plan

US 95 Corridor Goals	Study Area Segments	O-D Survey Findings	Ohio Match/ Garwood
CDA/ Hayden On-Off Ramps with Frontage Roads	CDA/ Hayden Interchange Options	CDA/ Hayden Interchange Options	CDA/ Hayden Ramp Locations
US 95 Expressway with Frontage Roads at Hanley	Bicycle/ Pedestrian Facility Options Centennial Trail	CDA/ Hayden I-90/ US 95 InterchangeOptions	CDA/ Hayden I-90/ US 95 InterchangeOptions
Ironwood Segment Improvement Options	Huetter Alt Route with Possible Southern Extension	US 95 Expressway	Final Ranking of Draft Solution Packages
Recommended Solution	Draft Implementation Strategy		



Click here to go back to Meeting #5

Comments should be addressed to the Project Webmaster

Joint Advisory Group Meeting
Meeting No. 6

Agenda

Date: April 23, 2002
Time: 1:00 – 4:00 p.m.
Location: ITD District #1 Office, 600 W. Prairie Avenue

1.	Welcome, Introductions & Overview of Materials (Andy Mortensen, Carole Richardson)	1:00-1:05
2.	Large Group Study Recap (handout) (Andy Mortensen)	1:05-1:25 presentation
3.	Executive Summary (Andy Mortensen)	1:25-2:00 presentation and discussion
4.	Break	2:00-2:15
5.	Draft Recommendations – Roundtable Discussion	2:15-3:45
6.	Wrap-Up / Next Step (Andy Mortensen & Carole Richardson)	3:45-4:00 general discussion

Attachments:

- Large Group Study Report & Appendix (handout)
- Draft Executive Summary

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The Transpo Group, Inc.
176 South Spokane St., Suite 200
Spokane, WA 99201

Project Mgr.: Andrew Mortensen
Project Hotline: 1-877-472-3099

US 95 Corridor Goals

- Balance the need for mobility, safety, and access.
- Ensure the future performance and service level of US 95 as an urban, Principal Arterial.
- Design and manage the corridor to optimize safety and minimize congestion for motorists, pedestrians and bicyclists.
- Preserve the role of the US 95 facility as an intercity connector.
- Help preserve the integrity of communities served by US 95 in Kootenai County.

Ranking the US 95 Goals

Weighted Rankings*			
US 95 Corridor Goals	Overall Total	Most Important	Second Most Important
Balance the need for mobility, safety, and access	24	20	4
Design and manage the corridor to optimize safety and minimize congestion for motorists, pedestrians and bicyclists	20	16	4
Ensure the future performance and service level of US 95 as an urban, Principal Arterial	16	6	10
Preserve the role of the US 95 facility as an Intercity connector	5	2	3
Help preserve the integrity of communities served by US 95 in Kootenai County	7	4	3

*Weighted rankings based on two points for most important and one point for second most important.

Ranking the Evaluation Criteria

Weighted Rankings*			
US95 Corridor Plan - Evaluation Criteria	Overall Total	Most Important	Second Most Important
Maintains or Improves Natural Environment	2	2	-
Consistent with Current Land Use Plan	2	2	-
Improves Local Land Use Accessibility	5	4	1
Enhances Regional Travel Mobility	14	6	8
Improves Traffic Safety on US 95	6	4	2
Reduces Traffic Congestion - Area-wide	24	20	4
Reduces Future Traffic Congestion on US 95	14	8	6
Minimizes Cost	-	-	-

*Weighted ranking based on two points for most important and one point for second most important.

Preliminary Ranking of Draft Solution Packages

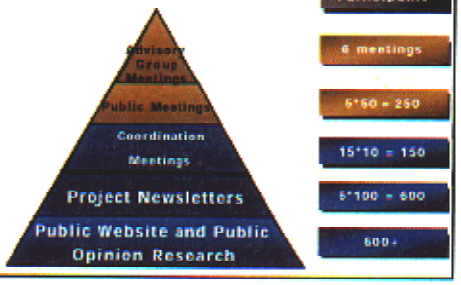
Preliminary Weighted Rankings*			
Solution Packages	Overall Total	Best	Second Best
A. Hunter Road Alternate Route and Widen US 95 to 6 Lanes	15	12	3
B. Hunter Road Alternate Route and Local Arterial Improvements	12	8	4
C. Hunter Road Alternate with Extension Across Spokane River and Local Arterial Improvements	3	-	2
D. Hunter Road Alternate Route and US 95 Expressway-Frontage Roads and Overcrossings at Major Intersections and On/Off ramps.	11	8	3
E. US 95 Expressway/Frontage Roads and Overcrossings at Major Intersections and On/Off Ramps	8	2	6
F. US 95 Expressway-Frontage Roads and Overcrossings at Major Intersections and On/Off Ramps and Local Arterial Improvements	22	16	6

*Weighted rankings based on two points for most important and one point for second most important.

Final Ranking of Draft Solution Packages

Solution Package Chosen After Discussion	
F. US 95 Expressway-Frontage Roads and Overcrossings at Major Intersections and On/Off Ramps and Local Arterial Improvements	11
D. Hunter Road Alternate Route, widen US 95 and local arterial improvements (Combo 4A and 4B)	3
A. Hunter Road Alternate Route and Widen US 95 to 6 Lanes	3
B. Hunter Road Alternate Route and Local Arterial Improvements	1
E. Hunter Road Alternate with Expressway-Frontage Roads and Overcrossings at Major Intersections and On/Off ramps	1
H. Truax Road Alternate Route	1
G. Hunter Road Alternate with Extension Across Spokane River and Local Arterial Improvements	-
C. US 95 Expressway-Frontage Roads and Overcrossings at Major Intersections and On/Off Ramps	-
I. Right-of-way acquisition for future transit improvements	-

Community Involvement



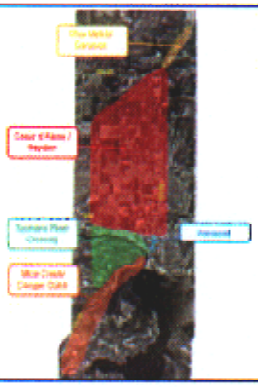
Coordination Meetings

- Kootenai County Area Transportation Team
- Coeur d'Alene Chamber of Commerce – Intergovernmental Relations Committee
- Hayden Chamber of Commerce
- Coeur d'Alene City Council
- Hayden City Council
- Kootenai County Commissioners

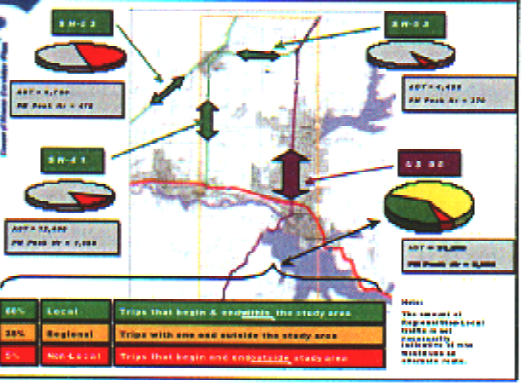
Project Coordination

- Highway 41 Corridor Plan
- Coeur d'Alene Visioning
- Rathdrum Prairie Greenspace Plan
- Bridging The Valley
- KCATT

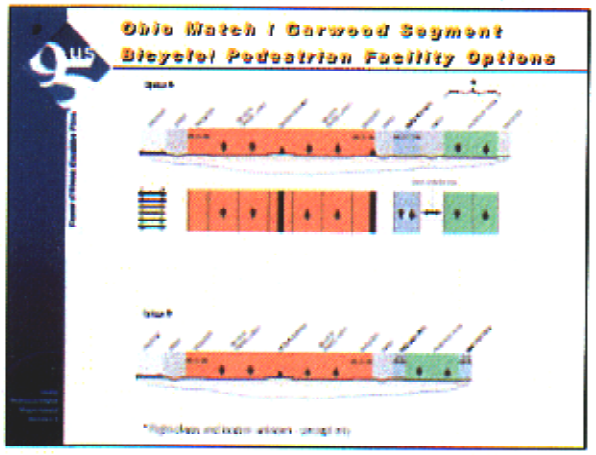
Study Area Segments



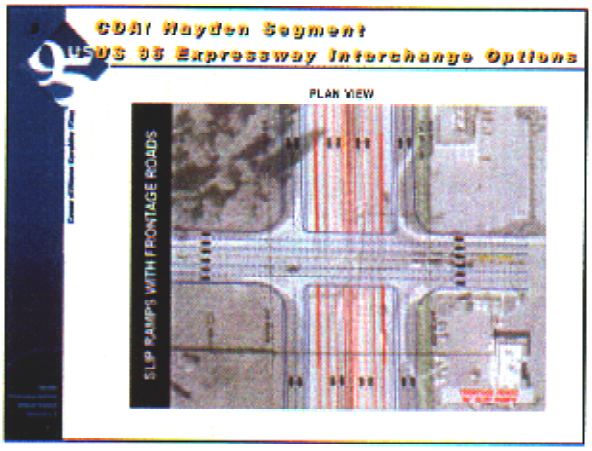
O-D Survey Findings

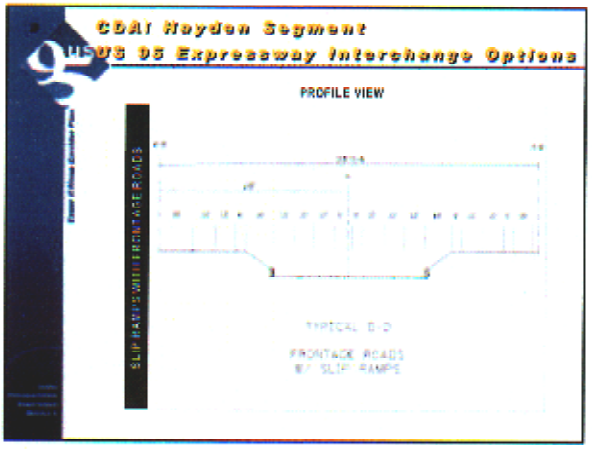


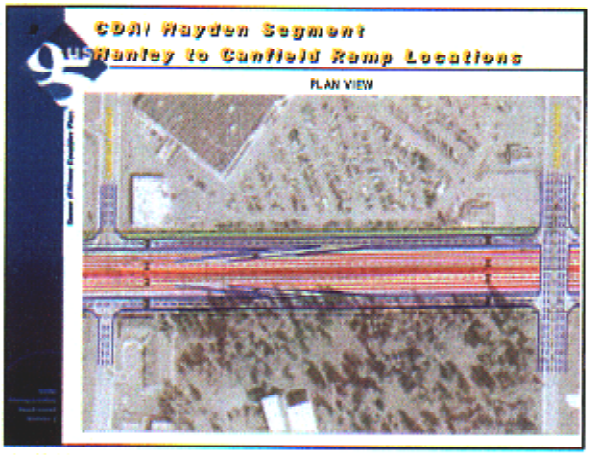
Ohio Match / Garwood Segment
US 95 Expressway Option


Ohio Match I Garwood Segment
Bicycle/ Pedestrian Facility Options

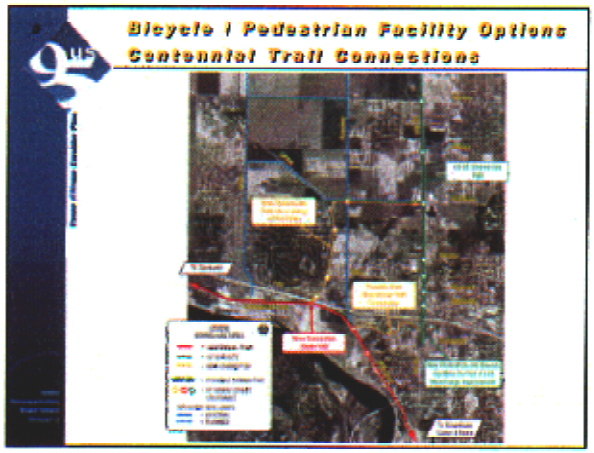
Study Area Segment: Ogden Drive I Hayden
US 85 Expressway with SB-S/E Ramps and Frontage Roads

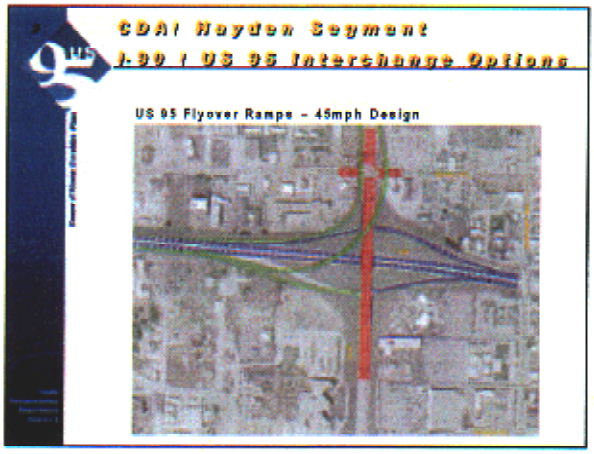

CDA/ Hayden Segment
US 95 Expressway Interchange Options
PLAN VIEW
SLIP RAMPS WITH FRONTAGE ROADS

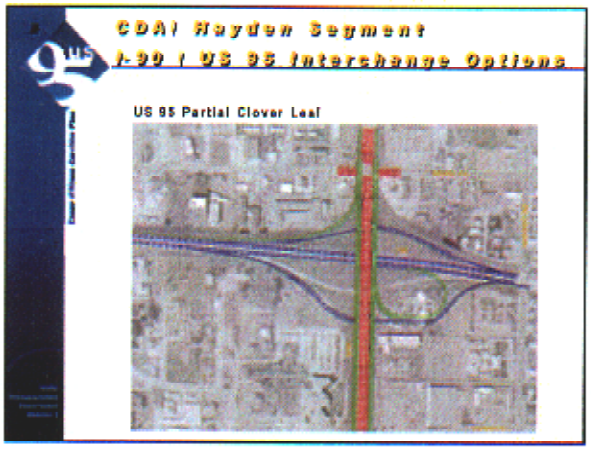

CDA/ Hayden Segment
US 95 Expressway Interchange Options
PROFILE VIEW
SLIP RAMPS WITH FRONTAGE ROADS

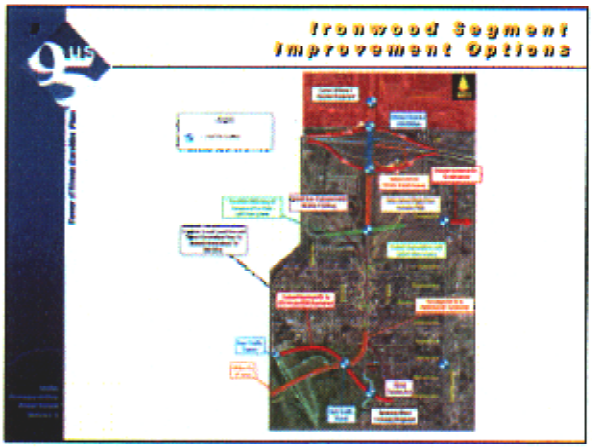

CDA/ Hayden Segment
Hanley to Canfield Ramp Locations
PLAN VIEW

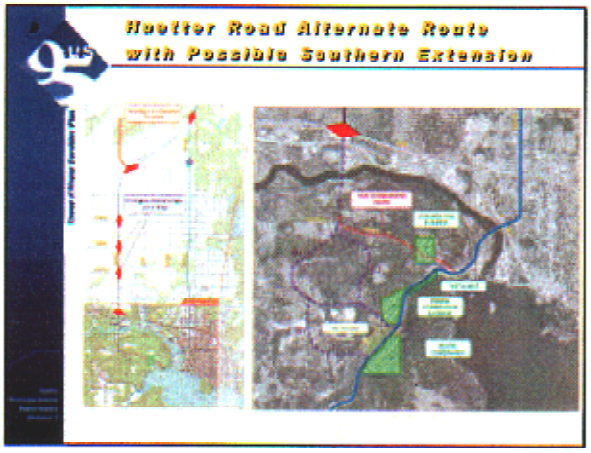
US 95 Expressway Option with
Frontage Roads at Hanley Ave.

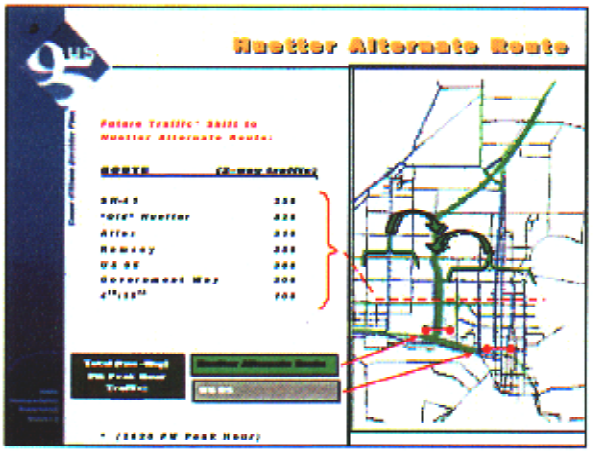

Bicycle / Pedestrian Facility Options
Centennial Trail Connections

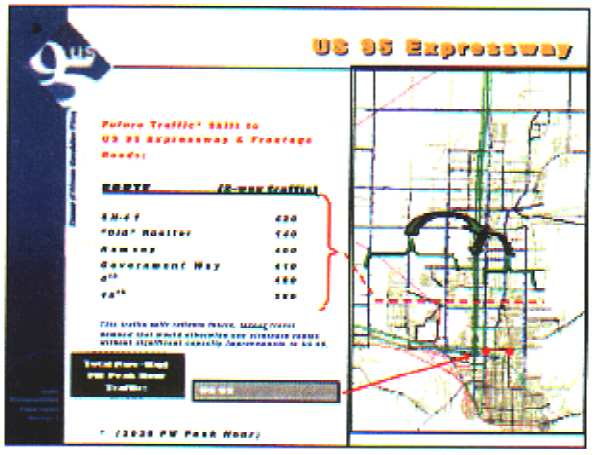

CDAI Hayden Segment
I-90 / US 95 Interchange Options
US 95 Flyover Ramps - 45mph Design

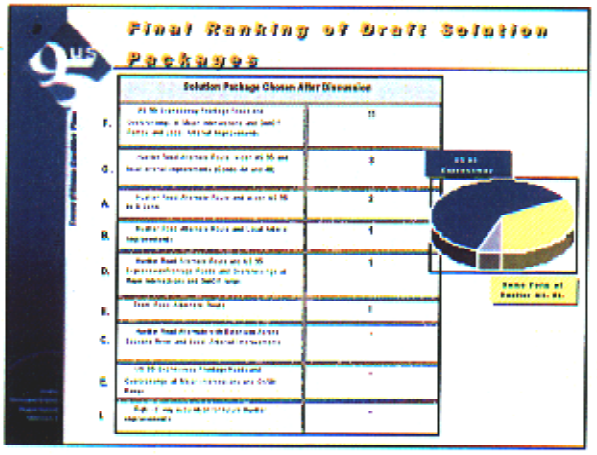

CDAI Hayden Segment
I-90 / US 95 Interchange Options
US 95 Partial Clover Leaf

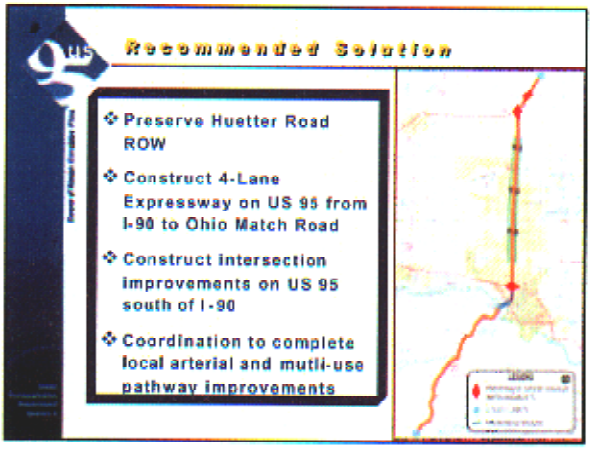

Ironwood Segment
Improvement Options

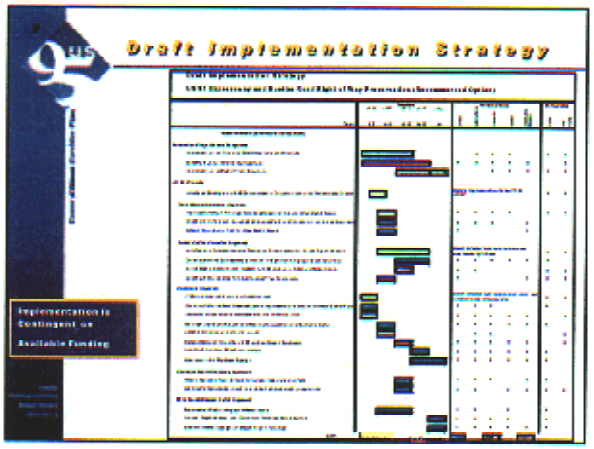

Huetter Road Alternate Route
with Possible Southern Extension

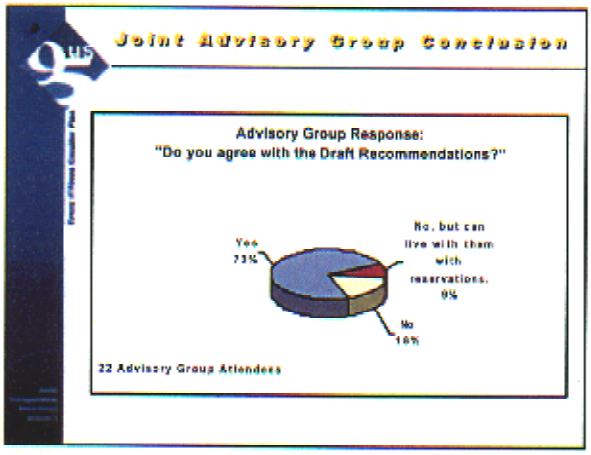

Huetter Alternate Route

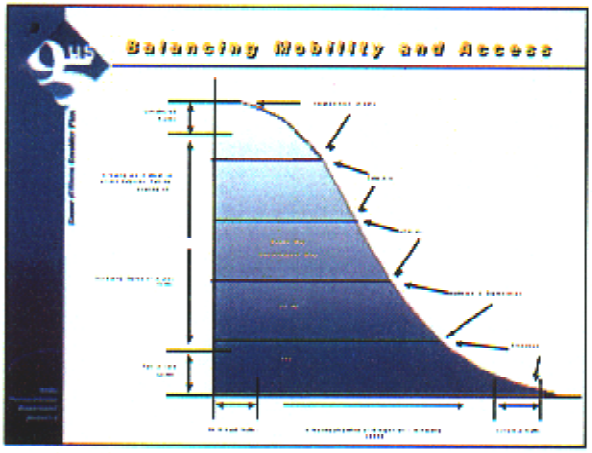

US 95 Expressway


Final Ranking of Draft Solution Packages


Recommended Solution
Preserve Huetter Road ROW
Construct 4-Lane Expressway on US 95 from I-90 to Ohio Match Road
Construct intersection improvements on US 95 south of I-90
Coordination to complete local arterial and mutli-use pathway improvements


Draft Implementation Strategy


Joint Advisory Group Conclusion
Advisory Group Response:
"Do you agree with the Draft Recommendations?"
Yes 73%
No, but can live with them with reservations. 9%
No 18%
22 Advisory Group Attendees


Balancing Mobility and Access

IDAHO TRANSPORTATION DEPARTMENT SIGN-IN SHEET Advisory Mtg

US-95, COEUR D'ALENE CORRIDOR STUDY ADVISORY GROUP MEETING
Project Number: NH-5110(126) **Project Key Number: 7039** April 2002
April 23, 2002, District One Office, 600 W. Prairie Ave.

The Idaho Transportation Department monitors attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	Phone	Please check the appropriate boxes	
Randy Miller	Sergeant CdA Police	3818 Schreiber Way CdA, ID 83815	769-2273	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
David Patzer	Keer oil Co.	W. 650 Clayton Coeur d'Alene, ID 83815	765-2269	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Greg DeLavan	CDA Airport	11401 Airport Dr. Hayden Lake ID	772-7838	☐ Male ☐ Female ☒ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Rand Wichman	K.C. Planning	PO Box 9000 CdA 83816	666-8268	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Charlie Cary	City of Hayden	806 S. Clearwater Loop Ste N Post Falls ID	773-7444	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Lila Truesdell	City of Hayden	8930 N. Hoo't Way Hayden Id 83835	772-4411	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Dave Yadon	Cty of CdA planning	710 Mullan Av CdA, ID 83814	769-2270	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Alan Golub	New Frontiers	650 W. Lancaster Hayden ID 83835	772-6775 660-3469	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Barbara Babic	ITD			☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Scott Stokes	ITD			☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other

IDAHO TRANSPORTATION DEPARTMENT SIGN-IN SHEET

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Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	Phone	Please check the appropriate boxes	
Roland Koontz	Mayor DALTON GARDENS	2139 E. Wilbur Ave DALTON GARDENS, ID 83815	772-5907	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Bob Ewing	ITD	1931 N 6th PL CdA		☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
DAVID KARSANN	ITD	600 W. PRAIRIE AVE. Cd'ALENE, ID	772-1232	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other

IDAHO TRANSPORTATION DEPARTMENT SIGN-IN SHEET

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Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	Phone	Please check the appropriate boxes	
JOHN GOEDDE	Self	3359 Jordan Ct. CdA, ID 83815	664-9223	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
Don Soltman	KMC	2003 Lincoln Way Coeur d'Alene, ID	666-2003	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
Bill Reggio	CdA Inn	414 W Appleway Coeur d'Alene, ID	765-3200	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
JOHN BARLOW	HAGADONE CORP	PO BOX 6200 CDA 83816	667-3431	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
PIERCE CLEGG		N15206 pinewood Way Hayden Lake 83835	772 5898	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
Wes Hanson		2725 W. Carder Ln CDA ID 83814	667-9389	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
Ken Gee	Washington Ind. Park	P.O Box 986 Hayden ID.	772-7378	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
Hallie Blankenship	City of Hayden	4670 W Fernel CdA ID 83814	765-6521	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
Jerry Miles	Property Owner	W401 Dakota Hayden Id 83835	772-0502	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
Herb Neisel	Post Falls Hwy Dist.	E5701 Seltice Way	765-3117	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other

IDAHO TRANSPORTATION DEPARTMENT SIGN-IN SHEET

US-95, COEUR D'ALENE CORRIDOR STUDY ADVISORY GROUP MEETING
Project Number: NH-5110(126) **Project Key Number: 7039**
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Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	Phone	Please check the appropriate boxes	
CLYDE BATRIGHT	SENATE	RATHDRUM ID 83858 N. 17528 WINKLER RD	(870-89)	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
DAVID ATWOOD	HIGHWAY DIST	3180 E Dodd HAYDEN, ID 83835	772-6900	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Gordon Dobler	City of C'd'A	710 E MULLAN AVE C'd'A ID 83814	208 769-2216	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Paul FRANZ	Int- - - Conc-	845 W. Kathleen C'd'A ID 83815	765-1144	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Jason Minzghor	ITD	600 W Praire CDA ID 83815	772-1285	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Carole Richardson	ITD	"	772-1274	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
MIKE PORCELLI	ITD	"	772-1218	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
LANNY SPURLOCK	MAYOR ATHOL	BOX 674 ATHOL ID 83801	683-3615	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Mark HALL	Blackwell Island RV	800 S. Marina Dr CDA, 83814	665-1300	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
MAC CAMPBELL	USDA Rural Development	[illegible] Coeur d'Alene ID 83815	762-4539 ext 126	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other

Coeur d'Alene Corridor Plan

Joint Advisory Group

COMMENT FORM

☑ I generally agree with the Draft Recommendations, and have the following remarks:

We need to continue to pressure the R/W
& more on Hewlett. I think Hewlett should
& will be an alternate

☐ I disagree with the Draft Recommendations, but can live with them as long as the following are addressed:

Traffic Congestion
Safety improvements
Traffic Control

☐ I disagree with the Draft Recommendations and here is why:

Coeur d'Alene Corridor Plan

Joint Advisory Group

COMMENT FORM

☒ I generally agree with the Draft Recommendations, and have the following remarks:

1. FUNDING IS A GREAT CONCERN
2. LIKE CONCEPT OF EXPRESSWAY FOLLOWING THE TERRIAN RATHER THAN THE BELOW GROUND LEVEL APPROACH
3. LIKE THE HARRISON CONNECTION TO 95 ON THE South end.

☐ I disagree with the Draft Recommendations, but can live with them as long as the following are addressed:

☐ I disagree with the Draft Recommendations and here is why:

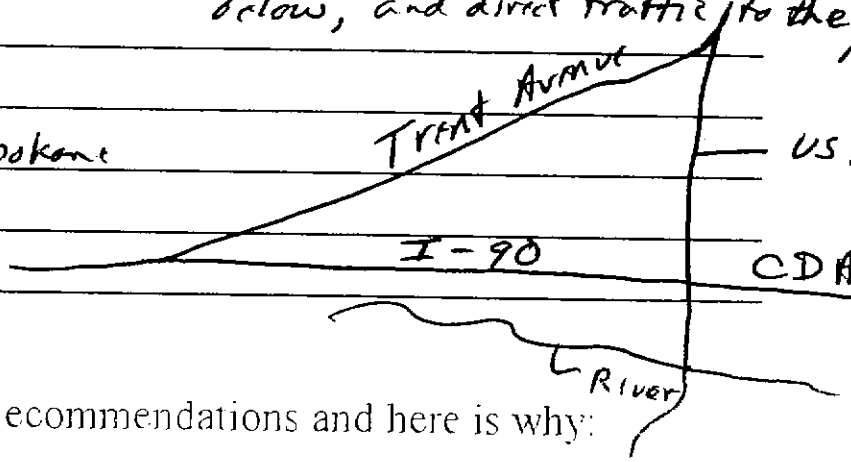
Coeur d'Alene Corridor Plan

Joint Advisory Group

COMMENT FORM

☒ I generally agree with the Draft Recommendations, and have the following remarks:

I believe the proposed recommendation meets the community and traffic needs for the next twenty years. It keeps the traffic where businesses exist, where residences are. It preserves farmland and open space on the Rathdrum Prairie. While preserving ROW on Huetter seems prudent, it is not the best solution. A Freeway is not needed south of the Spokane River. The best solution is to work regionally with Washington to link I-90 to US 95 in the Spokane Valley, as indicated in the diagram below, and direct traffic to the NE.



☐ I disagree with the Draft Recommendations, but can live with them as long as the following are addressed:

☐ I disagree with the Draft Recommendations and here is why:

Coeur d'Alene Corridor Plan

Joint Advisory Group

COMMENT FORM

☐ I generally agree with the Draft Recommendations, and have the following remarks:

☐ I disagree with the Draft Recommendations, but can live with them as long as the following are addressed:

☒ I disagree with the Draft Recommendations and here is why:

I prefer the Hunter Alt. Route N. of I-90
I question the costs presented to committee
I do agree with many of the conclusion
reached from Study & Factual Analysis
Further limit Access on by-pass to
I-90 & 95 connect with 2 collectors in between
Cost Analysis South of I-90 seperated

Coeur d'Alene Corridor Plan

Joint Advisory Group

COMMENT FORM

☐ I generally agree with the Draft Recommendations, and have the following remarks:

_____

_____

_____

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☐ I disagree with the Draft Recommendations, but can live with them as long as the following are addressed:

_____

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_____

☒ I disagree with the Draft Recommendations and here is why:

I feel that once design details are established, existing law will not allow the plan as proposed. Also, I fail to see why 2 expressways are needed (existing 95 in the next 20 years and Huetter Road in the next 30-40 years). Most urban areas have an expressway in each direction. IE. Spokane has I-90 and the new north-south freeway. Build Huetter as the freeway and existing 95 as a principal arterial serving local accesses.

Coeur d'Alene Corridor Plan

Joint Advisory Group

COMMENT FORM

☐ I generally agree with the Draft Recommendations, and have the following remarks:

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☐ I disagree with the Draft Recommendations, but can live with them as long as the following are addressed:

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☑ I disagree with the Draft Recommendations and here is why:

(1) First & Foremost Right of way Must Be Purchased on Hueter
(2) Great Concern for Impact of Trenching
(3) Economic Cost To Citizens of Construction Time
(4) Failure of Snow Removal & Collection of Water in Dips
(5) Line of Sight Issues
(6) Emergency Services & One Way Frontage Roads
(7) Cross Section Picture's Accuracy with Actual Design
(8) Lack of Representation of 95 Business in the Process

Coeur d'Alene Corridor Plan

Joint Advisory Group

COMMENT FORM

[X] I generally agree with the Draft Recommendations, and have the following remarks:

Deal with primary conjustion areas First. I believe the Hutter proposal if an all or nothing proposition. Utilizing the existing highway 95 route allows for incremental improvements.

[ ] I disagree with the Draft Recommendations, but can live with them as long as the following are addressed:

[ ] I disagree with the Draft Recommendations and here is why:

Coeur d'Alene Corridor Plan

Joint Advisory Group

COMMENT FORM

[X] I generally agree with the Draft Recommendations, and have the following remarks:

Howard 95 lanes need to have sight lines to business and signage. Flyways at 95/I-90 intersection need to be designed to avoid visibility of business signage. This is generally a good solution.

[ ] I disagree with the Draft Recommendations, but can live with them as long as the following are addressed:

[ ] I disagree with the Draft Recommendations and here is why:

Coeur d'Alene Corridor Plan

Joint Advisory Group

COMMENT FORM

☐ I generally agree with the Draft Recommendations, and have the following remarks:

_____

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☒ I disagree with the Draft Recommendations, but can live with them as long as the following are addressed:

I guess I'm somewhere in here. I think the recommendations on Hwy 95 are good for Hwy 95. Is probably the best you can do in that corridor. I am a bit surprised that the Huetter corridor didn't prove to be more advantageous option. If we think we will need the Huetter corridor at some point is it more effective to spend the money there earlier rather than later? Another question is whether there are other regional advantages to a Huetter bypass that we have not identified -- could actually be a positive impact for land use -- but has generally been perceived as negative. No study of land use impact has really been done. I'm not sure that some erroneous assumptions weren't made. We can't study something to death. We should keep all of our options open. Good luck.

☐ ~~I disagree with the Draft Recommendations and here is why:~~

Coeur d'Alene Corridor Plan

Joint Advisory Group

COMMENT FORM

☐ I generally agree with the Draft Recommendations, and have the following remarks:

☒ I disagree with the Draft Recommendations, but can live with them as long as the following are addressed:

THAT Hwy #95 NOT BE LOWERD

☐ I disagree with the Draft Recommendations and here is why:

Coeur d'Alene Corridor Plan

Joint Advisory Group

COMMENT FORM

☐ I generally agree with the Draft Recommendations, and have the following remarks:

☐ I disagree with the Draft Recommendations, but can live with them as long as the following are addressed:

☑ I disagree with the Draft Recommendations and here is why:

Huetter Bypass needs to be the primary focus with improvements made to current 41, 95 & Local arterials. Money is an issue AND this is the best Bang for the $ for the whole 95/41 corridor.

Coeur d'Alene Corridor Plan

* Sgt. Miles 1ST Meeting

Joint Advisory Group

COMMENT FORM

☒ I generally agree with the Draft Recommendations, and have the following remarks:

I believe the congestion problems on US 95 will progress more rapidly than we think. The Expressway is the answer, keeping everyone's interest in mind w/ design ideas. I look at this project as a life saver which will greatly reduce death & injury to the citizens, which is the most important thing.

☐ I disagree with the Draft Recommendations, but can live with them as long as the following are addressed:

☐ I disagree with the Draft Recommendations and here is why:

Coeur d'Alene Corridor Plan

Joint Advisory Group

COMMENT FORM

☒ I generally agree with the Draft Recommendations, and have the following remarks:

Secure the Huetter right of way today along with the Union Pacific right of way when the two national railroads consolidate

☐ I disagree with the Draft Recommendations, but can live with them as long as the following are addressed:

☐ I disagree with the Draft Recommendations and here is why:

Coeur d'Alene Corridor Plan

Joint Advisory Group

COMMENT FORM

☑ I generally agree with the Draft Recommendations, and have the following remarks:

☐ I disagree with the Draft Recommendations, but can live with them as long as the following are addressed:

☐ I disagree with the Draft Recommendations and here is why:

Coeur d'Alene Corridor Plan

Joint Advisory Group

COMMENT FORM

☒ I generally agree with the Draft Recommendations, and have the following remarks:

US 95 needs to be improved to accomodate the projected growth. The study showed that most of the traffic in the corridor is either coming from or going to adjacent land uses. Business access is maintained which is important. Finally preserving the Hueter Route allows for future construction of a by pass if needed

☐ I disagree with the Draft Recommendations, but can live with them as long as the following are addressed:

☐ I disagree with the Draft Recommendations and here is why:

Coeur d'Alene Corridor Plan

Joint Advisory Group

COMMENT FORM

☑ I generally agree with the Draft Recommendations, and have the following remarks:

☐ I disagree with the Draft Recommendations, but can live with them as long as the following are addressed:

☐ I disagree with the Draft Recommendations and here is why:

Coeur d'Alene Corridor Plan

Joint Advisory Group

COMMENT FORM

☒ I generally agree with the Draft Recommendations, and have the following remarks:

I Believe That The Hutter Solution is The One This Committee needs To Recognize and understand that it it is The Long Range Solution

☐ I disagree with the Draft Recommendations, but can live with them as long as the following are addressed:

☐ I disagree with the Draft Recommendations and here is why:

Coeur d'Alene Corridor Plan

Joint Advisory Group

COMMENT FORM

☒ I generally agree with the Draft Recommendations, and have the following remarks:

All solutions require some forward thinking and lots of compromises. There will be winners and losers at the individual landowner level. The worst thing for our community is to argue & fight and end up doing nothing.

☐ I disagree with the Draft Recommendations, but can live with them as long as the following are addressed:

☐ I disagree with the Draft Recommendations and here is why:

Coeur d'Alene Corridor Plan

Joint Advisory Group

COMMENT FORM

☒ I generally agree with the Draft Recommendations, and have the following remarks:

BUILDING A HUETTER ROAD FOR LESS THAN 10% OF THE TRAFFIC IS NOT COST EFFECTIVE.

☐ I disagree with the Draft Recommendations, but can live with them as long as the following are addressed:

☐ I disagree with the Draft Recommendations and here is why:

Coeur d'Alene Corridor Plan

Joint Advisory Group

COMMENT FORM

☒ I generally agree with the Draft Recommendations, and have the following remarks:

WOULD ADD ALTERNATIVE TRANSPORTATION TO WEST SIDE OF SYSTEM TO ALLOW FOR NORTH/SOUTH ACCESS. IE CLASS II DIKE TRAIL - NOT ON SIDE WALLS. ALSO ADDITION OF EAST/WEST ALTERNATIVE TRANSPORTATION. AT LEAST - ONE NORTH OF I-90 AND ONE SOUTH OF I90. THESE NEED TO BE BASED ON ICAT II AND EACH COMMUNITY ALTERNATIVE TRANSPORTATION PLAN.

☐ I disagree with the Draft Recommendations, but can live with them as long as the following are addressed:

☐ I disagree with the Draft Recommendations and here is why:

Coeur d'Alene Corridor Plan

Joint Advisory Group

COMMENT FORM

☒ I generally agree with the Draft Recommendations, and have the following remarks:

I think previous ideas did more for Ironwood, i.e. parallel north/south improvements. Would like to see these ideas pursued. Also, extension of Ironwood to the East is essential, as is second left turning lane @ 95.

☐ I disagree with the Draft Recommendations, but can live with them as long as the following are addressed:

☐ I disagree with the Draft Recommendations and here is why:

Coeur d'Alene Corridor Plan

Joint Advisory Group

COMMENT FORM

☒ I generally agree with the Draft Recommendations, and have the following remarks:

U.S. 95 is an important commerce center in Kootenai County and needs to continue to be upgraded for ease of traffic movement. Only 5% of the traffic on 95 would benefit from a Hewlett bypass. It would seem to me we should keep focused on improving flow for 95% of current users.

☐ I disagree with the Draft Recommendations, but can live with them as long as the following are addressed:

☐ I disagree with the Draft Recommendations and here is why:

Jerry Miles Non Advisor

Joint Advisory Group

COMMENT FORM

☐ I generally agree with the Draft Recommendations, and have the following remarks:

☐ I disagree with the ~~Draft~~ Recommendations, but can live with them as long as the following are addressed:

☑ I disagree with the Draft Recommendations and here is why:

You do not have enough room for all the Lanes & ~~Safety~~ room. You will have to tear up the good existing Lanes. The extra ~~distance~~ Driving to get where you are going wastes a natural resource. "Fuel." I could give you more but not enough Room

Coeur d'Alene Corridor Study

Section A-2

Sub-Area Stakeholder Meetings

August 17, 2001	Ironwood sub-area stakeholder meeting
August 22, 2001	Appleway sub-area stakeholder meeting
October 2, 2001	Blackwell Island sub-area stakeholder meeting
October 3, 2001	Garwood sub-area stakeholder meeting
October 3, 2001	Hanley/Dalton sub-area stakeholder meeting
October 4, 2001	Pedestrian/bicycle stakeholder meeting
August 22, 2002	Blackwell Island sub-area stakeholder meeting

US 95 Coeur d'Alene Corridor Plan

I. Ironwood Segment Stakeholders Meeting Summary

August 17, 2001 (2:00-4:00 pm)

Attendees:

Gordon Dobler (City of Coeur d'Alene), John Goedde (State Senator and local business owner), Don Soltman (Kootenai County Hospital), Steve Meyer, Charlie Nipp, Larry Comer (Welch Comer), Carole Richardson (ITD) and Andy Mortensen (The Transpo Group)

Short presentation of the US 95 Corridor Plan process and status, and development of draft improvement options and solution packages. Followed by an open discussion of the issues, opportunities and constraints within the Ironwood segment of the US 95 Corridor Plan study area. The following items are a summary of the discussion that ensued:

Possible Interim Solutions

1. Government Way widening.
2. Ironwood Drive Extension to 3rd/4th Street Couplet.
3. Right-in only lane on US 95 (southbound) to Kootenai County Hospital *(Recommendation from Transpo: This option should only be considered once the Hospital has completed its circulation plan – see item #4 below).*
4. Revised Hospital on-site circulation plan to relocate/consolidate main entrance well west of current location (north curve).
5. I-90/US 95 interchange bridge replacement improvements with a) bike/pedestrian facility to cross I-90, northbound free right-turn to I-90 eastbound, southbound free right-turn to I-90 westbound, and side-by-side left-turn lanes and signing for lane utilization.
6. Private "Interlake" right-in/right-out access on US 95 south of Ironwood, or a separate (or even "free-turning") right-turn lane on Ironwood (westbound) at US 95.
7. Dual left-turn lanes on Ironwood (eastbound) at US 95 (may require additional public right-of-way along Ironwood).
8. A separate (or even "free-turning") right-turn lane on Apple Way (westbound).
9. Grade-separate connection to Walnut and Lincoln, rather than severing the connection as exhibit indicates. **(see Exhibit 1)**
10. Viaduct along US 95 south of I-90 to Spokane River.

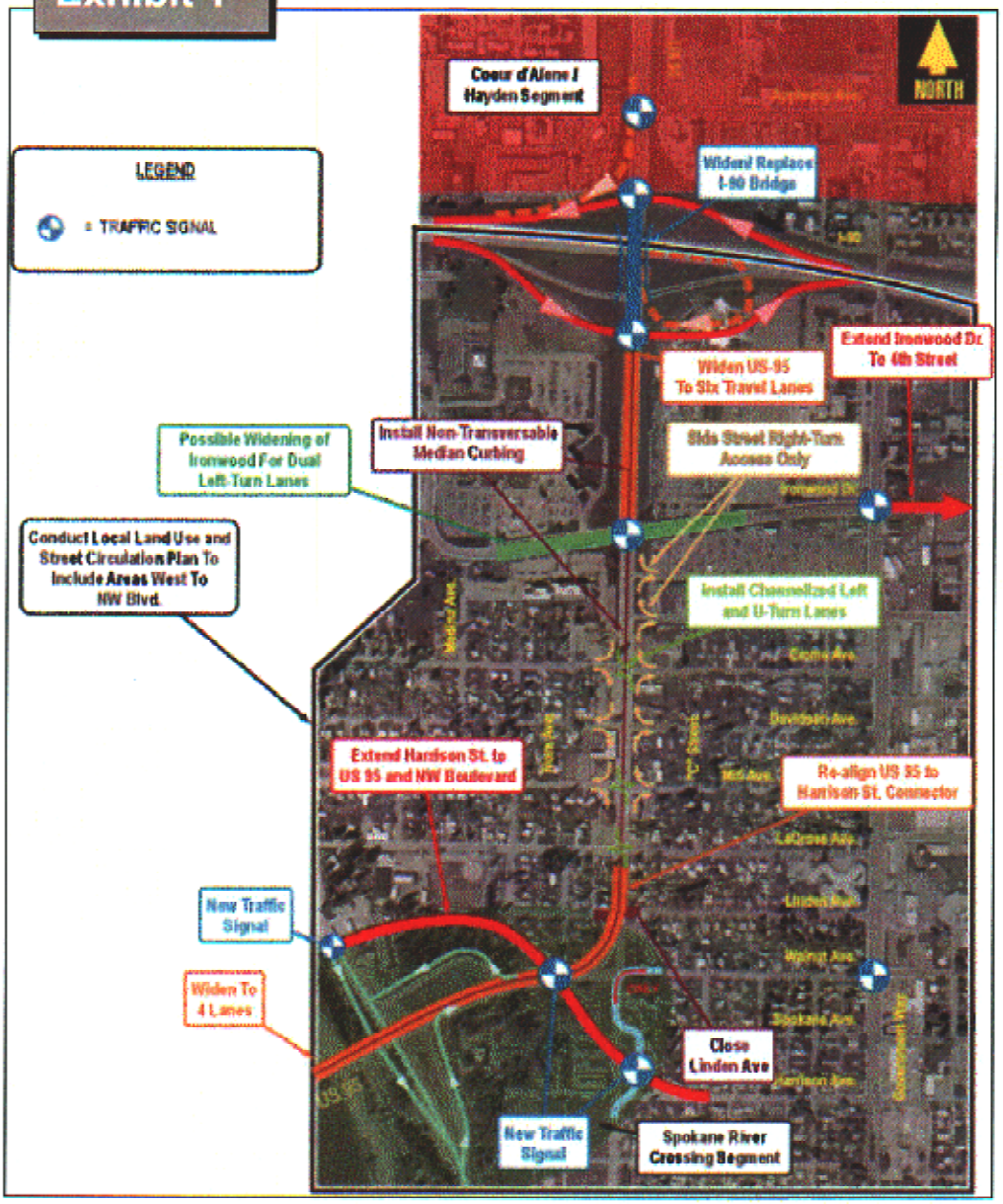
US 95 Study needs to gauge how long these long-term solutions would last with/without an Alternate Route and an Alternate Route with a Southern extension across the Spokane River.

The option of a one-way couplet north of the Spokane River using US 95 and possibly Government Way was dismissed by those in attendance as having: 1) significant local land use disruption, 2) significant neighborhood impacts, and 3) traffic circulation problems (4 blocks apart).

Issues of Concern

1. Examine the possibility of an Emma under crossing in addition to Lacrosse Avenue.
2. Examine development of a major east-west arterial on either Emma, Mill or La Crosse (City would rather see a balance of east-west connectors rather than a single, major route).
3. Nora and "C" Street possible solutions will likely get big political opposition.

Exhibit 1


Coeur d'Alene / Hayden Segment
NORTH
LEGEND
= TRAFFIC SIGNAL
Widen/ Replace I-90 Bridge
Extend Ironwood Dr To 4th Street
Widen US-95 To Six Travel Lanes
Possible Widening of Ironwood For Dual Left-Turn Lanes
Install Non-Traversable Median Curbing
Side Street Right-Turn Access Only
Conduct Local Land Use and Street Circulation Plan To Include Areas West To NW Blvd.
Install Channelized Left and U-Turn Lanes
Extend Harrison St. to US 95 and NW Boulevard
Re-align US 95 to Harrison St. Connector
New Traffic Signal
Widen To 4 Lanes
Close Linden Ave
New Traffic Signal
Spokane River Crossing Segment

II. Appleway Area Stakeholders Meeting Summary

August 22, 2001 (1:00-3:00 pm)

Attendees:

John Goedde (State Senator and local business owner), John Barlow, Hagedon Corp. Manager, Scott Stokes, Andrea Storjohann, Barbara Babic, Carole Richardson (ITD) and Andy Mortensen (The Transpo Group)

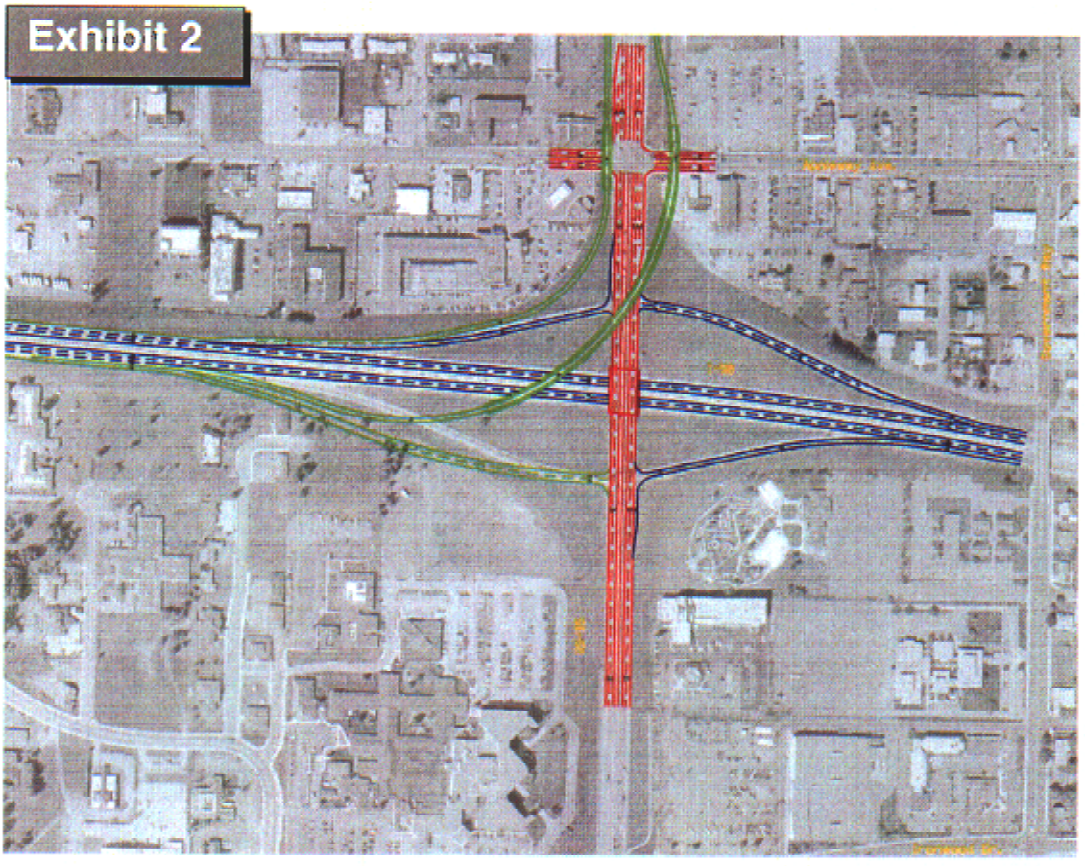
Short presentation of the US 95 Corridor Plan process and status, and development of draft improvement options and solution packages. Followed by an open discussion of the issues, opportunities and constraints within the Appleway sub area of the US 95 Corridor Plan study area. The following items area summary of the discussion that ensued:

Possible Long-term Solutions

1. US 95 Flyover Ramps to and from I-90 – see **Exhibit 2**.
2. US 95 Expressway option north of I-90.
3. Alternate Route along Huetter.

Issues of Concern

1. Visibility to commercial uses in the Appleway/US 95 intersection area.
2. Circulation/access to local business w/ flyover ramps.
3. Termini of flyover ramps.
4. Existing US 95 business of Huetter Alternate route.
5. Ability to maintain access to US 95 and I-90 through the Appleway intersection.



III. Spokane River Crossing/Blackwell Island Segment Stakeholders Meeting Summary

October 2, 2001 (5:30-7:00 pm)

Attendees:

Wes Hanson (local property owner), Larry Comer (Cougar Gulch resident – via follow-up meeting on October 5, 2001), Carole Richardson (ITD) and Andy Mortensen (The Transpo Group)

Short presentation of the US 95 Corridor Plan process and status, and development of draft improvement options and solution packages. Followed by an open discussion of the issues, opportunities and constraints within the Spokane River Crossing and Mica Creek subarea/segments of the US 95 Corridor Plan study area. The following items are a summary of the discussion that ensued:

Possible Long-term Solutions

1. New Spokane River Bridge along current alignment.
2. Huetter Alternate Route with Spokane River Crossing.
3. Possible re-alignment of US 95 beginning north of Appleway, west to Ramsey, then south across NW Blvd and Spokane River, along new river frontage alignment and Millview back to US 95. *(Field check reveals recent development of high cost housing along south side of Spokane River – not shown in 1994 aerial maps)*
4. Possible grade separation of US 95 at Blackwell Island connection, re-alignment of Millview to a new interchange at East Riverview **(see Exhibit 3).**

Issues of Concern

1. Huetter Alternate Route - Southern Extension parallels East Riverview and bisects newly established Conservation Easement – perhaps look at a more direct route over the ridge and through Cougar Gulch to avoid Conservation Easement lands.
2. There needs to be a tree (vegetation) buffer along current US 95 south of Spokane River, especially along Cougar Bay, to enhance the quality of the natural landscape, regardless of long-term US 95 solutions. (old cottonwoods trees were removed within the last 10 years).
3. Several additional conservation easements or preservation areas are planned or nearly confirmed, including: BLM land along US 95 south of Blackwell Island, McCormick property west of US 95, Pointner (sic) property around Cougar Bay, Visibility to commercial uses in the Appleway/US 95 intersection area. **[see Exhibit 4]**
4. Need overhead lights at major intersections to improve safety.

Exhibit 3

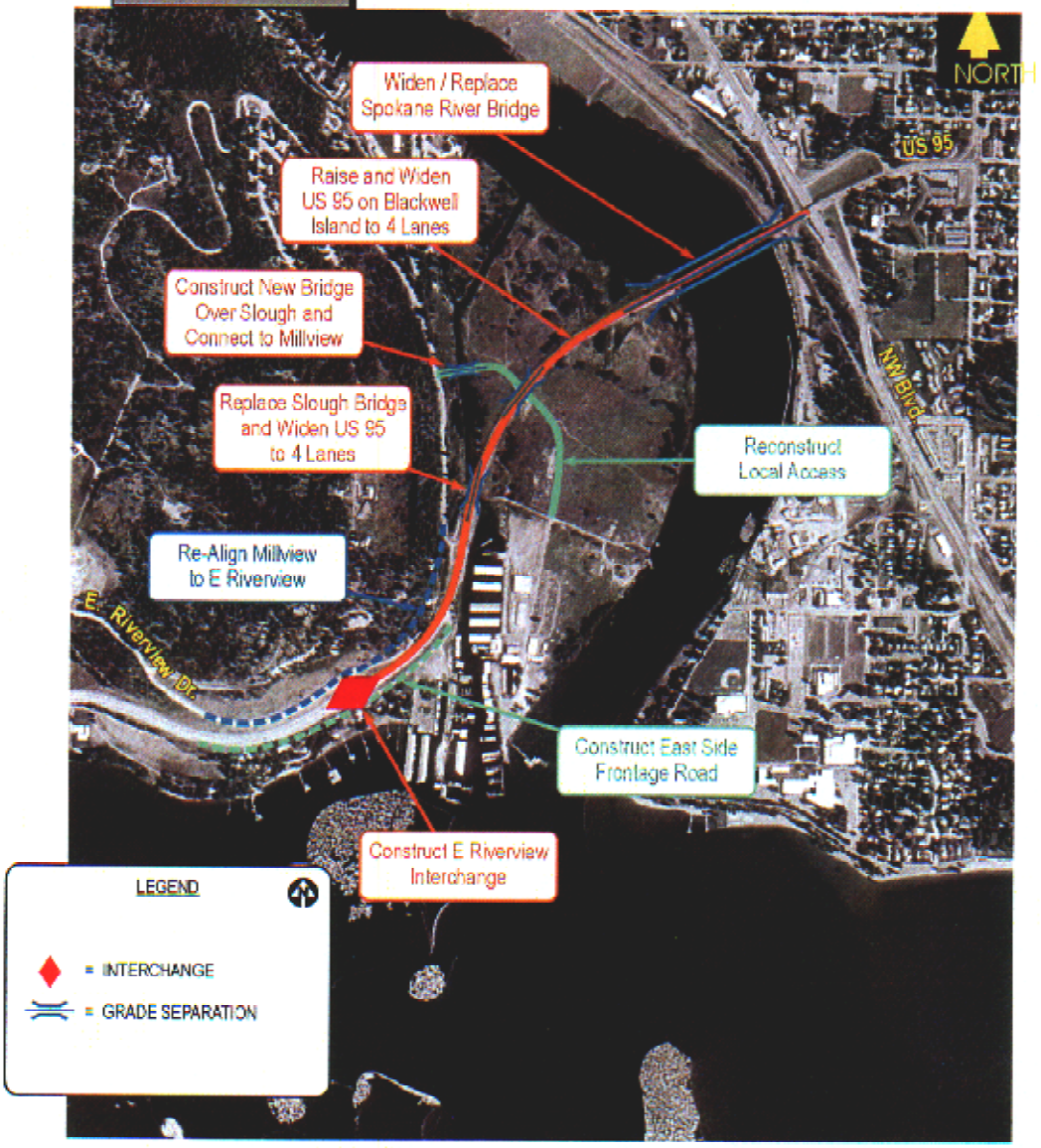


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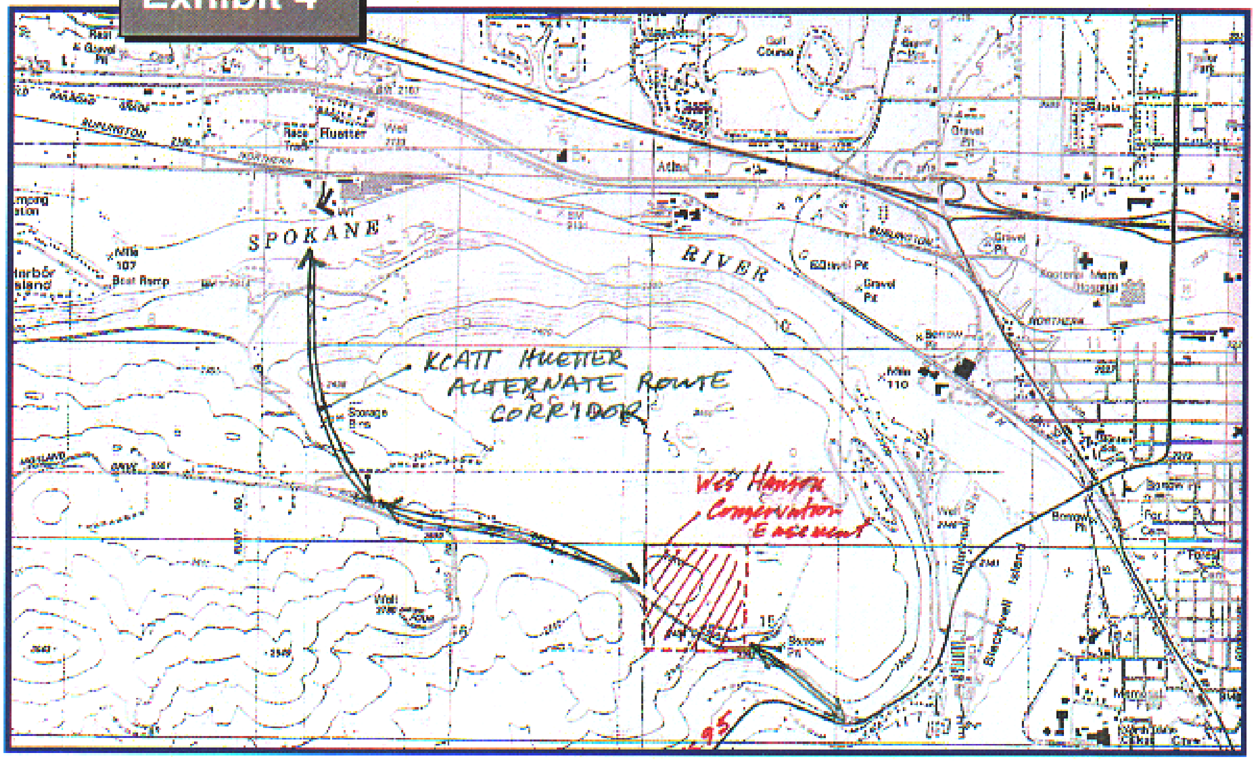
Exhibit 4



SPOKANE
RIVER
KCATT HUETTER ALTERNATE ROUTE CORRIDOR
Wes Hanson Conservation Easement
Huetter
Atlas
Golf Course
Storage Bins
Boat Ramp
Gravel Pit
Borrow Pit
Blackwell Island
Mile 107
Mile 110

IV. Garwood/Ohio Match Segment Stakeholders Meeting Summary

October 3, 2001 (4:00-5:30 pm)

Attendees:

Dora Arnold (Alpine Country Store at Garwood), Stan Pope, Randy & Ron McIntire, Frank Pope, Roy Taylor (Pegaseus Wrecking), Ken Ela (land owner), Carole Richardson (ITD) and Andy Mortensen (The Transpo Group)

Short presentation of the US 95 Corridor Plan process and status, and development of draft improvement options and solution packages. Followed by an open discussion of the issues, opportunities and constraints within the Garwood / Ohio Match Road sub area of the US 95 Corridor Plan study area. The following items are a summary of the discussion that ensued:

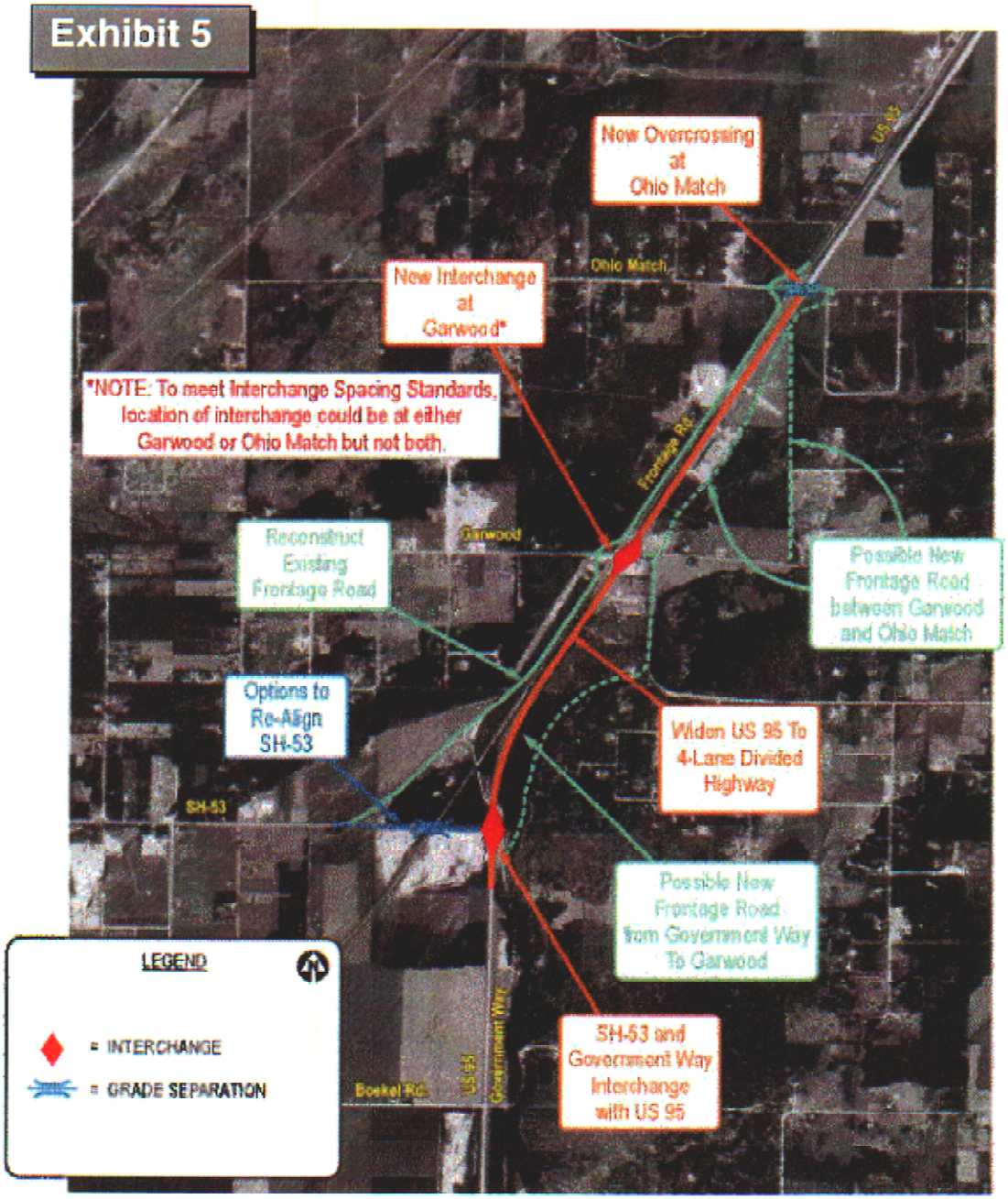
Possible Long-term Solutions (regardless of whether a Huetter Alternate Route of US 95 Expressway)

1. Widen US 95 from Wyoming to north of Ohio Match to 4 lane, divided highway with no private or direct public road access. **[see attached Exhibit 5]**
2. Public Road access options, per FHWA rural interchange spacing policy at 2 miles, include:
    a) interchanges at SH-53 (current location) and Ohio Match Road w/ grade-separated crossing at Garwood.
    b) interchanges at SH-53 (re-aligned near Boekel) and Garwood Road w/ grade-separated crossing at Ohio Match Road.
3. Possible local frontage road or public roads to provide alternative private access to properties east of US 95 include:
    a) extension of Government Way from SH-53 (current location) to Garwood on the east side of US 95.
    b) frontage road between Garwood and Ohio Match Road on the east side US 95, or a public road along property boundary.
    c) reconstruction of old US 95 as a frontage road between SH-53 and Ohio Match Road on the east side of US 95 and the railroad tracks.

Issues of Concern

1. Land use impacts for interchange option 2 b) above would damage the commercial property viability at Garwood – property owners would generally be willing to relocate to Ohio Match Road or equally suitable location near new SH-53 interchange, so long as there is a fair compensation for loss and planning and zoning codes and water well/sewer restrictions allow for relocation. Interchange option 2 a) is probably favored, but may have immediate impact that requires some existing business removal and relocation.
2. So long as frontage roads are provided, the wrecking yard is supportive of planned improvements because it provides a safer, and more reliable access to US 95 – currently risky and unreliable as private, unprotected driveway access (traffic congestion too heavy and fast).
3. There's general concern that business/commercial re-development is hindered by zoning code restrictions (water, waste and fire code). **Need to check Kootenai County Comp Plan and Zoning Code for uses and restrictions.**
4. Fire Station at Garwood requires immediate access via Garwood – likely favor interchange option 2 a).

5. Some land owners may lose value in their property with the highway, if they could re-zone to highway commercial, but are generally more limited by zoning code restrictions anyway.
6. Most, if not all of the participants favor the grade-separated highway widening improvements however as a must-needed public safety enhancement.



V. Hanley – Dalton Segment Stakeholders Meeting Summary

October 3, 2001 (5:30-7:00 pm)

Attendees:

Steve Pedigo (Silver Lake Mall manager), Tim Koerner (commercial owner), Mark Koerner, Dick Koerner, Carole Richardson (ITD) and Andy Mortensen (The Transpo Group)

Short presentation of the US 95 Corridor Plan process and status, and development of draft improvement options and solution packages. Followed by an open discussion of the issues, opportunities and constraints within the CDA/Hayden segment of the US 95 Corridor Plan study area. The following items are a summary of the discussion that ensued:

Possible Solutions

1. Huetter Alternate Route – see **Exhibit 6a**.
2. US 95 Expressway (viaduct or depressed) w/ Frontage Roads – see example in **Exhibit 6b**.

Issues of Concern

1. Mall is concerned that Huetter alternate Route would divert needed traffic away from current stores, and the new route would attract new and competitive commercial sites.
2. Mall might be flexible to accommodate some impact on their existing ROW (e.g. multi-use path relocation), but needs to make sure that Sears and Pizza Hut are avoided.
3. (Koerner) US 95 Express option - Expressway Option is best (if somehow it can be completed "with a wave of the wand"), but impacts during construction (likely to take two seasons) regardless of the quality of the traffic management plan, would devastate existing business. Favors the alternate route because of construction impacts – but willing to participate and further explore the expressway option with more discussion around construction management planning.

Exhibit 6a

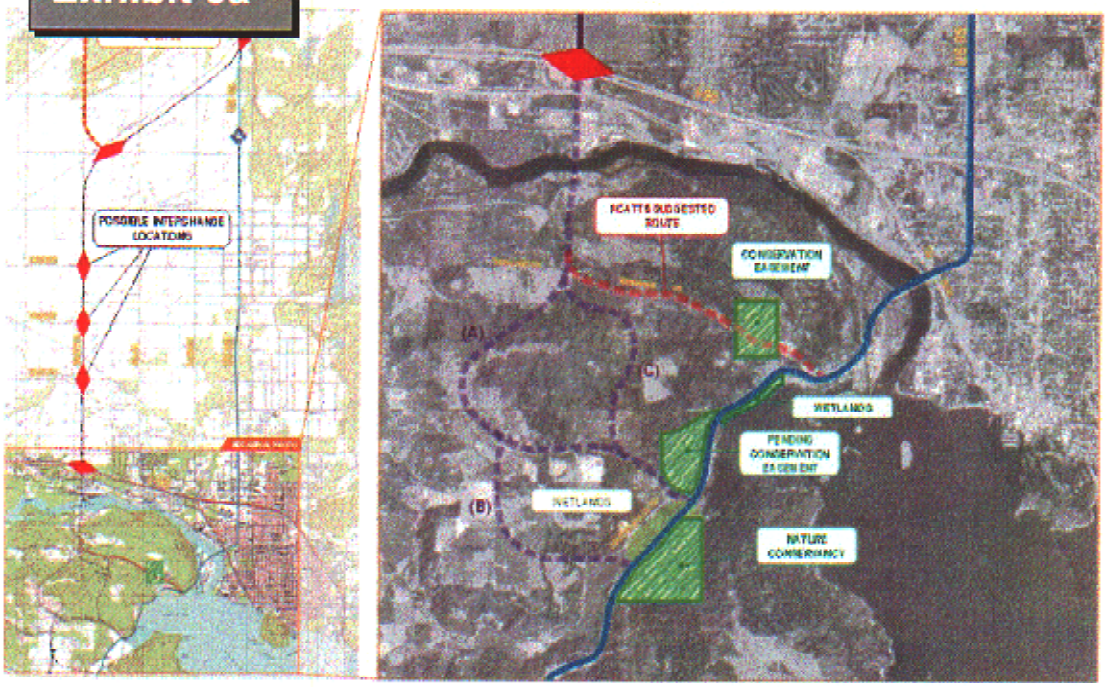
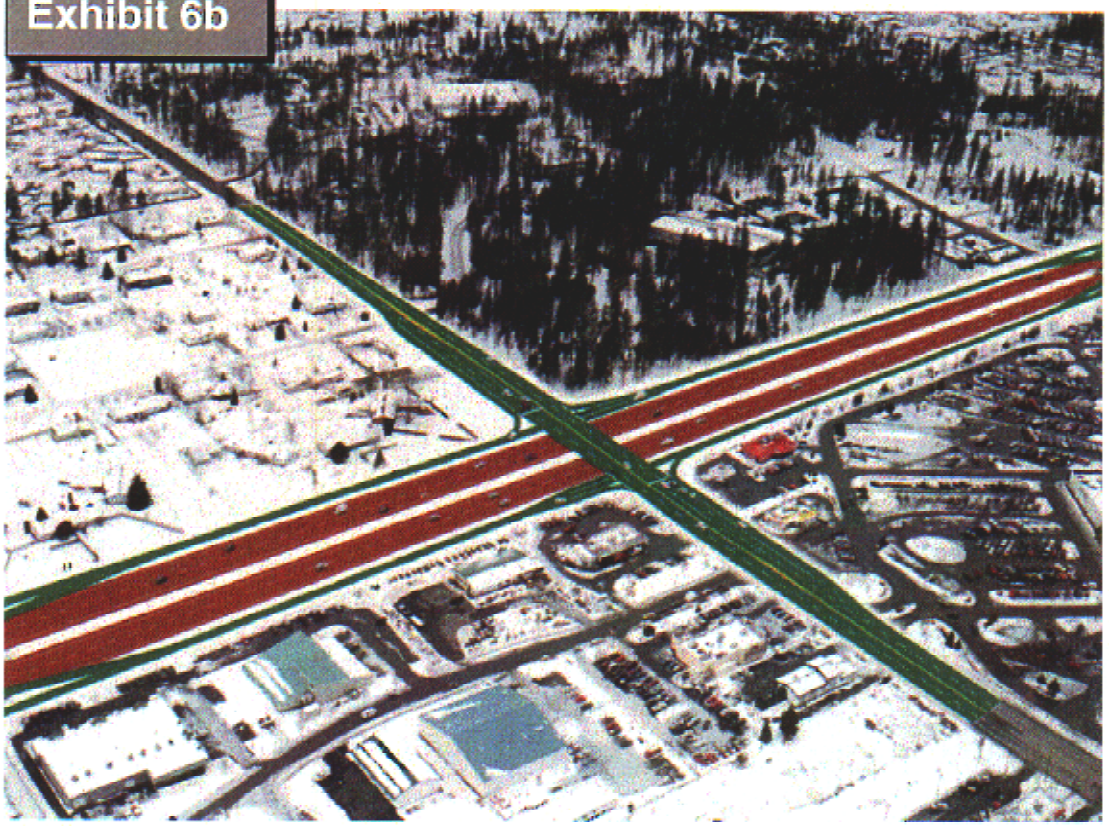


Exhibit 6b



VI. Pedestrian / Bicycle Stakeholders Meeting Summary

October 4, 2001 (5:30-7:00 pm)

Attendees:

Judy Sampson-Coe, Donna Phillips, Ellen Larson, Carole Richardson (ITD) and Andy Mortensen (The Transpo Group)

Short presentation of the US 95 Corridor Plan process and status, and development of draft improvement options and solution packages. Followed by an open discussion of the issues, opportunities and constraints for ped-bikes within the US 95 Corridor Plan study area. The following items are a summary of the discussion that ensued:

[Need to address multiple users – commuter cyclists, recreation cyclists and pedestrians. Discussed issue of equestrian needs, stated that equestrian pathway development was not part of the US 95 Corridor Planning process – likely incompatible mode with major highway traffic.]

Possible Solutions

1. **Ohio Match Garwood Segment:**
   Options for pedestrian-cyclists as part of the 4-lane US 95 widening and grade separation include:
   a) extension north of the existing multi-use path (10-12 ft), located between US 95 and new frontage road (east side) ***(see Cross-section Sketch – "A")***. Need for regular-spaced entrances to pathway across frontage road, with entrance bollards to prohibit vehicle access *(see Cross-section Sketch).*
   b) directional shoulder lanes (8 ft) on both sides of new frontage road east of US 95 ***(see Exhibit 9 - Cross-section Sketch – "B").***
   c) directional shoulder lanes (8 ft) on both sides of current frontage road west of US 95 (part of both options "a) " and "b)" above. ***(see Exhibit 9 - Cross-section Sketch – "B").***

   ** Need to investigate ROW opportunities and constraints **

   Additional issues/comments:
   - Commuter/hard-core cyclists likely to use US 95 shoulder lanes (8 ft)
   - Safety is the most critical issue to consider during design.
   - Need to coordinate with the eventual design of improvements between Ohio Match and Sandpoint.
   - Need to improve SH-53 shoulder lane facility (currently substandard with and condition).

2. **Coeur d'Alene/Hayden Segment:**

   Huetter Alternate Route
   Enhancements for pedestrians and cyclists as part of a new, 4-lane expressway along Huetter Road as an alternate route to current US 95 (at least to I-90/Centenial Trail) include:
   a) Continuation of the Ohio Match/Garwood concept for multi-use path (10-12 ft), located east of the expressway lanes, between SH-53 and I-90/Centenial Trail ***(see Exhibit 9 Cross-section Sketch – "A").***
   b) Need for regular-spaced entrances to pathway via major streets like Lancaster (new bike/ped path), Hayden (path of shoulder bike lane/sidewalk),

Honeysuckle (path or shoulder bike lane/sidewalk), Prairie (shoulder bike lane/sidewalk).

c) Centennial Trail connector – construct a bicycle-pedestrian path connector westward from the existing path along US 95, at Kathleen Street to about Ramsey Road, and then south along the UPRR spur line, under I-90 to link with the Centennial Trail.

US 95 Expressway (viaduct or depressed) w/ Frontage Roads
Enhancements for pedestrians and cyclists as part of a 4-lane expressway reconstruction option on the existing US 95 route include:

a) incorporating a bicycle-pedestrian path between the US 95 Expressway lanes and northbound frontage road, keeping separate grade from the on- and off-ramp connectors between US 95 and the frontage road system.

b) Centennial Trail connector – construct a bicycle-pedestrian path connector westward from the existing path along US 95, at Kathleen Street to about Ramsey Road, and then south along the UPRR spur line, under I-90 to link with the Centennial Trail. **(see attached Exhibit 8)**

Additional issues/comments for both either the Huetter Alternate Route or US 95 Expressway improvement options:

- Need for bike/ped overpasses of current US 95, generally at ½-mile spacing in the Hayden area, likely near or at Lancaster, Honeysuckle and Hayden. These projects are good candidates for enhancement project funding.
- Need pedestrian-scale lighting at major US 95 crossings for safety.
- Need to develop north-south bicycle-pedestrian path on east side of current US 95 – likely as part of Ramsey Road improvements.

3. Ironwood Segment:

Need to accommodate sidewalk and bicycle lane connections along US 95 from Apple Way to Ironwood Drive. Separated, bicycle-pedestrian path connector is accomplished by Centennial Trail connector noted above.

4. Spokane River Crossing:

Need to accommodate bicycle-pedestrian path connector along US 95 across Spokane River (Huetter Alternate Route or US 95 Expressway).

5. Mica Creek/Cougar Gulch:

Need to accommodate bicycle-pedestrian path along US 95 from Spokane River to the Cougar Gulch area for local recreation destinations.

Additional issues/comments:

- Need trailheads at schools, parks and other major trip generators (e.g. Garwood Arena)

Exhibit 8

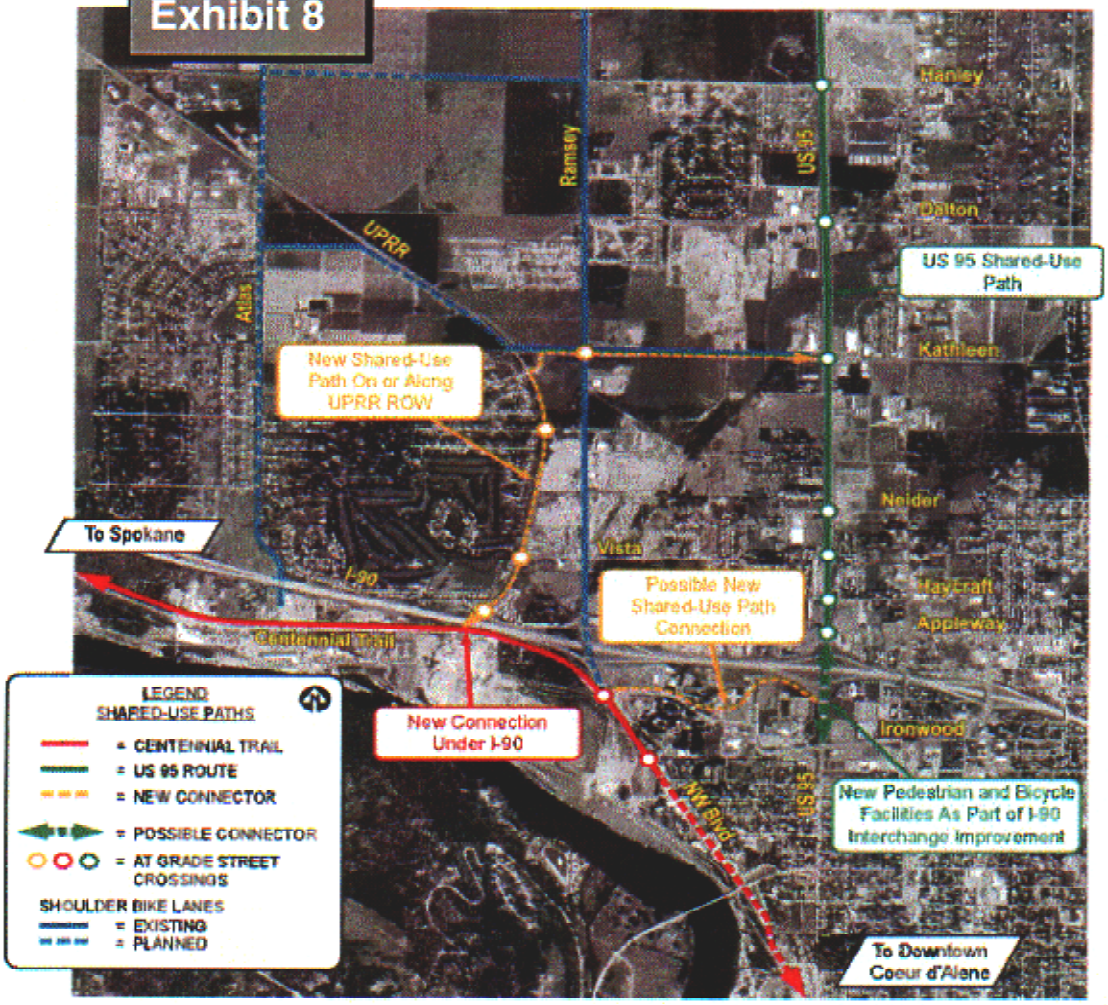
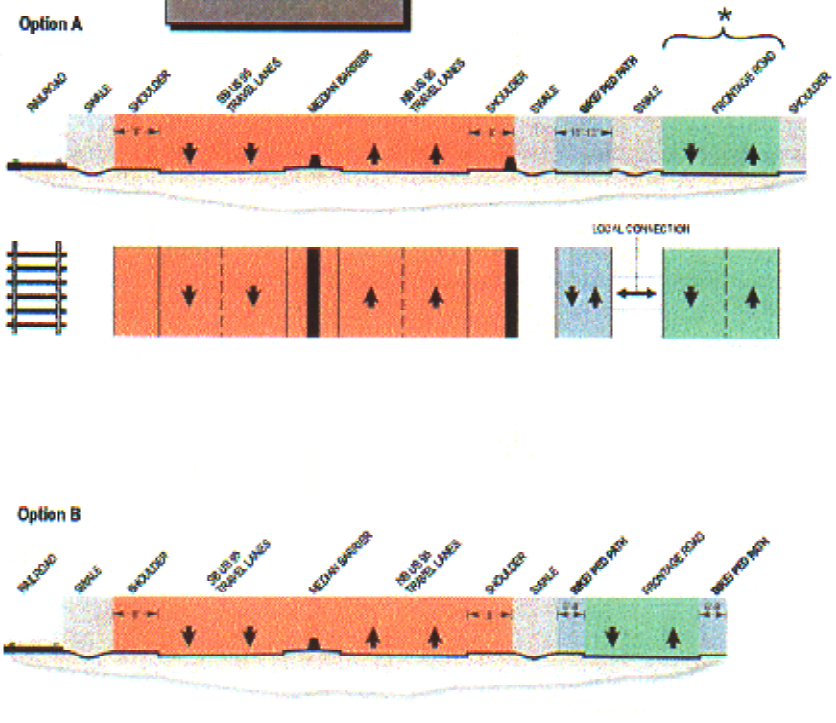


Exhibit 9



* Right-of-way and location unknown - concept only

V. Spokane River Crossing & Mica Creek/Cougar Gulch Segment Stakeholders Meeting Summary

August 23, 2002 (7:00-9:00 pm)

Attendees:

Leland Ross, Ron Terhack, Wes Hanson, Jerry Gospodnetick, Carl Eaton, Wendy Eaton, Kae Best, Joyce Best, Herb Steventson, Jan Steventson, William Harrison, Kent Shipley, Jane Shipley, Terry Smith, Joye Smith, LaRene Adkinson, Dean Smith, Kathy Smith, Dick Compton, George Brown, Garry Hayes, Carole Richardson (ITD) and Andy Mortensen (The Transpo Group)

Short presentation of the US 95 Corridor Plan process and status, and development of draft improvement options and solution packages in the immediate area. Followed by an open discussion of the issues, opportunities and constraints for US 95 improvements south of the Spokane River. The following items are a summary of the discussion that ensued:

- Need solutions to higher speed traffic along US 95 south of Spokane Rive Bridge.
- Concerned about traffic operations at new boat ramp.
- Need improved access at Blackwell Island, Millview Lane and Upland Drive.
- Need improved, grade-separated bike/ped multi-use path connection south from Centennial trail across Spokane River to Cougar Bay area.

Possible Solutions

1. **Traffic Safety**
   Options for enhanced traffic safety includes additional enforcement, installation of advanced warning signs, flashing lights and possible new traffic signals. Further discussion of traffic signal option yielded concern and general agreement that they would likely help local steet access but would not solve and may even creat additional traffic safety problems on US 95.

2. **Local Access Enhancement – Blackwell Island Rd to Upland Drive**
   Possible option to reconstruct the US 95 / Blackwell Island intersection with directional on- and off-ramps and an under crossing of US 95, extending Millview across canal to US 95, extending Upland Drive to Millview and disconnecting Upland Drive at US 95, and extending Blackwell Drive under US 95 to the new Upland Drive extension (long-term solution).

   Another option was to recontruct Millview with an undercrossing of US 95 and frontage road on the east side of US 95 up to Blackwell Drive. Discussion ensued that there would be significant wetland impact and difficulty splitting the directional on- and off-ramp access on US 95.

Coeur d'Alene Corridor Study

Section A-3

Public Opinion Research Studies

August 28, 2000	Step 1: Initial public opinion survey – Issues Identification
August 22/23, 2001	Step 2: Large-Group Studies – Defining Draft Solution Packages
December 18, 2001	Step 3: Narrowing Options ***(Advisory Group Exercise – see Section A-1)***

STEP 1: Telephone Survey – Identification of Issues

I. INTRODUCTION

Davis & Hibbitts, Inc. (DHI) conducted a series of telephone surveys in August, 2000 as the first step of public opinion research conducted for the State of Idaho Transportation Department (ITD). The overall purpose of the research project is to assess public opinion to help ITD in future transportation planning in the Coeur d'Alene/Hayden area. This first phase offers an initial look at public opinion regarding the transportation issues covered in the survey. The report presents noteworthy findings from the research.

A. Research Methodology

The sample size for the survey was 300, and the respondents were randomly drawn from residents of the area. Respondents were asked about problems in the Coeur d'Alene/Hayden area, the seriousness of traffic congestion, and traffic congestion solutions for US 95. The survey questionnaire was developed in consultation with ITD and W&H Pacific staff. A copy of the annotated questionnaire is attached as Attachment A-1.

In gathering the survey responses, DHI employed quality control measures which included questionnaire pretesting, callbacks, and verification. Numerical results were analyzed by frequency of response for categorical-format data and by comparing means for scaled-format data, excluding the multiple response variables for which significance cannot be computed. The survey was fielded during the second week of August, 2000.

B. Statement of Limitations

Any sampling of opinions or attitudes is subject to a margin of error, which represents the difference between a sample of a given population and the total population (Coeur d'Alene/Hayden area residents). For a sample size of 300, if the respondents answered a particular question in the proportion of 90% one way and 10% the other, the margin of error would be +/- 3.39%. If they answered 50% each way, the margin would be +/- 5.66%. The reason for the difference lies in the fact that when response categories are relatively even in size, each is numerically smaller and thus slightly less able, on a statistical basis, to approximate the larger population.

These plus-minus error margins represent differences between the sample and total population at a confidence interval, or probability, calculated to be 95%. This means that there is a 95% probability that the sample taken for this study would fall within the stated margins of error if compared with the results achieved from surveying the entire target population.

The survey questions did not include any specific cost estimates or other impacts of proposed solutions to traffic congestion problems. These and other factors have been shown to influence public opinion.

C. Participant Demographics

A substantial quantity of demographic data was collected during the survey. This enabled various comparisons to be made in each major question area. Major characteristics of the survey sample were as follows:

- Gender: 49% male and 51% female
- Age: 27% were ages 18-34, 43% were ages 35-54, and 30% were 55 and over
- Years of residence in the area: 5% under 2 years, 17% for 2-5 years, 15% for 6-10 years, and 63% were residents of more than 10 years
- Children: 29% of households had children under age 18 living at home; 71% had no children at home
- Home ownership status: 83% owners and 17% were renters
- Voting: In 1998 74% voted and 26% did not

D. Report Format

Each of the following sections reviews a major topic covered in the research. Notable outcomes are presented along with subgroup variations useful for planning and policy-making purposes are included. The tables referenced in the discussion of the survey results are in a separate supplement accompanying this report.

II. Coeur d'Alene/Hayden Area Problems

Respondents were asked at the beginning of the survey, unaided, what problems in the Coeur d'Alene/Hayden area, if any, would they like to see their community do something about (Table 1). If they identified more than one problem, they were then asked which single problem was the most important (Table 2). The ranking of responses grouped into broader categories was very similar for both as indicated below.

Identified Problem	Most important (Table 2)	All problems (Table 1)
Traffic congestion	21%	26%
Fixing roads/highways	9%	12%
Stop signs/traffic lights	3%	5%
Education	3%	5%

The three problems identified as most important were all related to traffic/transportation issues, creating a combined total of 33%. Thirteen percent (13%) of respondents identified nothing as the problem.

Respondents were asked to assess five specific problems in the Coeur d'Alene/Hayden area on a 1=not at all concerned to 5=very concerned scale. The following summarizes the means (averages) and percent saying they were very and somewhat concerned about the problem. (See Tables 3 to 3E for details.)

Problem	Mean	% Very Concerned	% Very & Somewhat Concerned
Traffic congestion	3.93	46%	73%
Lack of family wage jobs	3.81	38%	65%
Public school funding	3.48	23%	54%
Crime	3.47	25%	62%
Environmental conditions	3.28	21%	53%

Respondents ranked traffic congestion and lack of family wage jobs about equally as of most concern to them. School funding, crime, and environmental conditions also were ranked about equally in a second tier of concerns of respondents.

Traffic congestion was of more concern for owners and for residents of over 10 years. Those who had lived in the area less than two years were less concerned about crime, traffic congestion, and environmental conditions. Lack of family jobs was of more concern for females and for households with children. Public school funding was of greater concern among households with children. Crime and environmental conditions were of more concern to females.

Regardless of the question format, aided or unaided, traffic congestion problems were of high concern to the residents in the Coeur d'Alene/Hayden area.

III. Traffic Congestion General Imagery

The 219 respondents (73% of sample) who were somewhat or very concerned about traffic congestion were asked, unaided, where the traffic congestion was about which they were concerned. The following shows the top specific response categories (Table 4).

Area of congestion	% Mentioning
US 95 South and North	47%
Government Way	15%
Northwest Boulevard	15%
Apple Way	11%
Coeur d'Alene & Hayden	6%

IV. US 95 Traffic Congestion Problem

A. Seriousness of Problem

Respondents were asked how serious a problem US 95 traffic congestion is. The average rating of 4.15 indicated respondents thought it was a serious problem. A total of 79% said it was a serious problem, with 50% choosing very serious and 29% choosing somewhat serious (Table 5). Those more likely to find it *very* serious were respondents 55+ (55%) and those 10+ years in the

area (57%). Those *less* likely to find it very serious were renters (34%) and nonvoters (39%). As length of residency increased, so did the percentage finding traffic congestion a serious problem (very and somewhat combined) ranging from 57% for under 2 years to 83% for those over 10 years.

B. Solutions

Respondents were asked, unaided, what they thought should be done about the traffic congestion problem on US 95. Specific response categories (see Table 6) were grouped into broader categories with the following results:

- 36% focused on *widening roads/adding lanes*
- 8% mentioned *taking other routes and ramps*
- 8% said *synchronize traffic lights*
- 6% suggested putting in a *bypass*

Respondents were read 6 options for dealing with traffic congestion on US 95 and were asked to rate each on a 1=oppose strongly to 5=support strongly scale. The following summarizes the results in Tables 7 to 7F.

Option	Mean	% Support Strongly
Widen other streets like Government Way, 4th Street or Ramsey Road to divert traffic from US 95	4.07	50%
Widen the existing US 95 highway through the Coeur d'Alene/Hayden area	3.72	41%
Building a bypass route around the Coeur d'Alene/Hayden area	3.64	37%
Build and operate a public transit system (bus or commuter rail) within the US 95 corridor to reduce auto traffic	3.14	24%
Change traffic signal control systems to move more traffic on US 95, even if it means more extended delays at the cross streets	3.01	18%
Eliminating some existing traffic signals on US 95 to better move through traffic	2.86	20%

Strongest support was for widening other streets, while widening the existing US 95 and building a bypass formed a second tier of support.

Building a bypass was more strongly supported by households with children and less strongly supported by residents of less than 2 years. Building and operating a public transportation system was supported more by females and renters.

Respondents were read the same six options and asked to choose the one they thought best, and the results were similar to respondent ratings of the options. The first three options above had 28%, 25%, and 23% of responses respectively (Table 8). Building a bypass had less support among females and younger respondents (both 16%).

C. Payment Options

Respondents were read four funding options and asked which they found most desirable for paying for transportation projects like minimizing traffic congestion on US 95. Gasoline taxes was chosen most often (26%), followed by car and truck registration fees (23%), user tolls (20%), and property taxes (6%), but a large 25% were unsure (Table 8). There were no subgroup variations.

IV. Summary

Traffic congestion clearly is of concern, with nearly three-quarters of respondents saying they were concerned about it as a problem in the Coeur d'Alene/Hayden area. Nearly half of them identified US 95 South and North as an area of concern about congestion. Longer term and older residents were often more likely to feel congestion was a serious problem.

Widening roads and highways seemed the most desirable solution to congestion problems. Respondents rated widening other streets the highest, with widening existing US 95 and building a bypass in a second tier of support. These three solutions also were rated the best three solutions; however, the top choice of widening other roads was selected by only 28% of respondents.

When asked about their preferred solutions to traffic congestion, respondents were not presented with any information regarding cost, economic or environmental impacts, or other related information. These factors will be explained and discussed with area residents during future phases of the research project, and could influence their choice of preferred options.

No clear choice emerged as the most desirable way to pay for transportation projects that would help congestion. None of the choices was selected by more than a quarter of respondents, and a quarter of them were unsure what they would prefer.

STEP 2: Large Group Study on US 95 Transportation Improvement Options

I. INTRODUCTION

The Large Group Study was conducted by Davis, Hibbitts & McCaig, Inc. (DHM) in August 2001 for the State of Idaho Transportation Department (ITD). The research, which involved two large group discussions, is a supplement to a public opinion survey conducted previously and to information being gathered at public workshops and neighborhood meetings. The overall purpose of the research project is to assess public opinion to help ITD in transportation planning along US 95 north of I 90 through Coeur d'Alene.

This report presents key ideas and themes that emerged from the discussions which may be useful in elaborating on findings from the survey, helping confirm the draft solution packages (alternatives) for the US 95 planning effort, and in designing the third phase of the research which will be another survey to validate findings from the large group discussion. Because this was a qualitative research study the information describes, rather than quantifies, the variety of views among focus group participants.

A. Research Methodology

Two large group discussions were held in Coeur d'Alene, Idaho, on Wednesday, August 22 and Thursday, August 23, 2001. A total of 42 people participated in the group discussions – 22 on Wednesday and 20 on Thursday.

Participants were randomly recruited from the Coeur d'Alene area. They represented a mix of age, gender, and occupations. Participants were screened to exclude those who were members of a conservation, environmental, or planning group or who said they were *very* involved in community and public affairs. Those who worked in government, media, advertising, marketing, or market research also were excluded. All participants reported not having participated in other meetings about US 95. Attachment A-2 contains participant demographics.

The questions and stimulus materials used for the discussions were developed by DHM in consultation with The Transpo Group and ITD. The research was structured to determine the range of participants' prevailing attitudes toward transportation problems in the Coeur d'Alene area and possible solutions to traffic congestion on US 95.

Responses during the group discussions were recorded both orally and in writing. Responses to all written exercises are in Appendices B – I. Written responses are grouped by evening.

B. Statement of Limitations

This study was designed to qualitatively explore the range of opinions of a designated population and to gain insight into what underlies these attitudes. It was not in the scope of a study of this kind to quantitatively measure with statistical reliability the attitudes of the populations from which the samples were drawn, or to correlate any attitudes with demographic or behavioral variables.

However, in addition to gathering qualitative information to supplement and possibly help validate other primary and secondary research, the information reported below is the result of multiple discussions and group-to-group validation which makes the information helpful in establishing quantitative boundaries for the attitudes expressed by participants.

C. Report Format

Each of the following sections reviews a different major topic that was taken up during the group discussions. Representative quotations are set out first, followed by evaluative commentary based on the oral and written comments. The quotations were selected to represent the range of opinions regarding a topic, and not to represent quantitatively the expressed attitudes. Readers should refer to the appendices for specific wording of the written exercises.

II. PLANNING GOALS AND CONSIDERATIONS FOR US 95

Note: The Draft US 95 Goals, as originally segregated for the US 95 Corridor and Study Process, were combined for the purposes of the Large Group study to avoid confusion in the written exercise. This may have had an impact on responses as the participants grasped the meaning of the US 95 Corridor goals and generally supported them, but seemed to misunderstand the Study Process goals (which were meant more for the Advisory Groups to the plan effort).

Each evening began with four questions posed to participants. First, they were asked to write down issues they thought were important to consider in planning for US 95. Next, they ranked the issues in the order of most importance (see Attachment B). Third, participants were given a list of seven goals for US 95 and asked to comment on each (see 2-D). And finally, participants ranked the goals in the order of importance (see

Attachment C). The goals and selected comments are listed below followed by information on preferred goals and planning considerations for US 95.

A. Goals Commentary

1. Balance the need for mobility, safety, and access.

   "Safety, safety, safety, good access."

   "It does need a balance for all of these things due to the congestion of traffic."

   "I feel that mobility and access are fine. The new on and off ramps are wonderful."

   "Not enough emphasis on mobility, definitely need to improve safety and way too much access."

There was widespread agreement from many participants on the usefulness of this goal. However, there seemed to be different interpretations. Some people commented on the goal as a whole, perhaps focusing on "balance". For example, one participant commented, "balance is an excellent word for focus." Other participants focused on the components of the goal - suggesting which was more important. Many participants listed safety as their main concern. A few noted traffic flow and speed. Mobility and access had fewer specific comments and less consensus from participants.

2. Preserve and enhance the integrity, performance, and service level of US 95 as a Principal Arterial.

   "US 95 is well known for its potholes. These should be kept up with."

   "This seems to be weighted toward commerce."

   "Do a bypass around the city."

   "As a city connector it is a long and tiring route to take."

Both groups were in agreement on the importance of this goal. Some Wednesday participants were less clear on the wording, specifically with the word "integrity." Several participants noted a concern for maintenance along the highway, mentioning potholes, and a need to revamp the entire highway. A couple of participants suggested creating an alternate route and many expressed general frustrations with the present state of the highway.

3. Design and manage the corridor to optimize safety and minimize congestion for motorists, pedestrians and bicyclists, especially in communities along the route.

   "This is GOOD. Exactly what I would like to see out of the "new" 95.

"I would make a separate area for bicyclists! Hope you can accomplish this."

"Excellent, especially regarding safety."

"I feel that this has been mostly taken care of with the bike path and cross walks."

Many participants used positive language in commenting on this goal. The words "pedestrians" and "bicyclists" seemed to resonate. While most who commented on pedestrians and bicyclists seemed to think it would work on Highway 95, a few people were concerned about the safety of the highway for multiple uses. Most participants thought the goal was clear with one person commenting that it was well written. A couple of people did not think the goal was well defined.

4. Preserve the role of the US 95 facility as an Intercity connector.

"I don't want it to get any larger."

"This is a good idea to help business access."

"Needs to be more than just an intercity connector."

"It should be a connector but not a retail road."

This goal did not garner as much enthusiasm as other goals presented. Some people thought the goal wasn't as important, but many people thought it was a good idea, agreeing that the highway is an important connector of Idaho cities. There was some confusion with this goal. One person commented "within cities or between cities?" and another wanted the goal worded more specifically.

Note: The responses here are typical of Coeur d'Alene and Hayden residents who tend to be more focused on local traffic issues. One might expect an entirely different view and response with greater emphasis and support for this goal from users of the US 95 corridor who reside elsewhere (e.g. Spokane, Sandpoint, Canada, etc.).

5. Foster interagency coordination of current and planned transportation projects.

"Excellent. Minimizes disruption due to unnecessary construction projects."

"Vital."

"No idea what you're saying."

"Buses would really help for carpooling and the quality of the air."

There were more positive than negative comments on this goal. Those who were positive seemed to think that agencies working together in the planning and implementation process would go smoothly. Those who were negative implied

skepticism at multiple agencies having the ability to coordinate efforts. A few participants commented on not understanding the wording of this goal.

6. Identify options for corridor management projects and practices.

   "Be more specific!"

   "This should be done before any other options listed."

   "Yes, plan for maximum growth in the future - not a quick fix."

   "Sounds good - but what precisely does this mean?"

Many comments on this goal related to clarity of wording. One participant suggested that examples would be helpful. Others had specific suggestions for the goal such as more landscaping, plan for maximum growth, buses, turnouts, and resting spots.

7. Link land use and transportation planning.

   "Depends on land use types."

   "This is important in widening existing highway."

   "Good use of the connector is the key."

   "Dicey - as urbanization going north changes people's focus for use."

Generally positively perceived by participants. They seemed interested in multiple land uses. Suggestions of higher density, widening the highway, and planning for the future were made. As with goals five and six, some people thought this goal was harder to understand, asking for clarity and specific wording.

B. Preferred Goals

"Most important is the one that had to do with safety. Design and manage the corridor."

"I put number one as my most important mostly because of balance between the three of 'em with safety being the most. But I think the other two are important."

The two goals with almost equally high rankings were the first (balance the need for mobility, safety, and access) and third (design and manage the corridor to optimize safety and minimize congestion). Perhaps the use of the word "safety " in both goals partially explains their appeal to participants. Safety appears to be a very big concern for participants. Several participants also focused on public transportation, bicycling and walking in commenting on the two goals. Another similarity between the two goals was their apparent clarity and ease of comprehension for participants. Neither goal elicited comments of not understanding or needing clarity from participants, unlike the

other goals. It is worth noting that the final three goals, although not labeled as such for participants, were study process goals and were the least important to participants.

C. Planning Considerations

"Cost - is it worth it and convenience - how long is it going to take?"

"Consider environmental concerns (wildlife preservation)."

"Safety of drivers/users."

"Effective traffic flow."

Note: ***As part of the Large Group research in Part II, no stimulus material describing the context and boundaries of the US 95 study was used. (A brief introduction of the US 95 Corridor study and boundary was presented as an introduction and preface to Part III - see below)***

As noted above, before the written exercises and discussion involving the Goals, participants were asked about planning considerations for US 95. Many participants mentioned safety as the most important consideration in planning for US 95 or second most important. Specific safety concerns included drivers, children, curved roads, and black ice. Another important consideration noted by participants was environmental issues. Specifically, environmental quality, landscaping, air quality, and pollution were listed as concerns of some participants. Equally important were financial issues such as the cost of the project and impact on local businesses. Some participants were concerned with how long the project would take. Others offered specific suggestions, like widening the road, limiting billboards, and limiting access. Other issues came up less often but included limiting sprawl, planning for future growth, and traffic flow.

III. PLANNING OPTIONS FOR US 95

Eight planning options for US 95 were briefly described to participants. After each description, participants recorded their thoughts on the option to learn what concerns they had prior to learning more about the option (see Attachment E). This initial information will be helpful in identifying education needs and communication issues. After all options were presented and thoughts recorded, participants were given information in the form of ratings about how each option is projected to affect the environment, land use, traffic safety, regional travel mobility, local land accessibility, and future congestion (see Attachment G). Thursday night participants learned about future congestion in terms of the entire area and specifically US 95. Wednesday night participants saw the same list of impacts for both Huetter Road options whereas Thursday night participants saw separate impact statements for each. Participants were asked to comment on the impacts of the various options and adjust the *ratings* if they disagreed with any.

Following the second presentation on each option, participants were asked to record comments with the new information in mind and record if the information had changed

their mind about the options (see Attachment E). Each evening ended with a group discussion of the options and other issues related to planning for US 95.

A. Traffic Demand Management Option

> *"I think that traffic management is essential to make sure we can continue our growth and still add to the quality of our life."*
>
> *"I don't like traffic demand. I don't think it would solve future growth problems that our area is experiencing right now."*

More participants were opposed to this option than in favor of it. Those who were opposed generally thought that public transportation would not work in Coeur d'Alene. One person wrote, "People are too set in their ways and schedules to use public transportation or mess with carpools." In other words, it would be too hard to change people's behaviors. There were a few comments relating to uneasiness with the government, specifically, dictating behavior to citizens. Another concern was that the traffic demand option might help local traffic, but the problem with US 95 was through-traffic and traffic demand would have little effect on that. Some people suggested that traffic demand and particularly public transportation might work well in conjunction with other options that more directly dealt with Highway 95.

People who favored traffic demand thought that public transportation was a good idea and a necessity for Coeur d'Alene. Some people were also supportive of any effort to make it easier to ride bicycles in the town. Most people were not swayed by the presentation of information.

Rating:

A few people made changes to future impact ratings but not to a significant degree.

B. Local Arterial Streets Option

> *"The arterials have to be done because we're choking and we're getting in accidents because of it."*
>
> *"I have a real problem with making Ramsey any busier than it already is."*

Participants were very supportive of this proposal. Those who wrote positive comments thought this was much needed and many listed specific roads that needed improvement. Government Way was mentioned many times by those in favor and a few opposed to the option. Those who mentioned Government Way were mostly in favor of widening the road, though a few mentioned other improvements such as lights and changing traffic flow to one-way. Those who were opposed to the option generally felt that widening arterials would not solve the traffic flow problem on US 95 and might have negative impacts on the small-town feel of Coeur d'Alene.

In the final discussion, many people mentioned creating arterials in conjunction with other options. There was a sense from the discussion that widening streets was necessary but would be most effective if implemented along with other options. Most people did not change their minds after learning more about impacts of the option. One person who did change his or her mind noted that the option would help only in the short term.

Rating:

Several people made changes to the impacts on options. Notably, seven people changed the environment rating to either neutral or negative and five people changed reduce future congestion to negative from neutral.

C. Added Travel Lane on US 95 Option

> *"I think a combination of using more public transportation, using arterial streets and maybe widening US 95, but a more moderate approach than these."*
>
> *"I think US 95 could be improved with frontage roads and maybe extra lanes."*

This was widely seen as a negative option that would not improve traffic along Highway 95. Most people thought that increasing the number of lanes would only increase the traffic. A few people were also concerned that the construction and added lanes would have a negative impact on businesses. Several people were initially favorable of the option but changed their mind to oppose the option after listening to more details of possible impacts. Many saw the proposal as only a short-term cure. The few people who favored the option simply said it would be helpful and help with traffic flow.

Rating:

When commenting on the impacts to the option, seven people changed the environment and land use impact from neutral to negative. Only one or two people changed the other impacts. There was little mention of this option in the discussion that followed with the exception of the comments listed above.

D. Added Median U-turns on US 95 Option

> *"Too confusing for many people."*
>
> *"If we do the arterials and add the U-turns it's just going to help."*

This was generally seen as a confusing plan - especially for the summer time with more tourists in the area. Many participants were concerned about safety as well. Some of the few people who favored the plan had used similar traffic plans in other states and could see the positive aspect. After listening to the report on impacts most participants were even more opposed to the option. Participants who were not sure, changed their mind to oppose the option. Putting aside the problem of confusion, there were differing opinions on how helpful U-turns would be in solving the congestion problem. Some

people saw a possible benefit while others thought it would just slow things down even more.

There was little mention of U-turns in the discussion that followed the writing exercises. Two people mentioned the U-turns as a possible option but neither participant expressed any passion for the option.

Rating:
In terms of the impacts, two that stood out with participants were traffic safety where nine people changed the neutral to a negative, and local accessibility where four people changed the neutral to a negative.

E. US 95 Expressway-Interchanges at Major Intersections Option

"It would eliminate stop and go traffic. It would cut some accessibility but in the long run it would be better."

"I think this is a good idea but I like the frontage option better."

There was some support for this option, based primarily on improved traffic flow. Even those who expressed concerns agreed that an expressway would help speed traffic through town. However, many people were concerned about costs and the effects on side roads and local traffic. Two people mentioned that traffic problems might increase on other roads such as Ramsey Way. There was also concern that it would not be convenient for local drivers and that the expressway would remove the small town feel of Coeur d'Alene. Those people who were undecided when they first saw the proposal were changed a bit after the impact presentation; generally moving to favor the option.

Rating:

Few changes were suggested to the impact chart with the exception of congestion which five people changed from neutral to negative. Although there was support for this option in the written exercises, there was very little discussion of this option in either group following the written portion.

F. US 95 Expressway Frontage Roads, Overcrossings at Major Intersections and On/Off Ramp Option

"I like frontage roads because it gives you an option."

"As much as I dislike it I'm leaning toward the expressway with the frontage. I think it's the most efficient way. It has the least impact on businesses."

Both groups were very supportive of this option. The benefit of the plan to the participants appeared to be the frontage roads, which participants thought were good for local traffic. Many participants referred to this option in the final discussion just as "the option with frontage roads," implying that that feature of the proposal was the most appealing part. Reasons mentioned for supporting the proposal included, less

disruptive to businesses, a good plan for the future, and provide options. Those who expressed concern focused on cost, construction, and the expressway. A few participants thought that the construction would be too disruptive to local business to make the project worthwhile.

Rating:

Participants were very comfortable with the impact rankings. Only one or two changes were noted.

Note: During the Thursday Large Group Study the US 95 Expressway/Frontage Road option cross-section diagram was not presented until the open discussion at the close of the study. Once presented, at least one outspoken supporter of the Alternate Route option vocally noted that he/she then better understood the US 95 Expressway/Frontage Road option and might have scored it higher (in support of it).

G. Alternate Route Along Huetter Road Corridor to US 90 Option

"The alternate route, the Huetter road thing is going to take a lot of money away from business in Coeur d'Alene."

"I think an alternate road down Huetter would be good. Leave 95 for local traffic."

Participants were evenly split on this option. Those who favored the option liked that it would route traffic around the town quickly and lessen the burden on US 95 through the town. Participants who voiced opposition were concerned about impact on the Huetter road area, not really alleviating traffic on US 95, and loss to businesses along US 95. A few people also expressed concern that it would not truly fix the problem since they saw traffic as a problem below Interstate 90.

Rating:

Few people changed their mind after learning more about the option.

H. Alternate Route Along Huetter Road Corridor Across River Option

"Going to Cougar Gulch, I think, is a nightmare."

"From a natural resource stand point putting anything through the Cougar Gulch just doesn't sit well with me."

This option was not as well received as the previous Huetter Road option. The same concerns as before were mentioned: not good for the current road, won't really help traffic, could be bad for business. Additionally, crossing the river through Cougar Gulch was objectionable to several people because of concerns that the plan would negatively impact the natural beauty of the Cougar Gulch. Participants who supported this option were not concerned about the environmental impact and were supportive of moving traffic away from the center of town.

Rating:

As with the first Huetter road proposal, few minds were changed as a result of learning about impact on the area.

IV. PREFERRED OPTION

"I think US 95 could be improved with frontage roads and maybe extra lanes. That would also reduce the traffic coming in and out of the town."

"I think something needs to be done and I like the frontage road option myself."

"I went with the bypass just to 90. I'm not really comfortable having it go to the Cougar Gulch area."

"Leave 95 like it is and all the people going to Canada - let them go around."

Participants ranked the options first after just learning the basic plan for each. Then after a more detailed review that included information about projected impacts, participants ranked the options again (see Attachment F). The weighted rankings are listed below. The initial rankings were fairly spread out across the different options. The two expressway options were rated the highest followed closely by the arterial street option and the two alternate route options.

After the detailed information was presented, the rankings became more focused. The group as a whole shifted strongly from the interchange expressway to the frontage road expressway. The Huetter road to I-90 option also gained more support while the Huetter road through Cougar Gulch lost support. Interestingly, the arterial option held steady. It is possible that the two expressway and two Huetter road options are more involved and perhaps harder to understand than the arterial street option. Therefore, the information about impacts helped clarify and distinguish the options. It is clear that there was the most support from participants for the expressway with frontage roads followed by the alternate along Huetter Road to I-90 and closely by the arterial street option.

Weighted Rankings*		
US 95 Corridor Options	**Overall Totals**	
	Before "Rating" Statements	**After "Rating" Statements**
A. Traffic Demand Management Option	6	6
B. Local Arterial Streets Option	19	19
C. Added Travel Lane on US 95 Option	8	7
D. Added Median U-turns on US 95 Option	6	4
E. US 95 Expressway - Interchanges at Major Intersections Option	20	7

F. US 95 Expressway - Frontage Roads, Overcrossings at Major Intersections and On/Off-Ramps Option	28	46
G. Alternate Route Along Huetter Road Corridor To US 90 Option	10	21
H. Alternate Route Along Huetter Road Corridor Across River Option	18	9

*Weighted rankings based on two points for most important and one point for second most important.

V. PREFERRED SOLUTION

"None of these answers is the one answer for everything."

"I came up with a combination with much increased use of public transportation, carpooling etc., some frontage roads, but I would prefer to see US 95 four lane all the way to Canada."

"I like expanding the side roads. As far as community goes I want the frontage roads and buses most of all."

"I like frontage roads. U-turns and Huetter are good immediate (solutions)."

After all options were presented the second time, the groups were asked which option, combination of options or other plan did they think was the best to solve the traffic congestion on US 95 (see Attachment H). This question was followed by final group discussions. In these discussions, it became clear that many participants saw benefits to more than one option. Several combinations emerged. Arterial roads and public transportation seemed to be compatible with other options and many participants included one or both in their plan for the best option. Participants also appeared to make a choice of supporting one major project - either an alternate route or the expressway. Combinations that included Huetter road ranged from just adding arterials to adding arterials and improvements to US 95 such as adding travel lanes or U-turns. Combinations that included the expressway often favored the expressway with frontage roads and the arterial improvements.

Several people saw some of the projects as good short-term solutions and others as long-term options for Coeur d'Alene. Arterial road improvements were associated with short-term solutions several times and the expressway with frontage roads was listed as a long-term solution. Many participants specifically mentioned public transportation as being important in their opinion. In summary, the following trends were noted in the participants' comments.

- Nearly half of all participants included arterial roads in their plan.
- Participants who supported an alternate route were pretty evenly split in their support of the two options.
- The expressway with frontage roads was much more popular than expressway with interchanges or the alternate route options combined.

- Widening US 95 and adding U-turns were most often suggested in combination with arterial roads and public transportation.

VI. Observations and Conclusions

A. Safety and balance

Although individual participants mentioned multiple goals for US 95, the two things that seemed to be the most important were *safety* and *balance*. Participants want to make sure that streets are safe for vehicular, pedestrian, and bicycle traffic. One of the least appealing options to participants was the U-turn option which many participants saw as confusing and as a result, not safe, especially for tourists in the area.

The term "balance" was important to participants, and evolved by definition as the balance between "out of town" and local traffic (needs?). Although participants did not all agree on how to solve the problem, throughout the discussion, participants focused on choosing options they thought would ease local traffic and allow through traffic to quickly move through the community. For many, the best way to do this was an expressway with frontage roads. For others, the best way was an alternate route.

Participants were balancing other considerations, too. They were concerned about the size of the project vs. the impact of the outcome; for example, many participants thought that building an expressway would be a long and expensive project. Those that supported it saw the end result as worthwhile. Similarly, some supporters of the alternate route thought there would be relatively little impact on the area because the area is undeveloped. Conversely, those who were opposed to the alternate route options thought the potential benefits did not outweigh the likely negative impacts on undeveloped areas. Balance appears to be different depending on the individual perspective. Therefore, careful consideration to the balance of future plans will be important.

B. Combining options to solve two problems

Most participants saw value in mixing and matching the options presented. For example, the expressway with frontage road and arterial improvements were seen to some as a good pairing. Others saw arterials as a good match with the alternate route options. Perhaps the reason for two different pairings was that participants saw the arterial improvements as a good answer to improving local traffic throughout the town and the expressway and a bypass as directly answering the need for helping move traffic through the area quickly.

C. Concern for the Issues

It is worthwhile to note that participants care very much about the future development of Coeur d'Alene and fixing the congestion on US 95. From the detail of responses it was apparent that many participants had thought about the issues and were very aware of the current traffic situation. Participants voiced concern for maintaining the small-town feel for the area and avoiding options that would detract from the beauty of the city.

Further, when asked to talk directly to their neighbors (see Attachment I), participants expressed an interest in involving the community in the planning process, and acknowledged the present need for a solution.

Note: Participants in both large group discussions voiced their concern that the study was not considering cost as a major factor in the evaluation of the options. This topic and issue was originally targeted for the next step in the public opinion research. By their response the study participants seemed indifferent to where the revenue would come from (federal vs. state/local), valued good stewardship of any public investment, and were savvy to the likely very large price tags of the larger improvement options. Several participants noted that the lower cost, shorter-term solutions (local arterial improvements) should be addressed right away as the best cost-benefit solutions.

As the planning process continues and options narrow, the community will most likely take a strong interest. It is possible that the debate will become more heated as community members choose different options. To smooth the debate, ITD may want to try the following.

- Emphasize the safety aspects of options.
- Combine options to address the issue of balance in terms of local vs. non-local traffic (commuter, truck, and tourist traffic).
- Develop short term and long-term goals and improvement projects (a good implementation plan).
- Continue to effectively involve the community in the planning process.

It was also noted that the communication of the various and complex options is greatly reliant on effective illustrations – particularly the US 95 Expressway/Frontage Road option.

ATTACHMENT A-1
STEP 1 - US95/COEUR D'ALENE/HAYDEN ANNOTATED TRANSPORTATION SURVEY
AUGUST 2000; N=300

INTRODUCTION: Hello, my name is _____ from Davis & Hibbitts, Inc., an opinion research firm. We are doing a scientific survey of the Coeur d'Alene/Hayden area residents about area issues. The survey won't take too long and I think you will find it interesting. You may be assured of complete anonymity and confidentiality.

1. What problems in the Coeur d'Alene/Hayden area, if any, would you like to see your community do something about? **(Open. Record in space below.)**
   Top specific response categories – respondents can offer more than one response.

26%	Traffic congestion
12%	Fixing roads/highways
5%	Stop signs/Traffic lights
5%	Education

2. **[IF MORE THAN ONE PROBLEM TO Q. 1]** What is the one most important problem you would like to see your community do something about?
   (N=300)

21%	Traffic congestion
9%	Fixing roads/highways
3%	Education
3%	Stop signs/Traffic lights

3. How concerned are you about the following problems in the Coeur d'Alene/Hayden area: not at all concerned, not very concerned, are neutral, somewhat concerned, or very concerned.

	ROTATE	Not at all Concerned	Not Very Concerned	Neutral	Smwt Concerned	Very Concerned	DK/ NA
a.	Crime	9%	23%	6%	37%	25%	0%
b.	Public school funding	8%	15%	18%	31%	23%	5%
c.	Traffic congestion	5%	17%	6%	27%	46%	0%
d.	Environmental conditions	13%	19%	13%	32%	21%	2%
e.	Lack of family wage jobs	7%	11%	14%	27%	38%	4%

4. **[IF SOMEWHAT/VERY CONCERNED ABOUT TRAFFIC CONGESTION TO Q. 3]** Where is the traffic congestion that you are concerned about? **(Open. Record in space below. Probe for specifics.)** *Top specific response categories – respondents can offer more than one response.*

47%	US 95 South and North
15%	Government Way
15%	Northwest Blvd.
11%	Apple Way
6%	Coeur d'Alene and Hayden

5. Some people in the Coeur d'Alene/Hayden area have identified traffic congestion on US 95 to be a problem. How serious a problem do you feel it is: not at all serious, not too serious, are neutral, somewhat serious, or very serious?

Not at all serious	3%
Not too serious	10%
Neutral	6%
Somewhat serious	29%
Very serious	50%
DK	1%

6. What do you think should be done about the traffic congestion problem on US 95? **(Open. Record in space below. Probe for specifics.)** *Grouped into categories – see tables for detail on specific response categories:*

36%	Widen roads/add lanes
8%	Take other routes and ramps
8%	Synchronize the traffic lights
6%	Put in a bypass

7. I would like to read you some options for dealing with the traffic congestion on US 95. Tell me if you oppose strongly, oppose somewhat, are neutral, support somewhat, or support strongly each option.

ROTATE	Oppose Strongly	Oppose Smwt	Neutral	Support Smwt	Support Strongly	DK/ NA
a. Widen the existing US 95 highway through the Coeur d'Alene/Hayden area	11%	12%	12%	24%	41%	1%
b. Eliminating some existing traffic signals on US 95 to better move through traffic	28%	17%	13%	20%	20%	2%
c. Building a bypass route around the Coeur d'Alene/Hayden area	11%	14%	11%	25%	37%	2%
d. Change traffic signal control systems to move more traffic on US 95, even if it means extended delays at the cross streets	20%	20%	13%	25%	18%	3%
e. Widen other streets like Government Way, 4th Street or Ramsey Road to divert traffic from US 95	8%	6%	7%	28%	50%	1%
f. Build and operate a public transit system (bus or commuter rail) within the US 95 corridor to reduce auto traffic	21%	16%	12%	24%	24%	3%

8. I would like to read you the list of options again. You may not find any of the options very appealing, but please tell me which one you think is the best.

Widen the existing US 95 highway through the Coeur d'Alene/Hayden area	25%
Eliminating some existing traffic signals on US 95 to better move through traffic	3%
Building a bypass route around the Coeur d'Alene/Hayden area	23%
Change traffic signal control systems to move more traffic on US 95, even if it means extended delays at the cross streets	6%
Widen other streets like Government Way, 4th Street or Ramsey Road to divert traffic from US 95	28%
Build and operate a public transit system (bus or commuter rail) within the	

US 95 corridor to reduce auto traffic ---------- 10%
DK/NA/Refused ---------- 4%

9. Which of the following ways of paying for transportation projects like minimizing traffic congestion on US 95 do you think is most desirable? (Read list. Rotate.)

Gasoline taxes ---------- 26%
Car & truck registration fees ---------- 23%
Property taxes ---------- 6%
User tolls ---------- 20%
DK ---------- 25%

I have just a few more questions for statistical purposes only. Again, your answers will be kept strictly confidential. This information will help us assure the validity of the study and analyze the survey results.

10. How long have you lived in the Coeur d'Alene/Hayden area?

Less than 2 years ---------- 5%
2-5 years ---------- 17%
6-10 years ---------- 15%
10+ years ---------- 63%

11. What is your zip code?

12. Do any children under age 18 live in your household?

Yes ---------- 29%
No ---------- 71%

13. Is your age between:

18 – 34 ---------- 27%
35 – 54 ---------- 43%
55+ ---------- 30%

14. Do you rent or own your home?

Rent ---------- 17%
Own ---------- 83%

15. Thinking back to the last general election in 1998, did you vote in that election, did something come up that kept you from voting, or did you choose not to vote?

Voted ---------- 74%
Other ---------- 26%

16. Gender

Male ---------- 49%
Female ---------- 51%

ATTACHMENT A-2
STEP 2 - Demographics

Gender			
	Total	**Wednesday Group**	**Thursday Group**
Male	17	7	10
Female	25	15	10

Age			
	Total	**Wednesday Group**	**Thursday Group**
Mean Average	46.1	44.3	48.2
Range	17-86	17 - 83	23 - 86

Occupation	
Wednesday Group	**Thursday Group**
Student	Teacher
Human Resources Administrator	Financial Consultant
Stacker at Lumber Yard	Speech Language Pathologist
No Answer	Dietitian - Food and Nutrition Specialist
Carpenter/Millwright	Housewife and Stay-at-Home Mom
Unemployed but soon will be at Dakota Direct	Retired - Business Owner
No answer	Manager of Operations - Software Firm
Line Cook	Operations Manager - Design & Implement Customer Service Centers
Retired - Manicurist	Licensed Service Rep. - Insurance
Housewife - Teacher	Nursing Student
Retired - Medical Secretary & Assistant	President/Owner - Chalice Golf
Contractor	Retired Farrier
Professional Forester (Now a Stay-at-Home Mom)	Prop Maker
Retired - Registered Nurse	Retired - Teacher
Hab. Tech., Working with Mentally Disabled	Durable Medical Equipment Provider
Mom	Homemaker
Graphic Designer	X-ray and Lab Technologist
Dental Hygienist	Stay-at-Home Mom
Retired - US Air Force	No Answer
Writer	Telephone Cable Technician
Retired - Secretary in University Settings	
Medical Assistant/Orthopedic Tech	

College Degree From A Four-Year College			
	Total	**Wednesday Group**	**Thursday Group**
Yes	13	6	7
No	29	16	13

Total Household Income Before Taxes in 2000			
	Total	**Wednesday Group**	**Thursday Group**
UNDER $30,000	16	9	7
30,000 - 49,000	11	7	4
50,000 - 74,999	5	2	3
75,000+	8	3	5
No answer	2	1	1

ATTACHMENT B

What kinds of things are important for government officials and area residents to consider in planning for US 95? Which is the most important thing to consider? Second most important? Third most important?

Wednesday Group			
Most Important	**Second Most Important**	**Third Most Important**	**Additional Comments**
Cost	How long is it going to take	Are there alternative routes that everyone can take without time constraints	Exits; speed limit increase; less lights
Easy on	Dedicate more lights	Make on-off very easy	No comment
Cost - is it worth it and convenience - how long is it going to take	No comment	Size - how big is it going to be	No comment
Safety	Wide roads/lanes	More lanes	Less congestion
Consider environmental concerns (wildlife preservation)	More strict laws on drinking and driving	No comment	No comment
It should be completed soon	It's better for safety and business of all people	No comment	No comment
Landscaping - make look pretty	People - the noise	Neighborhoods - will it be safe	No comment
Divided highway from Canada border to border	No comment	No comment	Lights at main crossings
Safety of drivers/users	Pedestrian safety	Cost of repair or relocation	No comment
Safety	Convenience	Livability (less traffic in town)	No comment
Rail right of way	Merging lanes in urban areas	Limited access to limit sprawl	Mass transit; No stop lights
Impact on environment - need to reroute versus need of land, H20 quality, etc.	Impact on local business, i.e., bypass, reroute, etc.	Safety of current versus proposed	No comment
Safety	No comment	No comment	No comment
Safety of area children	Quality of air and environment	Cost of expansion	Increase of traffic

Wednesday Group (continued)			
Most Important	**Second Most Important**	**Third Most Important**	**Additional Comments**
Safety	Smooth and quick flow of traffic, also keeping in mind existing residents/retail/businesses that are on I-95	Future amounts of traffic flow	No comment
Business!	Growth, expansion of downtown Coeur d'Alene	How many people will this attract as in traffic and residents	No comment
Safety of motorists	Greenery	Weather influenced safety issues (black ice/sharp curves)	Controlled access
Bypass around Coeur d'Alene, preferable the west side	Widen areas that are too narrow, a four lane interstate from Canada to Mexico	No comment	No comment
Effective traffic flow	Safety	Future growth	Overall impact on environment; Overall impact on business and neighborhoods
Moratorium on building and business growth for the time that it will take to make I 95 safe and capable of handling the traffic that is used	No comment	No comment	No comment
Taxes to support development	Traffic	Narrowness of roads	Housing; Cost

*One participant from the Wednesday Group did not complete this exercise.

Thursday Group			
Most Important	**Second Most Important**	**Third Most Important**	**Additional Comments**
Traffic - cross traffic	Pollution - (car) noise	Population growth	Gas stations; Needs of population
Safety - now	Amount of future traffic	No comment	Current cost versus future cost: Business impacts now and future; An alternative route for thru traffic; Leave 95 a business route and reroute thru traffic on new highway; Trade with Canada - build it up
Maintenance/safety	Amount of time people wait at lights	Speed of traffic	No comment
Safety - Multiple lanes, shoulders, lighting, taking sharp curves out of road, limited access to highway, prudent speed limits, weight limits for trucks, ongoing maintenance and repair	Plan for future expansion	No comment	No comment
I feel it needs barriers - I have seen many people walking right along side	No billboards please!	No comment	No comment
It needs to be 4 lanes - to connect up to Boise	No comment	No comment	No comment
Safety	Efficiency of traffic flow	Environmental impact	Impact on neighboring businesses and residents
Alternate traffic loads	Adjacent neighborhood impact	Overall feasibility in improvements - is it worth it	Possibility of alternate north/south highway
Coordinate stop lights in towns	Widen - more lanes	No comment	No comment
Making the improvements with the least amount of hold up and traffic problems	Business on 95	Speeding up traffic	No comment

Thursday Group (continued)

Most Important	Second Most Important	Third Most Important	Additional Comments
Widen US 95	Straighten out the curves	Make sure there is a pull off area for troubled vehicles	Reduce the speed limit on turns; Make the entire highway four lanes or a median in the center
Traffic enforcement	Maintaining	Some widening	No comment
Long term growth	Traffic signal duration, sequence, timing	Diversion, alternate detour	No comment
Less automobile accidents	Less animal kill	Less stop and go	No comment
Not to clutter with billboards	Visual appeal to residents and tourists	Easy access to businesses	No comment
Safety	Convenience for local citizens as well as tourists and commerce	Public should be allowed input as the plan progresses and that input should have a priority	No comment
Safety - straighten out roads	No comment	No comment	No comment
Large enough for growth	Emergency exits	Painted well all year	Large enough emergency space; Enough lanes
Lights	No comment	No comment	No comment
Public safety	Traffic flow without restriction	Area to be on Hwy edge (wider Hwy)	Wider lanes; Dividers (ex. Concrete); Restrict business growth

ATTACHMENT C

Which is the most important goal to consider? Second most important? Least important?

Rankings Distribution						
US 95 Corridor Goals	**Most Important**		**Second Most Important**		**Least Important**	
	Wed. Group	Thurs. Group	Wed. Group	Thurs. Group	Wed. Group	Thurs. Group
1. Balance the need for mobility, safety, and access.	8	12	4	2	-	-
2. Preserve and enhance the integrity, performance, and service level of US 95 as a Principal Arterial.	1	-	3	5	2	3
3. Design and manage the corridor to optimize safety and minimize congestion for motorists, pedestrians and bicyclists, especially in communities along the route.	9	6	8	6	-	1
4. Preserve the role of the US 95 facility as an Intercity connector.	2	-	3	-	2	2
5. Foster interagency coordination of current and planned transportation projects.	-	-	1	1	3	1
6. Identify options for corridor management projects and practices.	-	1	-	2	2	3
7. Link land use and transportation planning.	-	-	1	2	4	6
No Answer	-	1	-	2	7	5

*One participant from the Wednesday Group did not complete this exercise.
*One participant from the Wednesday Group starred two most important and two 2nd most important and did not select a least important - not tallied.

Weighted Rankings*					
US 95 Corridor Goals	Overall Total	Most Important		Second Most Important	
		Wed. Group	Thurs. Group	Wed. Group	Thurs. Group
1. Balance the need for mobility, safety, and access.	46	16	24	4	2
2. Preserve and enhance the integrity, performance, and service level of US 95 as a Principal Arterial.	10	2	-	3	5
3. Design and manage the corridor to optimize safety and minimize congestion for motorists, pedestrians and bicyclists, especially in communities along the route.	44	18	12	8	6
4. Preserve the role of the US 95 facility as an Intercity connector.	7	4	-	3	-
5. Foster interagency coordination of current and planned transportation projects.	2	-	-	1	1
6. Identify options for corridor management projects and practices.	4	-	2	-	2
7. Link land use and transportation planning.	3	-	-	1	2

*Weighed rankings based on two points for most important and one point for second most important.

ATTACHMENT D

COMMENTS ON US 95 CORRIDOR GOALS

Balance the need for mobility, safety, and access.

Wednesday Group	
Ranking	**Comments**
1st	I think this is great! There are currently 2 exits from 95 to the intersection that are very dangerous to all that are driving. Low visibility.
1st	Safety, safety, safety, good access.
1st	Understandable, for me mobility and safety are most important.
1st	Yes, at once.
1st	More exits.
1st	This is very important with the traffic that will develop in the next 10 years. Safety has to come first.
1st	Public transportation increases use while reducing number of vehicles on the road.
1st	Should be one of the highest priorities.
2nd	Fabulous - sounds simply fabulous - balance is an excellent word for focus.
2nd	This is very important!
2nd	It does need a balance for all of these things due to the congestion of traffic.
2nd	I think all of these are improvements. I think 95 (especially here in Coeur d'Alene) needs to move quicker but it also needs to be safe.
None	What you need to do in a nutshell.
None	No opinion.
None	Excellent.
None	I've driven down 95 and I have seen more crosses on that strip than in some churches I've been in.
None	Nice feel good goal!
None	Yes.
None	This is (?) and necessary.
None	Basic need - simple focus. Always come back to this.
None	Definitely.

Balance the need for mobility, safety, and access (continued).

Thursday Group	
Ranking	**Comments**
1st	Safety is first right now - the traffic is great during summer months -access to business is okay at this point - I don't want to see any more trees cut down.
1st	Safety on this highway is a state embarrassment! Must be upgraded - conditions would not be tolerated in Southern Idaho.
1st	I'm not clear what's meant by "mobility." I would prioritize these needs with safety as #1, access as #2.
1st	I feel that mobility and access are fine. The new on and off ramps are wonderful. I feel that some kind of barrier should be put up along side the highway for vagrants walking by.
1st	Traffic does not move well. It is hard to access 95 from side streets.
1st	Balance the speed limit to move traffic smoother.
1st	That's common sense.
1st	I think the safety of H-95 has gotten out of hand. I cringe when I have to go north. With more and more people moving here, we need more lanes to pass and move on.
1st	Safety first.
1st	Very much needed - not enough right now.
1st	Not enough emphasis on mobility, definitely need to improve safety and way too much access.
2nd	There is getting to be too much traffic on 95 thru Coeur d'Alene. May have to put up another highway to the west of it not too far off.
2nd	Safety should be the primary goal, with mobility and access being secondary.
None	Excellent - a controlled speed.
None	Do not know.
None	Important.
None	Good goal - not defined enough.
None	Safety most important.
None	Good.
None	No comment.

Preserve and enhance the integrity, performance, and service level of US 95 as a Principal Arterial.

Wednesday Group	
Ranking	**Comments**
1st	Where's the municipal (public) transport in all this? Reduce volume.
2nd	I agree with this.
2nd	Yes.
2nd	Very important!
None	First these goals must be reached before they can be enhanced.
None	Preserve is a joke - let's face it, US 95 is a joke - enhance...simple and to the point.
None	Do a bypass around city.
None	Ya.
None	Yeah - so what - it's improvement but in Coeur d'Alene at least there are other N/S arterials that do at most times flow better than 95.
None	I have noticed that US 95 is always congested with traffic and unsafe for people walking or riding a bike along side the cars.
None	Can a highway have integrity?
None	How can pavement have integrity - unless you mean structural integrity?
None	Merging lanes increase flow of traffic.
None	Good.
None	What does this mean?
None	Yes, traffic is a headache.
None	Build it right.
None	Maintenance is very important to road safety.
None	Yes.
Least	No comment.
Least	As a city connector it is a long and tiring route to take.

Preserve and enhance the integrity, performance, and service level of US 95 as a Principal Arterial (continued).

Thursday Group	
Ranking	**Comments**
2nd	Very good goal.
2nd	To some degree, but not to spend too much time or energy on.
2nd	Yes - big concern. Find another high speed, limited access highway for thru traffic.
2nd	US 95 is at its max now - through the city of Coeur d'Alene - I would hate to see Coeur d'Alene and Sandpoint connected someday with businesses.
2nd	Agree.
2nd	US 95 is well known for its potholes. These should be kept up with.
None	No comment
None	Good idea.
None	Yes.
None	The roadway needs to be revamped and that's an expensive endeavor, but many lives are being lost each year.
None	Necessary.
None	Coordinate the stop lights so that both directions are treated equally.
None	No comment.
None	Good - not defined.
None	Good goal.
None	Yes.
None	Revamp the entire US 95 corridor.
None	Okay.
Least	This seems to be weighted toward commerce.
Least	No comment.

Design and manage the corridor to optimize safety and minimize congestion for motorists, pedestrians and bicyclists, especially in communities along the route.

Wednesday Group	
Ranking	**Comments**
1st	You'll need some heavy guardrails before I would ride a bike on 95.
1st	All of this needs to be part of plan as the 4-lane highway is built.
1st	I feel this is one of the most important goals.
1st	I like this.
1st	Good goal.
1st	A sidewalk or bike path along side US 95 from Apple Way south for people walking or riding a bike.
1st	This is GOOD. Exactly what I would like to see out of the "new" 95.
1st	Well written - sounds like everything I'm hoping for as an end result in reference to US 95.
1st	This is the most important idea.
2nd	I would make a separate area for bicyclists! Hope you can accomplish this.
2nd	Can this be done?
2nd	Pedestrians and bicyclist paths.
2nd	That would be great, but children.
2nd	I travel far. Congested highways hinder your time.
2nd	This is important with the bicentennial.
2nd	Bicyclists must be fostered to control traffic volume.
2nd	Yes, should be a priority.
None	Definitely.
None	Eliminate left turn lanes.
None	Possibly limited access would help.
None	No comment.

Design and manage the corridor to optimize safety and minimize congestion for motorists, pedestrians and bicyclists, especially in communities along the route (continued).

Thursday Group	
Ranking	**Comments**
1st	Agree again.
1st	Traffic is getting heavier right along.
1st	Another excellent goal.
1st	Good - not defined.
1st	Yes, again to a limited degree.
1st	Today there is a big problem with streetlights on 95. They don't seem to be synchronized. 95 and Kathleen is the biggest problem. Also between Coeur d'Alene and Sandpoint.
1st	Good.
2nd	I like the inclusion of pedestrians and bicyclists here; I think they're often overlooked.
2nd	Overpasses? Bypass the cities?
2nd	This is a must, not enough room now!
2nd	Good goal - pedestrians and bicyclists should be given strong consideration in planning.
2nd	Excellent, especially regarding safety.
None	Important.
None	So generic the sentence is meaningless.
None	Absolutely.
None	Most of 95 should be redone. It cannot carry the amount of traffic we have here.
None	Important.
None	Safety.
Least	Very good objective - good luck.
Least	I feel that this has been mostly taken care of with the bike path, and cross walks.

Preserve the role of the US 95 facility as an Intercity connector.

Wednesday Group	
Ranking	**Comments**
1st	Yes. Separate bridge (span) for in/out of hospital medical center.
1st	This is a good idea to help business access.
2nd	I think that a whole lot of people wouldn't get to work without 95.
2nd	Yes.
2nd	Important in most cities along 95.
None	Not important.
None	Needs to be more than just an intercity connector.
None	I again am not at all happy with US 95. I avoid it at all costs when traveling through town.
None	Yes.
None	Not so much improvement I don't think.
None	I agree, for it brings in money for every city along US 95.
None	Limited access points.
None	It should be a connector but not a retail road.
None	Okay.
None	It isn't already?
None	Word more specifically please.
None	No comment.
None	Within city or between cities?
None	Yes - we must have an avenue to go north/south - use Government Way as commercial connector.
Least	Yes.
Least	Less lights.

Preserve the role of the US 95 facility as an Intercity connector (continued).

Thursday Group	
Ranking	**Comments**
None	Yes.
None	And Canada transportation.
None	Good goal.
None	No comment.
None	No comment.
None	That's the purpose of roads.
None	Yes.
None	Not quite as important to me.
None	Vital.
None	Unimportant as long as some intercity connector exists.
None	I don't want it to get any larger.
None	Yes.
None	The route as it is is very useful for travel between Coeur d'Alene, Sandpoint, Moscow, Lewiston, etc.
None	Good idea.
None	Yes.
None	Not as important.
None	Develop a master plan for businesses.
None	Yes.
Least	Maybe not necessary.
Least	It is a good intercity connector. It is not (?) areas that need work.

Foster interagency coordination of current and planned transportation projects.

Wednesday Group	
Ranking	**Comments**
2nd	Important.
3rd	Buses would really help for carpooling and the quality of the air.
None	Good idea.
None	Yes, this is needed.
None	Yes.
None	Given - I would hope so.
None	Again, needs to be done first.
None	Less so - it would be nice but I wouldn't hold my breath.
None	No comment.
None	No idea what you're saying.
None	Yes.
None	Need and want good planning.
None	Agencies should work together more often to achieve better standards.
None	Yes.
None	I don't understand.
None	Maybe in the far future.
None	Work with Washington State on public transportation.
None	This should already be happening.
Least	They do need to work together by planning for future growth.
Least	So what!
Least	BS - sounds gummy.

Foster interagency coordination of current and planned transportation projects (continued).

Thursday Group	
Ranking	**Comments**
2nd	Good - if future plans are currently placed into practice with construction.
None	Yes.
None	No comment.
None	Another good goal.
None	Excellent. Minimizes disruption due to unnecessary construction projects.
None	No comment.
None	No comment.
None	Yes.
None	Government agencies are incapable of coordination.
None	Good luck - bureaucracy?
None	I hope so!!
None	This is a great goal. This coordination will ensure that many needs are met and many points of view are considered.
None	No comment.
None	No comment.
None	As long as you don't try to get intelligent input from the Kootenai County Commissioners.
None	No comment.
None	Get the voters involved in planning (they use the highway).
None	Yes.
None	Vital.
Least	What?

Identify options for corridor management projects and practices.

Wednesday Group	
Ranking	**Comments**
None	Be more specific!
None	How else can they be accomplished?
None	What - ditto from above (BS - sounds gummy).
None	Start north of (?) Lake or Lancaster - go west to better cross river and come back to 95 at Mica Hill.
None	Dialogue and presentation avail to public to foster planning input in communities. Where could I go to find out what is planned?
None	This should be done before any other options listed.
None	No comment.
None	Not clear what this means.
None	Limited access with side roads for retail.
None	"?" Not well written.
None	More landscaping, make look good.
None	Do not understand.
None	Same, these words make no sense to the average person. I need examples.
None	This is very important.
None	Buses; widen it.
None	Yes.
None	Yes.
None	No comment.
None	Work with Washington State on public transportation.
Least	No comment.
Least	Not sure.

Identify options for corridor management projects and practices (continued).

Thursday Group	
Ranking	**Comments**
1st	Yes, plan for maximum growth in the future - not a quick fix.
2nd	Should be only one coordinator between state, local and federal planners.
2nd	No comment.
None	Okay.
None	Yes.
None	A must.
None	Turn-outs and resting spots.
None	Good.
None	No comment.
None	No comment.
None	Good - unclear.
None	I would like to see the options.
None	Again, I hope problems are identified and options identified - be proactive instead of reactive.
None	No comment.
None	No comment.
None	Another highway to the west of 95 not too far off.
None	The need to purchase land to redo Hwy 95 south of Coeur d'Alene.
Least	Not necessary.
Least	Sounds good - but what precisely does this mean?
Least	Jargon makes this unclear.

Link land use and transportation planning.

Wednesday Group	
Ranking	**Comments**
2nd	Promote higher density development.
None	Have at it - this again simple and achievable.
None	Yes.
None	Not sure.
None	No comment.
None	Yes.
None	What does this mean? Water quality, riding bikes, hiking, driving fast???
None	Important.
None	"?" Not well written.
None	No, land would crowd.
None	Yes.
None	It already does.
None	Yes, integrate some parts to tie-in with Government Way.
None	Good use of the connector is the key.
None	Yes.
None	No comment.
None	Dicey - as urbanization going north changes people's focus for use.
Least	For what?
Least	Word more specifically.
Least	Yes, in addition to other usage.
Least	Not important!

*One participant from the Wednesday Group did not complete this exercise.

Link land use and transportation planning (continued).

Thursday Group	
Ranking	**Comments**
2nd	Yes, but plan for the future, use land wisely, planning for 30 to 40 years off.
2nd	Need to plan ahead as Coeur d'Alene is growing and we will need more and better highways.
None	Depends on land use types.
None	Yes.
None	Telephone.
None	Yes.
None	Not necessary.
None	This is important in widening existing highway.
None	Good goal.
None	Kept planning.
None	No comment.
None	Yes.
None	If I understand this it presumes multiple land uses - yes, 95 needs to be suitable for all current uses.
None	No comment.
Least	Desired.
Least	Good - unclear, vague.
Least	Yes, that would be nice. Coeur d'Alene needs to stay the size it is now - no larger.
Least	No comment.
Least	Not so important.
Least	Yes.

ATTACHMENT E

Participants were asked to make initial comments on options, then comment after hearing options in terms of land use and environmental impacts, cost, and magnitude of safety and traffic operations enhancement (impact statements).

TRAFFIC DEMAND MANAGEMENT OPTION

Wednesday Group	
Comments Before Impact Statements	**Comments After Impact Statements**
Good idea but unrealistic. I'm not very old, but we've been talking about public transportation since grade school. More car dealerships show up and who can resist a new car. People aren't into change around here, especially dramatic change.	Good luck. I really think this is a lost cause. Sure, it would be nice to have people ride their bikes, but we can't even get them to fight for more exercise for their kids in school. 70% of all people who buy gym memberships don't attend. People want easiest and fastest, they don't want to wait in line and waste more time.
Less autos on road/miles - no way.	Upgrade Government Way, upgrade bus system. Other items - riding bikes, etc. only 5 months - summer and some in autumn.
If it really was possible to get buses out here, I wouldn't need my car. Everywhere I pretty much go is too far to walk but a short bus ride.	Moving the congestion to another street is not a really good idea. Mobility will be compromised when the new street gets just as much attention from the people who, like me, use alternative side streets as our main roads. As for land use, I would like to see more than three streets thick with business.
Good idea but not practical for northern Idaho. Most people will not park their cars and use the transit or other methods.	Not realistic to try to change land use to control traffic here. Maybe 20 years ago, but it's too late now. Transit and other alternative transportation methods may reduce traffic by 10% - if we're lucky.
I don't think that will work very well at all. Too many ifs.	Better bike paths will always help. Not if it would help in traffic safety.
I think that decreasing the amount of automobile traffic on US 95 by using alternative methods is viable.	More public transportation is needed. Bicycling is a good alternative for environment.
Should work together rides getting closer to work.	(?) due traffic congestion more off 95.
More bicycle routes, buses maybe but the pollution just as much.	We need more bicycle routes and maybe more buses or cabs.
I think this could or should be included with making the highway for safer travel.	No comment.
Not a chance in the world that this would work. People are too set in their ways and schedules to use public transportation or mess with carpools.	Yes, good for environment, but people will not use public transportation. You have not solved anything as far as safety improvement.
I think it would be impossible to limit traffic to any degree. Coeur d'Alene has a large number of seniors who would be unable to use public transportation. It would take years to develop mass transit.	Some help might be lengthening the left turn lanes. Sometimes it takes 2-3 lights to make a left turn on Kathleen. I don't feel this would be much of an improvement. I agree with rating.
A very important component - probably the most effective concept.	Improves environment, land use, traffic safety and reduces future congestion. Neutral on local land accessibility.

TRAFFIC DEMAND MANAGEMENT OPTION (CONTINUED)

Wednesday Group (continued)	
Comments Before Impact Statements	**Comments After Impact Statements**
Not enough - I can't imaging riding public transportation (or a bike) with small children and doing my grocery shopping.	I still think is unrealistic unless there are incentives available to utilize these management options. But I don't think traffic and 95 are that great a problem - leave earlier.
American drivers are independent - would not cooperate very well with this plan.	It might help traffic congestion - but not much.
The safety of anyone choosing to ride a bike or walk. Setting up a public transportation system. The cost of moving or relocating the home.	It looks like it would just give a temporary fix to a long term problem and may cause other problems on other roads in the area.
I think that wouldn't really work at all with this "option." You are, it seems to me, trying to control the population. I don't want to live in Coeur d'Alene. I choose to live out. I already limit my time on 95 just because it's such a mess.	I must be missing something! I don't see this can help at all! It does nothing, I don't think, to improve 95 - I don't see how it could be neutral as far as future congestion's concerned. Like it or not, this area is growing by leaps and bounds. 95 needs to be improved!
I believe for the environment this is an important factor. However, it's my personal thought that this is not very important.	My thoughts considering this issue have not changed and generally I do agree with the chart.
Great option!!! My favorite so far!! Bicyclists (me) would love it! Difficult to count on - the blasted P & Z and city councils are loathe to contribute to infrastructure. This is necessary for local growth. Builds community!!	No matter what...bikes/pedestrians. Must be addressed!! Community builder. I am insistent on this. Demand management must be included. May not (doesn't) address whole use as interstate shipping corridor. Demand of large shipping should then include.
Larger public transportation. Private schools have their own school buses - would take off a lot of cars.	Traffic safety should play an important part as well as environmental.
Lukewarm - however, the most delightful aspect was public transportation.	Environmental impact is important to me - the chart helps clarify a lot. Traffic Demand Management - lots of good stuff in reference to the chart. However, I (?) markers are not true.
I would love to see a good, reliable public transportation put in place.	It looks as though from the chart of general impacts that the environment is positive. I do not agree.
I feel that would be a good start but not the entire answer. As far as relocating, that seems a bit extreme, and a lot of elderly could not afford!	I feel it would reduce future congestion. Yes, we do need public accessibility, but we also need to build businesses and homes farther away from 95.

TRAFFIC DEMAND MANAGEMENT OPTION (CONTINUED)

Thursday Group	
Comments Before Impact Statements	**Comments After Impact Statements**
This should be encouraged always. Coeur d'Alene does not have public transit. Most people who live in the city do not use 95. We know how to get around and how to stay off 95 during peak times.	This idea should always be used. A reminder - bike riding is not safe during winter months. Bus system would be helpful to our citizens who do not have the money to support car use.
Why not do this anyway? Impractical - must get people to change how they want to live and move. Too much government control and imposition.	Not in North Idaho please. Hi! I'm from the government and I'm gonna tell you how to live! Money lost because it won't work!
Has possibilities. Not opposed to idea.	No comment.
Excellent idea in terms of public transportation, use of bikes, carpooling. Don't like land use idea - where else would services offered on 95 currently (i.e., grocery stores, hardware stores) - where else could these be offered? I like to keep the development in a centralized area. People will still use the current 95 businesses no matter how you try to plan for future land use.	Increase traffic safety - fewer cars = better safety.
This simply won't work. People like their cars! They could live 2 blocks from work. All this means is they will sleep in later, just get in their car and drive to work! I've seen towns try this and what they end up with is lots of empty buses.	I agree.
No comment.	No comment.
What bus? I can't ride a bike. I'm not quitting my job in Spokane and my husband works in Liberty Lake and we work different hours. You're going to build how many new stores in Hayden? Will you move my dry cleaner and doctor?	With the sprawl of the Kootenai County area, combined with the lack of viable public transportation, I don't see this as an option.
Not a good plan. Depends on the public to become interactive with fix. It won't happen. Public transportation would be good in this area - but would do little to curb Hwy 95 traffic.	This is a worthless plan - no positive impact.
Carpooling. Reduce level of growth. Reduce need to use 95. Alternate methods of travel.	No opinion.
Yes, Coeur d'Alene needs public transportation but US 95 traffic is not just local. It is a main arterial to Canada, no amount of management will cut down this traffic.	Poor solution alone, but in combination with other plans could be very effective. This area needs public transportation desperately!!!!
Good idea - but hard to enforce because it restricts freedom of movement. With the current demographics most retirees want free movement.	Agree with survey concepts.
Don't think so.	Not in favor.
I think public transportation is always a good option. However, having a practical system here is tough. N.I.C.E. failed. I am strongly in favor of using existing non-used tracks for light rail, especially between Spokane and Idaho.	No comment.
People are so independent, can't.	Sounds like a dream!!

TRAFFIC DEMAND MANAGEMENT OPTION (CONTINUED)

Thursday Group (continued)	
Comments Before Impact Statements	**Comments After Impact Statements**
Don't like this option.	The worst option. Don't want big city solutions to our small town. Reduces our freedom.
Better idea than my first pick of frontage roads. Less impact on environment a plus. More economical for everyone.	This impacts the least and has major pluses for environment and land use.
No comment.	No comment.
A public transportation is a very good idea.	I agree with this also. Much more planning is needed. We can always use new ideas. Don't have to use them, but much needed public transportation.
No comment.	Okay, traffic safe to be good.
Can't possibly work because people will fear government intervention and direct loss of personal freedoms.	Good luck with this concept.

LOCAL ARTERIAL STREETS OPTION

Wednesday Group	
Comments Before Impact Statements	**Comments After Impact Statements**
Leave this one alone. It doesn't have anything to do with how big the roads are. It has to do with how many people are using the roads at some parts of the day.	Just putting more congestion to another road, then we'll have to update that one, then move to another road and so on. I very much dislike this. This is not good for the environment or community.
Sounds good and needs to be accomplished regardless of other plans. Half vote (so far) for yes.	Excellent proposal so far. Needed now!
It would really relieve the congestion on streets that I use most often. To widen the streets that people use most often would be wise to do.	It's a good idea. I would use this one at least ten times a week. I'm sure more than that. I think he hit all the bases on his ratings.
Good solution, practical and economically sound because these streets will need improvement anyway. People are already using these streets as alternative routes. It will be important to improve the access on and off of I-95.	Good idea for same reasons I said for B (Local Arterial Streets Option). I wonder how the funding would work because I-95 is state/federal and the other streets are city.
That would help for city traffic. I think it would ease some of the traffic on US 95. I always look to avoid US 95.	It would help to make better side routes, would help to avoid 95.
I think that improving local streets like 4th and Government Way could dramatically decrease I-95's congestion.	Completing local roads is important. I used to deliver furniture locally, so making roads and streets complete would be less frustrating for those less familiar with the area.
Fix all roads for better traveling.	No comment.
Widen Government Way. The schools.	Yes, it would make going to work faster.
No comment.	No comment.
This could work, but would be very expensive and take a long time to complete.	95 is still dangerous for city to city commutes. Locals would switch routes maybe, but?
I think this would be an alternative to ease traffic on 95. I use Government Way and 4th now to not have to use 95. Most retail stores, i.e. Silver Lake Mall, etc. can be reached without using 95.	The widening of Government Way would probably increase the area for retail development. The cost would be better. Again, I feel your large truck traffic would not be helped unless certain tonnage of truck not be allowed. They would have to use 95. I think the regional traffic mobility would be improved.
This concept is viable if local neighborhoods are designed for a certain traffic load.	Eliminate bottlenecks.
Not enough - schools could not be considered.	Bad idea still! For all the same reasons - too much impact for too little gain.
This could have some benefit to reduce traffic on 95.	Helpful to reduce stuff on 95.
I agree that it would cut the traffic on US 95. The other roads need to be expanded to relieve the traffic on 95.	It would give more opportunity for optional routes to be used and lessen the US 95 congestion.
Local street improvement would work to help 95 if this were to include improvement of traffic flow (i.e., signals) in and out of 95.	This would be an improvement for the short term but I don't think that this is the solution.
The options I have heard do not sound feasible or reasonable (the business and city management community would not agree!).	I believe the land use in this option is poor.

LOCAL ARTERIAL STREETS OPTION (CONTINUED)

Wednesday Group (continued)	
Comments Before Impact Statements	**Comments After Impact Statements**
Only partial improvement - like adding a notch in the belt to control obesity. Redirect flow and distribute congestion to the suburbs.	This is the job town councils are supposed to do rather than goose-step to business desires/needs. Local planning. Worried about what it would do to neighborhoods on those streets.
On-off ramps at Atlas Road. Widen Government Way. Bypass from Lancaster Road west to (?) then south cross river and (?) in (?) Mica Hill. Widen Parrie and Hayden from 95 to (?).	Connect Ramsey and Government Way to Lancaster from downtown with a four lane road. Widen Parrie Road from 4th to Highway 41 to (?) lane.
Sounds like someone is focusing with the "good eye." Since I avoid US 95 (so very actively) to hear that giving people a better flow and accessibility.	I like the looks of the markers on the paper - I'm not sure these are accurate except with local and access.
Good idea, except Government Way, which I'd like to see remain as is. Fourth St. needs attention.	Please do not consider changing Government Way south of Harrison Avenue. It looks like a good plan to allow those of us who choose alternate routes from I-95 to travel even more safely.
This is an excellent idea. I live out near the airport and we were hoping that Ramsey would somehow reconnect with I-95. I feel they need to relocate the airport.	I agree with all of the general impact ratings.

LOCAL ARTERIAL STREETS OPTION (CONTINUED)

Thursday Group	
Comments Before Impact Statements	**Comments After Impact Statements**
I like this idea best! These roads could be improved so traffic flowed smoother on them.	Best idea - arterial roads benefit residents. We know our city and how to get around it not using 95.
Easiest, I think, so far. But again, avoids long term solution. How about a Spokane-like one-way division and one-way on Government Way?	A political decision - "let someone else deal with biggest problem." Better than U idea!
Interesting concept. Need more information/data on amount of traffic that enters and exits 95.	Doesn't seem to help 95 much.
Best solution that I've heard so far this evening. I already use Government Way and 4th Street to avoid 95. Might as well improve them.	Increase regional travel mobility - I would be more mobile if the local arterial streets were improved.
I don't like this either, there are so many choices for east and west traffic I can't believe they get congested.	Environmental - I would think you would be destroying all the area around those roads. Traffic safety - again people will be dealing with different speed zones and traffic lights. Future traffic - I would think cross traffic across 95 would get very congested.
No comment.	Yes, a lot of dangerous and fast traveled streets will need lights, etc. I would have to (?).
Not enough - just a band aide. There is too much traffic for this to be a solution.	No comment.
Not a good plan. Designs two congested arterials instead of one. Another quick fix.	Both regional travel would be improved with congestion on Hwy 95. Close proximity alternate roadways would have to be a positive impact.
Widen Government Way - widen access. It is hard to cross Government Way.	Widen arterials - possible one-way street. Good idea.
We need to move the non-local traffic away from Coeur d'Alene. Yes, Coeur d'Alene streets need to be wider but not a good fix for US 95.	Not a good solution alone, but needs to be done regardless of what is done to US 95.
Would help local residents get around, however, it might ease the traffic flow on 95 by eliminating some of the local traffic.	Agree with survey.
Not so good. Again, the need to expand out on prairie for future use (take traffic away).	Not in favor.
This would be a good idea by itself, or combined with another option, such as C or H.	No comment.
I don't find these arterials that congested - maybe a signal at Government Way and Dalton.	This plan sounds like relief but not the total answer.
Widening Government Way is very needed. It would be the best improvement to date. This would relieve the traffic on 95 also. Get rid of the many bottlenecks around town.	This is by far the best option. It maintains the small town feel. It relieves traffic on 95 dramatically. Many local travelers would avoid 95. And NO overpasses.
Too much patchwork - not really a solution.	Same as C, D, G, H. (Again, population continues to increase steadily in this area - so will traffic congestion.)
Widen and open intersections.	Okay.

LOCAL ARTERIAL STREETS OPTION (CONTINUED)

Thursday Group (continued)	
Comments Before Impact Statements	**Comments After Impact Statements**
Yes, this is a good idea - just like before - too much growth here in Coeur d'Alene and not enough room on roads.	I agree with this. This is much needed. Too much traffic and not enough room to move.
Yes to plan for lines on road.	No comment.
May only help traffic in a few areas, not enough improvement.	Unsure, but skeptical of positive impact.

ADDED TRAVEL LANE ON US 95 OPTION

Wednesday Group	
Comments Before Impact Statements	**Comments After Impact Statements**
You're just asking for more chaos. The more you add, the more people are going to use it thinking it is faster. It doesn't go any faster.	Look at all the negatives compared to neutral, which isn't exactly a positive situation. This is not acceptable to our community, a complete waste of money.
No.	No.
Maybe there would be less accidents if there were more room to drive.	There are a lot of businesses right on the edges of 95. Where are you going to put the additional two lanes?
Excellent option. This would make sense, assuming we can get right of way.	Band-aid approach, but better than nothing.
Malfunction junctions/bottleneck, cars everywhere.	It would be a crush of cars and fumes and trucks. Cheap but not helpful.
Adding one extra lane per direction to I-95 would make driving I-95 in town more desirable. Also cutting most time use.	This would improve traffic congestion to US 95, but this would quickly become obsolete due to future development.
No comment.	No comment.
No, no, no. You have to take out buildings and bike lane.	No. I think it would make it worse. It's now, it's going held it.
I think a better plan that can be re-planned like around the town, not through divided going north and south.	More cars mean worse environmental air.
Still very dangerous for pedestrians and bicyclists and motorists. Still very congested.	Still very dangerous. Still slow for commuters. Not any better than current two lane traffic.
This may help but I don't think it would help the safety of the road. My personal feeling is if I can stay off 95 beyond Rathrum, I do.	I agree with Andy. I feel thumbs down all the way. It is not a good idea.
Stupid idea - short term solution, encourages more sprawl.	Stupid idea.
I like this one, I'm not sure what happens to the buildings along the road (business).	Won't solve the problem - but will improve temporary congestion.
Would not benefit cross streets - probably be a disadvantage.	Helpful.
It would just add more to US 95. Possibility of more accidents.	It would add more congestion to US 95 as well as safety, mobility, and accessibility would be worsened.
Might be "THE" solution but obviously the most money. This might take into account future growth of the areas but would take a long time as well. Would this really "solve" the problem?	Not solving for future growth.
I like this idea - I believe this could be dangerous though.	Not a bad idea - I like this as an option.
Definitely short term money spent. Will only facilitate one huge artery and not bleed/drain things into destination. Not my favorite.	Cutting across three lanes will increase stress and accidents. Worst scene. Does nothing to address problem of traffic rather than allow bloat to continue. Limits business access.
Widen Ramsey, third lane on 95.	Not a good idea, need to widen (?) and Ramsey, adding another lane would add more traffic to 95.

ADDED TRAVEL LANE ON US 95 OPTION (CONTINUED)

Wednesday Group (continued)	
Comments Before Impact Statements	**Comments After Impact Statements**
This travel lane is a great idea - many places in this country and abroad use this in a successful way. This is something I think of every time I'm on US 95 - I dislike that road intensely.	Get out of town! We need something that focuses on SAFETY - MOBILITY - local land and above all else, FUTURE CONGESTION. Please - yucky.
May need it if the population in this area continues to grow as in the past 10 years. Third travel lane with public transportation.	From the chart it looks like the trade-off, e.g. environment, land use, and other categories, would be too costly and indeed prohibitive.
I don't feel that would be a good idea, as there is too much traffic and accidents as is. People go way too fast!	Definitely not a good idea.

ADDED TRAVEL LANE ON US 95 OPTION (CONTINUED)

Thursday Group	
Comments Before Impact Statements	**Comments After Impact Statements**
No - I'd rather have an alternate route outside of town than have this road torn up.	No - I don't want to see more lanes on 95 through the city. Residents do not use this highway during summer months. Winter months this area is dead. Someone did not do their homework (come to Coeur d'Alene October through April).
Does not help north/south thru flow much. Still traffic lights problem. Does not help I-90 south across river/thru town much.	I may like this more if I saw cost data to balance this overall thumbs down opinion.
I just see this option buying a little time. Coeur d'Alene is growing and growing fast - I picture 95 still being congested.	No comment.
Will this be expensive (to buy right-of-ways or easements)? Doesn't address problems with traffic lights and traffic flow.	Agree.
You will still have speed problems. Still have stop lights. And you will be destroying more land. Not a great option.	I agree.
The third travel lane would be 4th Street, east of 95.	It will have to prove they need travel lane.
This would be nice in one narrow sense - more space to put traffic. The flow would still be inefficient - bad light timing, etc.	Just adding to the problem, overall.
Not a good plan. Does nothing for any traffic, local or thru. Instead of four lanes of traffic sitting at light you have six lanes sitting at light.	Not a good plan. No positive impacts. Six lanes waiting at lights instead of four.
Need four lane to cross river. Very poor access from west of river into town. Bottleneck corner of Lincoln and 95.	No space - too expensive to buy land.
Problem? Still have the traffic lights and traffic doesn't speed up (no growth past the extra lanes).	Very poor plan - doesn't change anything.
Doesn't ease traffic light problem Bad concept. Currently the traffic lights are too long in either direction. "Bad concept."	Agree with current concept.
Not sufficient for future. Most north/south traffic does not want to look at used cars.	Not in favor.
This is feasible, easy, possibly the least expensive option. May not be good for long term.	This is a good short term cost effective option. It won't affect local land access anymore than existing 95.
Adding another lane would be relief and not take so long to compete and less expensive. Would this be to Sandpoint?	I didn't realize so much time was lost at traffic signals - and will get worse - time is a valuable commodity.
Adding a lane would help save but not address the bigger problems of the intersections. Getting off and on 95 or crossing it is dangerous and/or time-consuming.	I think adding a lane would not significantly reduce traffic safety. Not a bad option but doesn't affect regional mobility. This is a band aide approach.
Continues with the problem of over congested traffic in some areas.	Again, population continues to increase steadily in this area - so will traffic congestion.
No comment.	Okay.

ADDED TRAVEL LANE ON US 95 OPTION (CONTINUED)

Thursday Group (continued)	
Comments Before Impact Statements	**Comments After Impact Statements**
This is a good idea - Coeur d'Alene is getting too much traffic and needs more room. Plus with the growth expected in years to come.	I think this will help with safety. It will allow to have flowing traffic along with a lane to turn left or right in . Too much congestion now and very dangerous to cross over lanes. Some time we will have to give up some land to make things safer.
Good if it's safe.	Okay to add travel lane.
Widen to six lanes may not handle future growth and back to square one.	You still have all the traffic lights to deal with, so traffic may not flow any faster.

ADDED MEDIAN U-TURNS ON US 95 OPTION

Wednesday Group	
Comments Before Impact Statements	**Comments After Impact Statements**
I like this one as long as you don't have to add too many extra lights. The lights are what slows everything down. Could be asking for congestion in the turning lane.	Again, neutral is not exactly a positive or negative. Therefore, isn't going to work. I think you're asking for disaster and confusion. People get confused here when the weather changes. You're also asking for more congestion in the median U-turns. Not the best choice.
Most insurance companies have proven left turn accidents are where most accidents occur.	Would help cut down on accidents.
I would just rather wait for the light to change the way it is now.	That would be a waste of my tax money to do all this work just for me to have to sit at one extra light. I've seen median U-turns like this fail as far as congestion and accessibility.
I have seen these in Texas and was very impressed. It worked great, but seemed like major construction. If it was less expensive than C(Added Travel Lane of US 95 Option), that would work.	I like it for controlling cross traffic, but that is not the only problem. We still need to look at reducing overall traffic.
It has some potential - would have to see it in action. Could it be a quick low-cost remedy?	This seems to have some workable ideas. Lower cost to do it.
This improvement could also reduce the time it takes to travel that distance. Currently the traffic signal at 95 and Hanley sometimes takes up to 5 minutes.	This would still improve traffic congestion, but might confuse those not familiar with the configuration.
No comment.	No comment.
Maybe, but you have U-turn to take more time.	No, I don't think it would be convenient.
I travel that area and that is not a good plan. It is already hard to turn right now.	I agree, fairly good with this one.
Would speed up commute time for locals but many people would not understand how to use these routes. People may break the law and cause accidents.	Too confusing, especially for non-locals. Would not change many of the problems with smaller streets - Aqua etc. - could even cause more problems if barrier is put up!
I don't think this is the answer to left turn traffic. It seems the same thing could be done without additional lanes. Right now the left lanes are too short which causes traffic back up.	It seems to me you are only adding more lights but not improving the highway.
U-turn lane works in light traffic but can cause accidents during high traffic - turn too sharp for long vehicles.	U-turns can be dangerous.
If this can be done safely it is a good idea - trying to re-train the locals could be a challenge. Still not enough to solve all the problems.	Not going to work from a safety standpoint.
I don't know about that. It seems complicated. No.	I do not like the U-turn. Another stop light to wait on.

ADDED MEDIAN U-TURNS ON US 95 OPTION (CONTINUED)

Wednesday Group (continued)	
Comments Before Impact Statements	**Comments After Impact Statements**
It would give more green time on US 95, but would add some confusion to local people who live here and not listen to the news.	It would give traveling on US 95 less stop and go time.
Might be a good idea, not really sure - might be okay in short term.	Hmm - not sure.
Good idea although would cause confusion with long time citizens (people who are used to the roads as is).	This idea seems money/time effective/efficient - it's questionable how this would help the mess in the future.
Engineering signal time. Ask for driver education - inattentive drivers abound hereabouts. Reduce impatience factor - reduce road rage. Keeps people moving so they don't feel stuck.	I like this option. Cheaper improvement. We're doing this already because of inability to cross uncontrolled access spots (congestion). We need smarter drivers - this may help people choose.
Don't see an advantage.	I don't think it would help any traffic problem.
Again, a good idea - since overall flow is the format - however, since this is a resort community I feel that locals will become accustomed to this BUT WOULD BLOW THE MINDS OF VISITORS.	It seems cost effective, however, overall long term issues are not met and what about safety that is already so questionable!
Too confusing for many people. Wouldn't it slow traffic on I-95 when motorists maneuver a U-turn?	I don't consider this an alternative (or improvement) since it wouldn't solve traffic mobility or congestion.
Probably a little confusing, but possibly an "additional" answer to the congestion problem.	I feel this would reduce future congestion, but it would also be a little more dangerous.

ADDED MEDIAN U-TURNS ON US 95 OPTION (CONTINUED)

Thursday Group	
Comments Before Impact Statements	**Comments After Impact Statements**
That's a big not! We have too many tourists who would not understand how to move through the city.	This is a bonehead idea! Road rage would develop over this idea.
Why not try European circle routes made famous by Peter Sellers in Pink Panther? Cheapest so far - that is good! Does not solve long term problem - too much traffic for two lanes. Does not improve north/south thru very much.	A joke, right? I would want a close by wrongful injury legal business as I see more people's driving skills problems causing injuries. Confusion will slow down overall flow - especially in peak summer period when 95 is clogged with people (tourists) unfamiliar with this system.
Seems very confusing. I worry about the public adjusting. Change is a good thing though. I'd be interested in more research.	No comment.
Way too confusing. Doesn't seem like a good, long-lasting solution to the traffic problems and growth we're experiencing.	Agree with your assessment: doesn't solve problems and makes some situations worse.
I think this would confuse people and a huge waste of my time. What happens when Coeur d'Alene grows even more?	I feel that this would confuse people and cause many accidents.
No comment.	No comment.
Does not seem the least bit efficient. Initial reaction is "no."	Not favorable.
Not a good plan - traffic on 95 would not be beneficial either as traffic pressing for left lanes and the lengthened lights do not fix problems. Sounds like a quick fix.	Not a good plan. Does nothing for positive impacts.
Sounds very confusing - would move traffic better - do not like.	Too much traffic.
I don't see much room for growth. Very short sighted. A quick fix for a big problem.	Terrible plan (quick fix).
Good concept - have to get used to it but it works in Michigan and eases traffic.	Traffic safety - once people get used to the Michigan concept of not having to cross a major highway, the concept is safer. It takes getting used to and takes longer to get around - but it's safe. (Reduce future congestion.) Moves traffic along and the movement should ease congestion even though movement between points takes longer.
Not an answer for the future, only an after thought.	Not in favor.
This looks like it will confuse and frustrate tourists, not to mention some of the locals.	No comment.
Gordon says this works, we can get used to anything - but we want it to work and not to have to do something over.	Really, I'm not familiar with this.
This is a good idea. It would not reduce the aesthetics of the area and at the same time reduce wasted time at main intersections.	This is a good idea. I don't think it is as good as 4B. I don't think it would affect regional travel mobility significantly.
Doesn't sound like a good idea. Might be confusing to non-area travelers.	Population increase so increase in congestion.

ADDED MEDIAN U-TURNS ON US 95 OPTION (CONTINUED)

Thursday Group (continued)	
Comments Before Impact Statements	**Comments After Impact Statements**
Plan to not take that intersection. That would increase rapid transition.	No comment.
Don't like this idea at all!	Absolutely hate this idea! I think it would be a big mess. Not enough traffic room.
Not good?	Do not add U-turns on US 95 because it is not safe.
Extremely confusing, especially for non-residents!!	Kill this idea...now!

US 95 EXPRESSWAY - INTERCHANGES AT MAJOR INTERSECTIONS OPTION

Wednesday Group	
Comments Before Impact Statements	**Comments After Impact Statements**
I really like this as long as you can have some sort of exit ramps to enter and exit 95 for those that need to be on 95. I don't think it's reasonable without exit ramps.	In this case there needs to be a way to get on 95. That is what this is about. People would have to take more time to get to 95 asking for people speeding taking away from the safety of community.
Better idea.	Better idea, but has two thumbs down which have public lands.
Makes a great place to put the snow in the middle diamonds. Turning 95 into a non-stop freeway is a great idea. I'm all for that one!!!	You have cut off accessibility on a number of streets to get on 95. You're just going to route congestion to somewhere else.
I don't think we are to the point of needing that yet, we just need to improve the traffic flow as explained in the last two. But...I guess if we are looking 20-30 years out, it would be a natural next step.	Great idea, but I don't see it as practical because of cost.
What are the costs and the chance of that happening? Looks good on paper.	Looks good on paper but has costs. Lots of traffic on the side roads.
Surely this would reduce time for travel, but how long would this project take compared to some. I think it would be more inconvenient to further congest interstate with prolonged construction projects.	This would increase the mobility of traffic and reduce congestion, but would NOT improve future congestion much.
No comment.	No comment.
Maybe, that could be great, you could save time.	That would be inconvenient and over roads would be inconvenient.
It looks good but tough on living or business below pollution is terrible.	Washington has this now. It's a pain and it is still fairly small (?) county. But kinda.
Sounds dangerous for pedestrians and bicyclists. Would be good if you use these streets, maybe not so convenient if access is needed on different road.	This would be okay, but expensive and take a long time to complete. Would work for long range problems so could be more cost effective than previous solution - they would not work for long range.
I feel this is probably the best answer to 95 traffic. As we get more traffic this would solve the interstate traffic. This would allow local traffic to get through.	To me this would be helpful at least to heavy interstate traffic. Local traffic may be helped but is not as convenient. However, we have gotten used to this on 90. I feel Andy rated this right.
Expressway with interchanges good idea - the road was supposed to be designed this way from the beginning.	Local street improvement must be funded at the same time.
This one has possibilities - the downside would be not being able to get close - but possible with least amount of impact.	No - traffic will move to Ramsey.
Would help a lot. Good.	Faster - but increasing vehicle air pollution.
It is a good idea, but what would the time be for the completion of this?	It would eliminate stop and go traffic. It would cut some accessibility but in the long run it would be better.
$$$$$$ Yikes!! Great idea but WHO would pay for it? Maybe when we are done with the jail?	I think this is a good idea but I like the frontage option better.
Too many tax dollars - could be accomplished easier another more money effective way.	I don't care for this idea.

US 95 EXPRESSWAY - INTERCHANGES AT MAJOR INTERSECTIONS OPTION (CONTINUED)

Wednesday Group (continued)	
Comments Before Impact Statements	**Comments After Impact Statements**
Most divisive - a community buster. Serves notion of inter-intra state uses. No. Expensive to build and eats up land.	Divisive - cuts off neighborhoods. Who wants to live near this? Ghetto-ization.
Good idea.	Without a bypass highway west of Coeur d'Alene this I think would be a good way to go if you don't have frontage road.
After spending 3 weeks this last month in NY, NJ, PA, CT, MA, expressways and turnpikes are very effective. I think this is a very, very DOABLE idea. Very cool.	Expressways are very effective, however, I'm only familiar with longer distance between interchanges. I really believe that local accessibility for the local business is important.
Good idea - costly though. I don't like our area becoming another Portland or Seattle with expressways. We need public transportation.	I don't like to even think of expressways in Coeur d'Alene.
Now this sounds like a good idea, people travel 55 and over anyway. I feel this would be more beneficial to the thru-traffic. Too many stop lights as is.	I agree pretty well with the ratings for this option.

US 95 EXPRESSWAY - INTERCHANGES AT MAJOR INTERSECTIONS OPTION (CONTINUED)

Thursday Group	
Comments Before Impact Statements	**Comments After Impact Statements**
I don't want an expressway. Why are we doing this? Who's grand idea is this? All expressways hurt businesses.	Expressways only help those travelers who want to travel through our city and not stop. It will make Coeur d'Alene look like every other big city - I hate the expressway idea!
How Los Angeles like! Too late. Don't like it either - I feel strongly on abandoning 95 as the major north/south road entirely.	I would need to see more data to compare to F - I see little overall difference. If little overall difference, what is there, a cost/benefit difference?
An interchange (diamond) concept is interesting. Seems to keep flow of traffic going.	Didn't realize land usage until Andy showed diagram. Still like the idea, but it seems to be a more expensive idea than 4F. I like 4F better.
I'm afraid this plan would overload some of the smaller north/south arterials if people didn't have access to all of the east/west roads.	No changes.
I think you need some more access on to the highway.	I feel that interchanges may slow up the traffic and make the traffic congested.
Would have to study it more. 95 needs a lot of money spent on it.	Also sounds good. Need relief from the heavy traffic.
I'm not sure what the impact to small businesses might be, but sounds safer.	While not initially taken with this option, I am warming to it.
Foolish - obstructs traffic other than that on Hwy 95 itself.	Not sure.
Not enough room for interchanges.	Would waste too much land.
This plan is a bit better, but then traffic north and south in Coeur d'Alene will be very heavy.	If US 95 stays on the current route this is not a good deal for local business.
Make sure that off-ramps are long enough to handle off-ramp traffic. Be sure the on-ramps merge safely.	Could possibly help to reduce future traffic by people not going on 95 to shop.
Not so good. Again, trying to fix rather than to divert traffic and build new.	Not in favor.
No comment.	This is a good option in a rural or underdeveloped area. They are popular in Iowa and are usually surrounded by corn, not businesses and homes.
Some good thoughts but would take more thinking than I have right now.	If land use is not adequate.
I dislike this as much as 3F. I don't want a big city feel. The attractiveness of this area is small town with amenities of larger towns.	Don't like the overpasses. Don't want any.
This presents a greater congestion area.	Agree with ITD.
Good planning.	No comment.
"?"	This is also a good idea - just requires more room.
No comment.	It is okay.
This idea appeals to me as it will greatly allow flow.	This idea will transfer traffic flow problems to Ramsey and Government Way.

US 95 EXPRESSWAY - FRONTAGE ROADS, OVERCROSSINGS AT MAJOR INTERSECTIONS AND ON/OFF -RAMPS OPTION

Wednesday Group	
Comments Before Impact Statements	**Comments After Impact Statements**
This is the best one of all so far. I really believe this could prevent congestion. I think, however, that accidents may occur more frequently at first. I am a little concerned about winter (?) slick roads for ramps with not having the ability to slow down (in lights).	I really believe this is a fairly positive situation. There are always going to be some negative situations, but this possesses the least amount of negatives. I think you would be taking away the congestion.
Best proposal so far. Perhaps the other half point?	Thumbs up!
Free flow expressway is the best idea I've heard yet. More places to get on and off of 95 and one-way roads to get where you're going faster.	This one I like. There are plenty of ways to get on and off of 95 and onto a side street that you need to get on. Free flow of traffic on 95 is a really good idea. I believe he hit all the marks on this one too.
Yes, this would improve through traffic while providing access to local businesses.	Great idea - if money is not a consideration.
If you had the room and planned ahead years ago maybe, doesn't seem like a real good idea - huge cost.	Not thinking very possible. Costs and side road problems.
This idea is more acceptable because this would not interfere with traffic as bad as some projects. Plus, freeway traffic would be reduced.	I believe that frontage roads would improve local traffic by allowing interstate traffic to pass through quickly.
No comment.	Don't agree with all.
That would be great, but how long? Tax dollars.	I don't know.
Confusion to the stranger. It would work now but later there is another big problem. The picture isn't planned way in the future for fast growth. Seattle has tried this.	This one is a much better plan so far of them all.
I like this - how expensive?	I like this option but can we get it through? Will people pay for it or be willing to vote for it?
This I feel is a good idea. With frontage roads it will enable retail business to have access. Also the frontage roads would provide bike lanes without interfering with 95 thru traffic.	To me this is the answer. Traffic in this area is never going to lessen. This would enable thru interstate traffic to pass safely. With frontage roads public transportation could be used as well as bike roads. This would mean les logging trucks on our narrower streets. I feel this has been rated correctly by Andy.
The best idea.	No comment.
Getting better with this one - but I wonder...$$.	I think this will work with compensation to those impacted by adverse possession (is that what it's called?) by widening and adding.
No comment.	No comment.
Would give more accessibility to 95 from all roads along US 95. Would that mean more land used than other ideas?	Would give more accessibility to local roads. Anybody or business forced to move.
Sounds expensive too - maybe better than the interchange. Would solve the problem of mixing both the inter city and inner city use of 95.	I think this is the best idea.
Good idea - seems smooth - not too much confusion going on.	This idea sounds like the best so far, looks smooth and no confusion.

US 95 EXPRESSWAY - FRONTAGE ROADS, OVERCROSSINGS AT MAJOR INTERSECTIONS AND ON/OFF -RAMPS OPTION (CONTINUED)

Wednesday Group (continued)	
Comments Before Impact Statements	**Comments After Impact Statements**
Probably best for large planning. Better for commercial access to businesses.	Helps direct SMV traffic to frontage roads. Don't forget trees!! This 95 corridor used to be a tree-lined alley; fresh air, shade in summer, protection from wind-blown snow.
Frontage roads have been in as I traveled through USA in larger cities.	No comment.
Nice idea - it's simple and effective, sort of like a "mini expressway" - again, currently I totally AVOID US 95. This is an idea that still connects "neighborhoods" per se!	I think this is surely a great idea. This idea seems to meet more needs while keeping local business visible and accessible, and still creates a better flow and safer travel.
If this is a safety factor - okay.	If this would be an option to get to the other side of US 95 without crossing, it sounds good to me.
Very good idea. This would eliminate a lot of confusion. This would be real beneficial at shopping areas and more residential areas.	I agree totally with this option. As long as the frontage roads would be located near shopping areas, schools, etc.

US 95 EXPRESSWAY - FRONTAGE ROADS, OVERCROSSINGS AT MAJOR INTERSECTIONS AND ON/OFF -RAMPS OPTION (CONTINUED)

Thursday Group	
Comments Before Impact Statements	**Comments After Impact Statements**
No - it will look like California. I hate this idea. Coeur d'Alene will be hurt financially. Summer travel supports our city. I don't want an expressway, we are not a big city.	I hate expressways! If I wanted to live near freeways, I would return to California or Seattle. This will ruin the look of our city.
First thought - construction interference with current business would be immense. Much more intrusive on current residential areas. Call it the "kiss your sister" option.	Thumbs up or down are too simple. There are degrees of thumbs up and down. Too disruptive to local business during construction. May be best from cost/benefit point of view.
This seems to help all Coeur d'Alene residents better than options 1 and 2 but how expensive is this? Interesting.	Seems like a good idea. Cost?
Sounds confusing - never heard of anything like it before. Sounds ugly with the overpass. Very progressive. Seems expensive. Frontage roads don't work now - i.e., near Showboat Movie Theater.	Land use - negative due to new construction of frontage roads. I think local land use and businesses would be harmed. Too crowded if frontage roads are built within current confines. Environment - lots of destruction and new construction.
This sounds much better. The highway is already there. Use it! I think the overpasses will be very nice. The steady pace of traffic will be nice too.	I agree.
Should go over highway 95 when the time comes for it.	Sounds good. These will be (?). Lot of city (?) out there. Good material to build on - yes.
Kind of hard imagining something so progressive in North Idaho. How would it impact existing businesses?	This does seem to be the best of the options, overall. Not wild about the "one-way" frontage roads.
Foolish idea - doesn't work in other cities. Confusing for traffic not on Hwy 95. Not a good plan.	Definitely shows benefits. I think the frontage road systems become confusing and it seems there is never a one way going where you want to go. This is probably the option that makes the most sense. I think the impact of the construction on the local area would be devastating not only on traffic but also on business.
Excellent idea - this would move traffic. It takes excessive time to get across town.	Like the idea - will move traffic.
Sounds like a lot of congestion in one area (where is growth allowance?). Very short sighted - not a good plan when looking long term.	Not a bad plan but again, no way to expand 20 years down the road. This is my second pick.
Good idea for businesses which are currently in place and have helped develop the current 95 build-up. From a businessman standpoint, I like this concept.	Agree with current survey.
Not so good. They had that option 30 years ago. I think we're past that now and need to look more at option H. Leaving existing 95 alone.	Good options, third in order, probably not as good as G or H.
This might be popular among business owners along 95. But it will be a long term cluster. Stacking, elevating, etc. is not necessary in a wide open region like this.	Regional mobility will be a nightmare from hell during construction. Even during construction lapses prior to completion.

US 95 EXPRESSWAY - FRONTAGE ROADS, OVERCROSSINGS AT MAJOR INTERSECTIONS AND ON/OFF -RAMPS OPTION (CONTINUED)

Thursday Group (continued)	
Comments Before Impact Statements	**Comments After Impact Statements**
This sounds expensive - an overpass every mile. But how much business would be taken away.	This sounds okay, but still sounds so expensive, time consuming and futuristic. This is the lesser of my liking. Although it looks good on the paper display.
Don't like this idea at all. First, it would make the area seem more big city than small town. Second, the thought of overpasses is bad. I prefer routing that traffic to 3H.	Don't like overpasses across 95. But the frontage roads are a good idea.
Frontage roads seems the best solution and free up 95 for through traffic.	I agree with ITD.
(?) of airport.	Looks good.
I like the fact that it would be accessed by side exits and maintain speed.	I really do like this - to maintain speed and avoiding stop and go traffic.
New ramps are good. Two lanes are good.	Yes, will be good to have new ramps.
This idea may possibly save a lot of money. US 95 was originally built to be like this proposal regarding traffic flow on 95.	Co workers have felt overpasses and underpasses are the solution to US 95 problems.

ALTERNATE ROUTE ALONG HUETTER ROAD CORRIDOR TO US 90 OPTION

Wednesday Group	
Comments Before Impact Statements	**Comments After Impact Statements**
No. I don't believe that we have to intrude on the land of people around that area, that is what I feel you would be doing. People take pride in their homes and land. They don't need more traffic by their homes and noise. (I know I wouldn't appreciate it.)	I really dislike this. There is too much going on and we are interrupting the safety of the community. When you go through communities with faster movement. We are adding more environmental hazards.
(?)	Haven't, don't think environment - land use, local land accessibility wrapped up.
I don't like that one.	I just don't like this one.
Yes, good option to divert truck traffic heading to I-90.	I like this a lot.
Could alleviate some traffic.	It would help on 95 for long drives. 95 would still have lots of town traffic.
This idea seems to be more destructive toward the rural parts of the area. This might take too long to construct and might force some to relocate.	I think that making an alternative route would be too costly on the environment.
No comment.	No comment.
No comment.	It would make the roads more crowded.
That tears into all the farmland. Stinks. Too many homes would be lost.	No comment.
Would be much like using Government Way or Ramsey - where could you get off?	Would not be much of an option.
This would not improve traffic on 95. I feel this would just be another road with all the same problems.	I feel this option is just putting a band aide on the problem. Of all the improvements needed is 95 South.
Would work if no access, do not put interchanges.	Expensive idea.
No - the demise of Coeur d'Alene 95 business.	NO - Coeur d'Alene loses too much business.
This would keep lots of straight through traffic away from city.	A good solution.
Would only give a small amount of relief to US 95 for a small amount of area.	Would just add more congestion in the future.
Okay.	This would open up Huetter to more commercial development I think.
Not very realistic - seems like it would not be used as often as needed. Seems like it could be done better.	I believe drivers are too lazy to take the extra time this option would require for the alternative (?).
Redirects large container trucks to make traffic a bit more homogenous. *"Business route." We could plan for speed without attention to access.	Environment is mixed here. 95 corridor environment is better. Eats us property west of 95. Probably good to separate long-haul and local access traffic - (?) Trucks re-routed! Yay!
A good way to go.	No comment.
Good idea - however, in my personal travels, it's not so exciting. I think this is still NOT FACING the overall issues.	I'm not sold on the idea since the lower part of US 95 is excluded.
Go for it - great idea to keep more faster traffic in a rural area.	In spite of the "negative" thumbs down, I like the idea of the alternate route as it may decrease traffic and the pollution inherent to it.
Another good idea, but maybe not so long.	I agree with most of the ratings, except travel mobility. I don't feel this would help with that. Most people will still use I-95 for this purpose.

ALTERNATE ROUTE ALONG HUETTER ROAD CORRIDOR TO US 90 OPTION (CONTINUED)

Thursday Group	
Comments Before Impact Statements	**Comments After Impact Statements**
Again - for businesses here who need to travel south or north it would be great - but again it would hurt businesses on I-95.	Again, this idea is not best, but it at least leaves 95 and businesses alone. If people want to come to Coeur d'Alene they will come this way anyway.
Cheaper. Does not improve I-90 through Coeur d'Alene traffic. Only reasons to not do this completely: cost; phase I (better than nothing); politically more palatable. Less disruptive of current 95 business.	Better than nothing! Only reason to stop short of whole commitment is cost - which is a good reason, by the way. Cost is never mentioned as a factor - why not? Not real world yet - until cost/benefit addressed.
I think stopping the alternate route at 90 seems to be a better idea than running across the river. How many people live south of river?	Again, I still envision 95 being congested. (There are many businesses/schools/... on 95).
I think improvements south of river are needed.	Agree with your assessment.
I still don't like it, but at least you're not polluting the river.	Environmental - you're still destroying all that prairie land. US 95 - again, I feel that cross town traffic.
The route west of 95 should be within a half mile or so west of 95.	It's a good route to take. Will be traveled like 95 in a short time.
Exactly the same as H. (I'm intrigued with the idea, but I do not feel it is an "answer" to the problems that currently exist on HW 95. I'm not sure that it would funnel enough of the traffic off of HW 95 to alleviate the bulk of the problems.)	Gut feel is just not positive on this alternative.
This option makes more sense as far as land impact, still allowing controlled access.	Good plan. I think local land accessibility is still good. Huetter is also a heavy transportation area.
Not a good idea - too much congestion on I-90.	Do not like idea. Okay with ratings.
Not a good plan, US 95 is a real problem after I-90. I see no room for growth.	US 95 is a mess south of I-90. It needs to be fixed.
Will have to create a good access to exit Huetter or great congestion - or this is a bad idea.	Agree with survey.
Not so good - would cut off south travel. Should continue all the way through.	Would be second option.
I don't think this is the best solution because I feel improvement needs to be down south of I-90 thru the confusing 3-way stops in residential neighborhoods.	Regional mobility. It will be a scarcely used slab for 10 years.
Huetter Road is basically untouched.	The people along Heater will not be happy, land would be lost, farming, be noisy.
I like 3H better because of the increased traffic on NW Blvd. Routing the traffic to 95 would be disruptive.	I think this is good also, but better then 4H because this wouldn't have to disrupt environment and land use across I-90 around the river. I still think accessibility is adequate.
This route appeals in removing heavy traffic from town.	Same as 4H. (I don't feel it would be neutral. I think it would continue to increase (population increases.)
No comment.	Good land use, good.
Still don't like it along Heater!	Same as 4F. (I really do like this - to maintain speed and avoiding stop and go traffic.)

ALTERNATE ROUTE ALONG HUETTER ROAD CORRIDOR TO US 90 OPTION (CONTINUED)

Thursday Group (continued)	
Comments Before Impact Statements	**Comments After Impact Statements**
To be safe all Spokane River to I-95	Negative.
Extension does not cross river and continue. I like this idea to not cross river into hills.	I think I-90 linkage is the best plan to get traffic to move through region more quickly.

ALTERNATE ROUTE ALONG HUETTER ROAD CORRIDOR ACROSS RIVER OPTION

Wednesday Group	
Comments Before Impact Statements	**Comments After Impact Statements**
No. I don't believe that we have to intrude on the land of people around that area, that is what I feel you would be doing. People take pride in their homes and land. They don't need more traffic by their homes and noise. (I know I wouldn't appreciate it.)	I really dislike this. There is too much going on and we are interrupting the safety of the community. When you go through communities with faster movement. We are adding more environmental hazards.
Unfamiliar - no opinion.	No comment.
I would never use it. Great for truckers, not for me.	Great for truckers but not for the regular person.
No. There is no reason to make another crossing of the river and go through the Cougar Gulch hills. I think a lot of the traffic would get off to go east or west on I-90 and the rest of the traffic could merge on to 95 south.	No. There is no reason to make another crossing of the river and go through the Cougar Gulch hills. I think a lot of the traffic would get off to go east or west on I-90 and the rest of the traffic could merge on to 95 south.
Could help with some traffic. Huge costs, the Coeur d'Alene-Hayden metro still a jumble.	Would help - same as before.
This idea is sort of redundant. This prolongs the project and destroys beautiful landscape in the Cougar Gulch area.	This idea is not too good because a lot of people would hate to see that much more woodland and trees gone.
No comment.	No comment.
No.	No, too much.
I still think going around Coeur d'Alene is the better idea.	No comment.
Still not sure it would be much better than using Ramsey or Government Way. Maybe not used by locals but okay for city to city transportation.	Still not a great solution. Could you do this for truck traffic or city to city traffic and limit 95 to local use?
I think this would entail more expense in having a second bridge over the river. The only thing is if it would improve south 95.	I feel this option is just putting a band aide on the problem. Of all the improvements needed is 95 South.
Better than alternative A since southbound 95 traffic can now continue without loading I-90 to get back on 95.	If 4G is used, then complete the job with 4H.
NO - too much damage to currently un-highway road (expressway). Again, refer to 3G (No - the demise of Coeur d'Alene 95 business).	NO - too much environmental impact and reasons in 4G (NO - Coeur d'Alene loses too much business.)
This would be helpful.	Better than route A.
Just an extension of (?) but in the long run turn into another US 95 problem.	Same as 4-G. (Would just add more congestion in the future.)
I don't think the people in Cougar Gulch would go for it. I don't like it as well as the previous one.	I wonder what the residents of Cougar Gulch say about this?
This option seems outrageous. Why spend so many building hours and money when there are better options? I do not like the underwater option.	The only main problem I have with this option is the inclusion of the lake/river.
No - property in "Cougar Hills" too valuable to disturb.	No. Cougar too special.
A perfect route to go.	It would take a lot of heavy traffic away, especially (?) truck, from Coeur d'Alene traffic.
This is an overall excellent idea for traffic flow - I wonder how it would impact local business.	If US 95 were totally moved and the lower half of US 95 were included, than this is superior in aspect. However, my concern is still in reference to local merchants.

ALTERNATE ROUTE ALONG HUETTER ROAD CORRIDOR ACROSS RIVER OPTION (CONTINUED)

Wednesday Group (continued)	
Comments Before Impact Statements	**Comments After Impact Statements**
Great idea - go for it. Keep as much traffic as possible in rural areas.	Okay.
Not necessary! Too much work!	I agree totally with these ratings.

ALTERNATE ROUTE ALONG HUETTER ROAD CORRIDOR ACROSS RIVER OPTION (CONTINUED)

Thursday Group	
Comments Before Impact Statements	**Comments After Impact Statements**
What about the city's economic base - businesses would be hurt! Great for us who live in the city - so we can get around quicker, but the businesses would be hurt with outside tourists not traveling through the city. Also, more of our beautiful landscape cut down.	I don't like this idea either but I disagree that it would not stop flow of traffic in 20 years. Residents do not use 95 that often, we know other routes.
If you read previous comments it would be obvious this mirrors my feeling quite well. Current US 95, besides fast foods, won't suffer. Improves safety. Improves traffic flow for thru traffic. Makes local 95 traffic easier. Probably cheaper then many other.	Environmental should be neutral. Reduce future traffic on 95 is not neutral - may not be true in my opinion. Some new business will locate near new interchanges on Huetter. Bah on minor environmental impacts - the river is not pristine, the fields are going from grass seed to houses anyway (or to knapp weed). This area will be primarily urban in 20 years anyway.
How does this help the "core" center of population in Coeur d'Alene? This option seems to aid people in western Coeur d'Alene and Post Falls. I see 95 still being congested. What about center and eastern Coeur d'Alene people?	Same as H. (Again, I still envision 95 being congested. There are many businesses/schools/... on 95.)
What's going to happen to the current route? Will this solve any of the congestion on the current route? Seems too far from businesses to be convenient. How will this affect the homes and property along the new route? I like the concept of controlled access.	I agree with your "pedestrian" assessment. It would have been helpful for everyone to have the diagrams that were displayed (or at least have more than one diagram in the room). Maybe seat people with hearing and vision problems closer to the diagrams and presenter.
I worry that you will be tearing up more countryside. There are many back roads in there if any would like to use them. You just can't go 55 mph. I don't like this plan at all.	I don't feel that it will improve the congestion for cross town traffic at all. People living here use 95 to just get around town.
The plan sounds okay. Get some of the traffic off of 95 between Coeur d'Alene and Sandpoint. Too much traffic on 95.	Yes, across river to (?) Heater Road. It will slow a lot of traffic on 95. I believe all ideas are okay. Sift them out, then the cream will come.
I'm intrigued with the idea, but I do not feel it is an "answer" to the problems that currently exist on HW 95. I'm not sure that it would funnel enough of the traffic off of HW 95 to alleviate the bulk of the problems.	Taking into account all the obstacles, I don't see the overall benefit to this plan.
I think this option is probably the way to go. Providing controlled access is very attractive. Commuters still would be able to use old Hwy 95 for shopping and work. Reduced stress on old 95 would be attractive also. I am not sure about the location.	Still a good plan.
US 95 should not go thru city. I find it hard to get on 95 from residence with the tourist and summer traffic. Bypass is excellent idea.	Do not feel it is best option. Bottleneck after crossing river.

ALTERNATE ROUTE ALONG HUETTER ROAD CORRIDOR ACROSS RIVER OPTION (CONTINUED)

Thursday Group (continued)	
Comments Before Impact Statements	**Comments After Impact Statements**
This would cut way down on non-local traffic thru Coeur d'Alene very well, but there is no mention of growth, can it be made into an eight lane expressway in the future?	This plan alone with no other internal improvements is not the best. It must go along with local arterial widening and possibly improvement to the current US 95.
What about the businesses currently on 95? Business is currently building along 95 to attract business. The Huetter Road option will move traffic smoothly, however, the current 95 businesses will definitely suffer.	Agree with current survey data.
Good option. Traffic relief on Coeur d'Alene business.	In favor.
This seems practical for construction costs. It would not require business shut down or serious traffic delays because it is routed thru farmland. Will have good airport access, allow for growth, and allow commercial traffic to pass thru the area without congesting the city. Current 95 could be a business route.	It will not have a negative environmental impact over the majority.
The new road sounds not okay around the Spokane River, using some valuable property.	I still don't like the route after I-90. The land is still pretty open for traffic on Huetter Road.
It would be very good to have an arterial that was in effect a freeway to allow those who want to just pass through to not have to go through town. Also, it would relieve Coeur d'Alene and Hayden of all that traffic.	I still think it is a good option. And I think access is acceptable.
Would this controlled access have frontage roads to access business along the road? If so, it might greatly reduce impacts on local business.	I don't feel it would be neutral. I think it would continue to increase (population increases).
That is the best one. How about the airport runway?	Needs to be developed.
I don't care for this idea. Too many houses along Huetter - don't believe it would allow 55 with residential housing. Don't like driving mountain roads in winter.	I don't agree that it would be safe for families living on Huetter Road on the prairie.
Good road. I-90 is not safe.	Not good?
What about homeowners on Huetter Road? How can you get from Spokane River back to Cougar Gulch area?	Environmentally, this concept will be extremely costly to punch new road through the hills south of Spokane River.

ATTACHMENT F

Participants asked to rank transportation options

Rankings Distribution (Before Impact Statements)						
Options	**Best**		**Second Best**		**Worst**	
	Wed Group	Thurs Group	Wed Group	Thurs Group	Wed Group	Thurs Group
A. Traffic Demand Management Option	1	1	1	1	5	9
B. Local Arterial Streets Option	3	3	4	3	1	1
C. Added Travel Lane on US 95 Option	1	2	1	1	1	-
D. Added Median U-Turns on US 95 Option	-	1	2	2	1	1
E. US 95 Expressway - Interchanges at Major Intersections Option	4	1	7	3	1	1
F. US 95 Expressway - Frontage Roads, Overcrossings at Major Intersections and On/Off-Ramps Option	9	3	2	2	1	2
G. Alternate Route Along Huetter Road Corridor To US 90 Option	1	2	1	3	2	-
H. Alternate Route Along Huetter Road Corridor Across River Option	2	5	3	1	5	2
No answer	1	2	1	4	5	4

Weighted Rankings* (Before Impact Statements)					
US 95 Corridor Options	Overall Total	Best		Second Best	
		Wed. Group	Thurs. Group	Wed. Group	Thurs. Group
A. Traffic Demand Management Option	6	2	2	1	1
B. Local Arterial Streets Option	19	6	6	4	3
C. Added Travel Lane on US 95 Option	8	2	4	1	1
D. Added Median U-Turns on US 95 Option	6	-	2	2	2
E. US 95 Expressway - Interchanges at Major Intersections Option	20	8	2	7	3
F. US 95 Expressway - Frontage Roads, Overcrossings at Major Intersections and On/Off-Ramps Option	28	18	6	2	2
G. Alternate Route Along Huetter Road Corridor To US 90 Option	10	2	4	1	3
H. Alternate Route Along Huetter Road Corridor Across River Option	18	4	10	3	1

*Weighted rankings based on two points for most important and one point for second most important.

Rankings Distribution (After Impact Statements)						
Options	**Best**		**Second Best**		**Worst**	
	Wed Group	Thurs Group	Wed Group	Thurs Group	Wed Group	Thurs Group
A. Traffic Demand Management Option	1	2	-	-	5	8
B. Local Arterial Streets Option	2	2	8	3	1	-
C. Added Travel Lane on US 95 Option	2		1	2	2	2
D. Added Median U-Turns on US 95 Option	-	1	2	-	-	2
E. US 95 Expressway - Interchanges at Major Intersections Option	-	-	4	3	1	-
F. US 95 Expressway - Frontage Roads, Overcrossings at Major Intersections and On/Off-Ramps Option	13	6	2	6	-	1
G. Alternate Route Along Huetter Road Corridor To US 90 Option	4	4	2	3	3	-
H. Alternate Route Along Huetter Road Corridor Across River Option	-	4	1	-	3	3
No answer	-	2	2	3	7	4

Weighted Rankings* (After Impact Statements)					
US 95 Corridor Options	**Overall Total**	**Best**		**Second Best**	
		Wed. Group	Thurs. Group	Wed. Group	Thurs. Group
A. Traffic Demand Management Option	6	2	4	-	-
B. Local Arterial Streets Option	19	4	4	8	3
C. Added Travel Lane on US 95 Option	7	4	-	1	2
D. Added Median U-Turns on US 95 Option	4	-	2	2	
E. US 95 Expressway - Interchanges at Major Intersections Option	7	-	-	4	3
F. US 95 Expressway - Frontage Roads, Overcrossings at Major Intersections and On/Off-Ramps Option	46	26	12	2	6
G. Alternate Route Along Huetter Road Corridor To US 90 Option	21	8	8	2	3
H. Alternate Route Along Huetter Road Corridor Across River Option	9	-	8	1	-

*Weighted rankings based on two points for most important and one point for second most important.

Comparison of Rankings Before and After Impact Statements

Wednesday Group					
Before Impact Statements			**After Impact Statements**		
Ranking		**Comments**	**Ranking**		**Comments**
1st	F	No comment.	1st	F	No comment.
2nd	E	No comment.	2nd	D	No comment.
Least	G/H	No comment.	Least	G/H	No comment.
1st	F	Best proposal - meets needs of most people.	1st	F	No comment.
2nd	B	Needed, tied with F	2nd	B	No comment.
Least	A	No comment.	Least	G	No comment.
1st	F	Free flow traffic best idea ever.	1st	F	No comment.
2nd	E	95 into a non-stop flow of traffic would get me to work faster.	2nd	E	No comment.
Least	H	Great for truckers but not for most people.	Least	H	No comment.
1st	G	Get the I-90 bound traffic off that area, spread the traffic out.	1st	G	Is still my favorite. I agree with the grid, but I think that traffic mobility and safety are the most important considerations.
2nd	E	Makes sense.	2nd	F	No comment.
Least	A	Won't work.	Least	A	Won't work.
1st	B	No comment.	1st	C	No comment.
2nd	D	No comment.	2nd	D	No comment.
Least	E	No comment.	Least	G	No comment.
1st	C	Less travel time.	1st	B	Local traffic needs extra routes and alternatives to remove much personal inconvenience.
2nd	B	No comment.	2nd	C	No comment.
Least	H	No comment.	Least	H	No comment.
1st	A	No comment.	1st	C	No comment.
2nd	E	No comment.	2nd	NA	No comment.
Least	NA	No comment.	Least	NA	No comment.
1st	E	It would save time but what about tax dollars?	1st	A	More transportation.
2nd	A	More bicycle routes.	2nd	B	2 lanes could be good.
Least	G	I don't like it.	Least	H	Don't think it would work.

Comparison of Rankings Before and After Impact Statements

Wednesday Group (continued)					
Before Impact Statements			**After Impact Statements**		
Ranking		**Comments**	**Ranking**		**Comments**
1st	NA	Best is my own idea, "go around."	1st	F	No comment.
2nd	G	No comment.	2nd	G	No comment.
Least	F	Not thought through enough.	Least	NA	No comment.
1st	F	No comment.	1st	F	No comment.
2nd	E	No comment.	2nd	E	No comment.
Least	A/D	No comment.	Least	A/D	No comment.
1st	E	While it would be costly I feel the ability for safety and moving more traffic i.e., semis etc. that are interstate traffic.	1st	F	This to me would take care of long term problems.
2nd	B	This would seem to be less costly. However, it would not improve interstate traffic.	2nd	B	While this is not the best answer, it is feasible.
Least	NA	No comment.	Least	NA	No comment.
1st	F	No comment.	1st	F	No comment.
2nd	E	No comment.	2nd	E	No comment.
Least	G	No comment.	Least	G	No comment.
1st	F	This seems to be the least to accomplish the most, wonder about $.	1st	G	I just changed my mind - WOW - I think this is the <u>way</u> to go.
2nd	E	This one has possibilities - the downside would be not being able to get close - but possible with least amount of impact.	2nd	NA	Don't have a second choice anymore.
Least	H	Too much resource damage and loss of business for 95 corridor (current).	Least	F	Too much big city for me.
1st	B	No comment.	1st	G	No comment.
2nd	H	No comment.	2nd	B	No comment.
Least	A	No comment.	Least	A	Will not be accepted by locals. General comment - I think if the more involved expressway, we would have big problems getting it financed!

Comparison of Rankings Before and After Impact Statements

Wednesday Group (continued)					
Before Impact Statements			**After Impact Statements**		
Ranking		**Comments**	**Ranking**		**Comments**
1st	E	This would give us a north/south expressway.	1st	F	Would give more accessibility to US 95 to local roads and eliminate stop and go traffic.
2nd	F	It would give us the expressway but add confusion to locals.	2nd	B	Would give more opportunities for alternate routes but add more congestion later on.
Least	H	Would just give us another US 95.	Least	A	Would just add more congestion later on.
1st	F	Good, but very spendy.	1st	F	I think this solves current problem - and keeps integrity of the local traffic.
2nd	C	Same, good.	2nd	B	This is an old plan.
Least	A	Basically does nothing for 95!	Least	A	I hate being told what to do.
1st	F	This option seems like the best offered.	1st	F	No comment.
2nd	D	This idea could be better if the confusion was resolved.	2nd	D	No comment.
Least	H	I don't like any part of this idea.	Least	E	No comment.
1st	F	Frontage roads - least disturbance to property with good business access.	1st	F	No comment.
2nd	H	No comment.	2nd	B	No comment.
Least	C	No comment.	Least	C	Yuck. Poor quality of life - move to Phoenix if you want this.
1st	H	Bypass Coeur d'Alene.	1st	G	Remove a lot of traffic away from Coeur d'Alene.
2nd	NA	No comment.	2nd	F	No comment.
Least	NA	No comment.	Least	NA	No comment.
1st	E	Expressways have worked for some.	1st	F	Because local businesses are accessible off US 95.
2nd	H	Excellent - however, the impact on local businesses is what gives me great concern.	2nd	H	This is fabulous, the only thing I don't like is the LACK of local business.
Least	B	Public transportation rally.	Least	B	I like the intro of Public Transportation.

Comparison of Rankings Before and After Impact Statements

Wednesday Group (continued)					
Before Impact Statements			**After Impact Statements**		
Ranking		**Comments**	**Ranking**		**Comments**
1st	H	No comment.	1st	B	No comment.
2nd	B	No comment.	2nd	G	No comment.
Least	D	No comment.	Least	A	No comment.
1st	B	Because it would eliminate a lot of local traffic and let some out of state traffic get through faster.	1st	F	I still feel that this would be best for the I-95 problem.
2nd	F	Because this would eliminate congestion on 95.	2nd	B	We definitely need local arterial streets improved.
Least	A	No comment.	Least	C	This would not benefit the local population surrounding I-95.

Comparison of Rankings Before and After Impact Statements

Thursday Group					
Before Impact Statements			**After Impact Statements**		
Ranking		**Comments**	**Ranking**		**Comments**
1st	A/B	Go together. This is what is best for residents of Coeur d'Alene.	1st	A/B	Best for residents.
2nd	G	Best for businesses within our town that must travel up north and down south to deliver goods.	2nd	NA	No comment.
Least	E/F	No comment.	Least	E/F	I don't want to look like a big city!
1st	H	Detailed earlier - reroute thru traffic away from those who want to shop/eat/work near 95. Best option for south of I-90 also.	1st	H	No comment.
2nd	G	Because it is most like H or best.	2nd	G	No comment.
Least	A	Impractical, won't work. No way.	Least	A	No comment.
1st	E	Seems to keep flow.	1st	F	No comment.
2nd	D	I'd need more data.	2nd	E	No comment.
Least	H	Seems to aid Post Falls area more - what about center Coeur d'Alene and east.	Least	H	No comment.
1st	B	I think this is a good solution to current problem.	1st	A	Let's think out of the box a little. Instead of changing the infrastructure to accommodate our vehicles, let's change our behavior.
2nd	A	Like possibility of more public transport.	2nd	B	No comment.
Least	F	Don't believe that frontage roads are good solution - expensive, cause more congestion.	Least	D	Not a solution to problem.

Comparison of Rankings Before and After Impact Statements

Thursday Group (continued)					
Before Impact Statements			**After Impact Statements**		
Ranking		**Comments**	**Ranking**		**Comments**
1st	F	I feel 3F it the best - I feel that overpasses and frontage roads will allow people to get all over town and on the highway.	1st	F	I still feel that 4F is the best - same reasons.
2nd	E	It solves the problems but doesn't have enough cross town access.	2nd	E	Same feelings.
Least	A	In the town I was raised in they tried this and as I said, they have a building full of empty buses.	Least	A	Still not going to work - it would be great if you could take everyone's car away, but you can't.
1st	NA	I'd like to see relief of traffic on 95. I'd like to see an (?) north/south road west of 95. Also the woods are full of people north of Hayden that you must plan ahead. I would like to (?) over all point if I would of known it was on highway.	1st	NA	I would have to check it out. All I've said by looking over second option is a second road west. It would be for a long while going over the top of old 95.
2nd	NA		2nd	NA	
Least	NA		Least	NA	
1st	F	This could move more traffic more effectively.	1st	F	No comment.
2nd	NA	I don't have a second choice. So much seemed impractical or short term or I can't remember. Sam keeps derailing me, sorry.	2nd	E	No comment.
Least	A	I just don't think so.	Least	A	No comment.

Comparison of Rankings Before and After Impact Statements

Thursday Group (continued)					
Before Impact Statements			**After Impact Statements**		
Ranking		**Comments**	**Ranking**		**Comments**
1st	H	I think the alternate controlled access, whether it follows thru and across the river is good - they both leave Old Hwy 95 for local use and move thru traffic to a controlled access environment.	1st	G	I still like the idea of moving traffic away from old 95.
2nd	G	Same as above.	2nd	F	Probably the most practical.
Least	A	No thought in planning - does nothing to deter traffic although a transportation system would be good. I think it would be mostly used by persons without a car or who are not comfortable on 95 anyway.	Least	A	Worthless.

Comparison of Rankings Before and After Impact Statements

Thursday Group (continued)					
Before Impact Statements			**After Impact Statements**		
Ranking		**Comments**	**Ranking**		**Comments**
1st	F	It would move traffic. No stop signals every block.	1st	F	No comment.
2nd	B	Widen alternate routes.	2nd	B	No comment.
Least	D	Too much back tracking.	Least	H/E	No comment.
1st	H	The best plan by far (allows for growth).	1st	H	Is still the one for the future!
2nd	F	Not a very good plan but is one of the better ways to fix US 95 (no growth allowance).	2nd	F	Is the next best plan!
Least	A	Terrible - the streets need to be wider now, what about 20 years from now?	Least	C	Is terrible.
1st	D	I like the Michigan movement the best and easiest to create and develop.	1st	D	I like the Michigan concept to ease traffic.
2nd	E	The shopping corridor concept is fine and leaves current businesses in place, without effecting their large investment in property location.	2nd	NA	No comment.
Least	A	Traffic demand management helps local residents, however, from a US highway standpoint it won't ease the thru routes.	Least	A	Hard to change people.
1st	H	Would take traffic away from town. Best option for the future.	1st	H	No comment.
2nd	NA	I don't really like any of the other options. They seem like an afterthought.	2nd	G	No comment.
Least	B	Trying to fix existing routes than to move traffic.	Least	F	No comment.
1st	H	With 3A and/or 3B.	1st	H	Is still the best option.
2nd	NA	No comment.	2nd	C	Good second option for cost.
Least	NA	No comment.	Least	E/F	No comment.

Comparison of Rankings Before and After Impact Statements

Thursday Group (continued)					
Before Impact Statements			**After Impact Statements**		
Ranking		**Comments**	**Ranking**		**Comments**
1st	C	The extra set of lanes seems to be the most advantageous. Quicker, less expensive and staying the same for our community.	1st	F	I'm changing my mind after talking about this - I would like to know more.
2nd	D	The ones who knew of this concept liked it and said it would work.	2nd	B	Lessen traffic loads but (?).
Least	F	I don't like the overpasses - just the concept and the change in the community.	Least	H	No comment.
1st	B	By far the best option and very needed. This keeps the small town/homey feel that makes the area desirable.	1st	B	Best option by far. Good now and in the future. Addresses most of the traffic problem.
2nd	H	For the reasons I put down on the 3H page.	2nd	G	No comment.
Least	A	Don't want big city options, mass transit, stores out of centralized locations, etc.	Least	A	Big city solutions - not for our town.
1st	A	Positively the best economically, environmentally and keeps community intact.	1st	A	Traffic demand management.
2nd	F	Second best because it seems to cause the least dislocation but expressway moves traffic.	2nd	F	Safer - moves more traffic.
Least	E	No comment.	Least	C	Looks dangerous.
1st	H	Best freeway on Huetter Road		G	No comment.
2nd	B	Widen local arterials.		C	No comment.
Least	NA	Plan for airport.		A	No comment.

Comparison of Rankings Before and After Impact Statements

Thursday Group (continued)					
Before Impact Statements			**After Impact Statements**		
Ranking		**Comments**	**Ranking**		**Comments**
1st	C	Add 3rd travel lane. I like the fact that the use of a third lane to allow more of even flow of traffic.	1st	B	Too much traffic and not enough room. My feelings are still the same.(Leslie, this reflects actual rankings)
2nd	B	Side roads are needed in this area - too much traffic on single lane roads.	2nd	F	My feelings are still the same.
Least	H	Don't like Huetter Road crossing across the river.	Least	H	Still feel the same as 3H!!
1st	B	I like the four lane.	1st	F	No comment.
2nd	C	The road will be safe.	2nd	E	No comment.
Least	H	Not good.	Least	D	No comment.
1st	G	Will allow traffic to travel through area quickly and merge to I-90	1st	G	No comment.
2nd	E	May possibly save large amounts of money.	2nd	F	No comment.
Least	A	Doesn't seem workable to me.	Least	A	No comment.

ATTACHMENT G

Participants presented a chart showing impacts of US 95 Improvement Options and asked to indicate which impacts they disagreed with

Changes Made To Option/Impact Chart

Wednesday Group								
		Traffic Demand Management	Local Arterial Streets	Added Travel Lane on US 95	Add Median U-Turns on US 95	US 95 Expressway - Interchanges at Major Intersections	US 95 Expressway - Frontage Roads, Overcrossings at Major Intersections	Alternate Route Along Huetter Road Corridor
Environment	P				1	2	1	
	X		3		1			3
	N	1	2	4		2		1
Land Use	P		1	1	1	1		
	X							1
	N	1	3	4		1		1
Traffic Safety	P	4		2	1			
	X		1	1		1		
	N	2	1		5	1	1	2
Regional Travel Mobility	P	2	1	2				
	X			2		1		1
	N	1	2			1		3
Local Land Accessibility	P	1				1		
	X			1				1
	N		1		4	1	1	1
Reduce Future Congestion	P	3		1	1			1
	X			1		1	1	
	N	3	2			4	1	3

*P = Positive; X = Neutral; N = Negative

Two participants from the Wednesday Group did not complete this exercise.

Changes Made To Option/Impact Chart

Which Impacts Disagreed With & Changes

Thursday Group

		Traffic Demand Management	Local Arterial Streets	Added Travel Lane on US 95	Add Median U-Turns on US 95	US 95 Expressway - Interchanges at Major Intersections	US 95 Expressway - Frontage Roads, Overcrossings at Major Intersections and On-Off-Ramps	Alternate Route Along Huetter Road Corridor	Alternate Route along Huetter Road Corridor Across Spokane River
Environment	P								1
	X	1						1	1
	N	1	2	3	2	2	1		
Land Use	P							1	1
	X	1					1	1	
	N	1		3	2			1	1
Traffic Safety	P	1			1				
	X			1					
	N	1	2		4	1		1	1
Regional Travel Mobility	P	1	3						
	X					1			
	N	1							
Local Land Accessibility	P						1	1	
	X						1	2	1
	N		1						
Reduce Future Traffic Congestion - Area-Wide	P	1			1	1			
	X								
	N	1	2			1			
Reduce Future Traffic Congestion on US 95	P	1	2				1	1	
	X								
	N	1	3	1	2		1	2	1

*P = Positive; X = Neutral; N = Negative

*One participant from the Thursday Group did not complete this exercise.

ATTACHMENT H

Which option, combination of options, or possibly other options do you feel is the best solution to the traffic congestion on US 95?

Wednesday Group

- Honestly, I would say leave it alone! But if I had to choose anything to do I would use the US 95 Expressway overcrossings at major intersections and on/off-ramps although it will take some work. It is more realistic in solving the problems. If we go with the first choice (above), just take out all those stoplights - it forces people to take other routes.
- Local arterial streets should be done, as well as US 95 Expressway - Frontage roads. Get most of problems solved, and the people of Coeur d'Alene a payment after years of abuse on their streets. I would use both B (Local Arterial Streets Option) and F (US 95 Expressway - Frontage Roads, Overcrossings at Major Intersections and On/Off-ramps Option).
- The frontage road system really does it for me. Make more than the existing three streets in Coeur d'Alene flourish with businesses. Expanding side streets, is not that bad of an idea either. I would use this one the most. But as far as this city goes I think that the frontage road system would smooth the congestion on 95 better than expanding the side streets.
- Encourage increased use of transit and carpooling, but it will only reduce traffic and air pollution by a minimal amount. Divert through traffic to an alternate route, most likely Huetter. By "through traffic" I am referring to people who are trying to get to 90. That will be the majority of the trucks and quite a bit of the cars. The trucks continuing south on 95 would also use this because it would be quicker. Invest in minimal improvement to the current 95; right on/right off for safety. Maybe an interchange at one or two spots, probably Prairie. And perhaps an additional one in some areas. The cities need to continue to improve the local streets, but it is not practical to move a lot of traffic onto these residential streets.
- We need some help now. Do the U-turns and improve bike paths. I think the Huetter Road route all the way out would give us some much needed help in reducing traffic in and around Coeur d'Alene metro.
- I believe that to improve US 95 to meet public needs, extra lanes to reduce congestion locally. Also, repairs need to be made to reduce the potholes and standing water, specifically to the Cougar Gulch area. Some streets need to be more complete - like Harrison should go all the way up to Cherry Hill. Miles Avenue could also be more complete.
- More lanes on ninety and turn cut for safety and move traffic.
- More four lane off roads and we need more transportation and safe way for bikers and walkers could go. I feel the lights need to go. I feel arterial routes would be good.
- Maybe a combination of options - exactly just which ones need more studying on my part. I don't make fast decisions. I prefer to count the cost in future lives. Iowa DM has that plan - interchanges destroy most everything around them - they're ugly except from the sky or on a bill board. (?) and KCMO and others built a freeway around the city and off ramps at main streets.
- The expressway with frontage roads would be most ideal, but I have a very hard time thinking it is economically feasible. I know we are not to consider that, but we must in order to find the best option that we could get for people to vote for, pay for, etc. What about restricting 95 to local use only and developing an alternative route for trucks or regional travel? And improve local streets.
- I have always been conscious of the accidents on 95 N. I don't go to Sandpoint if I can help it. I feel the highway should have more lanes going north from Hwy 53. The cutback to one lane just past (?) at times is bad. If there was an expressway from the river to past Silverwood it would help with the heavy truck traffic. One big problem is 95 S from the river. If nothing else, it is a big safety issue. I don't feel an expressway is necessary but the road needs widening and straightening.
- Light rail easement alone right of way. Interchange with frontage roads up to SH 53. Underpasses for local streets between I-90 and NW Boulevard. IDOT must instigate traffic demand management and land use controls even if it means changing the state constitution and

IDOT's mandate. Local street improvement funding must be done at the same time. "IDOT must get away from creating a shrine for the car culture!!"

- Do 4G - Reroute to I-90 and let Coeur d'Alene return to what I want it to be. The businesses will have to be creative and may need some financial and advertising help to bring people into Coeur d'Alene. Safety will be addressed and solved by this. Long and short term environmental concerns will be addressed.
- For starters let's do an alternate route for through traffic to spare the city the unnecessary congestion, noise and pollution caused by through traffic. This would then make it easier to improve other city streets on a gradual basis. US 95 should have at least four lanes all the way.
- If the cost was not an issue I would agree with 4-F and add in 4-B. It would give us a north/south expressway, eliminate stop and go traffic. If adding some of 4-B into it would also lessen the congestion of the interchanges onto US 95.
- I think that if you combined 2 and 4 that would be okay in terms of the current problem on 95, but I do think that something more broadminded like the expressway (w/frontage roads) should seriously be considered. This area is just going to see an increase in traffic in the future and we need to do something now!
- By far the options 4F and 4D. Look to be great options if they were to be combined. Although these options should have been planned years ago - perhaps to look into the far future options 4F and 4E would be more appropriate.
- Spank the Co Cal P&Z's into planning for growth they drool for. Enforce local government to participate in mobilizing by making municipalities commit to Option A...contribute to Option B. Move towards Option F while handling congestion now with Option D.
- Widen Government Way to four lanes from downtown to Highway 53. Make Ramsey Road four lanes from I-90 to Highway 53. Add alternate route 95A along Heater Road from Highway 53 cross river and connect to Mica Hill. I would take a lot of heavy truck traffic off of 95 and other traffic that would not stop in Coeur d'Alene anyway.
- First off, I'm a little concerned that cost was not presented! If I were only concerned about environment, land use, traffic safety, regional travel mobility and future congestion, then I so believe and think that the alternate route along Huetter Road with the extended lower portion is by FAR the best of all! However, I have a GREAT CONCERN for LOCAL BUSINESS and I think and feel that this could be the final, final for local businesses in light of all the changes. So my vote as it stands with so little time is 4F.
- I think the best option for Coeur d'Alene and the area is an adequate public transportation system. This option would be one that would continue through the years and would be environmentally friendly. The proposal of the city street improvements to better accommodate traffic for alternate use and better access to US 95 is also good. Also the Huetter Road.
- I feel we need to improve local arterial streets for our local population and we definitely need a 95 expressway with frontage roads. I feel this would eliminate most of the problem on 95, along with adding more lanes on 95. Public transportation would be helpful for elderly people who don't have the benefit of personal transportation.
- 4A with a combination of four lane Hwy 95 - and some frontage roads in commercial areas and in heavily populated areas. I totally disagree with the present speed limits on 95 so would encourage no higher than 60 mph on a four lane (scenic) Hwy 95. Frontage roads would lessen the need for over and under passes.

Thursday

- 4A & 4B are the best for the residents - I would be very upset if we put in an expressway. I don't like the alternate route but could live with it. This would be best for local businesses that must travel north and south.
- How about 4H north of I-90 and 4 E or 4F type south of I-90, using current corridor and bridge right of way, if not some bridge widened? 4E & 4F only seemed to address north of I-90, and biggest environmental concern expressed was for the bugs and bunnies near the river. I would expect also cost component of new river crossing then US 95 (?) would be a significant % of total.
- I would like to see a combination of ideas. Some traffic demand management - I'm not sure what this will do (research data?). Clean up some local arterial streets (ex. Kathleen & 95 - the entrance to Super 1 food store causes traffic problems). Either frontage roads or interchanges put into place - I like this idea best, people want to see Coeur d'Alene, it's beautiful.
- 4A and 4B and 4C: Let's make modest improvements to the existing road (simply widen it), improve local arterials, and change our behavior/encourage alternatives to using our cars for everything. I've traveled through Europe twice and I believe that their approach to traffic management is nearly ideal - they use public transport, walk, ride their bikes, and patronize neighborhood stores.
- I felt that the US 95 frontage roads, overcrossing plan 4F would work best for long term growth in the area. It seems like it would take less work and money than some of the other options. But what I like best is the cross town accessibility as well as highway accessibility. I hope they can extend it up to Sandpoint.
- No comment.
- 4F. In the short term, re-working the traffic lights to alleviate some of the stop, stop, go situations - especially in the Ironwood to Neider segment - could be beneficial. Too much wasted travel time is spent here.
- Option 4E and 4B if combined would offer the highest level of positive impacts. Providing area (local) traffic and thru traffic to not hinder each other.
- A combination of two options - 4E and 4B (widen arterial streets) Form public transportation system. Possible bypass using Ramsey and/or Atlas Road - bottleneck trying to cross Spokane River so you can get to businesses off 95 and not have to have all the stop lights on 95.
- Combination of 4H and 4B and 4A. Also, if the current US 95 was improved. Take the non-local traffic away but improve the local north/south arterials, plus add public transportation. It would be much better than any one plan alone.
- I believe that the best option that could be used hasn't been discussed. That option could be the type of thru-way that is in place in Oakland, California. Raise US 95 to bridge the Coeur d'Alene area and have only a couple of off-ramps. Leave the current access as is as frontage to businesses. Thru traffic could then move as an overpass to the 95 corridor and local access to businesses would not be effected by congestion of regional traffic.
- 4-H then 4-F to move traffic away from town and to improve traffic flow in existing areas.
- As already stated, I think option 4H, combined with 4A and possibly 4B using existing 95 as business 95 and creating a new commercial 95 is the best option. 4A is very important also because no matter what option you choose, in 20 years it will all be a mess again anyway.
- Combine 4F - even though expensive, time-consuming, pulling out our hair while waiting - might be the answer - and 4B to lessen the loads. I don't want an unsightly community - even though I am retired, I don't like to sit at signals continually - as the lights turn red after red.
- 4B is the best offer. Adding 4D U-turns would be a great second option. 4G would also be excellent to reroute through travelers (safety and ease of travel). Both these options are good additions to option 4B. The most important thing to residents and tourists (who support our livelihood) is beautiful small town feel with easy, safe access to what they need.
- These thoughts are good and need to be accomplished. Improve current 95 first. Improve and widen local roads such as Ramsey and Hamley.

- Expressway with frontage roads is what I would like to see happen. I think this would be the best route the city could do for now and future use and growth of this city. I also like the widening on side streets. This is a much needed idea and plan. I have lived here for 16 years and have seen this town grow way too big. We are almost outgrowing our streets. It's only going to cause more traffic and road rage. I can see it happening now.
- 4F - it is a good idea. To have safe road on I-90 to 95 as well.
- Combine 4G and 4F as a good solution to handle traffic and future growth. Routes through region quickly. Allows fast flow across 95 east and west. Get all points on compass moving fluidly and makes the most sense to me.

ATTACHMENT I

What final message do you have for your friends, neighbors, and fellow residents in the Coeur d'Alene area about solutions to the traffic congestion on US 95?

Wednesday Group

- Deal with it. Our environment is already hurting. If we don't change it people will find something new. As the saying goes, "If you build it they will come." A whole shitload of them!
- We need to change and acknowledge the need to bring our traffic under control. For our family and friends to add to the development of our town.
- Coeur d'Alene is getting bigger. We have a congestion problem on US 95. Frontage roads cannot be the only answer. One car accident and you're in a traffic jam forever. Expanding side streets and public transportation is something a growing city will need and use.
- Be realistic and understand that we (community) are growing fast and there will be some pain in the growth. Plan ahead to be slowed down because of traffic.
- It's a nightmare and needs some help now and not later. Do the U-turns, improve the Huetter Road option.
- US 95 is in need of improvement. Local traffic congestions are rising. I believe that adding frontage roads along both sides would allow interstate and international traffic to pass through effectively. Also, some local roads are horribly incomplete and cut off suddenly. These should be improved.
- No comment.
- I feel we need more four-lane roads and more buses. We need people to ride more together.
- We are trying to find the best solution to a problem that will or is here now. Sometimes the best ideas come from voices spoken. At least I'm trying to make a difference.
- We must get involved in the solution. Many of the options could be used in conjunction to improve Coeur d'Alene.
- Until improvements are made to 95, stay off it as much as possible. Especially going north to Sandpoint. Everyone get involved with this planning.
- Stop the car culture and sprawl.
- Act now to become involved in this process, or don't complain. We/you are part of the problem or part of the solution. Accept the fact the area is growing and you cannot ignore traffic anymore.
- Can we all be more efficient in our driving to lessen congestion, pollution and accidents. Carpool, combine errands, etc. Attend planning meetings and input your feelings.
- We need to cut down on congestion on US 95. The ways we can do that are by using public transportation, carpools, bike paths. Also by using a combination of plans to fix this problem as well as using frontage roads and widening connecting roads to US 95.
- Come out and get involved in the process - make sure your voice is heard! Pay attention!
- Expansion is inevitable if we prepare now we can help the future. Perhaps some of us are resistant to new ideas and changes in the community. However it will be happening.
- Dear neighbors: There is no place else like this area. We have a unique special and beautiful place. People will want to move here and by getting our heads and hearts together we can plan to build a place that is a pleasure to live in - they are coming - ready or not. Let's bring progress with our quality of life as equal concerns.
- Consolidate all the things you can do on one trip and drive as little as possible.

- We need to think on a "together we find solution." After exchanging ideas with some locals, I truly believe we need to think about alternative modes of transportation. I now believe frontage road idea is a great start since it still leaves ties to the neighborhood and community feel. Together we can work this out and find the best solutions!
- I would tell them to consider asking "the powers that be" to allow the infrastructure in the area to catch up to the tremendous growth during the past 10 years by calling for a moratorium in recruitment of businesses, etc.
- Please slow down, be aware there are other side roads to take. Take interest in I-95 future, educate yourself as to the possibilities that are possibly ahead of us!

Thursday

- I want to express my ideas about what the state is looking at. I would encourage no expressway. Side streets need to be widened and maybe a business side highway needs to be built.
- Do something to formulate your own opinion and express it. If you don't have an opinion, agree with me!
- Coeur d'Alene is beautiful. People want to see it, experience it. It is not ours alone. It is ours to share - make it available.
- There are many solutions to the problems that plague Hwy 95. The solution is going to take creativity and compromise.
- I would tell my friends to use Ramsey until construction is done. I would also explain these options you have given us and look up the web site and give their opinions.
- No comment.
- We have got to find a solution. Coeur d'Alene and Kootenai County were built with no intention of ever growing - now we have to undo years of "no" and "poor" planning.
- US 95 needs to be a more controlled access highway. Alternate side roads are important for local traffic but the thru 95 traffic needs to be less hampered in its moving north or south.
- We need to co-ordinate lights and move traffic. Need to remove bottleneck in crossing the river to south 95. Would like a bypass of Coeur d'Alene - do not really think Huetter Road - a good idea.
- They need to move US 95 out of Coeur d'Alene. Population growth in this area is booming. We need to look 40 to 60 years down the road.
- When the funding issues come up for election relating to altering US 95 talk to your neighbors to vote for the funding. In the past, the government wanted to fund 75% of the improvement from Boise to Canada and the locals defeated the funding issue. If they had voted to fund the development, Idaho would have less costs and the highway development would be in progress now and not in the future.
- Look at the future, plan for it. Accept growth, don't fight it, plan it.
- My opinion is fairly consistent with my opinion when options were first presented to me. A Huetter bypass is the smartest main option.
- I want to tell my friends and neighbors that something is being done about Hwy 95, and a lot of thought is going into it. If they want to have any input, key into workshops, websites, and have their say.
- We need to get involved with the planning of 95. We don't want to lose the small town feel but fix the safety and traffic problems.
- Encourage your legislators to properly fund improvements to Hwy 95. Support a combination of decreasing congestion by improving 95 (four lanes), building more access roads frontage, and convenient and affordable transportation alternatives.
- No comment.
- We need to increase traffic flow - making the roads easier to access.
- No comment.
- Attend public meetings and have your thoughts made public.

Coeur d'Alene Corridor Study

Section A-4

Agency / Civic Group Presentations

July 11, 2000	Kootenai Perspectives
Summer, 2000	Kootenai County Planning Commission
March 27, 2001	Hayden City Council
Spring, 2001	Kootenai County Commissioners
Spring, 2001	Coeur d'Alene City Council
July 26, 2001	NIC Athletics Dept/ Civic Center proponents
August 21, 2001	CdA Chamber and CdA Board of Realtors – joint meeting
Fall, 2001	Hayden/Hayden Lake Chamber
Fall, 2001	Coeur d'Alene City Council
Fall, 2001	Kootenai County Commissioners
Fall, 2001	Coeur d'Alene Leadership
April 8, 2002	Coeur d'Alene Public Works Committee
May 21, 2002	Coeur d'Alene City Council
May 29, 2002	Kootenai County Commissioners
June 13, 2002	Coeur d'Alene Chamber Policy Board
July 2, 2002	Post Falls City Council
July 9, 2002	Hayden City Council
July 11, 2002	Hayden/Hayden Lake Chamber

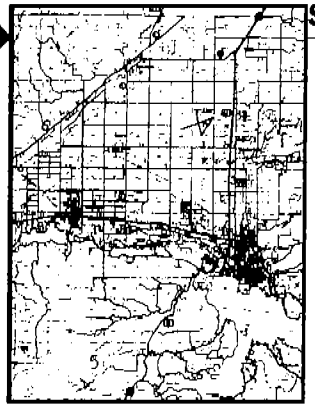
Early presentation to multiple agencies, June, 2001

IDAHO TRANSPORTATION DEPARTMENT

District 1

Coeur d'Alene Corridor Plan

Study Area



Corridor Study Goals

- ***Develop a master-plan for US95 that meets current and future needs of the region.***
- ***Balance access to US95 with highway mobility needs.***
- ***Involve local communities in the planning process for US95.***

Background and Work Plan

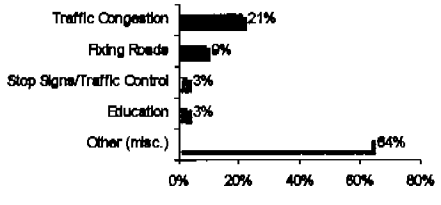
Why is ITD considering a plan for this corridor?

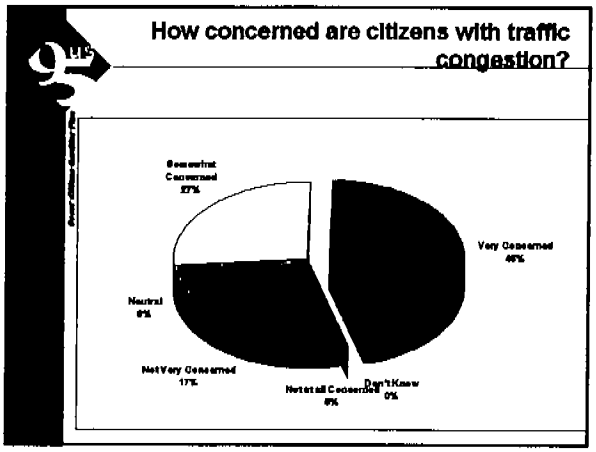
- ***Traffic has increased by 50% over the last 10 years in the Coeur d'Alene area***
- ***Additional 10,000 daily vehicles since 1990***
- ***Rapid growth and development***
- ***ITD and the community need a long term master plan for US95***

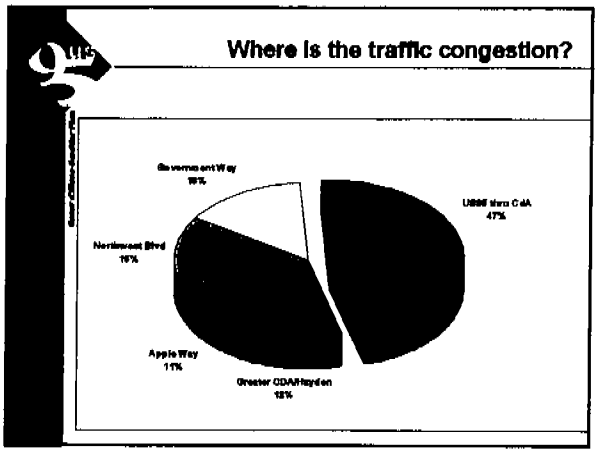
Initial Public Opinion Survey

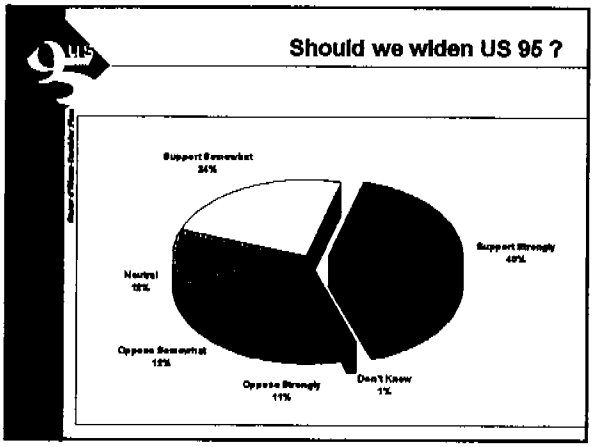
- ***300 area resident sample***
- ***Random, digit-dial phone survey***
- ***Respondents 18 years or older***
- ***Margin of error = 5%***
- ***95% confidence level***

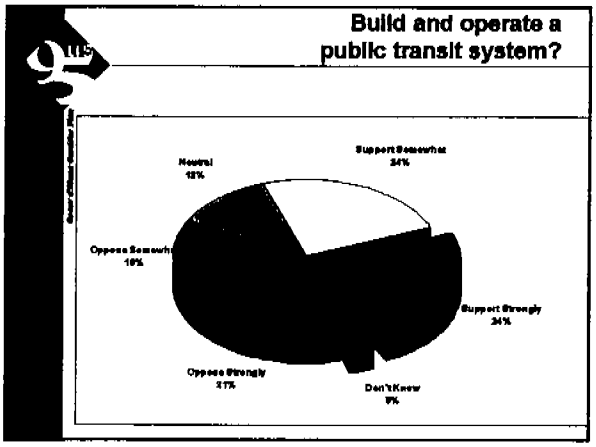
What is the most important problem in the Coeur d'Alene / Hayden area? (Unaided)

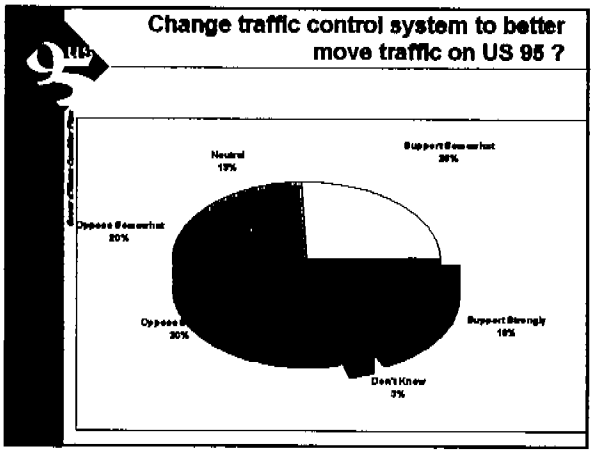


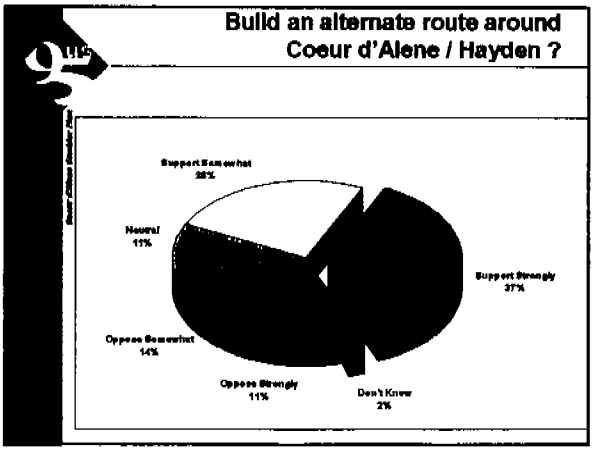

How concerned are citizens with traffic congestion?
Somewhat Concerned 23%
Very Concerned 46%
Neutral 9%
Not Very Concerned 17%
Not at all Concerned 6%
Don't Know 0%


Where is the traffic congestion?
Government Way 16%
US95 thru CdA 47%
Northwest Blvd 16%
Apple Way 11%
Greater CDA/Hayden 10%

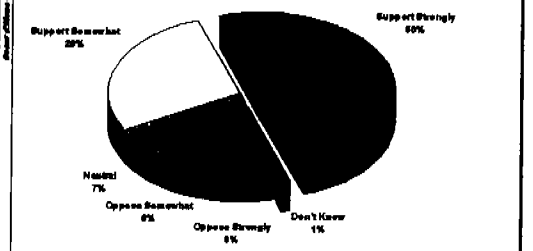

Should we widen US 95 ?
Support Somewhat 24%
Support Strongly 49%
Neutral 10%
Oppose Somewhat 12%
Oppose Strongly 11%
Don't Know 1%


Build and operate a public transit system?
Neutral 15%
Support Somewhat 24%
Oppose Somewhat 10%
Support Strongly 34%
Oppose Strongly 17%
Don't Know 9%

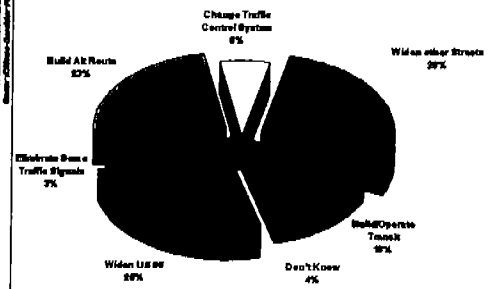

Change traffic control system to better move traffic on US 95 ?
Neutral 19%
Support Somewhat 36%
Oppose Somewhat 20%
Support Strongly 18%
Don't Know 3%


Build an alternate route around Coeur d'Alene / Hayden ?
Support Somewhat 26%
Neutral 11%
Support Strongly 37%
Oppose Somewhat 14%
Oppose Strongly 11%
Don't Know 2%

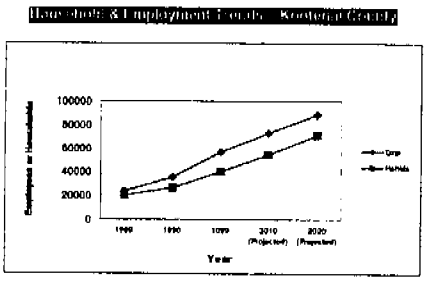
Widen streets like Government Way, 4th and Ramsey ?



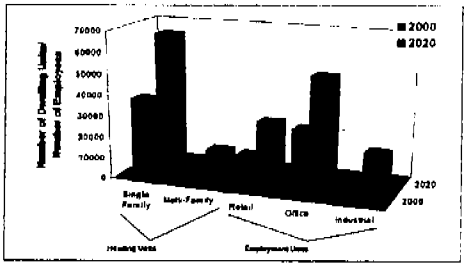
Best Solution ?



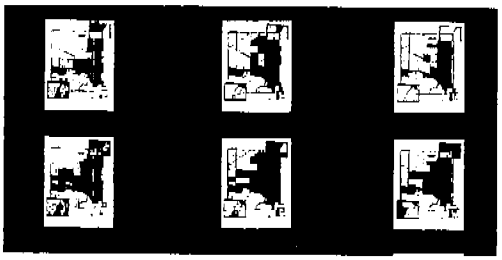
Housing and Employment Trends



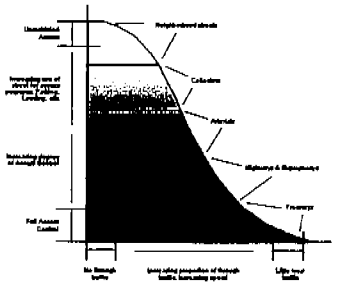
Housing and Employment Growth



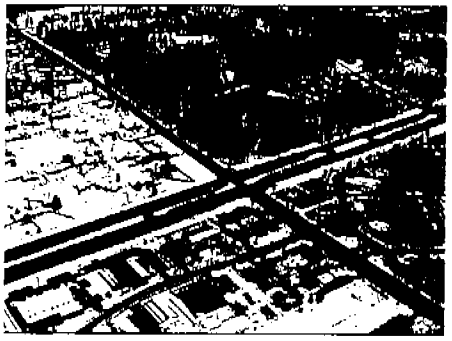
Impacts of Growth



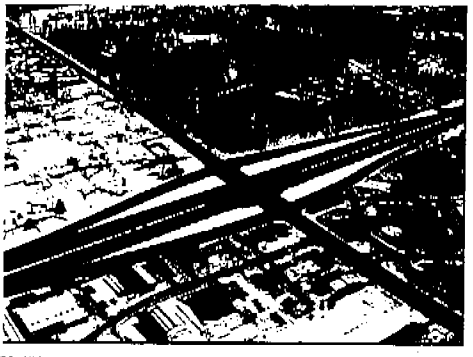
Balancing Mobility and Access



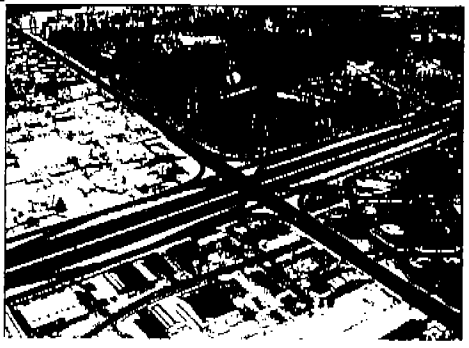
Concept Examples – Median U



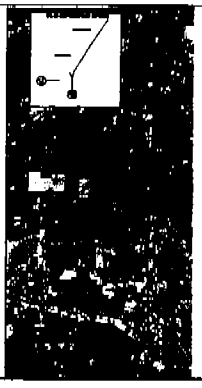
Concept Examples –Diamond Interchange



Concept Examples –Single Point Urban Interchange



Concept Examples – Alternate Route



No Alternative Is Free of Issues and Challenges

· Land Use	· Wetlands/Water quality
· Prime Farmland	· Fish & Wildlife resources
· Social Impacts	· Noise
· Displacements	· Hazardous materials sites
· Economic Impacts	· Visual resources
· Tribal Impacts	· Construction Impacts
· Cultural Impacts	

Project Objectives for Success

- ***Comprehensive collaboration***
- ***Maintain flexibility***
- ***Timely decisions***
- ***Assure environmental compliance***
- ***Stakeholder support***

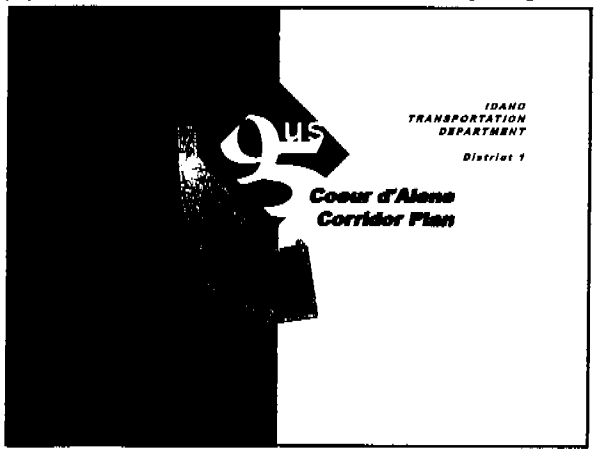
How to Stay Involved

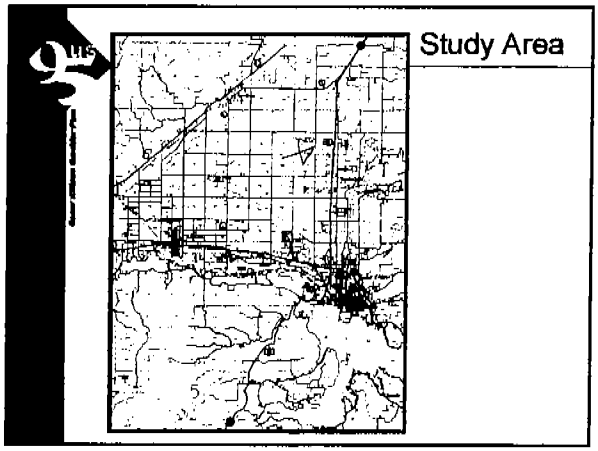
- ***Open Houses***
- ***Project Website:***
  www.projects.whpacific.com/us95/
- ***Mailing List / Newsletters***
- ***CONTACT:***

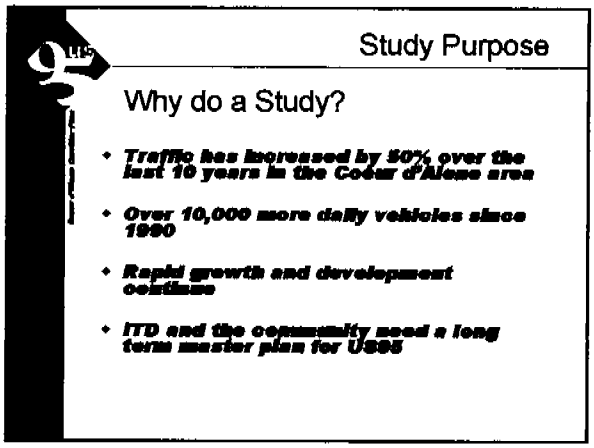
  Carole Richardson, P.E.
  District 1 Transportation Planner
  (208) 772-1200

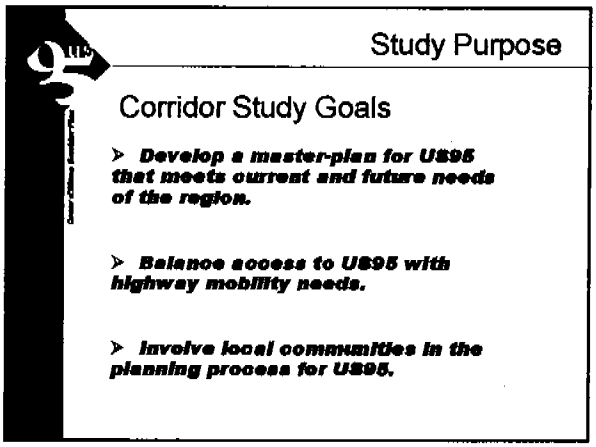
  Andy Mortensen
  Project Consultant
  (503) 472-3099

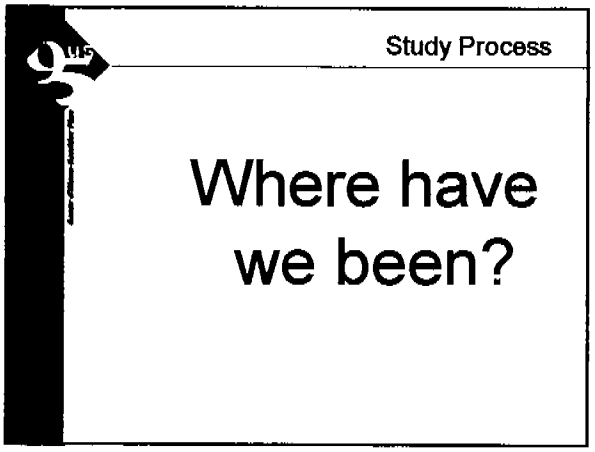
Update presentation made to multiple agencies, August-Decemb
CdA City Council
Hayden City Council
CdA Chamber Joint Govt Affairs Committee
Hayden/Hayden Lake Chamber
Coeur d'Alene Leadership
2001

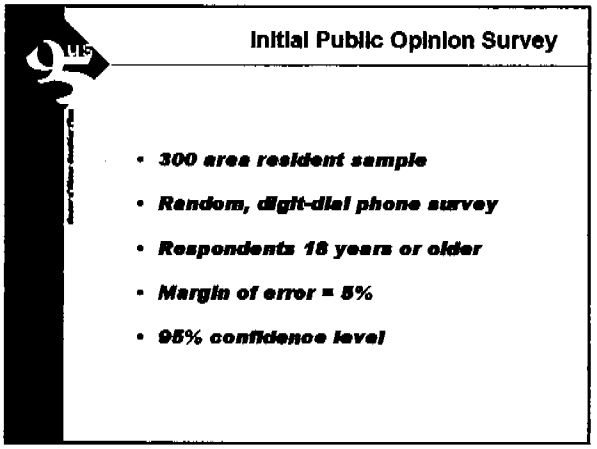




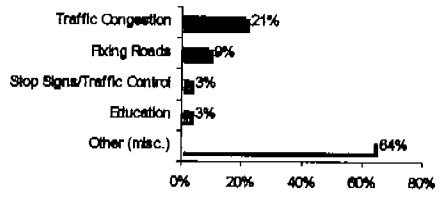




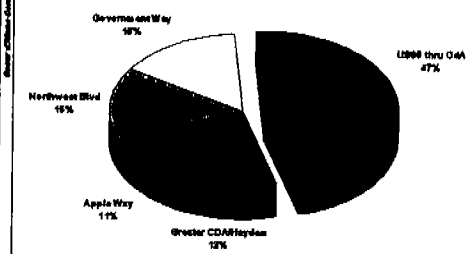




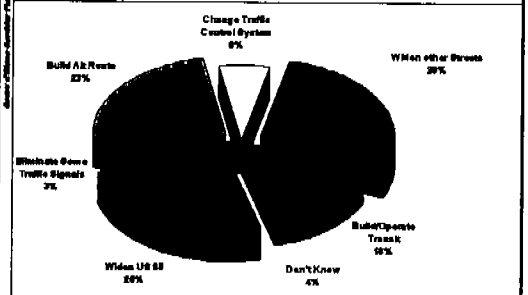
What is the most important problem in the Coeur d'Alene / Hayden area? (Unaided)



Where is the traffic congestion?



Best Solution ?

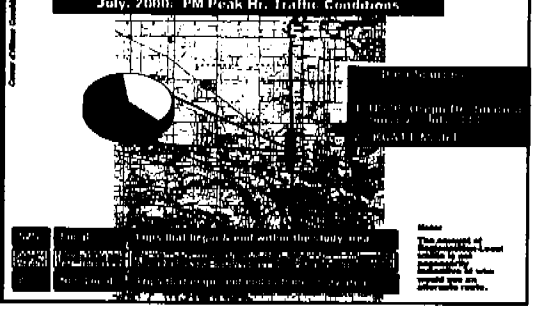


US 95 O-D Survey Findings

US 95 Traffic Profile

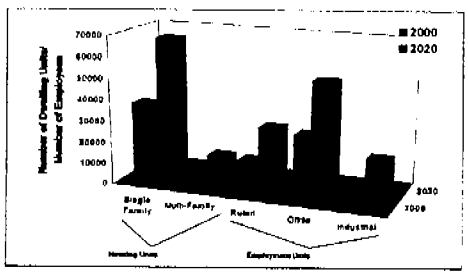
(at Apple Way)

July, 2000, PM Peak Hr. Traffic Conditions



Housing and Employment Growth

Household & Employment Growth - Kootenai County



Study Process

Where are we now?

OdA Corridor2A.ppt

(Jump to preliminary options slides)

Preliminary Findings

What have we found?

Preliminary Findings

No-Build Speeds and Travel Times:

- The average travel speed on US 95 today is about 32 mph during the afternoon peak hour.
- By 2020, it will take nearly twice as long to travel US 95 through Coeur d'Alene and Hayden during the peak hour
- If no improvements are made the average travel speed on US95 will be under 20 mph in the 2020 peak hour.

Preliminary Findings

Future US95 Speeds with Local Street Improvements:

- Local street improvements alone could result in a peak hour speed on US 95 of about 27 mph in the year 2020.

Preliminary Findings

Future US95 Speed with Huetter Alternate Route:

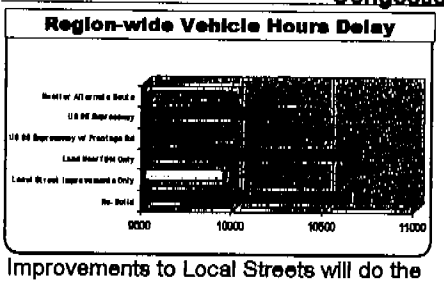
- Depending on future land uses, speed on the new Alternate Route in the year 2020 could be 55 mph during the p.m. peak.
- Peak hour speed on existing US 95 with the Alternate Route in place would be about 28 mph in the year 2020.

Preliminary Findings

Future US95 Speed with Expressway option:

- The US 95 Expressway option could result in peak hour travel speeds of 55 mph in the year 2020.

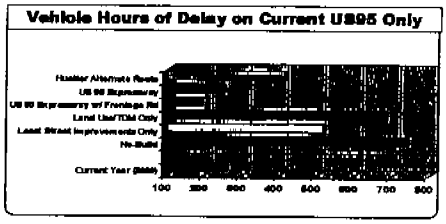
Preliminary Findings – Regional Congestion



Improvements to Local Streets will do the most to reduce future traffic delays region-wide.

(Alternate route and Expressway options do almost as well.)

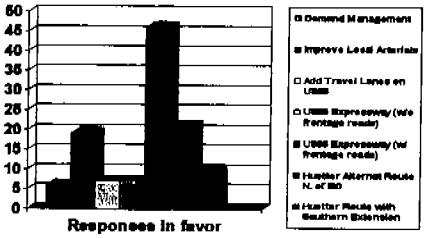
Preliminary Findings – Congestion on Existing US95



Existing-route expressway options do the most to reduce future congestion on US95 through Coeur d'Alene and Hayden.

What have we found?

- 2nd Phase of Public Opinion Research shows significant interest in existing route expressway options.



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Next Steps

What is our purpose today?

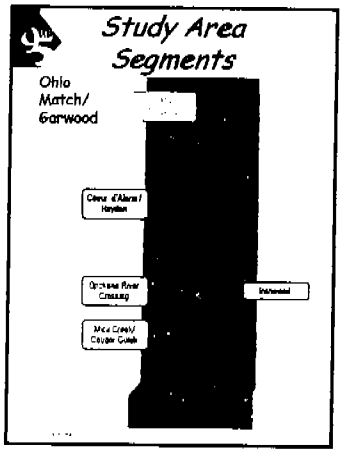
Next Steps

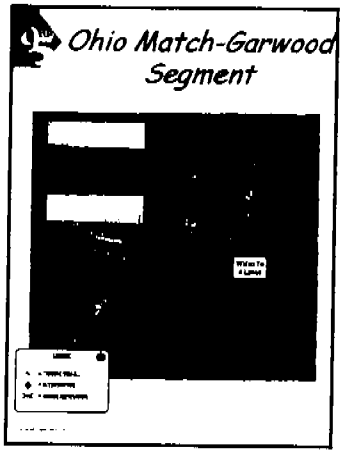
- Existing Corridor Expressway Options so far still require signals through Appleway/Ironwood area.

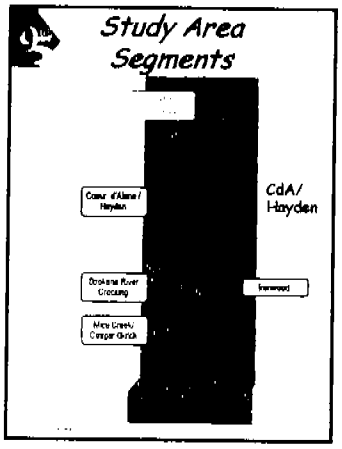
Next Steps

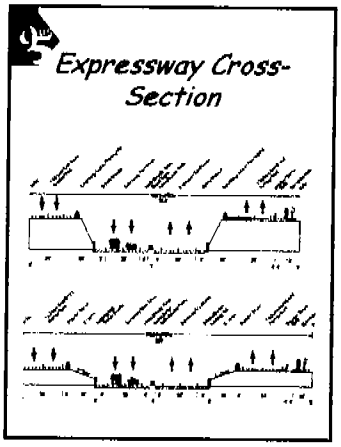
- Questions for today:
  - Is a true North-South expressway (without signals) viable through the I90 area?
  - If so, can it be done on the existing route, and how should we access local system?
  - Are there other route options through this area that could allow a N-S expressway?

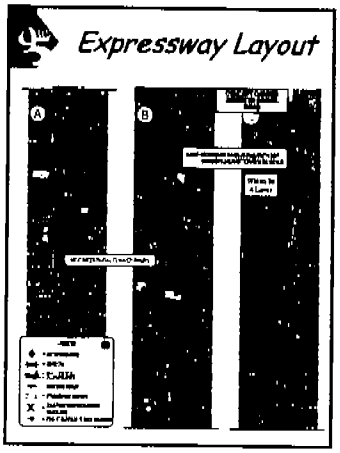
Preliminary options slides

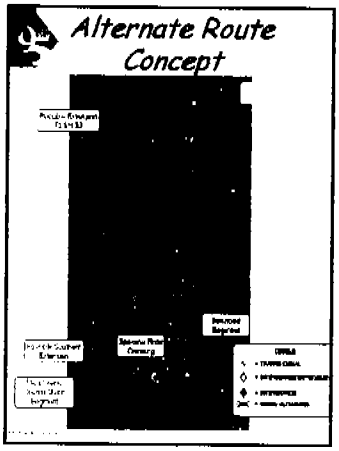




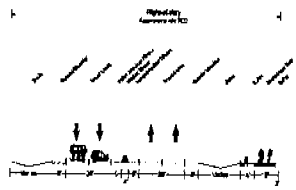






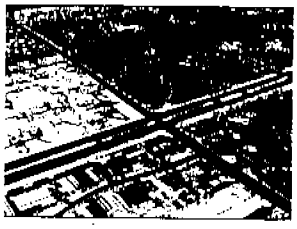


Alternate Route Cross-Section

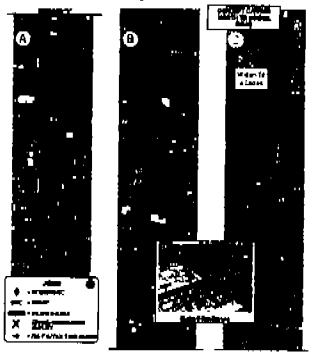


If an alternate route is recommended, what about existing US95 ?

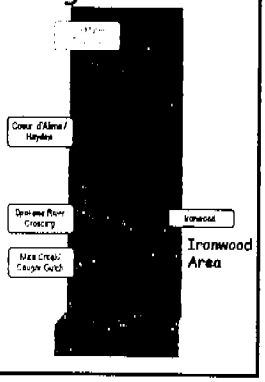
Median U-Turn Concept



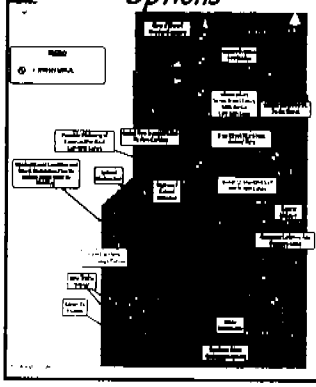
Median U-Turn Layout

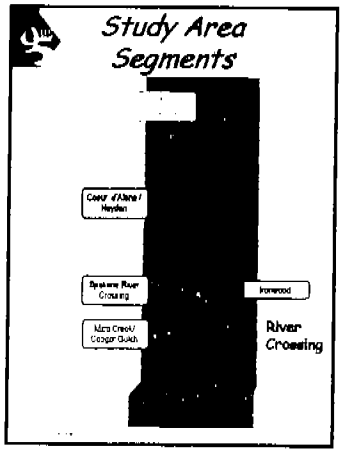


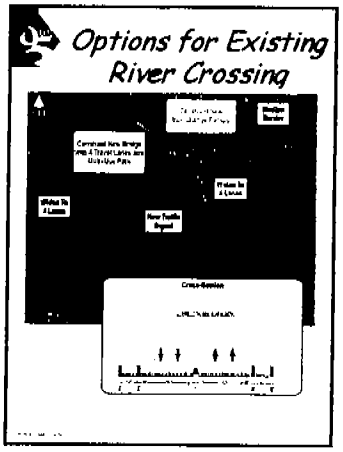
Study Area Segments

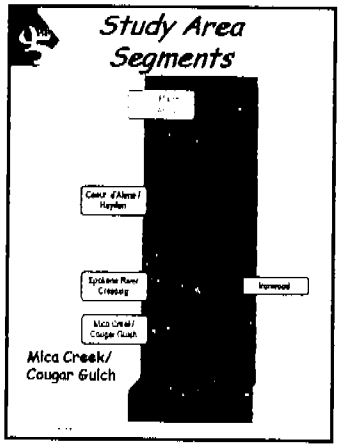


Ironwood Area Options




Study Area Segments
Coeur d'Alene / Hayden
Spokane River Crossing
Mica Creek / Cougar Gulch
Ironwood
River Crossing


Options for Existing River Crossing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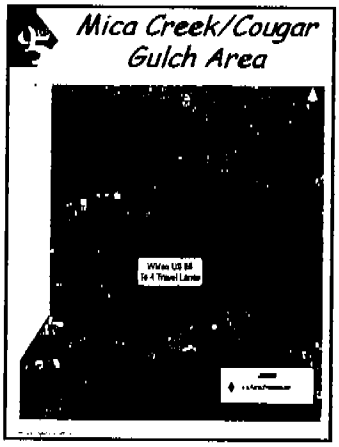
Mica Creek/Cougar Gulch Area

CdA City Council 5-21-02

US-95 CdA Corridor Study

Coeur d'Alene City Council
Update 5-21-02

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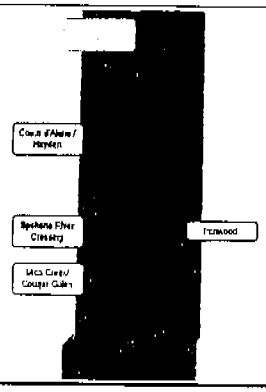

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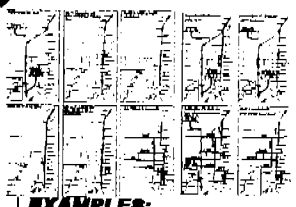

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ALTERNATE ROUTE

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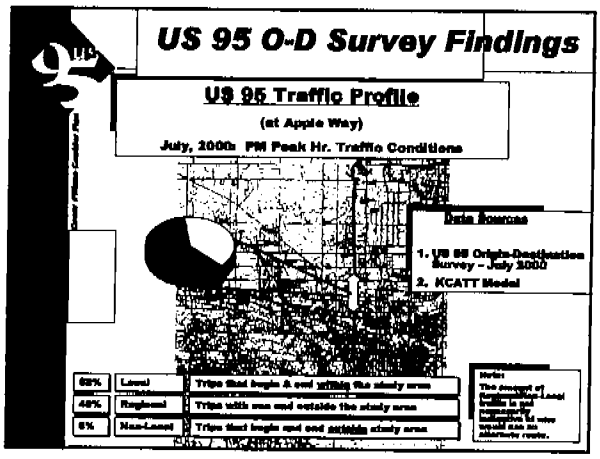
US 95 O-D Survey Findings



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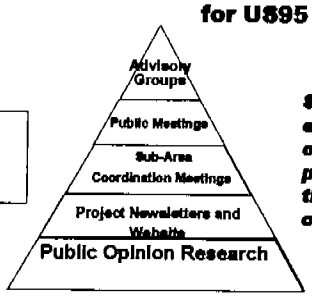
US95 Study Community Involvement

Assessing the "Best Fit" Solution for US95



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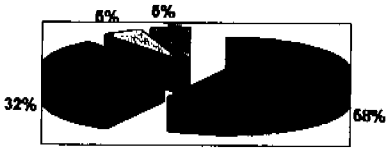

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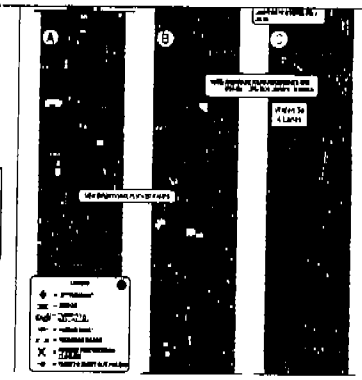

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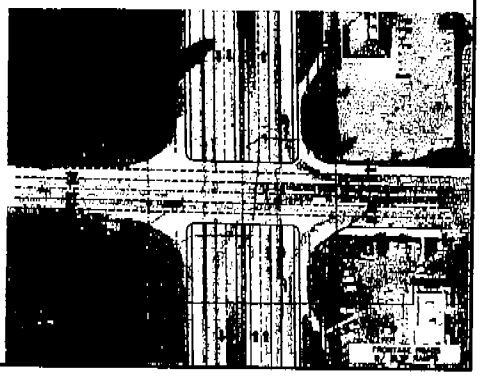

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Possible Plan View

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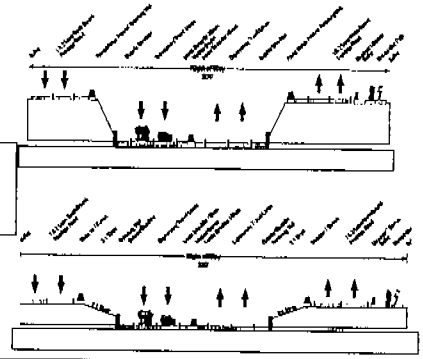

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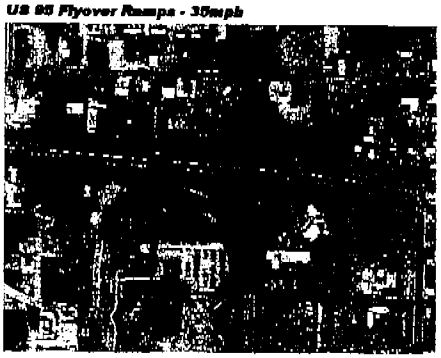

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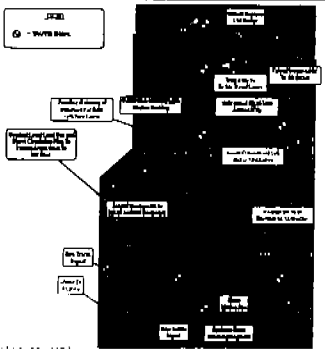


What's Next?

ITD's Next Steps:

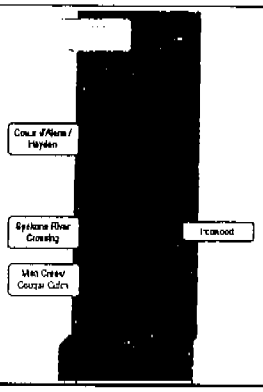
- Confirm draft recommendations with local agencies
- Develop implementation strategy

Kootenai County Presentation
5-29-02

US-95 CdA Corridor Study

Kootenai County Commissioners Update 5/29/02

US 95 Study Area



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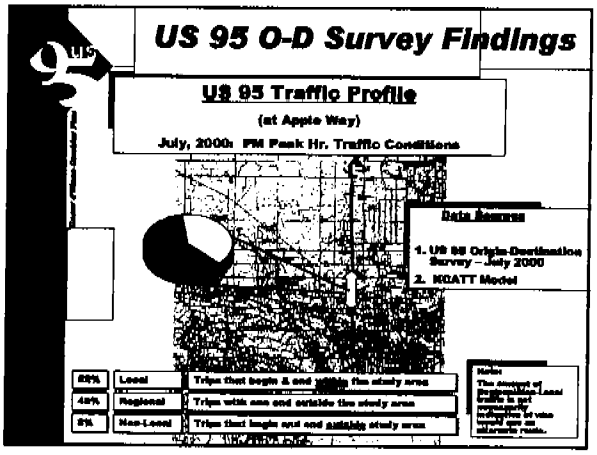

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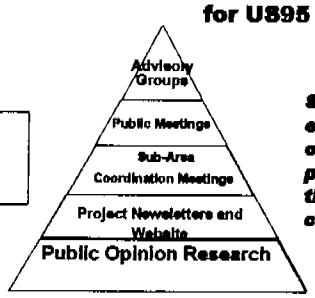

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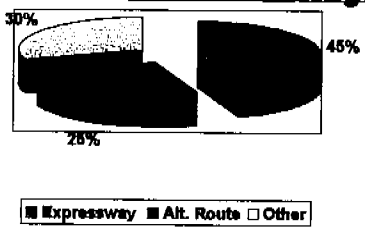

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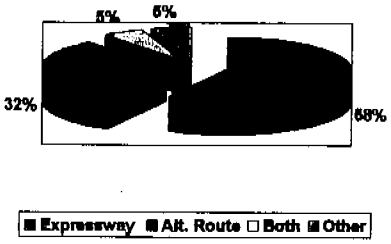

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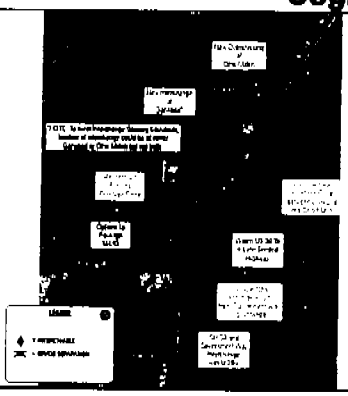

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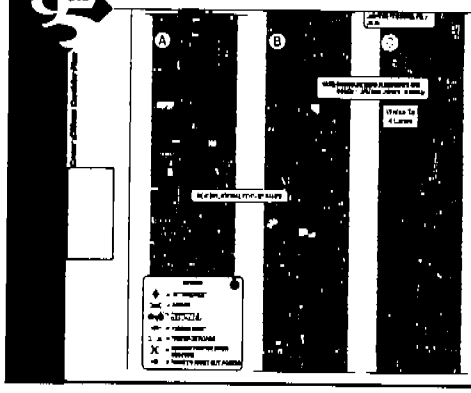

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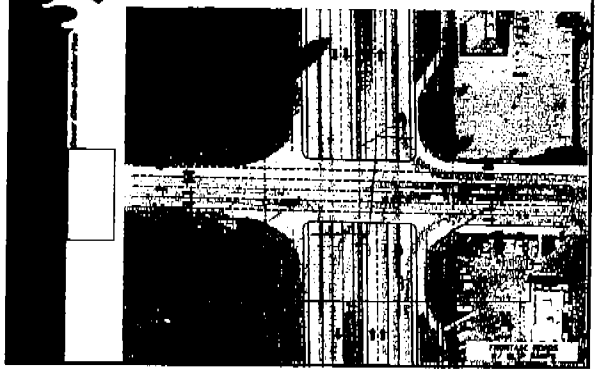

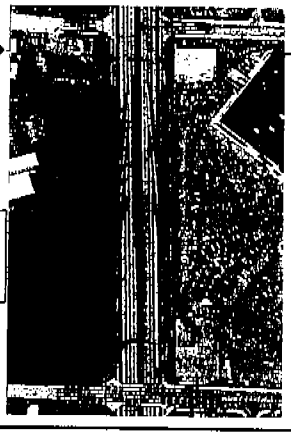

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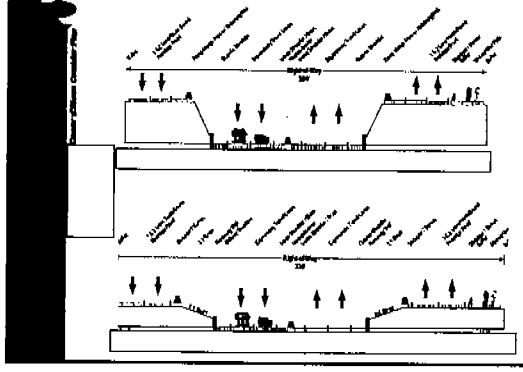

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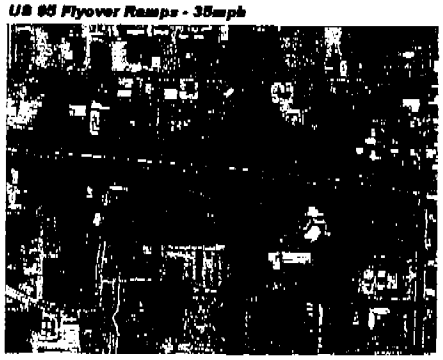

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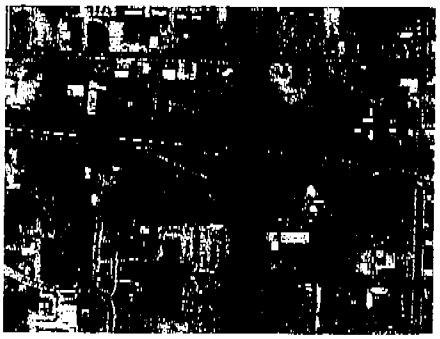

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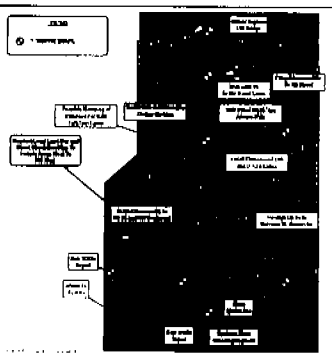

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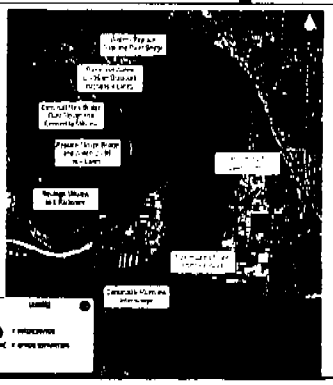

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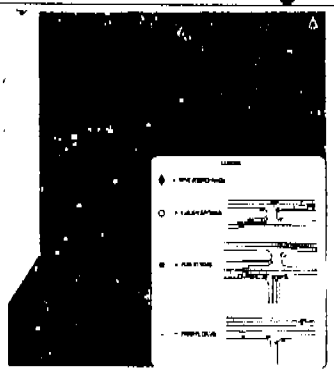

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CdA Chamber Policy Board Presentation
6-13-02

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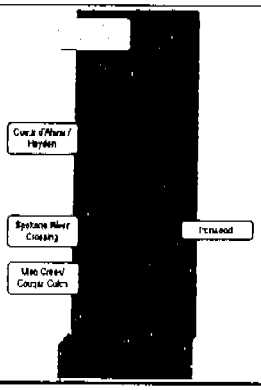

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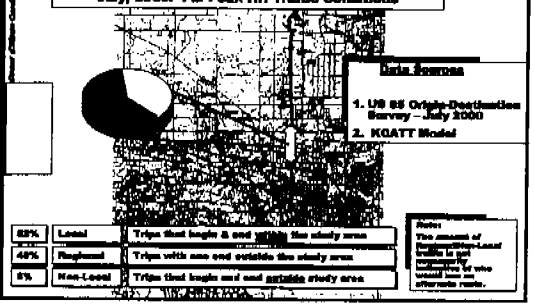

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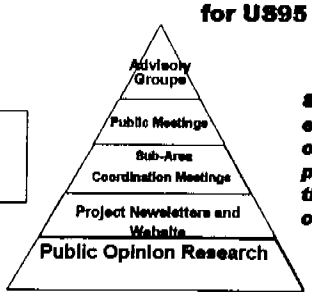

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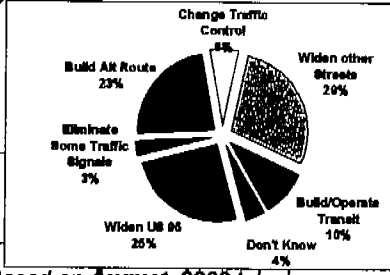

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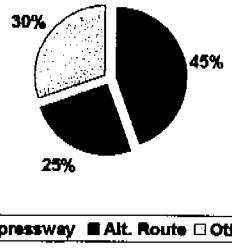

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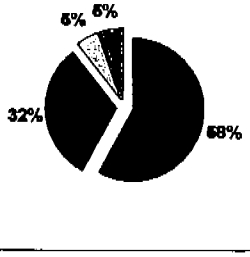
Advisory Group



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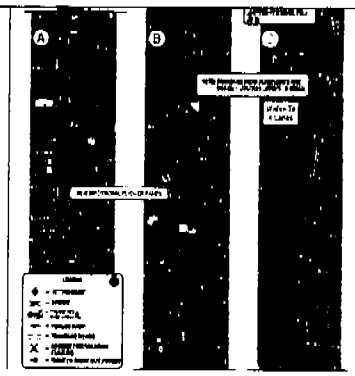

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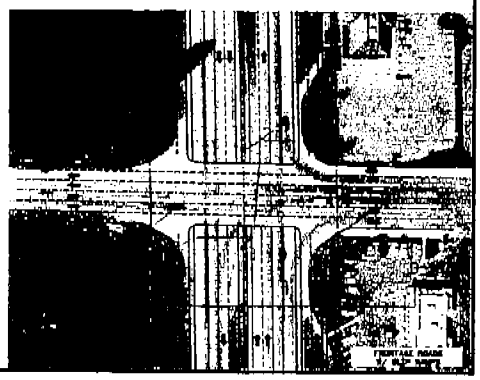

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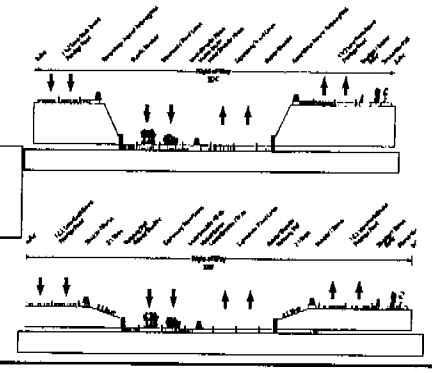

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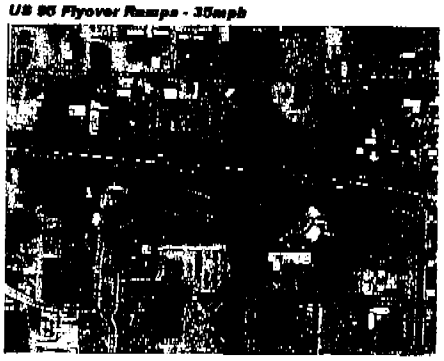

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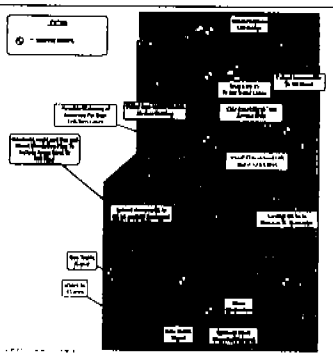

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KCATT Presentation 6-18-02

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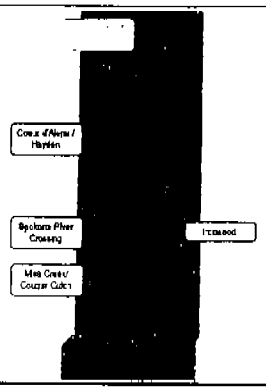

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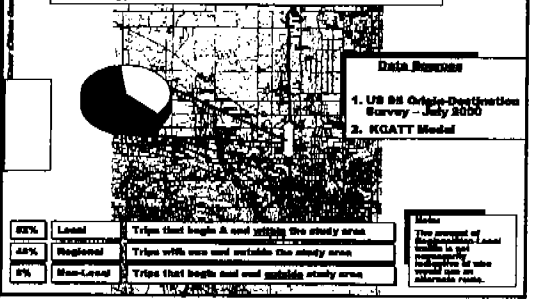
US 95 Traffic Profile

(at Apple Way)

July, 2000: PM Peak Hr. Traffic Conditions

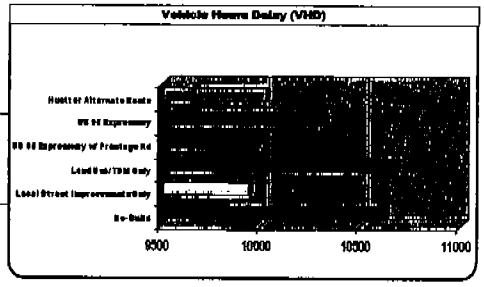


How much more traffic can we move?

- Expressway with Frontage Road System could have an ultimate carrying capacity of about 70,000 vehicles per day.
- Alternate Route could have an ultimate carrying capacity of approximately 40,000 vehicles per day.

Either way, additional system capacity of about 40,000 vehicles per day would be added.

System-Wide Characteristics



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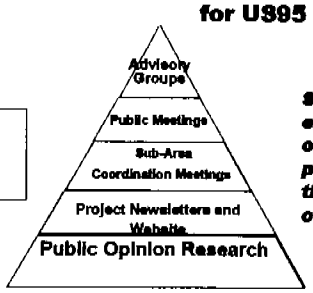

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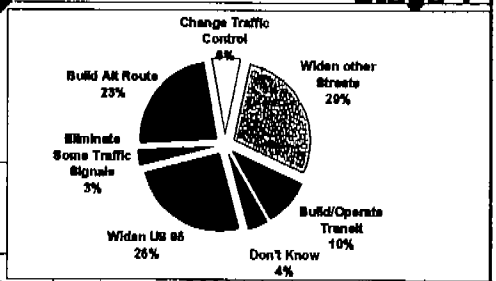

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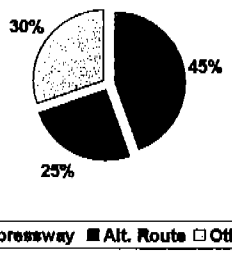

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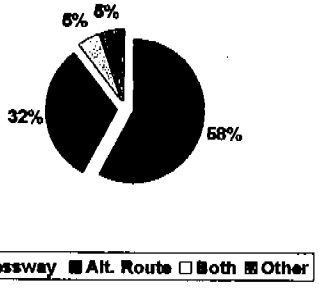

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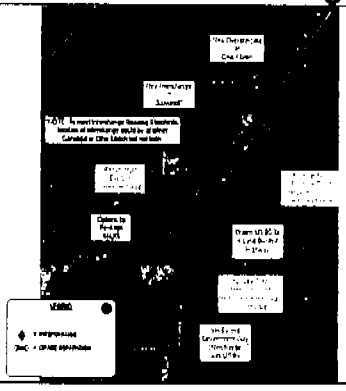

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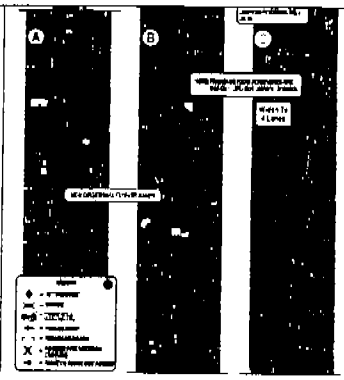

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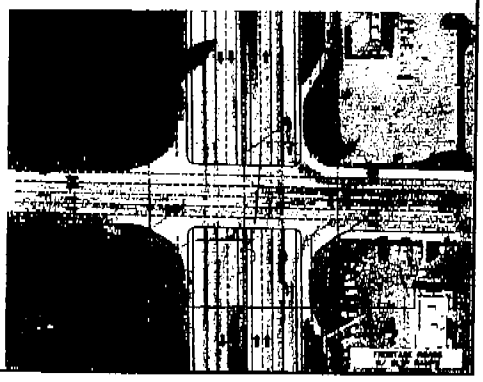

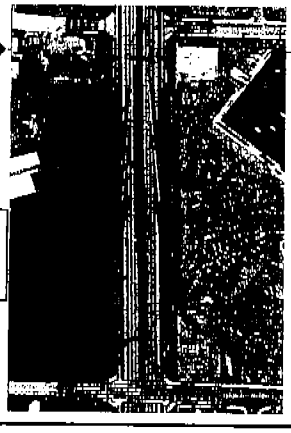

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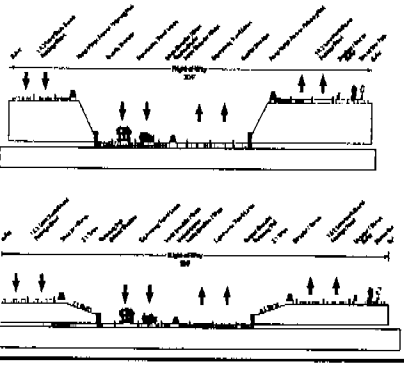

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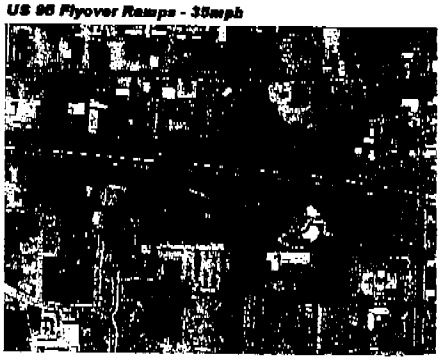

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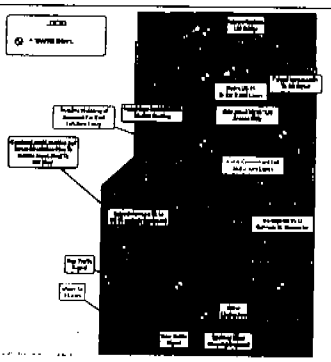

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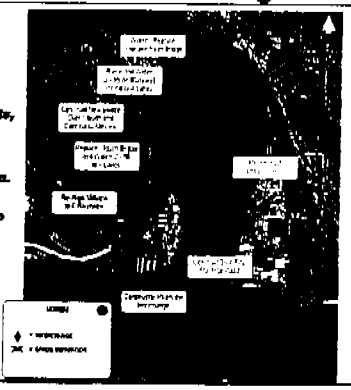

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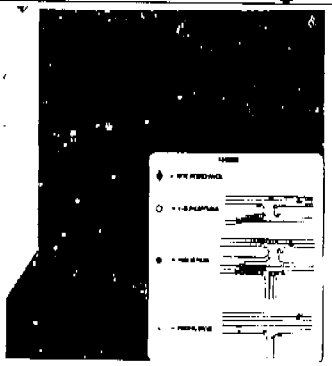

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City of Post Falls Presentation
7-2-02

US-95 CdA Corridor Study

Post Falls City Council
Update 7-2-02

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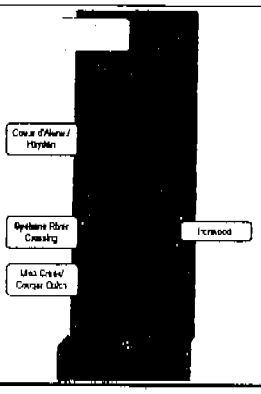

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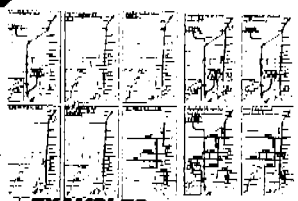

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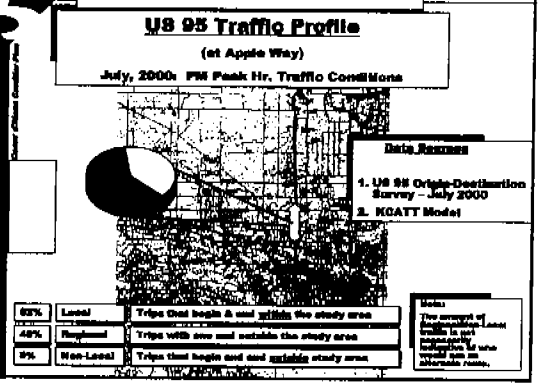

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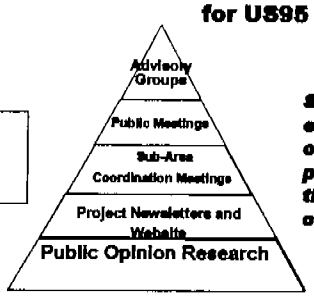

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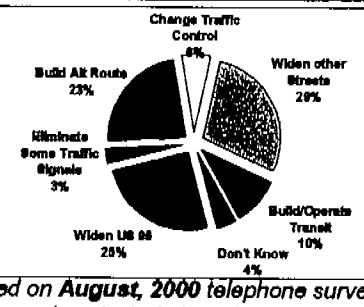

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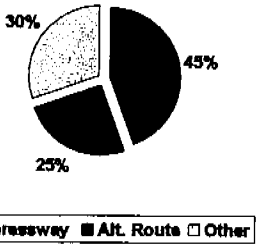

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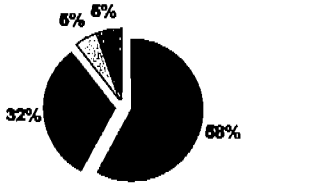

*Advisory Group Workshop, **December 18, 2001.***

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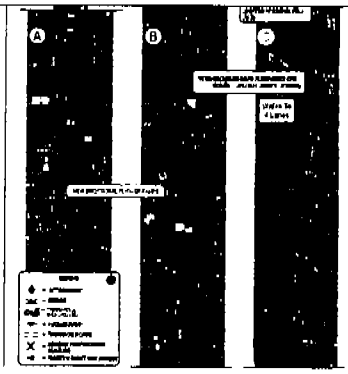
DRAFT RECOMMENDATIONS

CdA / Hayden Segment

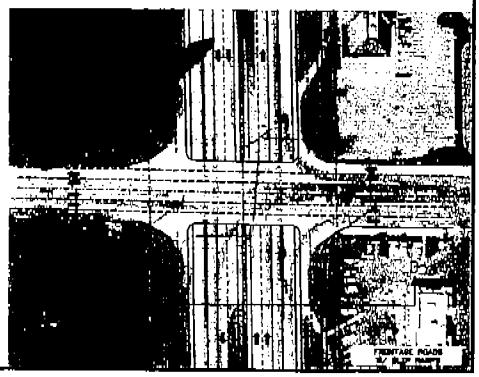
Draft recommendations include:

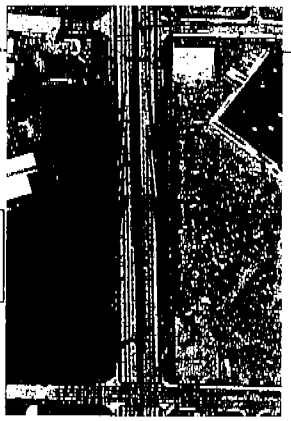
- Preservation of Right of Way for Future Huetter Arterial Corridor
- Local Arterial Improvements (Critical)

CdA / Hayden Expressway



CdA / Hayden Expressway Possible Plan View

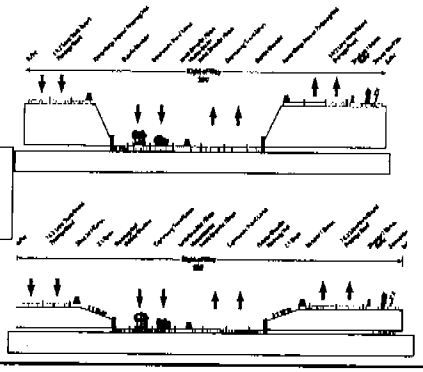




CdA / Hayden Expressway

Possible Plan View

CdA / Hayden Expressway Possible Cross Section



US 95 Expressway Options - I-90 Flyover Ramps

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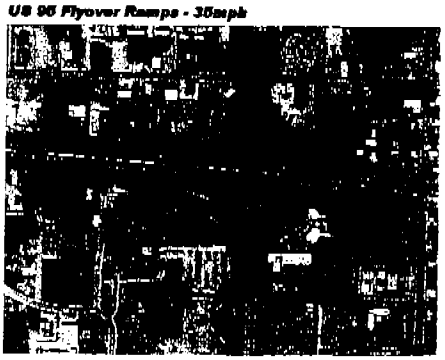

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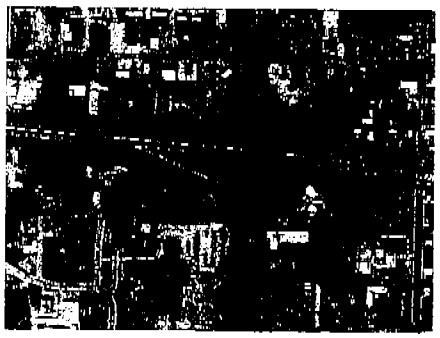

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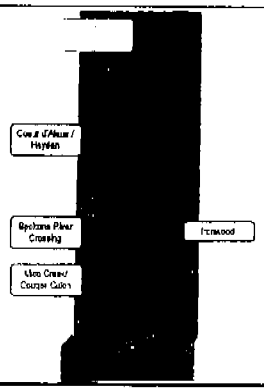
Hayden City Council 7-9-02

US-95 CdA Corridor Study

Hayden City Council
Update 7-9-02

US 95 Study Area



Study Purpose

To recommend future transportation improvements that *best fit* the community's vision for future growth.

Planning Level Analysis

Big Picture vs. "Little" Picture

- Important to keep community-wide perspective at Corridor Planning stage.
- Not enough detail at this stage to address individual property impacts.
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No Alternative Is Free of Issues and Challenges

· Land Use	· Wetlands/Water quality
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Solution Packages

Many different options were analyzed

EXAMPLES:

- ***Existing route improvements (major and minor)***
- ***Alternate route north of I90***
- ***Alternate routes south of I90***
- ***Local arterial improvements***
- ***Land use and travel demand management strategies***

The Big Question

In 20 years, we will need a north-south freeway in Kootenai County.

ALTERNATE ROUTE

VS.

EXISTING ROUTE EXPRESSWAY

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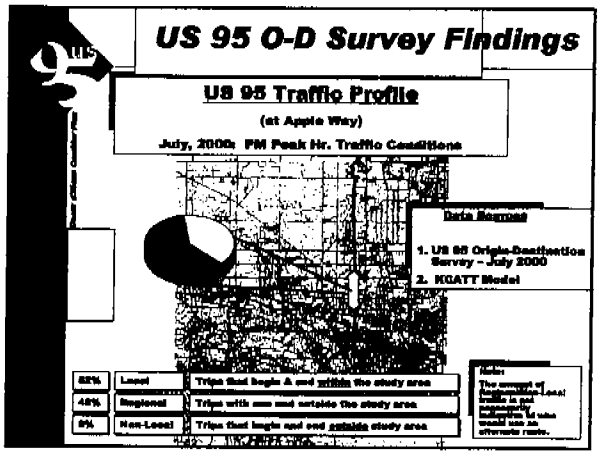

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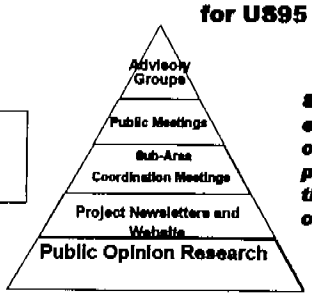

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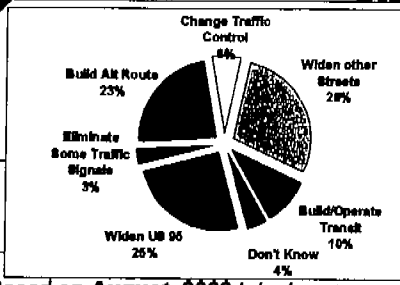

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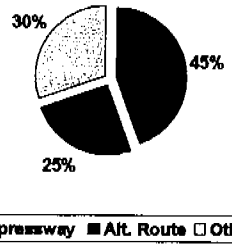

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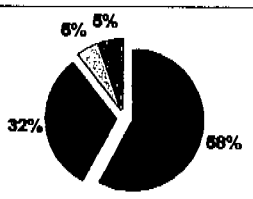

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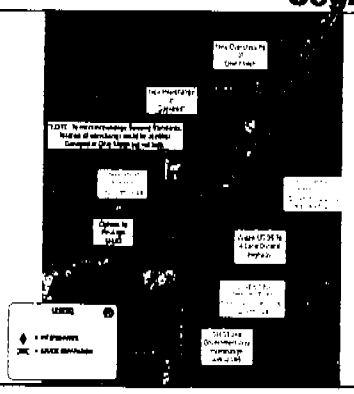

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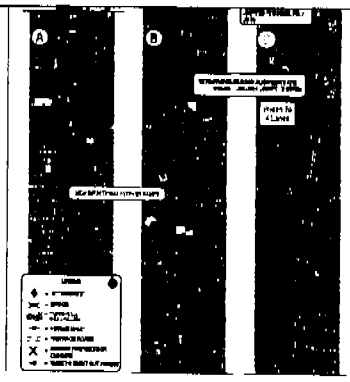

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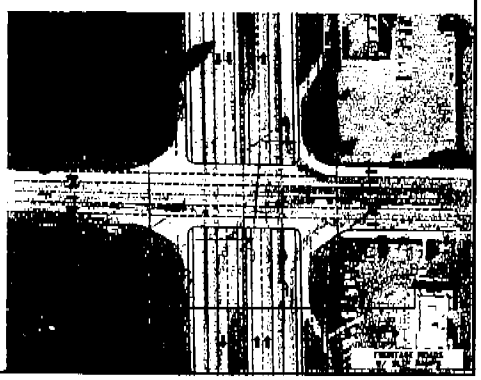

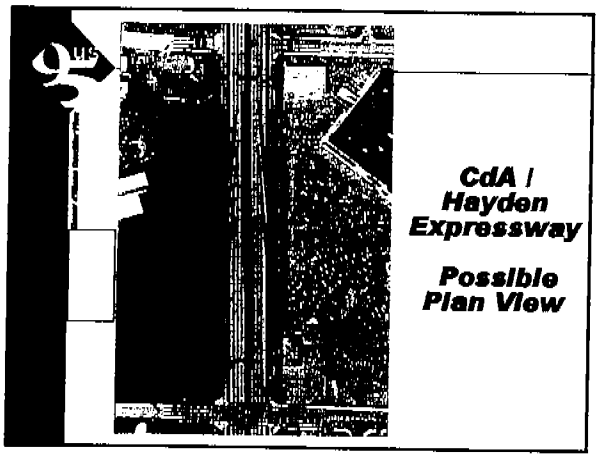

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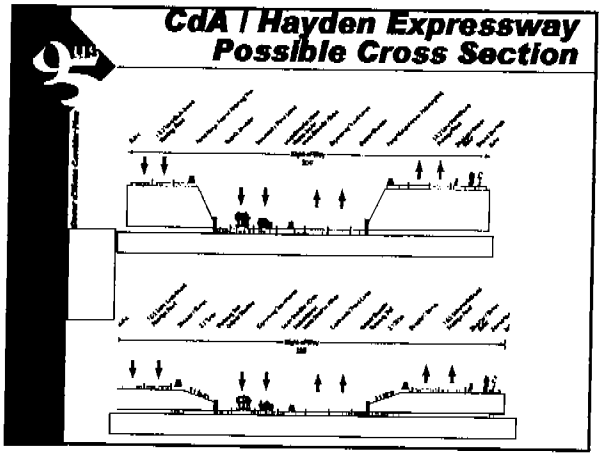

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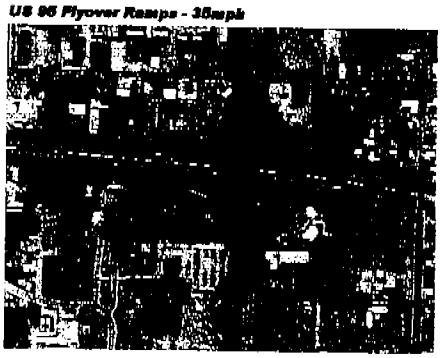

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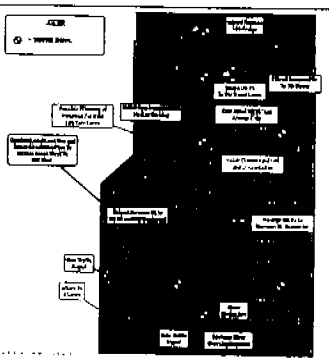

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CdA Rotary 8-30-02

US-95 CdA Corridor Study

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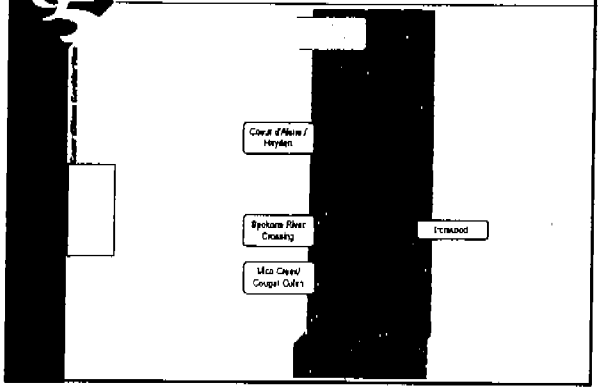
US 95 Study Area



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· Displacements	· Hazardous materials sites
· Economic Impacts	· Visual resources
· Access Changes	· Maintenance Issues
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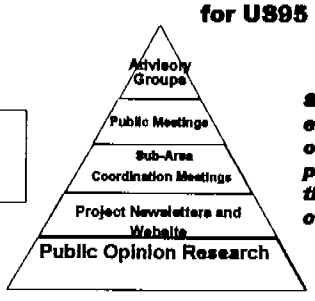
US 95 Has Many "Customers"

- ❖ Commuters
- ❖ Truckers
- ❖ Shoppers
- ❖ Emergency Services
- ❖ Bikes and Pedestrians
- ❖ Tourists
- ❖ School Buses / Transit

US95 Study Community Involvement

Assessing the "Best Fit" Solution for US95



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Potential Solution Packages

EXAMPLES:

- ***Existing route improvements (major and minor)***
- ***Alternate route north of I90***
- ***Alternate routes south of I90***
- ***Local arterial improvements***
- ***Land use and travel demand management strategies***

Study Results

- Results to be finalized this fall
- Matrix of Alternatives:
  - ✓ How well does each alternative meet the community's overall goals?
  - ✓ Summary of issues and concerns associated with each option
- No final decision can be made without a full environmental evaluation

Bayview Chamber Presentation
9-10-02

ITD District 1

Scott Stokes, P.E.
District Engineer

Carole Richardson, P.E.
Sr. Transportation Planner

SUMMER 2002 PROJECTS

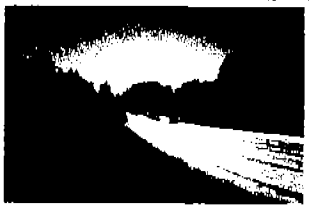
- Completion NW Blvd Interchange and Landscaping
- Belgrove to Mica
- Granite Hill resurfacing
- Ross Point – Seltice Intersection
- 5th Avenue Sandpoint
- NW BLVD – City Project
- US-95 Coeur d' Alene Study

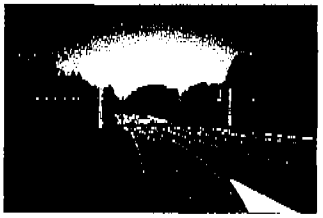
KEY FUTURE PROJECTS

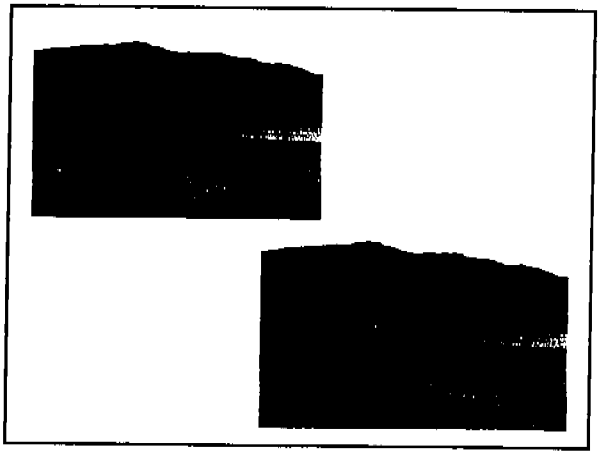
- US-95 Copeland to Eastport
- US-95 Setters to Bellgrove
- Mica – Cougar Creek resurfacing 4 lane
- Government Way Overpass
- Sandcreek Byway (2004)
- Westmond Bridge
- CDA to Sandpoint Design Study

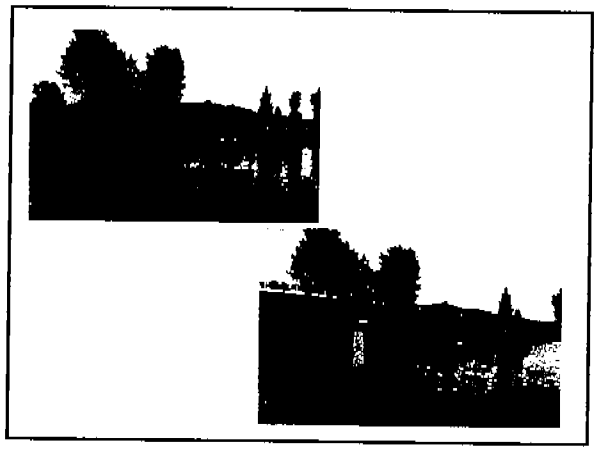
US95
SAND CREEK BYWAY

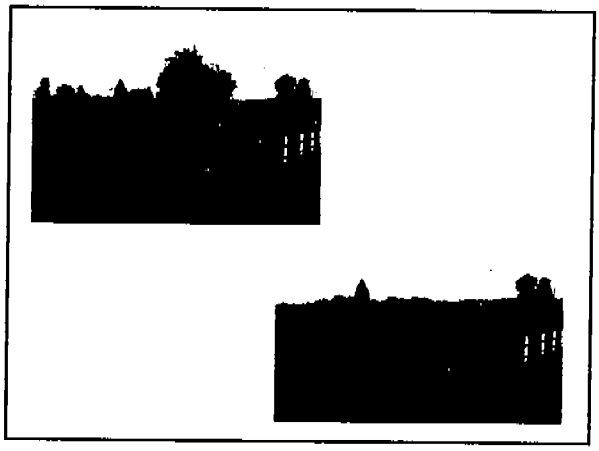
ITD / Sandpoint Community Partnership







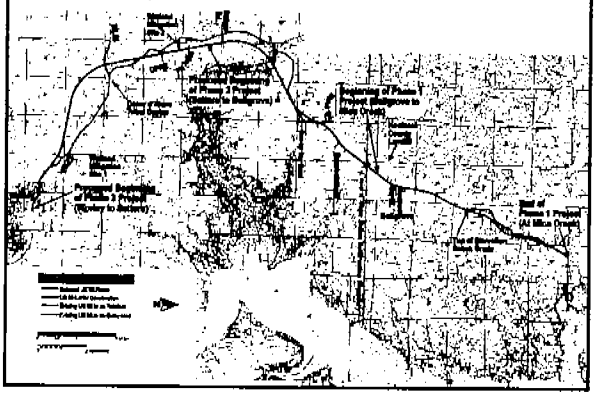


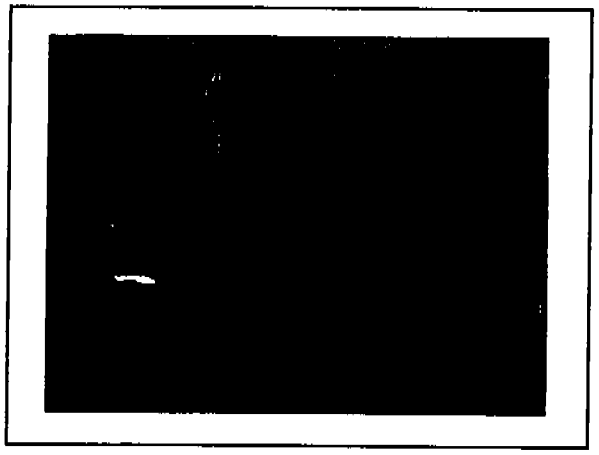


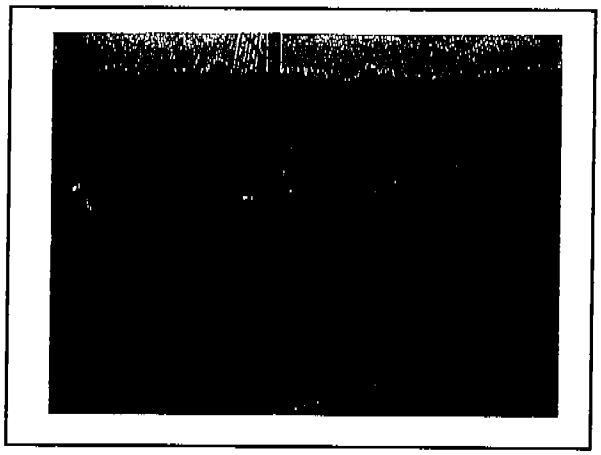
US95
Cd'A TO SANDPOINT
DESIGN STUDY

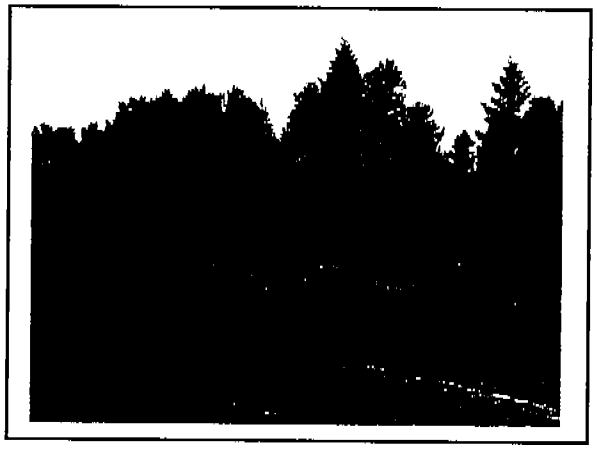
- **Preliminary Design and Environmental Clearance for 30 mile corridor**
- **Modern, 4-lane principal arterial**
- **Balance access, mobility and safety issues**
- **Community vision and partnership**

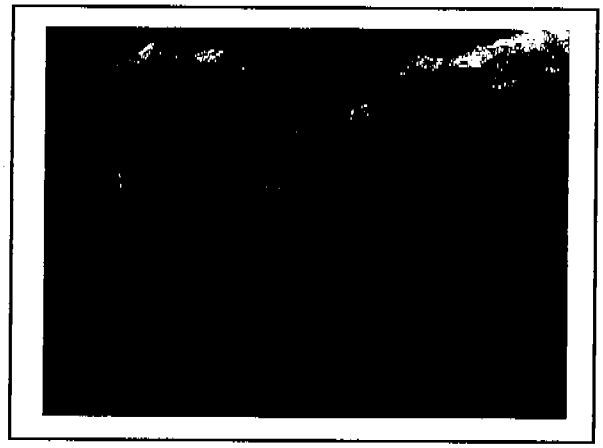
US 95, WORLEY TO MICA CREEK





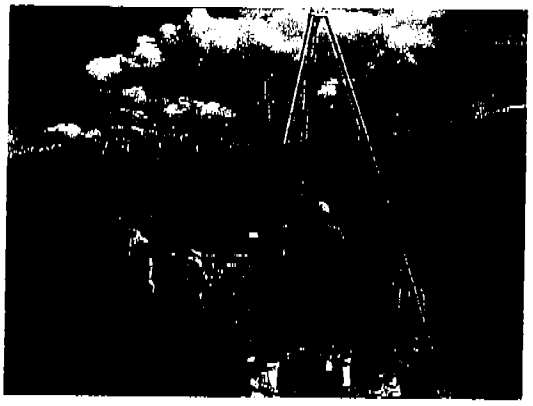


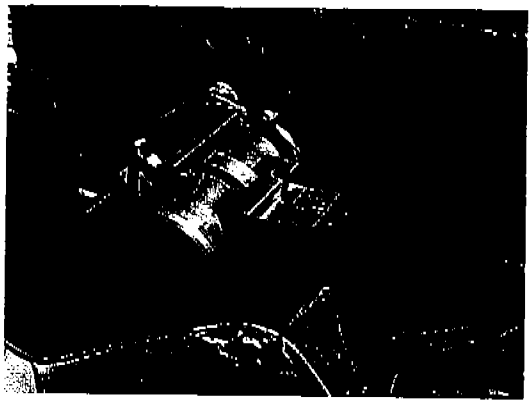


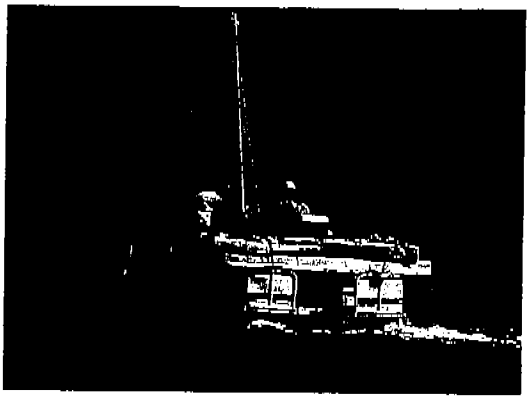


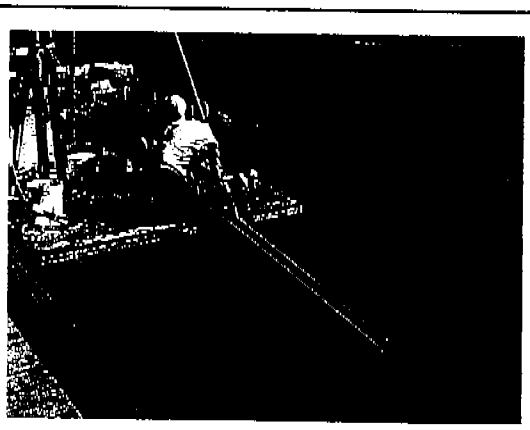
MICA BAY ASSESSMENT

- Detailed soil coring
- Core analysis and testing
- Lake floor mapping
- Multiple fish and habitat surveys





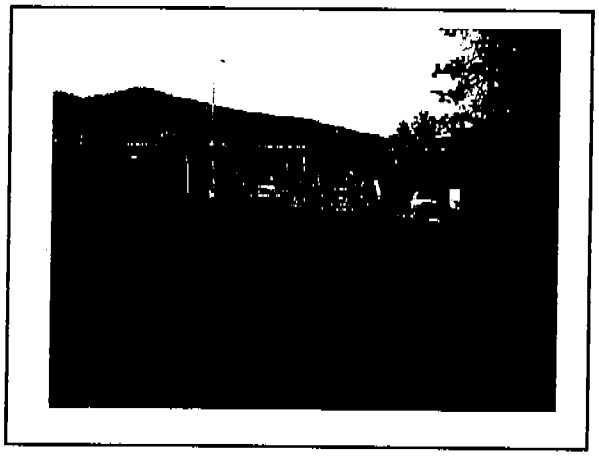




STATE HIGHWAY 41

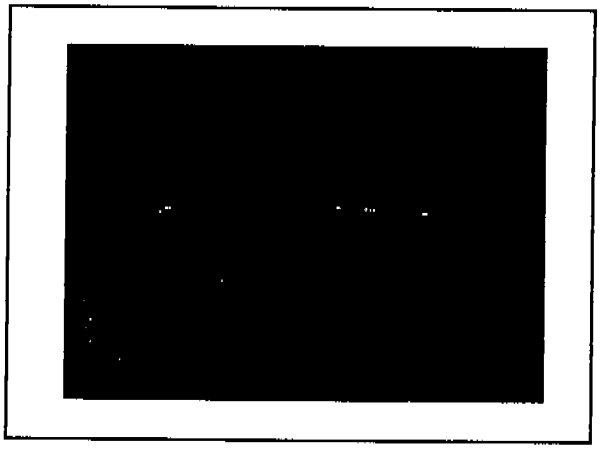
ROSS POINT PROJECT

ITD / City of Post Falls Partnership



NORTHWEST BOULEVARD INTERCHANGE

ITD / City of Coeur d'Alene Partnership



US-95
Cd'A CORRIDOR STUDY

Mica Creek to Ohio Match Road

Planning Level Analysis

- ❖Characterize traffic forecasts and demands
- ❖Identify long-range improvement needs for US95
- ❖Understand advantages and challenges associated with various options

(Environmental Process will investigate detailed issues later.)

No Alternative is Free of Issues

• Land Use	• Wetlands/Water quality
• Prime Farmland	• Fish & Wildlife resources
• Social Impacts	• Noise
• Displacements	• Hazardous materials sites
• Economic Impacts	• Visual resources
• Access Changes	• Maintenance issues
• Cultural Impacts	• Construction Impacts

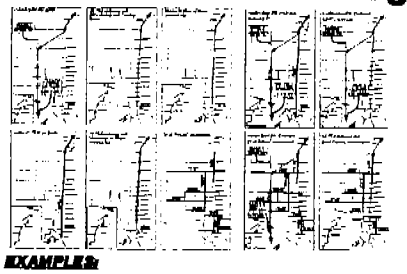
US 95 Has Many "Customers"

- ❖ Commuters
- ❖ Truckers
- ❖ Shoppers / businesses
- ❖ Emergency Services
- ❖ Bikes and Pedestrians
- ❖ Tourists
- ❖ School Buses / Transit

US95 Study Community Involvement

Study outreach efforts involved over 1000 people throughout the community.

Potential Solution Packages



EXAMPLES:

- ***Existing route improvements (major and minor)***
- ***Alternate route north of I90***
- ***Alternate routes south of I90***
- ***Local arterial improvements***
- ***Land use and travel demand management strategies***

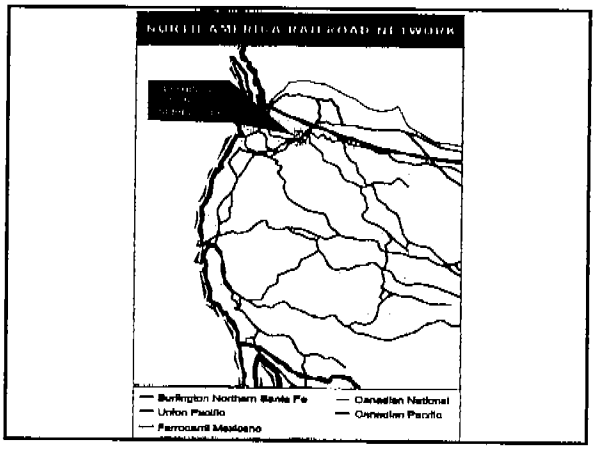
Study Results

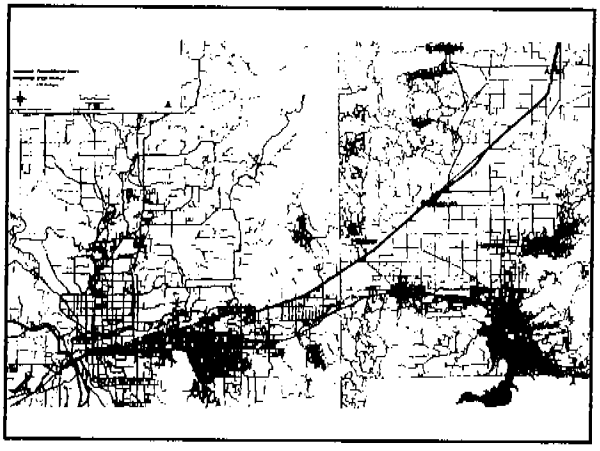
- **Matrix of Possible Improvements:**
  - ✓**How well does each alternative meet the community's overall goals?**
  - ✓**Summary of advantages and challenges associated with each option**
- **A federal environmental evaluation will be required in the future to finalize corridor solutions.**

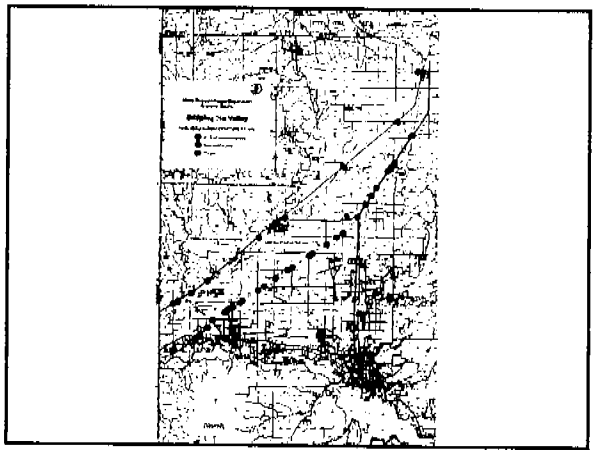
BRIDGING THE VALLEY

Railroad Consolidation Proposal

Idaho / Washington Partnership







METROPOPLITAN PLANNING ORGANIZATION

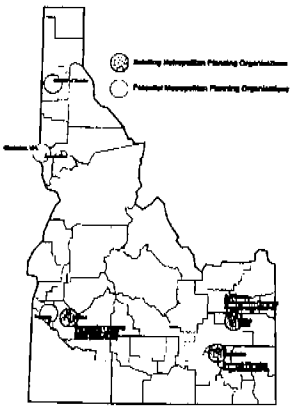
Coeur d'Alene Urbanized Area

WHY ARE MPO'S REQUIRED?

- Required by federal law in urban areas over 50,000 population.
- For coordinated transportation planning.

Current requirements are outlined in 23USC134.

WHERE ARE THE MPO'S IN IDAHO?



WHAT WILL OUR MPO DO?

- Develop Regional Transportation Plans
- Prioritize Federal Funding
- Possible Regional Air Quality Responsibilities
- Possible Congestion Management Role
- Other Studies

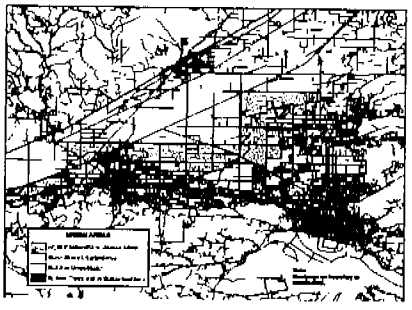
POLICY BOARD

Policy Board typically includes:

- Local Elected Officials
- Officials of Major Mode Agencies:
  - Transit
  - Air
  - Rail
- Appropriate State Officials

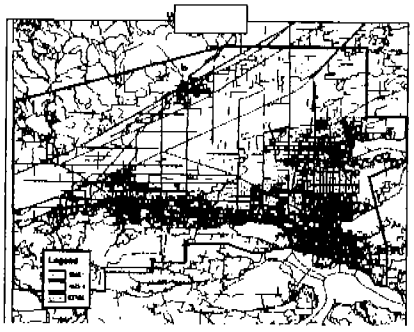
URBANIZED AREA

MPO Boundary *must* include at least the existing urbanized area.



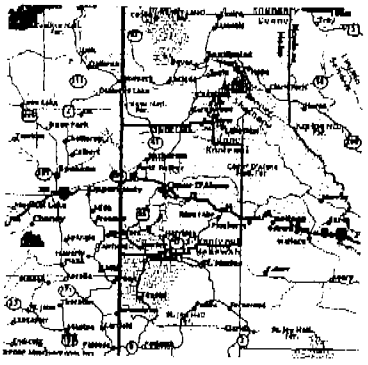
BOUNDARY SCENARIO 1

MPO could cover only the Anticipated 20-year Urbanized Area.



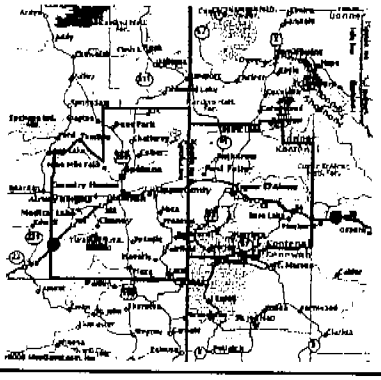
BOUNDARY SCENARIO 2

MPO could cover the entire county.



BOUNDARY SCENARIO 3

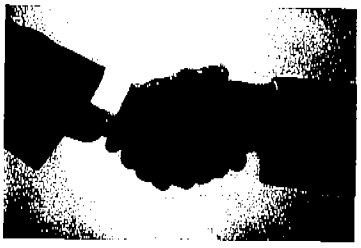
We could combine our MPO with Spokane's MPO.



TIMELINE

- April 30, 2003: Boundary, membership and voting structure needs to be established by agreement between local officials and the Governor.
- October 1, 2005: MPO's planning process, including a Long Range Plan and TIP must be in place.

COMMUNITY PARTNERS

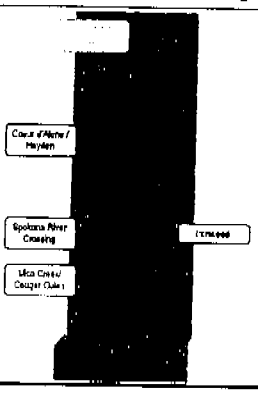


Presentation to Joint Government Affairs Committee
CdA Chamber and Board of Realtors. 9-17-02

US-95 CdA Corridor Study

9-17-02

US 95 Study Area



Planning Level Analysis

- Characterize traffic forecasts and demands
- Long-range needs assessment for US95
- Understand advantages and challenges associated with various options

(Environmental process will investigate detailed issues later.)

No Alternative Is Free of Issues and Challenges

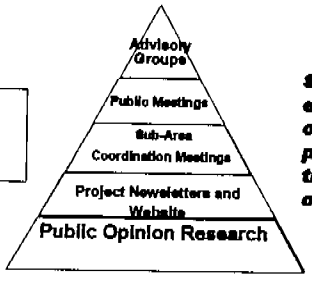
· Land Use	· Wetlands/Water quality
· Prime Farmland	· Fish & Wildlife resources
· Social Impacts	· Noise
· Displacements	· Hazardous materials sites
· Economic Impacts	· Visual resources
· Access Changes	· Maintenance Issues
· Cultural Impacts	· Construction Impacts

US95 Has Many Customers

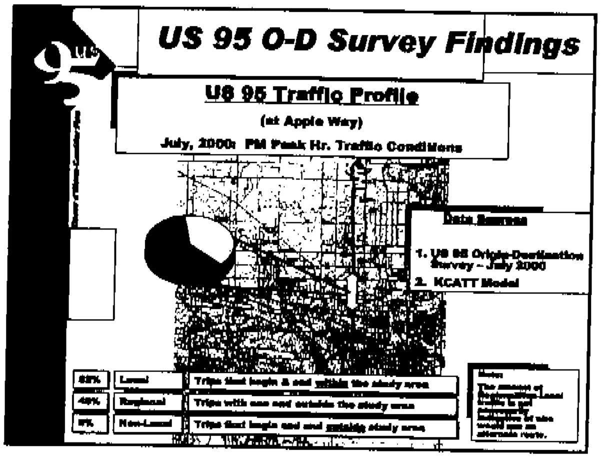
- Commuters
- Truckers
- Shoppers / businesses
- Emergency services
- Bicycles and Pedestrians
- Tourists
- School Buses / Transit

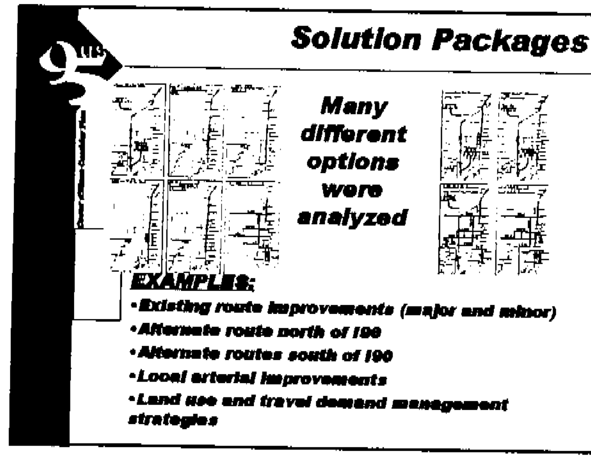
US95 Study Community Involvement

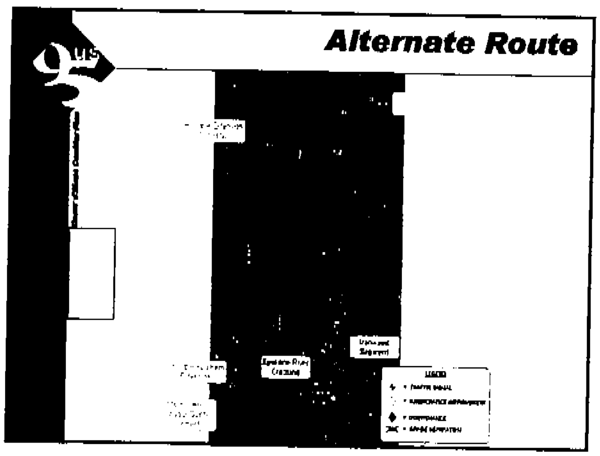
Assessing Solutions for US95

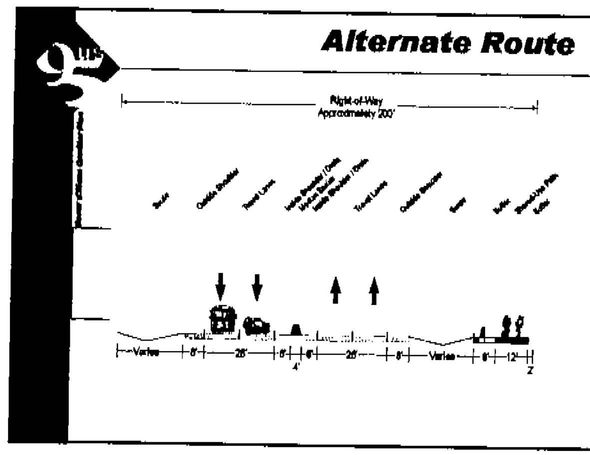


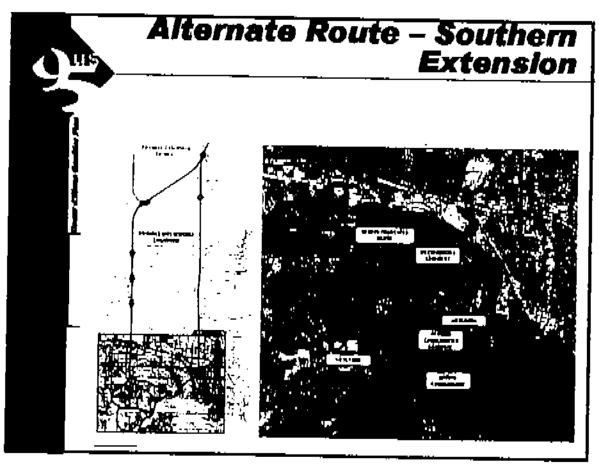
Study outreach efforts involved over 1000 people throughout the community.

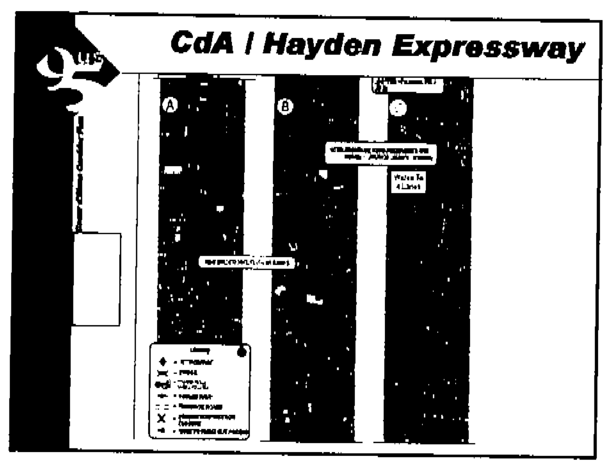

US 95 O-D Survey Findings
US 95 Traffic Profile
(at Apple Way)
July, 2000: PM Peak Hr. Traffic Conditions
Data Sources
1. US 95 Origin-Destination Survey - July 2000
2. KCATT Model
Local
Trips that begin & end within the study area
Regional
Trips with one end outside the study area
Non-Local
Trips that begin and end outside study area


Solution Packages
Many different options were analyzed
EXAMPLES:
•Existing route improvements (major and minor)
•Alternate route north of I90
•Alternate routes south of I90
•Local arterial improvements
•Land use and travel demand management strategies

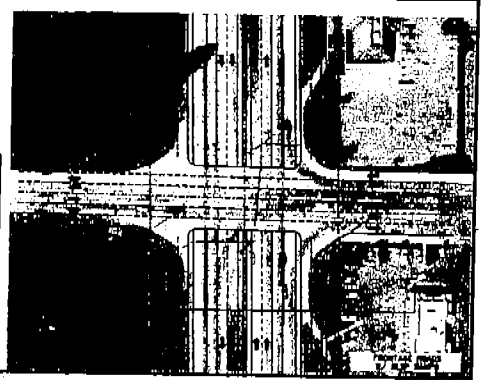

Alternate Route


Alternate Route
Right-of-Way
Approximately 200'


Alternate Route – Southern Extension


CdA / Hayden Expressway

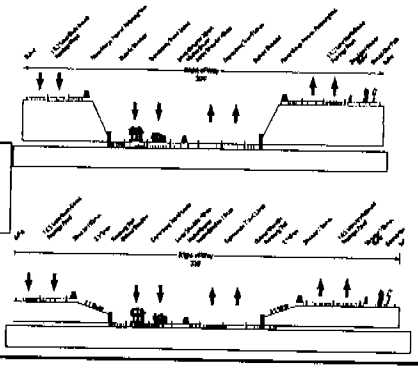
CdA / Hayden Expressway Possible Plan View



CdA / Hayden Expressway

Possible Plan View

CdA / Hayden Expressway Possible Cross Section



The Alternate Route Dilemma

- Someday, a new arterial route will likely be needed on the Prairie.
- A US95 alternate route could shift some traffic away from existing US95 immediately.
- But, in 20 years, volumes on existing US95 would still grow to surpass today's congested levels.
- Alternate route alone does not address community's desire for better mobility and safety on the existing route.

Alternate Route Advantages

- Comparatively easy to construct and maintain.
- Accommodates future local development on the Prairie.
- Provides some short term relief of existing route congestion.
- Easily expandable if adequate right of way is preserved.

Expressway Advantages

- Reduces congestion on existing route over the long term
- Improves safety for autos, bikes and pedestrians
- Supports continued commercial development within the urban core
- Leverages community's existing infrastructure investments and planned improvements

Back to Our Dilemma

"We can't solve today's problem by building tomorrow's solution."

Study Results

- Matrix of Possible Improvements:
  - ✓How well does each alternative meet the community's overall goals?
  - ✓Summary of advantages and challenges associated with each option

A federal environmental evaluation will be required in the future to finalize corridor solutions.

MPO's Role

MPO will play key role:

- Help determine when to move ahead
- Facilitate the environmental process
- Complete community dialog to balance stakeholder needs

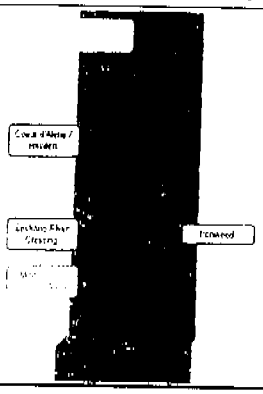
MPO.ppt

Hayden P+Z Commission

US-95 CdA Corridor Study

Hayden Planning Commission
10-22-02

US 95 Study Area



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US95 Has Many Customers

- Commuters
- Truckers
- Shoppers / businesses
- Emergency services
- Bicycles and Pedestrians
- Tourists
- School Buses / Transit

Identified Needs

Regional North-South Mobility Corridor

- Need for a 55 mph freeway facility identified.
- Ultimate location still in question.
- Federal Environmental Evaluation required before selecting a "preferred alternative".

Identified Needs, Continued

Additional Capacity

- Additional highway capacity beyond what is possible on existing alignment may require relief route someday.

Identified Needs, Continued

Better Local Mobility on Existing Route

- Congestion, stopping and waiting at signals, back-up on local streets and travel time are community concerns.
- Existing route already experiences poor service levels during peak times.

Identified Needs, Continued

Improved Safety

- Nearly all signalized intersections on US95 in study area are official High Accident Locations.
- Improved automobile safety as well as safer pedestrian accommodation along and across US95 needed.

Identified Needs, Continued

Additional Local Arterial Capacity

- Improvements to local arterials needed regardless of what happens to US95.
- Additional capacity on local routes will help reduce local dependence on US95.

Identified Needs, Continued

Preservation of Key Rights of Way

- Need to preserve land so our options aren't limited later.
- Huetter corridor needs to be preserved.
- Right of way acquisition along Lincoln Way a good idea as adjacent properties come up for sale.

Identified Needs, Continued

Access Management

- Need to perpetuate access in existing commercial areas.
- Intersection and signal spacing is key to minimizing congestion.
- Any 55 mph facility needs to have limited access, regardless of where it is located.

Coeur d'Alene Corridor Study

Section A-5

Public Meetings

October 18, 2000	Public Open House
February 28, 2001	Public Open House
July 18, 2001	Public Open House
December 19, 2001	Public Open House
April 22, 2002	Public Open House

***Press releases and display ads were published in both local papers prior to each public meeting.**

Coeur d'Alene Corridor Plan

Name	Address	Phone	E-Mail	Would you like to be added to our public mailing list?
Diana Hattaya	1425 Fairmont Ln	661-3663	Dianah@idr.com	~~yes~~
Shelly Matthews	20145 N. Pinehurst Lane Rathdrum	6873471		yes
Aurthur S. Biscoe	Coeur d'Alene Press	664-8176	abiscoe@cdapress.com	yes
Alan Gould	New Frontiers	772-6775	alanjgolub@email.msn.com	
Stacy Holbert	429½ main wardner Kellogg	786-9501	StacyHolbert@Hotmail.com	
HILDE KELLOGG	P.O. Box 1479 - Post Falls, ID	773-5412	FAX 208-457-1104	y
David A. Atwood	3150 E Road - N. Idaho 83854	772-6900		
JOSEPH H. WUEST	P.O. BOX 460 HAYDEN ID	772-7527		
LELAND ERWIN	4009 LANCASTER CDA	765 9250		
Jim Ochenski	17255 N Circle S Trail Athol	627-2113		

Public Open House Mtg
October 18, 2000

OPEN HOUSE #1
SIGN-IN SHEET

Name	Address	Phone	E-Mail	Would you like to be added to our public mailing list?
Christa Davis	560 W. Orchard Ave. Hayden	772-3922	Ø	YES
MIKE MIHELICH	626 N 18TH ST CDA	664-4741	MIKEM@UNI.NET	YES
Dale Intolubbe	~~17226~~ P.O. Box 2050 Hayden	687-0498	tormo@mindspring	Yes
Carol LaPan	2109 Candy Ln CDA	664-6052		Yes
Don Gage	1220 W. Hanley CDA	765-9322		
Kathleen Peffitt	P.O. Box 1292 - Hayden 83835			
Nancy Gage	1220 W. Hanley CdA.	765-9322		
Dick Wandiake	4108 Arrowhead Rd CDA 83815	664-1052		YES
[illegible]	937 N 12 CdA 83[illegible]	765-8407		

Coeur d'Alene Corridor Plan

Public Open House Mtg
February 2001

Name	Address (Street, City, Zip)	Phone	Fax/E-Mail	Please Check the Appropriate Boxes		
Judith Kaney	PO Box 516 Athol ID 83801	623-2123		☐ Male ☒ Female	☐ Disabled	☐ Black ☐ Hispanic ☒ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
Ann Swinkler	CLC Associates, Inc 708 W. 7th Ave, Ste 200 Spokane, WA 99204	(509) 458-6840	(509) 458-6844 aswinkler@dc-inc.com	☐ Male ☒ Female	☐ Disabled	☐ Black ☐ Hispanic ☒ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
JOHN SLONAKER	700 CLEARWATER LN BOISE, ID 83712 CH2M HILL	395-5310	jslonake@ch2m.com	☒ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☐ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
P-LIGHTY	BX 1010 HAYDEN			☒ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☐ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
Nicole Baird	11100 Ashwood Ct. Post Falls 83854	777-8140		☐ Male ☒ Female	☐ Disabled	☐ Black ☐ Hispanic ☒ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
Jason Tucker	4641 W Copper Tree Rd Rath	687-2130		☒ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☐ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
Mark Keiner	2500 Versailles drive 83815 cda	666-0163		☒ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☒ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
RICHARD KOERNER	5505 PIONEER WAY CdA, Id. 83815	666-1525	RKOERNER@MICRONET	☒ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☒ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
Gordon Cofield	W1914 Prairie Ave 83815	7725494		☒ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☐ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other

Coeur d'Alene Corridor Plan

Name	Address (Street, City, Zip)	Phone	Fax/E-Mail	Please Check the Appropriate Boxes		
Scott Elsworth	700 Clearwater LN Boise, ID 83702	345-5310	Fax 345-5315 sellsworth@chzm.com	☒ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☒ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
Eric Flowers	CDA Press 83814	664-8176	eflowers@cdapress	☒ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☒ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
Frances Wright	PO Box 1010 HL 83835			☐ Male ☒ Female	☐ Disabled	☐ Black ☐ Hispanic ☒ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
Roger Seiler	Solid Waste Dept. N3650 Ramsey Rd 83815	769-4402		☒ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☒ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
Tom Macy	N1700 Arborcrest Ct	208-777-8470		☒ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☒ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
Brendan LeBlanc	500 N Idaholine Rd. #3 Post Falls, ID 83854	208-772-7789		☒ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☒ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
Bryan Richardson	W 750 ohio match Rathdrum	687-3313		☐ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☐ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
Jim Armitage	4241 Woodside Ave Cd'A	765-0789		☒ Male ☐ Female	☒ Disabled	☐ Black ☐ Hispanic ☐ White ☒ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
Ron Sargent Elisa Sargent	2235 E. Homestead Loop Hayden	7729707		☒ Male ☒ Female	☐ Disabled	☐ Black ☐ Hispanic ☒ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other

Coeur d'Alene Corridor Plan

Name	Address (Street, City, Zip)	Phone	Fax/E-Mail	Please Check the Appropriate Boxes		
RAY COBY	2143 E. HARROW CDA	772-9233		☒ Male ☐ Female	☐ Disabled	☐ Black ☒ Hispanic ☐ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
DONNA "	" "	" "		☐ Male ☒ Female	☐ Disabled	☐ Black ☐ Hispanic ☐ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
Mike & Michelle Arroyo	12208 N. Forest Rd, Hayden	762-3170		☒ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☒ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
David M. Powell	5831 Silver Pine Ct. CDA	765-8201		☒ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☒ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
Mr & Mrs Lee Haugh	2160 W Prairie Ave	772-3191		☐ Male ☒ Female	☐ Disabled	☐ Black ☐ Hispanic ☒ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
David & Kathy McDowell	3311 Fairway Ct.	765-2052		☒ Male ☒ Female	☐ Disabled	☐ Black ☐ Hispanic ☒ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
LINDA HENDERSON	1808 N 7th CDA 83814	664-6856		☐ Male ☒ Female	☐ Disabled	☐ Black ☐ Hispanic ☒ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
Marta Walker	53151 N. Old Hwy 95 Rathdrum	772-2268		☐ Male ☒ Female	☐ Disabled	☐ Black ☐ Hispanic ☒ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
Rocky WABen	915 Sherman Ave CDA	664-9300		☐ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☐ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other

Name	Address (Street, City, Zip)	Phone	Fax/E-Mail	Please Check the Appropriate Boxes		
Scott Fonte	4450 E. Poleline Ave. Post Falls, ID 83854	457-8307		☑ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☑ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
John McGruder	19256 S. WATSON RD CDA 83814	765-3818		☑ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☑ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
William Tarnasky	12301 STATION RD Hayden	772-3254		☑ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☑ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
CHRIS HAMAN	219 W WALNUT Cd'A 83814	664-1021		☐ Male ☑ Female	☐ Disabled	☐ Black ☐ Hispanic ☑ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
Ronald Frank	700 Ironwood #234 Cda 83814	765-1345		☑ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☑ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
Popes Frank	Rt 3 Box 25 Hayden	772 9793	ID 772 9793	☑ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☑ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
Robert Wright	1095 Wilbur Avenue Dalton Gardens, ID 83815	772-7669	772-7882	☑ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☑ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
Bart Bowers	6565 OCTAVIA ST Post Falls, ID	667-7070		☑ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☑ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
Jim Thorpe	2021 CHERRY HILL RD. CDA ID 83814	765-9015		☑ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☑ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other

Coeur d'Alene Corridor Plan

Name	Address (Street, City, Zip)	Phone	Fax/E-Mail	Please Check the Appropriate Boxes		
John Adams	1928 Canyon Dr. CDA	(208) 765-5936 (208) 765-2315 work	208 667-1919	☑ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☑ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
Curt Hunter	7142 W Coventry Dr.	208-765-1204		☑ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☐ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
Ann Hunter	" " 83814	" "		☐ Male ☑ Female	☐ Disabled	☐ Black ☐ Hispanic ☐ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
Tom + Barbara Fellows	10315 Huetter Rath 83858	772 7268	same FAX E-mail DIRTWORKS0@C	☑ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☑ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
Mavis Weaver	3585 E Ohio Match Hayden 83835	762-5859	mweaver16@ hotmail.com	☐ Male ☑ Female	☐ Disabled	☐ Black ☐ Hispanic ☑ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
Bjarne Larsen	P.O. Box 1239, Hayden	772 3290	bjsales@widlink.com	☒ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☐ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
Gordon L Jennings	308 W 14th Post Falls	773-2157		☒ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☐ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
Greg Long	N 29520 Hy 95 Athol Ida	683-1716		☒ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☐ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
Dick Edinger	52837 Silver Beach CDA 83814	765-4714		☑ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☑ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other

Coeur d'Alene Corridor Plan

Name	Address (Street, City, Zip)	Phone	Fax/E-Mail	Please Check the Appropriate Boxes		
David L Haman	PO Box 3311 Hayden ID 83835	762-3759		☑ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☑ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
DICK WANDROCKE	4108 ARROWHEAD RD C.D.A., ID 83815	664-1052	FAX 664-1710	☒ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☒ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
Kristy REED Johnson	312 Coho Road Post Falls, 83854	777-1588	FAX 777-1615 KRISTY@nidlink.com	☐ Male ☒ Female	☐ Disabled	☐ Black ☐ Hispanic ☒ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
Tim Brunke	N 7475 Hueter Rd. CDA 83815	664-7401	TWBrunke@msn.com	☒ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☒ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
Aldene Hildebrand	1861 W. Diamond Bar. Lkh. 83856	762-4146		☐ Male ☑ Female	☐ Disabled	☐ Black ☐ Hispanic ☑ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
Roy Armstrong	4950 N Hueter Rd CDA 83815			☐ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☐ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
Scott N. BRAUN	7650 Hwy 95 N + Aqua Ave Coeur d'Alene, Idaho 83815	772-5775		☑ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☑ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
Dick ERICKSON	19805 MEADOWBROOK CdA 83814	6646210		☑ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☐ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
Reid & Velma Buckel	1180 N. Buckel Rd Rathdrum	772-5191		☑ Male ☑ Female	☐ Disabled	☐ Black ☐ Hispanic ☑ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other

Coeur d'Alene Corridor Plan

Name	Address (Street, City, Zip)	Phone	Fax/E-Mail	Please Check the Appropriate Boxes		
Andy Anderson	CDA Id 17925 S. Rockford Pines	208 664-6767	N/A	☒ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☒ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
John Holt	W 5455 Orchard Ave Rathdrum	687-1976	687-2696	☒ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☒ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
Faith Holt	Same	Same	Same	☐ Male ☒ Female	☐ Disabled	☐ Black ☐ Hispanic ☒ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
Tom Wolff	3585 E OHIO MATCH Hayden	762-5859	twaatvik@ [illegible]	☐ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☐ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
Chris Pokorny	12665 W. Biggs Rd. Rathdrum, Id. 83858	687-2556		☒ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☐ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
Edward Johnson	Dalton Gardens 1379 E Wilbur	772.5153		☐ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☐ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
James Pokorny	18825 OLD Hwy 95 HAYDEN ID. 83835			☐ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☐ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
Phil Hildebrand	1811 Diamond Bar Rd Rathdrum, Id. 83858	762-4146		☒ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☒ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
Kay Newcomb	5704 Christopher Dr CDA 83815	765-1223		☒ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☒ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other

Coeur d'Alene Corridor Plan

PUBLIC MEETING
SIGN-IN SHEET
4:00 – 7:00 P.M., February 28, 2001, ITD District #1 Headquarters

The Idaho Transportation Department is monitoring attendance in order to assure equal opportunity. We would appreciate your cooperation by voluntarily furnishing us with the information outlined in the sign-in sheet. This information will only be used for affirmative action purposes as specified by law (CFR 49.21.9).

Name	Address (Street, City, Zip)	Phone	Fax/E-Mail	Please Check the Appropriate Boxes		
LEON EGGERS	3115 E 16 P. F.	773-4424		☑ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☑ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
John Bentley	3165 Millsap Rd Post Falls 83854	773-9321	JBentley@ciceh.net	☐ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☐ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
Mr Joe Dennis Mrs Belva Dennis	11441 Avondale Loop Rd Hayden 83835	772-7197		☑ Male ☑ Female	☑ Disabled	☐ Black ☐ Hispanic ☑ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
Brent Christian	5604 St Germain Ct CdA ID 83815	765-1857		☑ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☑ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
	N. Branson CdA 83815			☐ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☐ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
Steve Loper	25577 N. Hatch Rd. Athol, ID 83801	683-2588		☑ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☐ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
LARRY CAMERON	16310 E. OLYMPIC CT. SPOKANE, WA, 99216	(509) 928-5431		☑ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☑ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other

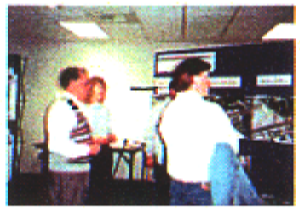
Name	Address (Street, City, Zip)	Phone	Fax/E-Mail	Please Check the Appropriate Boxes		
Jim Kamm	1902 Pine Hill Ct	664-8814		☒ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☒ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
				☐ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☐ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
				☐ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☐ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
				☐ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☐ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
				☐ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☐ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
				☐ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☐ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
				☐ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☐ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
				☐ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☐ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other
				☐ Male ☐ Female	☐ Disabled	☐ Black ☐ Hispanic ☐ White ☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Other

Virtual Open House Meeting

PUBLIC MEETING #2
February 28, 2001

Welcome to the North Coeur d'Alene Corridor Plan Virtual Open House Meeting #2. The actual Open House was held on Wednesday, February 28.

Meeting Topic: Planning process update and public feedback. Based on the technical analysis and public input to date... A summary of the US 95 Corridor Draft Goals, land use / environmental issues and constraints, impacts of growth, and the possible improvement options in the US 95 corridor through the Cities of Coeur d'Alene and Hayden.



The Idaho Transportation Department is monitoring attendance in order to assure equal opportunity. We would appreciate your cooperation by voluntarily furnishing us with the information outlined in the sign-in sheet. This information will only be used for affirmative action purposes as specified by law (CFR 49.21.9). Please take a minute to sign in.

Last updated: March 14, 2001
Comments should be addressed to the Project Webmaster

MEETING ROOM

Exit Open House

Station 6
System Improvement
Concepts

Station 1
Study Background
Information

Station 5
VISSIM Traffic
Simulation

Station 2
Land Use &
Environmental
Conditions

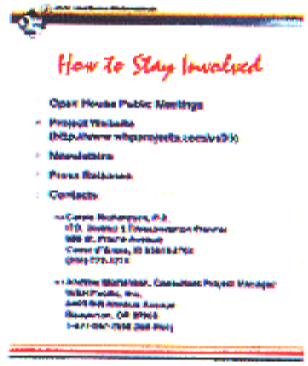
Station 4
Example Concept
Options

Station 3
Impacts of Growth

Station 1
Study Background Information

Study Area Map

Project Schedule



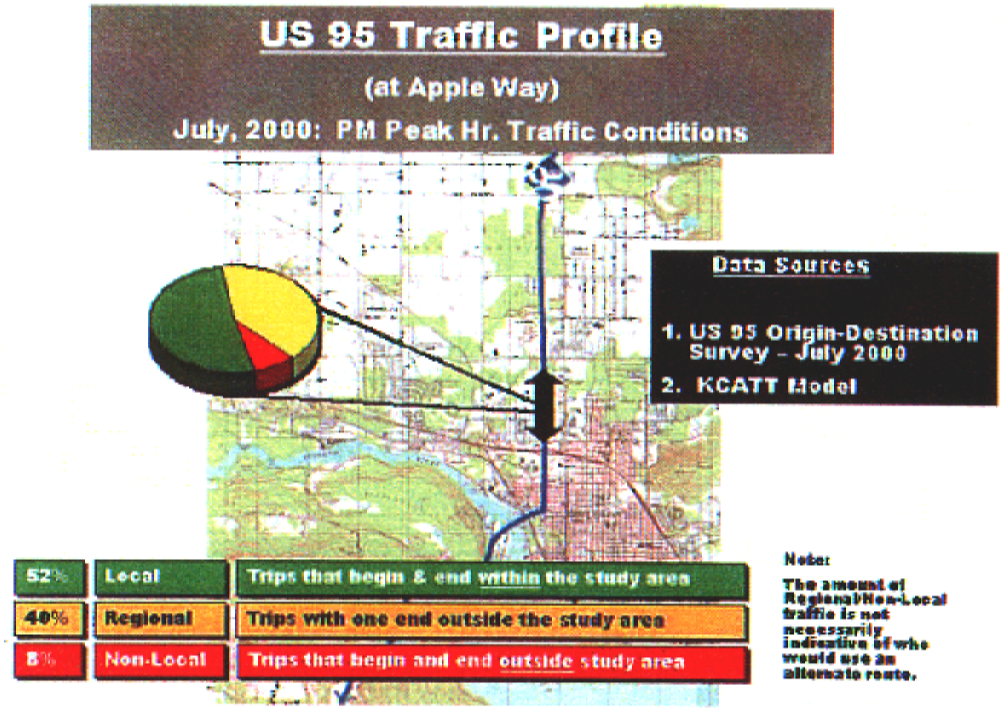
How to Stay Involved

Draft Goals

Return to Meeting Room

Next Station

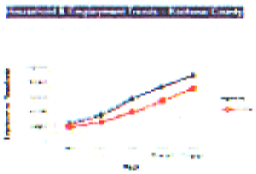
Station 2
US 95 O-D Survey Findings



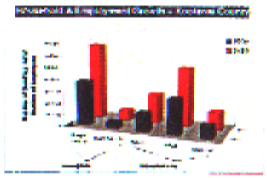
Previous Station Return to Meeting Room

Station 3
Impacts of Growth

Impacts of Growth were based on existing and forecast household and employment data developed for the regional travel demand model. The forecasts were based on several factors including past growth trends, migration patterns, and birth and death rates. Forecast growth was allocated in the region using the various comprehensive plans and zoning ordinances.



Housing & Employment Trends



Housing & Employment Growth

Level of Service

Previous Station

Return to Meeting Room

Next Station

Station 4
Example Concept Options

(At Hanley Avenue)

This station uses the US 95 / Hanley Avenue-Canfield intersections as a common example to help illustrate the various conceptual improvement options. The purpose of these exhibits is to illustrate possible, conceptual improvement options within the current US 95 corridor that address the issues raised by the community as part of the US 95 planning process.

Median U-Turn
Angle View

Diamond Interchange
Overhead View

Diamond Interchange
Angle View

Single-Point Urban Interchange
Overhead View

Previous Station

Single-Point Urban Interchange
Angle View

Return to Meeting Room

Echelon Interchange
Angle View

Next Station

Station 5
Traffic Simulation Demonstration

Existing Conditions

Median U-Turn

Single-Point Urban Interchange

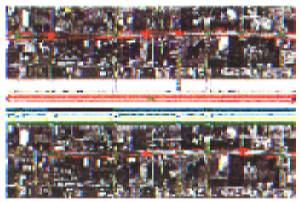
Previous Station

Return to Meeting Room

Next Station

Station 6
System Improvement Concept

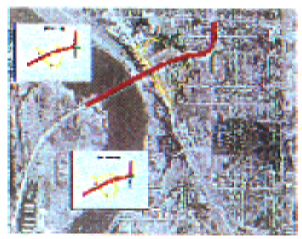
The purpose of these exhibits is to illustrate possible, system-wide conceptual improvement options -- both within the current US 95 corridor (to show options that minimize the need to acquire new right-of-way) and within an alternate route corridor -- that address the issues raised by the community as part of the US 95 planning process.



Single Point Urban Interchange

Median U-Turn & Super Street Median

Huetter Road Alternate Route Concept



Northwest Boulevard/Spokane River Bridge

Previous Station

Return to Meeting Room

PUBLIC COMMENT FORM

The following questions are designed to provide you with a written opportunity to comment on the US 95 Coeur d'Alene Corridor Plan and to assist in the planning process. Please return to an ITD staff member or Consultant staff member at the conclusion of the meeting, or mail to:

ITD District 1, 600 W. Prairie Avenue, Coeur d'Alene, ID 83815
Attn: Barbara Babic

1. Did this meeting provide sufficient information on the US 95 Coeur d'Alene Corridor Plan to clearly understand where we are in the planning process, and how you can stay involved? Yes _____ No _____

   If not, what additional information would you like? _____

   _____

2. Part of the purpose of this meeting was to identify opportunities for future transportation improvement options. What other options, not covered in this meeting, do you believe should be investigated as part of the US 95 Coeur d'Alene Corridor Plan?

   Options (type and location)

   Invest instead in "mixed use" liveable, walkable communities cutting down on auto dependency, commuting and traffic.

   (Please list any additional comments on the back of this form)

3. Other comments regarding the Plan or planning process:

   I'm from San Francisco, and CDA/Hayden does not have bad traffic. It's not even relative. There just isn't a traffic problem here. Your plan seems like overkill. If your planning for the future, go for it.

4. A mailing list has been developed to provide ongoing Plan information, newsletters, notice of meetings, etc. to related or interested groups, organizations or individuals. If you or another individual or organization you know of should be added to the list, please provide the information in the lines below.

   Name _____ Phone _____

   Mailing Address _____

   (Please list additional names on the back of this form)

Thank You!

US 95 Coeur d'Alene Corridor Project Offices
3130 Owyhee Street, Boise, ID 83705 (208) 342-6400 (208) 342-5353 Fx
8405 S.W. Nimbus Ave, Beaverton, OR 97008 (503)-626-0455 (503) 626-0775 Fx
Project Hotline: 1-877-WHP-SOLV (947-7658)

Andy

Coeur d'Alene Corridor Plan

PUBLIC COMMENT FORM

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ITD District 1, 600 W. Prairie Avenue, Coeur d'Alene, ID 83815
Attn: Barbara Babic

1. Did this meeting provide sufficient information on the US 95 Coeur d'Alene Corridor Plan to clearly understand where we are in the planning process, and how you can stay involved? Yes _____ No _____

   If not, what additional information would you like? I didn't attend —

2. Part of the purpose of this meeting was to identify opportunities for future transportation improvement options. What other options, not covered in this meeting, do you believe should be investigated as part of the US 95 Coeur d'Alene Corridor Plan?

   Options (type and location)

   Huetter Road Bypass — The proposed routing is close to the airport & doesn't allow for future expansion of the main runway. As this area grows (and it will) (over)

   (Please list any additional comments on the back of this form)

3. Other comments regarding the Plan or planning process:

   (See reverse)

4. A mailing list has been developed to provide ongoing Plan information, newsletters, notice of meetings, etc. to related or interested groups, organizations or individuals. If you or another individual or organization you know of should be added to the list, please provide the information in the lines below.

   Name Bob Riddle Phone 772-2697

   Mailing Address 12045 Vail Hayden Lake, ID 83835

   (Please list additional names on the back of this form)

Thank You!

US 95 Coeur d'Alene Corridor Project Offices
3130 Owyhee Street, Boise, ID 83705 (208) 342-5400 (208) 342-5353 Fx
8405 S.W. Nimbus Ave, Beaverton, OR 97008 (503)-626-0455 (503) 626-0775 Fx
Project Hotline: 1-877-WHP-SOLV (847-7658)

Andy

PUBLIC COMMENT FORM

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ITD District 1, 600 W. Prairie Avenue, Coeur d'Alene, ID 83815
Attn: Barbara Babic

1. Did this meeting provide sufficient information on the US 95 Coeur d'Alene Corridor Plan to clearly understand where we are in the planning process, and how you can stay involved? Yes ✓ No _____

   If not, what additional information would you like? _____

2. Part of the purpose of this meeting was to identify opportunities for future transportation improvement options. What other options, not covered in this meeting, do you believe should be investigated as part of the US 95 Coeur d'Alene Corridor Plan?

   Options (type and location)

   _____

   _____

   _____

   (Please list any additional comments on the back of this form)

3. Other comments regarding the Plan or planning process:

   _____

   Please see other side

4. A mailing list has been developed to provide ongoing Plan information, newsletters, notice of meetings, etc. to related or interested groups, organizations or individuals. If you or another individual or organization you know of should be added to the list, please provide the information in the lines below.

   Name ROGER LIGHTY Phone 772 2292

   Mailing Address P.O. BOX 1010 HAYDEN LAKE, ID.

   (Please list additional names on the back of this form)

Thank You!

3/8/01

US 95 Coeur d'Alene Corridor Project Offices
3130 Owyhee Street, Boise, ID 83705 (208) 342-5400 (208) 342-5353 Fx
8405 S.W. Nimbus Ave, Beaverton, OR 97008 (503)-626-0455 (503) 526-0775 Fx
Project Hotline: 1-877-WHP-SOLV (947-7658)

PUBLIC COMMENT FORM

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ITD District 1, 600 W. Prairie Avenue, Coeur d'Alene, ID 83815
Attn: Barbara Babic

1. Did this meeting provide sufficient information on the US 95 Coeur d'Alene Corridor Plan to clearly understand where we are in the planning process, and how you can stay involved? Yes _____ No _____

   If not, what additional information would you like? You plan for public transportation, I ~~am sure, but what is the plan???~~

2. Part of the purpose of this meeting was to identify opportunities for future transportation improvement options. What other options, not covered in this meeting, do you believe should be investigated as part of the US 95 Coeur d'Alene Corridor Plan?

   Options (type and location)

   Rec Center

   (Please list any additional comments on the back of this form)

3. Other comments ~~regarding the Plan or planning process:~~

4. A mailing list has been developed to provide ongoing Plan information, newsletters, notice of meetings, etc. to related or interested groups, organizations or individuals. If you or another individual or organization you know of should be added to the list, please provide the information in the lines below.

   Name _____ Phone _____

   Mailing Address _____

   (Please list additional names on the back of this form)

Thank You!

US 95 Coeur d'Alene Corridor Project Offices
3130 Owyhee Street, Boise, ID 83705 (208) 342-6400 (208) 342-5363 Fx
8405 S.W. Nimbus Ave, Beaverton, OR 97008 (503)-626-0455 (503) 626-0775 Fx
Project Hotline: 1-877-WHP-SOLV (947-7658)

Andy

PUBLIC COMMENT FORM

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ITD District 1, 600 W. Prairie Avenue, Coeur d'Alene, ID 83815
Attn: Barbara Babic

1. Did this meeting provide sufficient information on the US 95 Coeur d'Alene Corridor Plan to clearly understand where we are in the planning process, and how you can stay involved? Yes _____ No X

✓ If not, what additional information would you like? Regarding a bypass route along Huetter Rd, will this Route be limited access? — See back of form

2. Part of the purpose of this meeting was to identify opportunities for future transportation improvement options. What other options, not covered in this meeting, do you believe should be investigated as part of the US 95 Coeur d'Alene Corridor Plan?

Options (type and location)

✓ Coordinating the traffic signals to enhance traffic flows would be a big help.

(Please list any additional comments on the back of this form)

3. Other comments regarding the Plan or planning process:

See back of form.

4. A mailing list has been developed to provide ongoing Plan information, newsletters, notice of meetings, etc. to related or interested groups, organizations or individuals. If you or another individual or organization you know of should be added to the list, please provide the information in the lines below.

Name Thomas R Macy Phone 208-777-7923

Mailing Address PO Box 601 Post Falls Idaho 83877

(Please list additional names on the back of this form)

Thank You!

US 95 Coeur d'Alene Corridor Project Offices
3130 Owyhee Street, Boise, ID 83705 (208) 342-5400 (208) 342-5353 Fx
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Coeur d'Alene Corridor Plan

PUBLIC COMMENT FORM

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Attn: Barbara Babic

1. Did this meeting provide sufficient information on the US 95 Coeur d'Alene Corridor Plan to clearly understand where we are in the planning process, and how you can stay involved? Yes X No _____

   If not, what additional information would you like? _____

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   Options (type and location)

   ✓ THE 4 OPTIONS WERE OK.

   (Please list any additional comments on the back of this form)

3. Other comments regarding the Plan or planning process:

   ✓ IT WOULD BE HELPFUL TO SEE ACTUAL FINANCIAL COSTS, IN THE FOUR BASIC OPTIONS (BRIDGES, NEW ROUTES, ETC. ETC.

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   Name DICK WANDROCKE Phone 664-1052

   Mailing Address 4108 ARROWHEAD RD. COEUR D'ALENE, ID 83815

   (Please list additional names on the back of this form)

Thank You!

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Attn: Barbara Babic

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   If not, what additional information would you like? _____

2. Part of the purpose of this meeting was to identify opportunities for future transportation improvement options. What other options, not covered in this meeting, do you believe should be investigated as part of the US 95 Coeur d'Alene Corridor Plan?

   Options (type and location)

   Please see comments on back

   (Please list any additional comments on the back of this form)

3. Other comments regarding the Plan or planning process:

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   Name Andy Anderson Phone 208-664-6967

   Mailing Address 17925 S. Rockford Pines Rd CDA 83814-7027

   (Please list additional names on the back of this form)

Thank You!

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✓

I strongly support moving I-90 over to the Hutter Road route. It seems to me that the present 95 route is doomed to never being a realistic route for through traffic going north or south. In other words, the present I-95 is probably going to continue to increase the percentage of its traffic that terminates at the many retail and service locations between Ironwood Drive on the south and Hayden Ave. on the north end.

The land use, and hence zoning, along the Hutter route, if used, should not be changed to the point that it promotes the same insane glut of businesses along it's right of way similar to what is happening on each side of I-90 from the Washington/Idaho state line east to Highway 41.

I am very concerned about the possible interchange from the present I-95 to the optional Hutter route on the south end of this project. I can see a temporary route going from I-95 up Northwest Blvd to the NW Blvd/Ramsey I-90 west on-ramp and then on westward to the Hutter access. However, it strikes me that this routing could very quickly get as congested as the present I-95/I-90 and Appleway intersections are today. Are you not just moving the congestion problem west about a 1,000 yards? I would encourage acquisition of right-of-way from the south end of the proposed Hutter bridge (used to be the Ohio Match bridge) down to some point to the south/east to intercept the existing I-95. I realize this will be very costly but could prove to be a bargain when compared to having to do this after significantly more development occurs along that route. I see this problem being not too different than what Spokane is experiencing on trying to realize their north/south route. That problem has been debated at least for the last 45 years and it isn't getting any cheaper, is it.

As an integral part of your long range surface transportation planning, it is critical that you bite the bullet and work on a public transportation system between Coeur d'Alene and Spokane. This route completely mimics the ridiculous situation I witnessed down in Southern California. Spokane County (ie: Washington state) and Kootenai County (ie:Idaho state) should be charged with absolute dereliction if the two states do not get the low passenger density car commuter off of the highway and onto some form of high speed, express type public transportation. We simply cannot continue to add lanes to I-90 to facilitate this traffic.

I appreciated your open house on Feb. 28th. The information presented was very good and quite thorough. Thank the staff for the patience to explain the many options and considerations that go into this type of planning

✓ John Bentley
3115 Millsap Loop Rd.
Post Falls, ID 83854
jbentley@icehouse.net

PUBLIC COMMENT FORM

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Attn: Barbara Babic

1. Did this meeting provide sufficient information on the US 95 Coeur d'Alene Corridor Plan to clearly understand where we are in the planning process, and how you can stay involved? Yes ✓ No _____

   If not, what additional information would you like? _____

2. Part of the purpose of this meeting was to identify opportunities for future transportation improvement options. What other options, not covered in this meeting, do you believe should be investigated as part of the US 95 Coeur d'Alene Corridor Plan?

   Options (type and location)

   _____

   _____

   _____

   (Please list any additional comments on the back of this form)

3. Other comments regarding the Plan or planning process:

   _____

   _____

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   Name Jerry Long Phone 683-1710

   Mailing Address N 29520 Hy 95, Athol Id 83801

   (Please list additional names on the back of this form)

Thank You!

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ITD District 1, 600 W. Prairie Avenue, Coeur d'Alene, ID 83815
Attn: Barbara Bablo

1. Did this meeting provide sufficient information on the US 95 Coeur d'Alene Corridor Plan to clearly understand where we are in the planning process, and how you can stay involved? Yes ____ No X

   If not, what additional information would you like? PUBLIC SAFETY FOR 95 BETWEEN 421 TO 480

2. Part of the purpose of this meeting was to identify opportunities for future transportation improvement options. What other options, not covered in this meeting, do you believe should be investigated as part of the US 95 Coeur d'Alene Corridor Plan?

   Options (type and location)

   HIGHWAY HAS 2, 3 & 4 lane roadway causing congestion between lanes - also the existing curves and [illegible] [illegible] have snow

   (Please list any additional comments on the back of this form)

3. Other comments regarding the Plan or planning process:

   in high sides for run off & refreezing on roadway. so hard to [illegible] & also [illegible] and also covers lines marked for poor visibility.

4. A mailing list has been developed to provide ongoing Plan information, newsletters, notice of meetings, etc. to related or interested groups, organizations or individuals. If you or another individual or organization you know of should be added to the list, please provide the information in the lines below.

   Name Art Hunt Phone (208) 766-2206

   Mailing Address 1142 W. Coventry Dr. CdA. ID 83814

   (Please list additional names on the back of this form)

Thank You!

four lane roadway from 421 - 480 would certainly help our Safe traffic problem which is terrible especially when trucks are running everybody trying to pass.

Additional Comments:

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Project Hotline:
1-877-WHP-SOLV (947-7658)

Andy

Coeur d'Alene Corridor Plan

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Attn: Barbara Babic

1. Did this meeting provide sufficient information on the US 95 Coeur d'Alene Corridor Plan to clearly understand where we are in the planning process, and how you can stay involved? Yes ✓ No ____

   If not, what additional information would you like? ____

   see comments on back ✓ Corridor plans intriguing – however I would more + am interested in the plans for Mica Creek to Bellgrove and Worley

2. Part of the purpose of this meeting was to identify opportunities for future transportation improvement options. What other options, not covered in this meeting, do you believe should be investigated as part of the US 95 Coeur d'Alene Corridor Plan?

   Options (type and location)

   ____

   ____

   ____

   (Please list any additional comments on the back of this form)

3. Other comments regarding the Plan or planning process:

   ____

   ____

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   Name Ann T. Hunter Phone 208-765-2256

   Mailing Address 7142 W. Coventry Dr. Coeur d'Alene, Idaho 83814

   (Please list additional names on the back of this form)

Thank You!

Additional Comments:

Public safety enhancement for US 95 between MP 421 and MP 430 follows:

1. Many for 2, 3, & 4 lane roadway causing congestion for transition between lanes -

2. The eleven operators surveyed noted correction
   (1) Snow plow place snow on high side melts & freezes - causing slick spots
   (2) Additional sanding because of (1) = more dust
   (3) More sand & dust = less friction between wheels & roadway
   (4) Additional sanding causes pavement markings

3. MP 428.5 TO 429.9 is congestion area for traffic due to poor signing & 2 lane road

(4) at MP 429.9 the 90° corner needs revision

5. A 4- lane roadway between MP 421 and 430 would enhance traffic movement and improve safety.

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(208) 342-5400 (208) 342-5383 Fx
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(503)-626-0486 (503) 526-0778 Fx

Project Hotline:
1-877-WHP-SOLV (947-7658)

Coeur d'Alene Corridor Plan

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   If not, what additional information would you like? _____

2. Part of the purpose of this meeting was to identify opportunities for future transportation improvement options. What other options, not covered in this meeting, do you believe should be investigated as part of the US 95 Coeur d'Alene Corridor Plan?

   Options (type and location)
   Old HiWay 95 (Frontage Rd) Either Used In The 95 Upgrade Or Upgraded To An All Weather Road. Future Area For Non Light Industrial Jobs

   (Please list any additional comments on the back of this form)

3. Other comments regarding the Plan or planning process:
   I Like The Idea Of The Alternate Route Starting At Ohio Match & Continuing Down Huetter Rd.

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   Name North Idaho Post & Pole Phone (208) 687-2556
   Mailing Address P.O Box 796 Hayden Lake Id. 83835

   (Please list additional names on the back of this form)

Thank You!

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Coeur d'Alene Corridor Plan

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Attn: Barbara Babic

1. Did this meeting provide sufficient information on the US 95 Coeur d'Alene Corridor Plan to clearly understand where we are in the planning process, and how you can stay involved? Yes ✓ No _____

   If not, what additional information would you like? _____

   _____

2. Part of the purpose of this meeting was to identify opportunities for future transportation improvement options. What other options, not covered in this meeting, do you believe should be investigated as part of the US 95 Coeur d'Alene Corridor Plan?

   Options (type and location)

   _____

   _____

   _____

   (Please list any additional comments on the back of this form)

3. Other comments regarding the Plan or planning process:

   _____

   _____

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   Name DAVE WHARVIN Phone 762-5859

   Mailing Address 3555 E. OHIO MATCH RD HAYDEN 83835

   (Please list additional names on the back of this form)

Thank You!

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1. Did this meeting provide sufficient information on the US 95 Coeur d'Alene Corridor Plan to clearly understand where we are in the planning process, and how you can stay involved? Yes X No _____ for now

   If not, what additional information would you like? _____

2. Part of the purpose of this meeting was to identify opportunities for future transportation improvement options. What other options, not covered in this meeting, do you believe should be investigated as part of the US 95 Coeur d'Alene Corridor Plan?

   Options (type and location)

   ✓ Bike Path attention

   (Please list any additional comments on the back of this form)

3. Other comments regarding the Plan or planning process:

   None

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   Name Mike & Michelle Andrews Phone 208-762-3170

   Mailing Address 12208 W. Forest Rd, Hayden 83835

   (Please list additional names on the back of this form)

Thank You!

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   If not, what additional information would you like? _____

   _____

2. Part of the purpose of this meeting was to identify opportunities for future transportation improvement options. What other options, not covered in this meeting, do you believe should be investigated as part of the US 95 Coeur d'Alene Corridor Plan?

   Options (type and location)

   _____

   _____

   _____

   (Please list any additional comments on the back of this form)

3. Other comments regarding the Plan or planning process:

   _____

   _____

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   Name MARK GARCIA Phone 762-5859

   Mailing Address 3585 E. Ohio Match Rd Hayden, 83835-7827

   (Please list additional names on the back of this form)

Thank You!

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1. Did this meeting provide sufficient information on the US 95 Coeur d'Alene Corridor Plan to clearly understand where we are in the planning process, and how you can stay involved? Yes ✓ No _____

   If not, what additional information would you like? Cost of each alternative when cost studies are completed

2. Part of the purpose of this meeting was to identify opportunities for future transportation improvement options. What other options, not covered in this meeting, do you believe should be investigated as part of the US 95 Coeur d'Alene Corridor Plan?

   Options (type and location)

   Look for more direct connection at S. end of project (possible at the base of the saica grade) with them have as much double track as proposed.

   (Please list any additional comments on the back of this form)

3. Other comments regarding the Plan or planning process:

   Best options are ① Single Point Urban Interchange at 1 mile (major intersections) or ② the new by-pass alternate route!

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   Name Mike McDowell Phone 765-2222

   Mailing Address 3311 Fairway Ct. CdA, ID 83815

   (Please list additional names on the back of this form)

Thank You!

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   If not, what additional information would you like? _____

2. Part of the purpose of this meeting was to identify opportunities for future transportation improvement options. What other options, not covered in this meeting, do you believe should be investigated as part of the US 95 Coeur d'Alene Corridor Plan?

   Options (type and location)

   Coeur d'Alene Alternative Route (Hunter) decongests
   ✓ the intense use of highway 95 - Good option

   (Please list any additional comments on the back of this form)

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Name Robert Page Phone 765-1345

Mailing Address 700 Foxwood #256, Coeur d'Alene, ID 83814

(Please list additional names on the back of this form)

Thank You!

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1. Did this meeting provide sufficient information on the US 95 Coeur d'Alene Corridor Plan to clearly understand where we are in the planning process, and how you can stay involved? Yes ✓ No ____

   If not, what additional information would you like? ____

   ✓ I'd have information on capacity of US-95

2. Part of the purpose of this meeting was to identify opportunities for future transportation improvement options. What other options, not covered in this meeting, do you believe should be investigated as part of the US 95 Coeur d'Alene Corridor Plan?

   Options (type and location)

   ____

   ____

   ____

   (Please list any additional comments on the back of this form)

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   ____

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   Name ____ Phone ____

   Mailing Address ____

   (Please list additional names on the back of this form)

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Attn: Barbara Babic

1. Did this meeting provide sufficient information on the US 95 Coeur d'Alene Corridor Plan to clearly understand where we are in the planning process, and how you can stay involved? Yes ✓ No _____

   If not, what additional information would you like? _____

2. Part of the purpose of this meeting was to identify opportunities for future transportation improvement options. What other options, not covered in this meeting, do you believe should be investigated as part of the US 95 Coeur d'Alene Corridor Plan?

   Options (type and location)

   I THINK THE HUETTER Rd OPTION FROM I90
   ✓ TO JUST SOUTH OF 53 PLUS THE RE-ROUTING
   OF 53 ELIMINATING THE S CURVE AND ——→ OVER

   (Please list any additional comments on the back of this form)

3. Other comments regarding the Plan or planning process:

   ✓ YOUR PEOPLE DID A GOOD JOB.

4. A mailing list has been developed to provide ongoing Plan information, newsletters, notice of meetings, etc. to related or interested groups, organizations or individuals. If you or another individual or organization you know of should be added to the list, please provide the information in the lines below.

   Name JAMES R. POKORNY Phone 208-772-3942 OR 9658
   Mailing Address P.O. BOX 296 HAYDEN ID 83835
   (Please list additional names on the back of this form)

Thank You!

OWNER
NORTH IDAHO PAST & POLE
LOCATED ON "OLD HWY 95
BETWEEN GARWOOD AND
OHIO MATCH

US 95 Coeur d'Alene Corridor Project Offices
3130 Owyhee Street, Boise, ID 83705 (208) 342-5400 (208) 342-5353 Fx
8405 S.W. Nimbus Ave, Beaverton, OR 97008 (503)-626-0455 (503) 526-0775 Fx
Project Hotline: 1-877-WHP-SOLV (947-7658)

Coeur d'Alene Corridor Plan

PUBLIC COMMENT FORM

The following questions are designed to provide you with a written opportunity to comment on the US 95 Coeur d'Alene Corridor Plan and to assist in the planning process. Please return to an ITD staff member or Consultant staff member at the conclusion of the meeting, or mail to:

ITD District 1, 600 W. Prairie Avenue, Coeur d'Alene, ID 83815
Attn: Barbara Babic

1. Did this meeting provide sufficient information on the US 95 Coeur d'Alene Corridor Plan to clearly understand where we are in the planning process, and how you can stay involved? Yes ✓ No _____

   If not, what additional information would you like? _____

2. Part of the purpose of this meeting was to identify opportunities for future transportation improvement options. What other options, not covered in this meeting, do you believe should be investigated as part of the US 95 Coeur d'Alene Corridor Plan?

   Options (type and location)

   _____

   _____

   _____

   (Please list any additional comments on the back of this form)

3. Other comments regarding the Plan or planning process:

   Prefer Huetter bypass. Interchanges at: I90; Prairie; Boekel; Hwy 53
   Overpasses at: Hayden

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   Name John McHugh Phone 773-3064

   Mailing Address 3348 Ponderosa Blvd Post Falls

   (Please list additional names on the back of this form)

Thank You!

US 95 Coeur d'Alene Corridor Project Offices
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8405 S.W. Nimbus Ave, Beaverton, OR 97008 (503)-626-0455 (503) 526-0775 Fx
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Attn: Barbara Babic

1. Did this meeting provide sufficient information on the US 95 Coeur d'Alene Corridor Plan to clearly understand where we are in the planning process, and how you can stay involved? Yes ✓ No _____

   If not, what additional information would you like? _____

2. Part of the purpose of this meeting was to identify opportunities for future transportation improvement options. What other options, not covered in this meeting, do you believe should be investigated as part of the US 95 Coeur d'Alene Corridor Plan?

   Options (type and location) You should consider a high speed interchange at I-90 and Huetter Rd (if the Huetter Corridor is used). If you don't, you will end up with significant Commercial development at that inter-change.

   (Please list any additional comments on the back of this form)

3. Other comments regarding the Plan or planning process:

   The Huetter corridor is by far the most viable alternative, but the opportunity to use this option will disappear in a few short years if right of way is not secured in the near future.

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   Name John ADAMS Phone 208 765-2315 (work)

   Mailing Address 1928 CANYON DR., CDA 83815

   (Please list additional names on the back of this form)

Thank You!

US 95 Coeur d'Alene Corridor Project Offices
3130 Owyhee Street, Boise, ID 83705 (208) 342-6400 (208) 342-6353 Fx
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Attn: Barbara Babic

1. Did this meeting provide sufficient information on the US 95 Coeur d'Alene Corridor Plan to clearly understand where we are in the planning process, and how you can stay involved? Yes _____ No X

   If not, what additional information would you like? I'd like to know more about definite plans and the timetable

2. Part of the purpose of this meeting was to identify opportunities for future transportation improvement options. What other options, not covered in this meeting, do you believe should be investigated as part of the US 95 Coeur d'Alene Corridor Plan?

   Options (type and location)

   xtras, such as bike path, sidewalks traffic lites etc.

   (Please list any additional comments on the back of this form)

3. Other comments regarding the Plan or planning process:

   There has been a lot of study - who is going to make the final decision?

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   Name _____ Phone _____

   Mailing Address _____

   (Please list additional names on the back of this form)

I'll get my info on the internet

Thank You!

R Sargent

US 95 Coeur d'Alene Corridor Project Offices
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Attn: Barbara Babic

1. Did this meeting provide sufficient information on the US 95 Coeur d'Alene Corridor Plan to clearly understand where we are in the planning process, and how you can stay involved? Yes ✓ No _____

   If not, what additional information would you like? _____

2. Part of the purpose of this meeting was to identify opportunities for future transportation improvement options. What other options, not covered in this meeting, do you believe should be investigated as part of the US 95 Coeur d'Alene Corridor Plan?

   Options (type and location)

   ✓ would like to see cement medians + left turn lanes on all of 95N

   (Please list any additional comments on the back of this form)

3. Other comments regarding the Plan or planning process:

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   Name Jan Trucker Phone 687-2430

   Mailing Address 4641 W. Copper Tree Rd - Rathdrum, ID 83858

   (Please list additional names on the back of this form)

Thank You!

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1. Did this meeting provide sufficient information on the US 95 Coeur d'Alene Corridor Plan to clearly understand where we are in the planning process, and how you can stay involved? Yes ✗ No _____

   If not, what additional information would you like? _____

2. Part of the purpose of this meeting was to identify opportunities for future transportation improvement options. What other options, not covered in this meeting, do you believe should be investigated as part of the US 95 Coeur d'Alene Corridor Plan?

   Options (type and location)

   _____

   _____

   _____

   (Please list any additional comments on the back of this form)

3. Other comments regarding the Plan or planning process:

   Not much info. on the North end, as to what's going to happen

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   Name _____ Phone _____

   Mailing Address _____

   (Please list additional names on the back of this form)

Thank You!

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Attn: Barbara Babic

1. Did this meeting provide sufficient information on the US 95 Coeur d'Alene Corridor Plan to clearly understand where we are in the planning process, and how you can stay involved? Yes ✓ No _____

   If not, what additional information would you like? _____

2. Part of the purpose of this meeting was to identify opportunities for future transportation improvement options. What other options, not covered in this meeting, do you believe should be investigated as part of the US 95 Coeur d'Alene Corridor Plan?

   Options (type and location)

   We have concerns about turn lanes being placed at Boekel Road & Bentz Rd. Bentz is only a problem during →

   (Please list any additional comments on the back of this form)

3. Other comments regarding the Plan or planning process:

   _____

   _____

4. A mailing list has been developed to provide ongoing Plan information, newsletters, notice of meetings, etc. to related or interested groups, organizations or individuals. If you or another individual or organization you know of should be added to the list, please provide the information in the lines below.

   Name Marta Walker Phone 772-2268

   Mailing Address 5351 N. Old Hwy 95 Rathdrum 83858

   (Please list additional names on the back of this form)

Thank You!

US 95 Coeur d'Alene Corridor Project Offices
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8405 S.W. Nimbus Ave, Beaverton, OR 97008 (503)-626-0455 (503) 526-0775 Fx
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Per telephone conversation w/ B. Babic 2/28

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Attn: Barbara Babic

1. Did this meeting provide sufficient information on the US 95 Coeur d'Alene Corridor Plan to clearly understand where we are in the planning process, and how you can stay involved? Yes _____ No _____

   If not, what additional information would you like? _____

   _____

2. Part of the purpose of this meeting was to identify opportunities for future transportation improvement options. What other options, not covered in this meeting, do you believe should be investigated as part of the US 95 Coeur d'Alene Corridor Plan?

   Options (type and location)

   _____

   _____

   _____

   (Please list any additional comments on the back of this form)

3. Other comments regarding the Plan or planning process:

   They would like to see a traffic signal at Cougar Gulch Rd/US-95. Very busy - especially in Summer.

4. A mailing list has been developed to provide ongoing Plan information, newsletters, notice of meetings, etc. to related or interested groups, organizations or individuals. If you or another individual or organization you know of should be added to the list, please provide the information in the lines below.

   Name V. Peter + Indie Semogas Phone _____

   Mailing Address 4383 S. Stach Rd CdA 83814

   (Please list additional names on the back of this form)

Thank You!

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3130 Owyhee Street, Boise, ID 83705 (208) 342-5400 (208) 342-6353 Fx
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Attn: Barbara Babic

1. Did this meeting provide sufficient information on the US 95 Coeur d'Alene Corridor Plan to clearly understand where we are in the planning process, and how you can stay involved? Yes _____ No X

   If not, what additional information would you like? Very Vague Going Forth

2. Part of the purpose of this meeting was to identify opportunities for future transportation improvement options. What other options, not covered in this meeting, do you believe should be investigated as part of the US 95 Coeur d'Alene Corridor Plan?

   Options (type and location)

   ✓ Options A + 2

   (Please list any additional comments on the back of this form)

3. Other comments regarding the Plan or planning process:

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   Name _____ Phone _____

   Mailing Address _____

   (Please list additional names on the back of this form)

Thank You!

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Attn: Barbara Babic

1. Did this meeting provide sufficient information on the US 95 Coeur d'Alene Corridor Plan to clearly understand where we are in the planning process, and how you can stay involved? Yes X AND No X

   If not, what additional information would you like? I Think You Need Develop Some very specific Questions That will Give Broad Phblic Input (Yes or NO)

2. Part of the purpose of this meeting was to identify opportunities for future transportation improvement options. What other options, not covered in this meeting, do you believe should be investigated as part of the US 95 Coeur d'Alene Corridor Plan?

   Options (type and location)

   This is the Best long term Plan You have Now and Besides with all of the 100's of Miles of Freeway In South Idah what's wrong with a Desperatly Needed 10 Mile Freeway In North Idaho Make it 4 lanes Each way.

   (Please list any additional comments on the back of this form)

3. Other comments regarding the Plan or planning process:

   The Hutter Freeway (with over-under Roads) should be Built Now as Cost would be Greatly less (but do not Extend now, South of I-90) This will Reduce stress on 95 (Hayden-COA) and Give more time to solve some of the Problems there

4. A mailing list has been developed to provide ongoing Plan information, newsletters, notice of meetings, etc. to related or interested groups, organizations or individuals. If you or another individual or organization you know of should be added to the list, please provide the information in the lines below.

   Name _____ Phone _____

   Mailing Address _____

   (Please list additional names on the back of this form)

I think you will Relieve a lot of stress as People who do not need to visit Business's will want to Go around

Thank You!

Also AQUA Ave should have a Traffic signal Distance to Prairie is the Same as Distance between Handley + Canfield.

US 95 Coeur d'Alene Corridor Project Offices
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Attn: Barbara Babic

1. Did this meeting provide sufficient information on the US 95 Coeur d'Alene Corridor Plan to clearly understand where we are in the planning process, and how you can stay involved? Yes _____ No ✓

   If not, what additional information would you like? Better or more information ✓ on the alternate route concept. We will be like Spokane all too soon.

2. Part of the purpose of this meeting was to identify opportunities for future transportation improvement options. What other options, not covered in this meeting, do you believe should be investigated as part of the US 95 Coeur d'Alene Corridor Plan?

   Options (type and location)

   ✓ - Single-Point Interchanges would be great but seem very expensive.

   ✓ - Smooth cooperative development with local entities would be helpful - i.e. Hwy Dist, Cities, Counties.

   (Please list any additional comments on the back of this form)

3. Other comments regarding the Plan or planning process: ✓

   - More emphasis on alternate route plan.

4. ✓ A mailing list has been developed to provide ongoing Plan information, newsletters, notice of meetings, etc. to related or interested groups, organizations or individuals. If you or another individual or organization you know of should be added to the list, please provide the information in the lines below.

   Name David McDowell Phone 765-8201

   Mailing Address 5831 Silver Pine Ct, CdA, ID 83815

   (Please list additional names on the back of this form)

Thank You!

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Attn: Barbara Babic

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   If not, what additional information would you like? _____

2. Part of the purpose of this meeting was to identify opportunities for future transportation improvement options. What other options, not covered in this meeting, do you believe should be investigated as part of the US 95 Coeur d'Alene Corridor Plan?

   Options (type and location)

   _____

   _____

   _____

   (Please list any additional comments on the back of this form)

3. Other comments regarding the Plan or planning process:

   ✓ I BELIEVE THE FUNDING ISSUES SHOULD GO HAND IN HAND WITH DESIGN ISSUES.

4. ✓ A mailing list has been developed to provide ongoing Plan information, newsletters, notice of meetings, etc. to related or interested groups, organizations or individuals. If you or another individual or organization you know of should be added to the list, please provide the information in the lines below.

   Name LARRY CAMERON @ OPERATING ENGINEERS Phone (509) 624-5365

   Mailing Address PO BOX 8386, SPOKANE, WA 99220

   (Please list additional names on the back of this form)

Thank You!

US 95 Coeur d'Alene Corridor Project Offices
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Attn: Barbara Babic

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   If not, what additional information would you like? _____

2. Part of the purpose of this meeting was to identify opportunities for future transportation improvement options. What other options, not covered in this meeting, do you believe should be investigated as part of the US 95 Coeur d'Alene Corridor Plan?

   Options (type and location)

   A By Pass Limited Access Hyway for
   ✓ Truck and Thurgh Traffic

   (Please list any additional comments on the back of this form)

3. Other comments regarding the Plan or planning process:

   ✓ I do not Like The Singlpoint interchange
   my experance with them has Been negative

4. ✓ A mailing list has been developed to provide ongoing Plan information, newsletters, notice of meetings, etc. to related or interested groups, organizations or individuals. If you or another individual or organization you know of should be added to the list, please provide the information in the lines below.

   Name Gordon Jennings Phone 7732157
   Mailing Address 308 W 14Th PostFalls ID 83854
   (Please list additional names on the back of this form)

Thank You!

US 95 Coeur d'Alene Corridor Project Offices
3130 Owyhee Street, Boise, ID 83705 (208) 342-8400 (208) 342-5353 Fx
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   If not, what additional information would you like? Not enough people to answer question at each exhibit

2. Part of the purpose of this meeting was to identify opportunities for future transportation improvement options. What other options, not covered in this meeting, do you believe should be investigated as part of the US 95 Coeur d'Alene Corridor Plan?

   Options (type and location)

   ____

   ____

   ____

   (Please list any additional comments on the back of this form)

3. Other comments regarding the Plan or planning process:

   it is nice to see you too are tired of all the 95 stoplights – In the 20+ years I have lived here all [illegible] left with the distinct impression that ITD's only solution to traffic problem is more traffic light.

4. A mailing list has been developed to provide ongoing Plan information, newsletters, notice of meetings, etc. to related or interested groups, organizations or individuals. If you or another individual or organization you know of should be added to the list, please provide the information in the lines below.

   Name RAY NEWCOMBE Phone 765-1220

   Mailing Address 5704 CHRISTOPHER DR CDA 83815

   (Please list additional names on the back of this form)

Thank You!

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Attn: Barbara Babic

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   If not, what additional information would you like? _____

2. Part of the purpose of this meeting was to identify opportunities for future transportation improvement options. What other options, not covered in this meeting, do you believe should be investigated as part of the US 95 Coeur d'Alene Corridor Plan?

   Options (type and location)

   please see my attached letter to the editor.

   ✓ also - not more bright lights! I can't believe you got back this way up here by putting a light at Honeysuckle. Isn't the operative word "HIGHWAY"?

   (Please list any additional comments on the back of this form)

3. Other comments regarding the Plan or planning process:

   _____

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   Name _____ Phone _____

   Mailing Address _____

   (Please list additional names on the back of this form)

Thank You!

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COEUR D'ALENE PRESS

THE PRESS / NORTH IDAHO NEWS NETWORK Sunday, Feb 11, 2001

HIGHWAY 95: Traffic gets worse each year

How many more wrecks do we have to endure at the intersection of Highway 95 and Boekel Road before the State puts a left-hand turn lane from northbound 95 to westbound Boekel?

Yesterday, on a clear, sunny afternoon, a big rig rear-ended a sedan making that left turn. Miraculously, no one was killed or even seriously injured. But others have not been so lucky when this very same scenario has played out in the past.

In the eight years I have been commuting on 95, the increase in traffic has increased from a trickle to a steady stream, and the number of drivers turning west onto Boekel continues to increase as more and more residences are built along that route into Rathdrum.

Almost every night, I have to slow down and wait for left-turning drivers. Depending on the light or weather conditions, it can be virtually impossible to see that a driver is stopped or has a left-turn signal on.

I believe it is erroneous to consider yet another traffic light on what is supposed to be a highway, but a left-turn lane is definitely needed.

JUDITH A. FARREY
Spirit Lake

Coeur d'Alene Corridor Plan

PUBLIC COMMENT FORM

The following questions are designed to provide you with a written opportunity to comment on the US 95 Coeur d'Alene Corridor Plan and to assist in the planning process. Please return to an ITD staff member or Consultant staff member at the conclusion of the meeting, or mail to:

ITD District 1, 600 W. Prairie Avenue, Coeur d'Alene, ID 83815
Attn: Barbara Babic

1. Did this meeting provide sufficient information on the US 95 Coeur d'Alene Corridor Plan to clearly understand where we are in the planning process, and how you can stay involved? Yes _____ No _____

   If not, what additional information would you like? _____

   _____

2. Part of the purpose of this meeting was to identify opportunities for future transportation improvement options. What other options, not covered in this meeting, do you believe should be investigated as part of the US 95 Coeur d'Alene Corridor Plan?

   Options (type and location)
   Please at least put a left turn lane in at Beckel & 95. Do it this summer before someone else gets killed there *(Please list any additional comments on the back of this form)*

3. Other comments regarding the Plan or planning process:
   Please go for the Cd'A Alternate route. Do it soon before more development occurs.

4. A mailing list has been developed to provide ongoing Plan information, newsletters, notice of meetings, etc. to related or interested groups, organizations or individuals. If you or another individual or organization you know of should be added to the list, please provide the information in the lines below.

   Name Bill & Donna Beckel Phone 772-5191
   Mailing Address 1180 W. Beckel Rd. Rathdrum, Id 83858
   (Please list additional names on the back of this form)

Thank You!

US 95 Coeur d'Alene Corridor Project Offices
3130 Owyhee Street, Boise, ID 83705 (208) 342-5400 (208) 342-5363 Fx
8405 S.W. Nimbus Ave, Beaverton, OR 97008 (503)-626-0455 (503) 526-0775 Fx
Project Hotline: 1-877-WHP-SOLV (947-7658)

Coeur d'Alene Corridor Plan

PUBLIC COMMENT FORM

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Attn: Barbara Babic

1. Did this meeting provide sufficient information on the US 95 Coeur d'Alene Corridor Plan to clearly understand where we are in the planning process, and how you can stay involved? Yes ✓ No ____

   If not, what additional information would you like? ____

2. Part of the purpose of this meeting was to identify opportunities for future transportation improvement options. What other options, not covered in this meeting, do you believe should be investigated as part of the US 95 Coeur d'Alene Corridor Plan?

   Options (type and location)
   Absolutely no more money should be spent on existing US 95. a new route from I-90 north on Huetter Rd

   (Please list any additional comments on the back of this form)

3. Other comments regarding the Plan or planning process:

   ____

   ____

4. A mailing list has been developed to provide ongoing Plan information, newsletters, notice of meetings, etc. to related or interested groups, organizations or individuals. If you or another individual or organization you know of should be added to the list, please provide the information in the lines below.

   Name David L. Hannan Phone 762-3259
   Mailing Address PO Box 3211 Hayden 83835
   (Please list additional names on the back of this form)

Thank You!

US 95 Coeur d'Alene Corridor Project Offices
3130 Owyhee Street, Boise, ID 83705 (208) 342-8400 (208) 342-5353 Fx
8405 S.W. Nimbus Ave, Beaverton, OR 97008 (503)-626-0455 (503) 626-0775 Fx
Project Hotline: 1-877-WHP-SOLV (947-7658)

Andy

PUBLIC COMMENT FORM

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Attn: Barbara Babic

1. Did this meeting provide sufficient information on the US 95 Coeur d'Alene Corridor Plan to clearly understand where we are in the planning process, and how you can may involved? Yes _____ No _____ I didn't Go to the meeting (

   If not, what additional information would you like? _____

   More info on widening US 95.

2. Part of the purpose of this meeting was to identify opportunities for future transportation improvement options. What other options, not covered in this meeting, do you believe should be investigated as part of the US 95 Coeur d'Alene Corridor Plan?

   Options (type and location)

   One Plan is needed 3 Lanes North Bound From Ironwood To About Canfield.

   (Please list any additional comments on the back of this form)

3. Other comments regarding the Plan or planning process:

   I think traffic moves pretty smoothly, more Lanes in certain areas. (over)

4. A mailing list has been developed to provide ongoing Plan information, newsletters, notice of meetings, etc. to related or interested groups, organizations or individuals. If you or another individual or organization you know of should be added to the list, please provide the information in the lines below.

   Name Cliff Purcell Phone 772-0651

   Mailing Address N9224 Kayla Ct Hayden, Id 83835-8238

   (Please list additional names on the back of this form)

Thank You!

Additional Comments:

MAYBE FOR PURCHASE OF PROPERTY FOR BYPASS NOW, LEASE BACK TO PEOPLE UNTIL NEEDED, USE SELTICE GOING EAST FOR A [redacted] POINT THAN CROSS THE RIVER TO BYPASS SAW MILLS.

HOW TO GENERATE REVENUE AND CUT COSTS.!
ISSUE ONLY ONE LISCENSE PLATE OR AT LEAST ONE STICKER. HAVE AT LEAST SEVEN COLORS FOR STICKERS. FOR INSTANCE 1997, 2000 AND 2003 ARE ABOUT THE SAME. MANY PEOPLE RUNNING ABOUT WITH ONE PLATE. ONE COMMENT - IT DOESN'T MAKE ANY DIFFERENCE I HAVEN'T BEEN CAUGHT.

PUT A TURN LANE ON HAYDEN EAST BOUND FOR SOUTH BOUND TRAFFIC.

US 95 Coeur d'Alene Corridor Project Offices
3130 Cwyhee Street, Boise, ID 83705 (208) 342-5400 (208) 342-5363 Fx
5405 S.W. Nimbus Ave, Beaverton, OR 97008 (503)-626-0456 (503) 526-0775 Fx
Project Hotline: 1-877-WHP-SOLV (947-7658)

Unay

PUBLIC COMMENT FORM

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Attn: Barbara Babic

1. Did this meeting provide sufficient information on the US 95 Coeur d'Alene Corridor Plan to clearly understand where we are in the planning process, and how you can stay involved? Yes X No ____

   If not, what additional information would you like? _____

2. Part of the purpose of this meeting was to identify opportunities for future transportation improvement options. What other options, not covered in this meeting, do you believe should be investigated as part of the US 95 Coeur d'Alene Corridor Plan?

   Options (type and location)

   I STRONGLY SUPPORT THE USE OF THE HUETTER CORRIDOR TO REMOVE THE THROUGH TRAFFIC FROM THE CDA-HAYDEN AREA.

   (Please list any additional comments on the back of this form)

3. Other comments regarding the Plan or planning process:

   I UNDERSTAND THAT THE ABOVE ALTERNATE WAS ALSO THE SUGGESTED OF ONE OF THE LOCAL PLANNING COMMITTEE'S

4. A mailing list has been developed to provide ongoing Plan information, newsletters, notice of meetings, etc. to related or interested groups, organizations or individuals. If you or another individual or organization you know of should be added to the list, please provide the information in the lines below.

   Name JIM THORES Phone 208 765 0648

   Mailing Address P.O. BOX 6167 COEUR D'ALENE ID 83816-2167

   (Please list additional names on the back of this form)

Thank You!

US 95 Coeur d'Alene Corridor Project Offices
3130 Owyhee Street, Boise, ID 83705 (208) 342-6400 (208) 342-5353 Fx
8405 S.W. Nimbus Ave, Beaverton, OR 97008 (503)-626-0455 (503) 626-0776 Fx
Project Hotline: 1-877-WHP-SOLV (947-7658)

Andy

PUBLIC COMMENT FORM

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Attn: Barbara Babic

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   If not, what additional information would you like? _____

2. Part of the purpose of this meeting was to identify opportunities for future transportation improvement options. What other options, not covered in this meeting, do you believe should be investigated as part of the US 95 Coeur d'Alene Corridor Plan?

   Options (type and location)

   I AM definately supportive of the Huetter bypass. with limited access! very limited!

   (Please list any additional comments on the back of this form)

3. Other comments regarding the Plan or planning process:

   _____

   _____

4. A mailing list has been developed to provide ongoing Plan information, newsletters, notice of meetings, etc. to related or interested groups, organizations or individuals. If you or another individual or organization you know of should be added to the list, please provide the information in the lines below.

   Name Eugene R. Soper Phone 208-683-2588

   Mailing Address 25517 N. Hatch Rd. Athol, Idaho 83801

   (Please list additional names on the back of this form)

Thank You!

US 95 Coeur d'Alene Corridor Project Offices
3130 Owyhee Street, Boise, ID 83705 (208) 342-5400 (208) 342-5363 Fx
8405 S.W. Nimbus Ave, Beaverton, OR 97008 (503)-626-0455 (503) 626-0775 Fx
Project Hotline: 1-877-WHP-SOLV (947-7658)

Andy

Idaho Transportation Department District 1
600 W. Prairie Avenue
Coeur D'Alene, ID 83814

Dear Sir

In regard to the US 95 Corridor I would Like to submit a plan using Hwy 95 & building a raised highway in the center between the excisting Hwy 95.

1- This would save money.
2 - No cost for right of way.
3 - That money would be used fore the project.
4 - No Business, farm land, Homes to buy.
5 - Would save miles of unnessary business delivery trucks to Hayden & Coeur D'Alene by not having to increase the road's from the Corridor being further away from the place of business.
6 - The ramps could be shorten & flow in to the excisting traffic system.
7 - The noise would be less for the outer residential area.
8 - I am sure that in the far future the Corridor could be exponded.

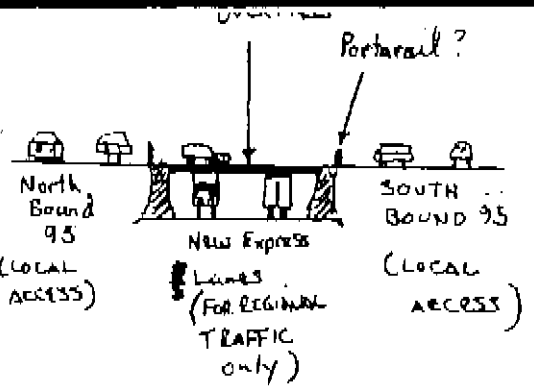
Very Truly Yours.
J. C. [illegible]
11441 Avondale Loop Rd
Hayden Lake, ID - 83835

208) 772-7194

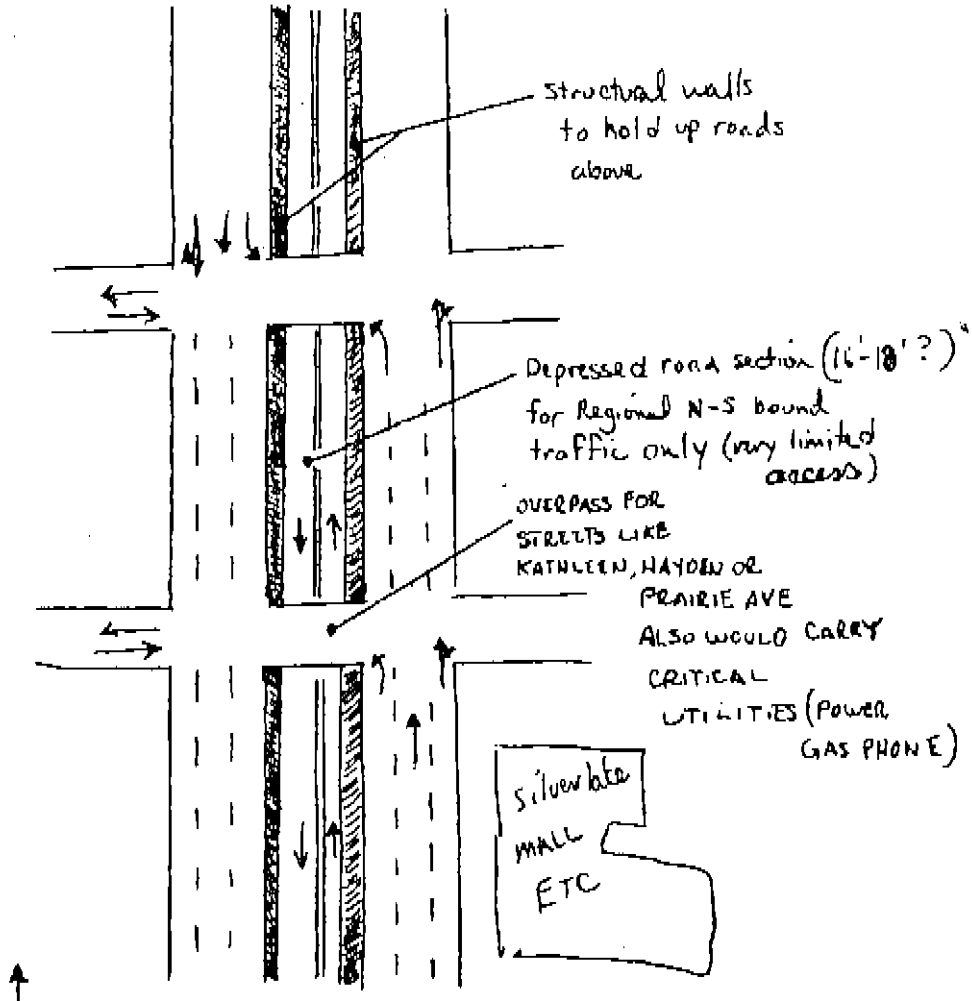
To: Carole Richardson, ITD

From: Kevin Clegg, BCEDC

Date: 3-1-01



Section View N.T.S.



PLAN VIEW N.T.S.

Benefits

1. Little or no additional ROW purchase required.
2. Provides best long term solution for regional N-S traffic
3. Avoids building new coorridor (bypass) that will eventually get cleared just like now has
4. Supperior LOS for regional traffic
5. Still permits local access to retail stores & businesses.

Questions

1. Would ground water conditions allow a depressed road section?
2. Snow removal from depressed section?
3. Location or length of this idea (Appleway to Prairie Ave?)

IDAHO TRANSPORTATION DEPARTMENT SIGN-IN SHEET

Public open House

US-95, COEUR D'ALENE CORRIDOR STUDY
Project Number: NH-5116(126) **Project Key Number: 7039**
July 18, 2001, 5 - 7 p.m., ITD District One office, Coeur d'Alene

The Idaho Transportation Department monitors attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	Phone	Please check the appropriate boxes	
GORDON COFIELD		W 1914 PRAIRIE AVE	7725494	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
C. J. NEWLING	WSA	Tacoma, WA	253-927-0404	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Tim Kane	Self	CDA, ID	208/664-1525	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
Joseph Dennis	Self	11441 Avondale Hayden ID 83835	208] 772-7194	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
John Robison	Robideaux motors	351 W. Dalton CDA	208-664-8202	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
Rob Stoyaken		CDA.		☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Mark Koen	Self	2800 Versailles dr CDA, ID 83815	208 666-58	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
Richard Koen	Self	5505 Pioneer Way CDA 83815	666-1525	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
one would not sign in				☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other

IDAHO TRANSPORTATION DEPARTMENT SIGN-IN SHEET

US-95, COEUR D'ALENE CORRIDOR STUDY
Project Number: NH-5110(126) Project Key Number: 7039
July 18, 2001, 5 - 7 p.m., ITD District One office, Coeur d'Alene

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Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	Phone	Please check the appropriate boxes	
Diana Beauregard	Mailing list	(formerly 2750 E. Kincaid Dr.) 2912 W. Uprivers Dr. COA, ID 83814	667-5611	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Bill McFadden	Me	5930 GENOA CT COA ID	765-8885	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Terry Gaddis	NIFA	4820 E. Prairie	773-3435	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Gene Soper	Myself	25577 N. HATCH Rd. ATHOL, ID 83801	683-2588	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
MARVIN FEHR	SELF	5808 N. 16TH DALTON, ID 83815	762-7638	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
William Springer	SELF	512 E Bethel Blvd Coppell, TX 83815	972-393 7621	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
LEE ERWIN	SELF	4009 LANCASTER	765 9256	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Kathy Nervinexx	mailing list self	4691 S. Stark ~~6860 W. Stark Rd~~	664-1689	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Roy Armstrong	Self	4950 N Hwetter Rd	765-6412	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Chester Harris	Self	560 W. Richard Ave, Hayden	772-3922	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other

IDAHO TRANSPORTATION DEPARTMENT SIGN-IN SHEET

US-95, COEUR D'ALENE CORRIDOR STUDY
Project Number: NH-5116(126) Project Key Number: 7039
July 18, 2001, 5 - 7 p.m., ITD District One office, Coeur d'Alene

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Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	Phone	Please check the appropriate boxes	
Gordon Jennings		308 W 4th Post Falls	773 2157	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Chuck Ricciardi	MAILING LIST	4455 E RWR	667 6010	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
JEAN RETZLER	MAILING LIST	8220 EAGLE RDG RD	667.0570	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
BOB RETZLER		"	"	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Cheryl Kachner		4904 W. Highland Drive	664-6284	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Mary Kachner		4904 W Highland Dr	664-6284	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
John Swallow		909 S. Jarvis, CDA	664-3358	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
GREG HORNE		2755 W. RIVERVIEW, CDA	667-0879	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
George Brown	Mayor Post.	W3915 E Riverview Rd, Old, 83814	664-9464 759-6670	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Joe West	ROAD SUPERVISOR	460 HAYDEN	772-7527	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other

IDAHO TRANSPORTATION DEPARTMENT SIGN-IN SHEET

US-95, COEUR D'ALENE CORRIDOR STUDY
Project Number: NH-5116(126) Project Key Number: 7939
July 18, 2001, 5 - 7 p.m., ITD District One office, Coeur d'Alene

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Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	Phone	Please check the appropriate boxes	
Ann Winkler	CLC Associates	707 W. 7th Ave, Ste 200 Spokane, WA 99204	(509) 458-6840	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
MIKE BECKER	KIMBALL ENGINEERING	N 579 HAYDEN HAYDEN, IDAHO 83815	(208) 772-9119	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☒ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Jeri Midgley	Self	1850 W. Prairie Coeur d'Alene, ID 83815	(208) 762-4016	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Andrew & Sandra Fields	Self	PO Box 160 Blanchard, ID 83804	208 437-0332	☒ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Dale Intolubbe	Self	PO Box 2050 Hayden, ID 83835	208 687-0498	☒ Male ☐ Female ☐ Disabled	☒ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
L. Lutz	Self		208 687-1224	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☒ Other
Ellen Larsen	Self	WC 739 Sturgeon Rathdrum ID 83858	6879383	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
TOM & MARIE AKREN	SELF	2518 SHARON DR POST FALLS	7778686	☒ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Dawn Mack	Self	4115 Riverview Dr CDA. ID	664-2735	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Eric Mack	Self	4115 Riverview Dr	664-2732	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other

IDAHO TRANSPORTATION DEPARTMENT SIGN-IN SHEET

US-95, COEUR D'ALENE CORRIDOR STUDY
Project Number: NH-5110(126) Project Key Number: 7039
July 18, 2001, 5 - 7 p.m., ITD District One office, Coeur d'Alene

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Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	Phone	Please check the appropriate boxes	
Terry Mack	On mailing list	4115 E Riverview Dr CDA ID 83814	664-2732	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Kristy Reed Johnson	CITIZEN	312 S. Coho Road Post Falls, ID 83854	777-1588	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Michael Carlock	citizen	1650 W Prairie CDA ID 83815		☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
DENNIS GRANT	CITIZEN	2545 W. DIAMOND BARR RD. RATHDRUM, ID, 83858		☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
RICK CHRISTIAN	CITZ.	4805 W. Highland Dr CDA. 83814	667-6062	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
LARRY KAY	NORTH IDAHO CHRISTIAN SCHOOL	251 W. Miles Ave Hayden 83835	772-7546	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Ted Kearn		10089 Justin ct Hayden 83835		☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Dorothy Kearn		10065 Justin ct 83835		☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
SIM THORPE	THORCO INC	2021 CHERRY HILL RD CDA 83816	765 0648	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
KEVIN DUNCAN	SELF	5879 S. HWY 97 HARR. 83853	6673496	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other

IDAHO TRANSPORTATION DEPARTMENT SIGN-IN SHEET

Public Mtg
Open House

US-95, COEUR D'ALENE CORRIDOR STUDY
Project Number: NH-5110(126) Project Key Number: 7039
Dec. 19, 2001, District One Office, 600 W. Prairie Ave.

Dec 2001

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Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	Phone	Please check the appropriate boxes	
Carol LaPan		2109 Candy Ln CDA 83814		☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Tim Kamar		1902 Pine Hill Ct CdA, ID 83814		☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Leslie Nary		Spokane		☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Tim R. Turrell		Hayden ID		☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Peggy Turrell		4		☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Angie Gaddy	Spokesman-Review	608 Northwest Blvd Suite 200 CdA, ID 83814		☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Don Garringer		4109 Lancaster RD CDA		☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Wes Hanson		2725 W. CARDER LN CDA ID 83814		☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
GREG HORNE		2755 W. RIVERVIEW CDA, ID		☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other

IDAHO TRANSPORTATION DEPARTMENT SIGN-IN SHEET

US-95, COEUR D'ALENE CORRIDOR STUDY
Project Number: NH-5110(126) Project Key Number: 7839
Dec. 19, 2001, District One Office, 600 W. Prairie Ave.

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Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	Phone	Please check the appropriate boxes	
RICHARD KOERNER	KOERNER FURN.	5505 PIONEER WAY CdA, Id.	666-1525	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
JOE WUEST	LAKES HWY DIST	P.O. Box 460	772-7527	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Helen Branson		3614 SW 3rd CdA	6642104	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
GeneSoper	545	25517 N-Hatch Rd. Athol, ID	683-2588	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
DENNIS GRANT	DIAMOND BAR ESTATES	2545 W. DIAMOND BAR RD RATHDRUM, I.D. 83858	(208) 762-3789	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Matt Zadder		1932 Chilco Rd. Rathdrum	687-0486	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
MARK WEADICK		4880 N. ANNE ST. CDA, ID 83815	765-5628	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Charles Miller	Self	3604 Moccasin Rd CdA, ID 83815	765-3668	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Al Fonken		8989 Huetter Rd Rathdrum (Physical only)	687-0106	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
John Bruning	CdA Planning + Zoning	2609 N. 8th St CdA 83815	6648570	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other

IDAHO TRANSPORTATION DEPARTMENT SIGN-IN SHEET

US-95, COEUR D'ALENE CORRIDOR STUDY
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Rocky Watson	Sheriff		664-1511	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Mary Watson			667-287?	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Bill & Donna Boekel		1180 W. Boekel Rd Rathdrum, Id. 83858	772-5191	☒ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Karen Sayko		PO Box 65 Atlanta, Id.		☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Jim & Wendy Norvell		N19645 Cottagewood Rathdrum	687-9211	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
Deanna Goodlander		1675 Lee Ct. CDA 83814	667-8800	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Roy Armstrong		4950 N Huetter Rd Coeur d'Alene, Id. 83815	765-6442	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Richard Wozez		915 S. Old Jellum CDA	667-7503	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Chris Wozz		915 S Old Jellum CDA		☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Brent Rogers		6565 Olympia Ct Post Falls, ID	667-7073	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other

IDAHO TRANSPORTATION DEPARTMENT SIGN-IN SHEET

US-95, COEUR D'ALENE CORRIDOR STUDY
Project Number: NH-5116(126) Project Key Number: 7039
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Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	Phone	Please check the appropriate boxes	
ELMER HINGSTEN	SELF	8990 W. Prairie	773-1339	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Dale Intoluubbe	Self	PO Box 2050 Hayden 17926 N. Wrangler Rd Rathdrum	687-0498	☒ Male ☐ Female ☐ Disabled	☒ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Jaye Smith	Self	W 3150 Spinnaker Way CdA Id	667-6650	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
DAVID MORRILL	CROWN PACIFIC	P.O. BOX 729 CdA Id	765-4717	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
George Brown	Self	E3915-E Riverview Dr Cda, Idaho 83814	208-664-4464	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Monyo Proctor	Self	3488 Spinnaker Way	765-9936	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Frank & Kathy Hesse	self	7082 E. Poleline Ave	765-05[illegible]	☒ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
George Breitbach	self.			☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
BOB SCHNEITER	FRIENDS CHURCH	251 W. MILES HAYDEN	772-7574	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
SUSAN WOERZ	self	915 S. Old Jellum Rd CdA	667-7583	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other

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US-95, COEUR D'ALENE CORRIDOR STUDY
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Tom C Dickerson	Lakes Hwy Dist	7664 N Mt Carroll Dalton Gardens	208-772-2957	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
STEVE HIATT	HDR	7072 E ACELINE	765-4155	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
JIM POKORNY	NoID Post Hdqtr	OLD HWY 95 BETW GARWOOD & OHIO MATCH	772-3942	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
JOAN KATAYAMA		1561 E OHIO MATCH RD	687-2927	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
James Katayama		1561 E OHIO MATCH	687-2927	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Sara Leaming	CDA Press	201 N. 2nd St	664 8176	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Robert Lloyd Jr	City of Rathdrum	821 B Main ST. Rathdrum ID, 83858	687 2700	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
G. Fred Kaufhold	Self	11040 N. Maple Hayden, ID 83835	208-762-0550	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Joel Heston		465 E. #2 Hayden ave Hayden Id. 83835	208 772-3323	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Elisa & Ron Sargent		2235 E Homestead Lp Hayden ID 83835	(208) 772-9707	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other

IDAHO TRANSPORTATION DEPARTMENT SIGN-IN SHEET

US-95, COEUR D'ALENE CORRIDOR STUDY
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Terry Jacklin	Farmer	7155 W Prairie	773-3435	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
CHUCK RYAN	REALTOR	2920 E. LAKEVIEW	765-0908	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
JOHN GOEDDE	STATE SENATOR	3059 JOHNNY CT. CdA	TGJ-1105	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
David A. Atwood	L.H.D	3180 E Dodd Hayden, ID	772-6905	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
JIM THORPE	THORCO	1143 SKYLINE DR. ODA ID 83814	765 9015	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Gordon Canfield		W1914 Prairie Ave CDA ID	7725494	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
DAVE PARKER	TOURISM OFFICE	245 W PRAIRIE	762-3648	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
CHRIS MESENBRINK	TIMBERCRAFT	P.O. BOX 1072 HAYDEN	772-7259	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
John M. Hugh	ITB	3348 Fernwood Blvd Post Falls	773-3064	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Larry A. Wolf	Self	586 W. Lacey Ave. Hayden, ID. 83835	772-5977	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other

IDAHO TRANSPORTATION DEPARTMENT SIGN-IN SHEET

US-95, COEUR D'ALENE CORRIDOR STUDY
Project Number: NH-5116(126) Project Key Number: 7039
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Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	Phone	Please check the appropriate boxes	
Jan Tucker Jason Jacobs		4641 W. Copper Tree Rath	687-2130	☒ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Brent K Marcum		970 W ORCHARD	7721637	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
George Richmond		171 W. LACEY	772-7727	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
BRENT RASMUSSEN		29717 N Cedar Rd DEER PARK WA	509 276-5769	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Al Scarth		W4181 Upriver dr.	667-6135	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Steven Woertz		2780 W. JEFFUM RD ID 83814	704-4817	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☒ Black ☐ Hispanic ☐ White ☐ Other
KURTIS ROBINSON	Kootenai County Parks & Waterways	10905 N Ramsey Rd. Hayden Id. 83835	7729239	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Tom ANDERSON		8065 N. ATLAS Rd HAYDEN AVE	772-5910	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
ISAAC VARELA		1650 E. RIVER VIEW Dr. CDA	765-1806	☒ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Lori Barnes		9221 Crabapple Ct. Hayden, ID. 83835	665-9922	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

Dna Andy

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
Dec. 19, 2001 4 – 7 p.m.

LEAVE COMMENTS OR MAIL BY JAN. 4, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Steven W. Hirst

Address: 7072 E. Poleline Ave.

City and State: Post Falls, ID 83854

I strongly oppose the Huetter By Pass Concept. We just recently built a home in Brickert Estates and would be devasted if that concept gets approved. The value of the property, as well as the atmosphere of the area would be greatly diminished. It makes more since to me to manage the traffic with one of the other proposed concepts. I also own a commercial property just off of 95 and would be affected in some way by any changes. I would rather deal with the construction challenges it would take to turn 95 into an expressway with local arterial improvements, than to put a By Pass through the Huetter area. I will fight this with every ounce of energy, and every second of time I have. It's hard enough to get away from highway noise in this area, please let's keep the traffic where it already is!

Signature: Steven W. Hirst

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

Andy
Tina

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7089
ITD District One Office
Dec. 19, 2001 4 – 7 p.m.

LEAVE COMMENTS OR MAIL BY JAN. 4, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Homer D Barnett

Address: 2045 E Greta Ave

City and State: Post Falls ID 83854

All studies that I am aware of list most of the traffic on US 95 is local traffic. Only 5% of the traffic is not local. To reroute traffic along Hutter doesn't solve the problem that exists today. One that does make sense is to widen the existing alinement to 6 or 8 lanes to carry the traffic to the local businesses and towns along the route. Most of the people living along Hutter are retired or wanted to live in a rural area not have a major highway in the area. The property values will be lowered. I want to live in a semi-rural area not in or along a major highway.

Signature: Homer D Barnett

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

Andy Mitchell

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
Dec. 19, 2001 4 – 7 p.m.

LEAVE COMMENTS OR MAIL BY JAN. 4, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Nancy and Robert Reish

Address: 7040 E Greta Ave

City and State: Post Falls ID 83854

Subj: Using Huetter as an Alternate to 95

We live in Brickert Estates and do not want Huetter to be used as an Alternate. We bought because it was "country" We feel our property value would go down and of course we do not want that to happen. We also do not want the noise of an freeway in our back yard.

Please notify us of future meetings.

Thank you.

Nancy Reish

Signature: _____

John

To: Carole Richardson; John McHugh; Scott Stokes
Subject: Coeur d Alene Corridor study group

John and Scott - Yesterday was an interesting exercise. I was concerned with the structure at the outset but was more at ease as it progressed. Adam and Andy are good at what they do and should be complimented. I do see a flaw in the process and I tried to get part of it to the table with limited success. Following the meeting Andy and I got further along and I believe we will have another small meeting just after the first of the year.

There is an old saying that goes "the proof is in the pudding". I believe the detail will eventually kill any plan to expand the current US95 corridor. After the meeting Andy showed me a aerial photograph of the Hanley Ave interchange showing how an interchange would fit into the current right of way. The plan was not the at grade highway that John Barlow spoke to but a trenched model. My memory of the Ramsey overpass project was that you raised the old bridge about 4 feet and went back maybe 300' each direction to get a minimum acceptable contour. How far back would you need to go to reach full overpass elevation? While concrete retaining walls may limit the size of the footprint compared to slopes we see at Ramsey and US95 along I90, it would certainly curtail access to a lot of valuable commercial property. I would like to see the same aerial along with elevations at the intersection of Hayden Avenue and US95. How would you get into Super One (owned by the mayor of Hayden Lake)? When access is limited or denied, how (or is) the property owner compensated for their loss?

The plans presented yesterday only dealt with the easy part of the issue, from Hanley north. How do you address the Appleway intersection using 20 year projections. South of I90, the current right of way is much narrower. I don't see a way to address this without a viaduct or couplet and you then have the bridge to deal with. There was no mention of the environmental cost associated with either an entirely new structure or a duplicate of the current structure over the Spokane River. On the Blackwell Island side, you have wetland issues as well.

Andy was at a meeting with hospital people, Parkwood Properties people and I. Charlie Nipp made the statement that a road project they had in mind was halted for one house yet one current option in the Lincoln Way area calls for construction of frontage roads through old residential areas east and west of Lincoln Way. I truly believe, if the Department even hinted that this could happen, the uproar you would hear in Coeur d Alene would be heard in that soundproof fallout shelter you use for a conference room.

I am going to the hearing tonight and, if I had Andy's e-mail address handy, I would have included him in this distribution list. As it is, I will give him a print copy of this note.

Thank all of you for your work in this important issue.

John Goedde

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
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LEAVE COMMENTS OR MAIL BY JAN. 4, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: George Richmond

Address: 171 W. Lacey

City and State: Hayden Idaho 83835

I would be in favor of Hwy 95 expressway

& I have approximately 100ft of frontage on Hwy 95 between Lacey ave. and if you may on the east side of the Hwy.

But I would much prefer an to Lacey from both the north & south. Eventually our property will be developed and is zoned Commercial.

Ron Brandberg recently had a traffic survey done to have his property annexed to the city of Hayden. That report showed much heavier traffic on Lacey East of the Hwy than if you may know your current Brandberg has access from both north & south.

Signature: George H. Richmond

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
Dec. 19, 2001 4 – 7 p.m.

LEAVE COMMENTS OR MAIL BY JAN. 4, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Fred Koethke

Address: 11040 N Maple

City and State: Hayden, ID 83835

Excellent displays - I prefer the Hanley Alt. Route with local improvements on existing US-95.

Signature: Fred Koethke

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

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Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: _____

Address: _____

City and State: _____

The only viable solution to our traffic problems is to do the North By-pass, improve 95 and improve local Rd access to these Rds!

Signature: _____

IDAHO TRANSPORTATION DEPARTMENT
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US-95, Coeur d'Alene Corridor Study
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Coeur d'Alene ID 83815

The following comments are submitted by

Name: Tom Dickerson

Address: 7664 N Mt Carroll

City and State: Dalton Gardens Id 83815

I Believe that the Northern By Pass is the best option at this Time

IDAHO TRANSPORTATION DEPARTMENT
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Attn: Barbara Babic
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Coeur d'Alene ID 83815

The following comments are submitted by

Name: Robert Lloyd JR

Address: P.O. Box 1438

City and State: Rathdrum, ID 83858

Good study –

I think a combination of Hutton and RT. 95 improvement is the way to go

Signature: Robert Lloyd

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

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Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Bill & Donna Bockel

Address: 1180 W. Bockel Rd.

City and State: Lathrum, Id. 83858

We favor the Huetter bypass option. This looks like the most viable option in the long run.

Signature: _____

IDAHO TRANSPORTATION DEPARTMENT
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FOR PUBLIC MEETING

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600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Norvell's Cat Works

Address: 9621 Old Hwy 95

City and State: Rathdrum, Id.

Consider turning lanes on Old Hwy 95 for light Industrial Property between Dawson Rd. & Hwy 53

Signature: J. L. Norvell

IDAHO TRANSPORTATION DEPARTMENT
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The following comments are submitted by

Name: ZANE ARMSTRONG

Address: 2780 W. JELLUM RD

City and State: COEUR d'ALENE ID

this troubles ME to HEAR OF the development plans to MOVE through Hewitt Road and E. RIVERVIEW. WHAT I am concerned About is KEEPING the WILDLIFE and ENVIROMENT as Stable as possible, but not just For ME but For My children, and my children's children, I think WE should think long and HARD AND VOTE NO! ON-11

Signature: _____

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

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Coeur d'Alene ID 83815

The following comments are submitted by

Name: Tom Anderson

Address: 8065 N. Atlas Rd.

City and State: Hayden, Id 83835

Using the existing right away on 95 makes the most sense to me, I'm told there is enough land for the express way and feeder roads. I saw this in Houston, Tx when I lived there and it worked great. When Hwy 41 is improved and 95 finished there would be no need to use Hauser. I think a Hauser by pass is a big mistake for more reasons than I have room to write about. The expense will be high no matter which way is decided on. But consolidating it all on 95 is by far the best way to go.!!!

Signature: _____

IDAHO TRANSPORTATION DEPARTMENT
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Attn: Barbara Babic
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Coeur d'Alene ID 83815

Tina – Please put me on your DLG@icehouse.net email list.

The following comments are submitted by

Name: DeAnna Goodlander (email) DLG@icehouse.Net

Address: 1675 Lee Court

City and State: Coeur d'Alene Idaho 83814

Please consider the first Project to be the Hayden By Pass from Hwy 53 to I-90. I think it will make a dramatic change in the number

Signature: D L Goodlander

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Dave Paredes

Address: 249 West Prairie

City and State: Coeur D'Alene

Loved the rebuilding of the frontage road. It seemed the impacts are minimized so hopefully not to many complaints. Good luck pushing it through

Signature: [signature]

IDAHO TRANSPORTATION DEPARTMENT
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FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Tim Kamm

Address: 1902 Pine Hill CT

City and State: CdA, ID 83815

Do Huetter option.

Why favor on the economic condition of North Idaho.

Huetter is the best option

Signature: _____

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-6110(126)
Project Key Number: 7039
ITD District One Office
Dec. 19, 2001 4 – 7 p.m.

LEAVE COMMENTS OR MAIL BY JAN. 4, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Frank Hesse

Address: 7082 E Poleline

City and State: Post Falls, 83854

We are concerned about the Huetter Rd Route concept. We built our home on the Prairie to get away from congested traffic and road noise. It seems impractical to add a third North-South route midway between the two already existing routes (old 95 & 41). The landowners adjacent the existing routes already have, and expect, noise and congestion. Adding a third route may relieve some of this, but your personnel indicate that local traffic will fill whatever the new route reduces. Let's improve the existing routes instead. Adding siding roads to the existing 95 seems an excellent solution.

Signature: Frank Hesse

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Kathy Hesse

Address: 7082 E Poleline Ave.

City and State: Post Falls, ID

Living in a rural area is a choice made at a cost. Having a major road added to an area brings forced changes rapidly. This totally changes the investment and living quality chosen.

With improvements recently completed on Ramsey, starting over with another North/South route seems to be a very expensive direction to pursue.

I am opposed to using Hutter as an alternative route because of the impact on the rural area surround it. US 95 Expressway with frontage roads would keep traffic and businesses together.

Signature: Kathy Hesse

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

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Idaho Transportation Department
Attn: Barbara Babic
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Coeur d'Alene ID 83815

The following comments are submitted by

Name: JIM THORPE

Address: 1143 SKYLINE DR.

City and State: COEUR D' ALENE, ID, 83814

I SUPPORT THE HEUTTER BYPASS ALTERNATE
W/ MINOR UPGRADES TO US 95

Signature: Jim Thorpe

IDAHO TRANSPORTATION DEPARTMENT
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Attn: Barbara Babic
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Coeur d'Alene ID 83815

The following comments are submitted by

Name: RICHARD WOLTZ

Address: 915 S. OLD TELLUM RD

City and State: COEUR d'ALENE ID 83814

I WOULD LIKE THE PLAN THAT WOULD NOT IMPACT THE CONSERVATION SITES. ANY OF THE SOUTHERN EXTENTION A, B OR C WOULD BE OK ~~EXTEND 95 TO 6 LANES~~ I THINK THAT IF YOU MAKE HUETTER ROAD AN ALTERNATE ROUTE AROUND COEUR d'ALENE THAT THE CURRENT US 95 THROUGH COEUR d'ALENE WOULD NOT NEED TO BE IMPROVED AT ALL!

Signature: _____

IDAHO TRANSPORTATION DEPARTMENT
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Coeur d'Alene ID 83815

The following comments are submitted by

Name: Chris Woelz

Address: 915 S Old Sellum Rd

City and State: Coeur d'Alene

First and foremost I think that any plan that cuts into Conserved lands is unacceptable. I believe that an express way on Hatter and the widening of HWY would be our best course of action

IDAHO TRANSPORTATION DEPARTMENT
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Coeur d'Alene ID 83815

The following comments are submitted by

Name: Sargent

Address: 2235 E. Homestead Loop

City and State: Hayden ID

A lot of good ideas. Haven't seen any projected growth figures.

What's going to happen to the bike path between Garwood and Govt Way along Hwy 95?

Have you contacted individual land owners about right-aways for all the proposed frontage roads and Hwy expansions?

Signature: Edna Sargent

IDAHO TRANSPORTATION DEPARTMENT
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Attn: Barbara Babic
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Coeur d'Alene ID 83815

The following comments are submitted by

Name: Kenz Keenan

Address:

City and State: CdA, ID

Please do the ~~Bike~~ heather option

Signature:

IDAHO TRANSPORTATION DEPARTMENT
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Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Mark Koeman

Address: _____

City and State: CdA, ID

Do the heritage option.

It makes more sense

It is cheaper and will allow for more growth in the future.

You guys have the room to add a lane in each direction on Hy 95

Signature: _____

IDAHO TRANSPORTATION DEPARTMENT
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600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Gene Soper

Address: 26577 N. Hatch Rd.

City and State: Athol, ID 83801

AIRPORT needs ALL WEATHER ACCESS VIA ATLAS RD FROM SOUTH TO S.W. AREA OF AIRPORT, AS WELL AS VIA WYOMING AVE TO ACCESS N.E. SECTOR (i.e. USFS TANKER BASE) AND GENERAL AVIATION AREA OFF AIRPORT DR. ALSO NEED TO PLAN ON LANCASTER ACCESS TO NORTH SIDE DEVELOPMENT.

Signature: _____

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Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Susan Woerz

Address: 95 S Old Sellum Rd

City and State: Coeur d Alene, Id

I do not favor a southern extension that will negatively impact any of the conservation easements. We have a once in a lifetime opportunity to preserve these lands. The southern route around Signal Mountain makes sense.

I favor the widening of US 95 to 6 lanes and the expressway option on Hunters that will dump onto I-90.

I don't think we need 2 expressways.

Signature: Susan Woerz

IDAHO TRANSPORTATION DEPARTMENT
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600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Carol LaPan

Address: 2109 Candy Ln

City and State: CDA 83814

1. Huetter By Pass on board #10 - really like
2. 95 Expressway - skip ramps with frontage roads #1 choice
3. I90 & 95 partial cloverleaf - not flyover ramps
4. I90 south of Huetter to connect with 95 this would help get through traffic off of Sherman Ave
5. Lancaster Rd - Walnut - Harrison - undecided I do not like board #12 as it disrupts too much residential area.

Signature: _____

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600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Wes Hanson

Address: 2725 W. CARDER LN

City and State: Coeur d'Alene, IDAHO 83814

The US-95 Corridor congestion problem might be solved by revamping the highway into an expressway style road. The concept of the Huetter Road By-Pass does not seem like a realistic solution. Building it would stack U.S. 95 in Coeur d'Alene, next to a US 95 By-Pass, next to U.S. Highway 41. Having three high volume highways side by side in less than five miles, seems very costly and unnecessary. It appears a new extension of US 95 south of the Spokane River from Huetter Rd. It would be too costly, serve minimum traffic, and would create environmental havoc.

Signature: Wes Hanson

An alternative expressway route would be to reconstruct the Highway 53 / Ramsey Avenue road as a superhighway and link

IDAHO TRANSPORTATION DEPARTMENT
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The following comments are submitted by

Name: MARK WEADICK

Address: 4880 N. ANNE ST.

City and State: COEUR D'ALENE, ID 83815

In my opinion, as a Kootenai Co. resident for 37 years, the best long-term solution is:

① Move Hy 95 to the Huetter Rd. to the Railroad R/W, then parallel NE ~~the~~ to existing Hy. 95.

② Moving Hy 95 over Blackwell Hill to the old Ohio Match bridge crossing is clearly the best way to solve the current traffic problems via Lincoln Way or NW Blvd. thru Coeur d'Alene.

It appears that route C (see display #11) over Blackwell ~~Hill~~ would be the most direct and cause the least residential disturbance.

Signature: _____

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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: RICHARD KOERNER

Address: 5505 PIONEER WAY

City and State: Coeur d'Alene, Id. 83815

Hwy 95 between Coeur d'Alene and Hayden has turned into the main shopping corridor of North Idaho. As an engineer, when you are talking about doing the construction, the 95 corridor will be much more densely used for shopping and business. I don't think that you can devastate this area with major construction without dire economic consequences. There are thousands of jobs that would be lost along with all the retail business along with tax revenue that would be lost.

I am for widening Hwy 95 at ground level and constructing a bypass near Rector.

Signature: Richard Koerner

IDAHO TRANSPORTATION DEPARTMENT
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600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Karen Sayko

Address: PO Box 65

City and State: Atlanta, Id. 83601

I would suggest that the "roundabout" option would fit in best in the CDA/Hayden US 95 Expressway Interchange (6)

(9) suggest flyover ramps (35mph) because if it's a posted 35 mph people are going to drive 45 mph and if posted 45 mph they'll do 55 mph.

Suggest all construction place the least amount of disruption to small businesses as a top priority. Most small businesses are hanging on by the skin of their teeth & any disruption of access will lead customers (even the most loyal) to take their business elsewhere.

What about a causeway from a point on

Signature: Karen M. Sayko

IDAHO TRANSPORTATION DEPARTMENT
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Charles Miller

Address: 3604 Moccasin Road

City and State: Coeur d' Alene, ID 83815

Construction of interchanges, over-passes, and frontage roads would be a better way to improve traffic flow for north-south movement. It may be safer and reduce the warning of red lights. Roads and overpasses would have an adjustment period for using frontage roads.

The re-route of US 95 could divert a lot of traffic from the current "95 corridor" for through traffic. It may not significantly reduce current traffic counters.

One alternative to consider would be to route traffic on 95 to I-90 south of Applevay and then route off at Huetter by-pass.

I do not support any "freeway" along the US 95 corridor.

Signature: Charles Miller

IDAHO TRANSPORTATION DEPARTMENT SIGN-IN SHEET Public Open House

US-95, COEUR D'ALENE CORRIDOR STUDY
Project Number: NH-5110(126) Project Key Number: 7639 April 2002
April 22, 2002, District One Office, 600 W. Prairie Ave.

The Idaho Transportation Department monitors attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	Phone	Please check the appropriate boxes	
Dave Howell		Coeur d'Alene Ltd. 2531 Boyd Woods Rd	664-8877	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
Lisa Zaucha		7035 Idaho POST FALLS	665-5881	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Rick Wegner	Magic Coast RV	1300 N. WARREN Hayden Lake	772-2500	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Kerry Lee Shipley	homeowners	6009 W. Highland Cd'A 83814	6646959	☒ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
David A Twedt	H-D's	3150 E Dodd Hayden, ID 83835	772-6900	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Jack Smith	homeowners	3150 W Spinnaker Cd'A, Id 83814	667-6652	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Brad Bowers	Homeowner	6325 Ocenia Ct PF. ID 83854	667-7070	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
JOE WARD	PROPOWNER	c/o PINNACLE REALTY 5.9 WASHINGTON #701 SPOKANE, WA 99201	509-747-7777	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Gene Soper	DRIVER	25517 N. HATCH RD. Athol ID 83801	683-2588	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Helen Branson		3614 Swiftdale Cd'A	664-2108	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other

IDAHO TRANSPORTATION DEPARTMENT SIGN-IN SHEET

US-95, COEUR D'ALENE CORRIDOR STUDY
Project Number: NH-5110(126) Project Key Number: 7639
April 22, 2002, District One Office, 600 W. Prairie Ave.

The Idaho Transportation Department monitors attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	Phone	Please check the appropriate boxes	
JERRY Miles	Property Owner	W401 Dakota 83835	772-0502	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
SALLY MILES	"	"	"	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Jeri DeLange	CDA Chamber	8464 W Cloverleaf Dr Hayden ID 83835	762-9566	☐ Male ☑ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
SHELDON JACKSON	FRED MEYER PROPERTY OWNER	202 E TRENT SUITE 500 SPOKANE WA 99202	509-624-1019	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Daphne Ove	Property owner	7132 E. Grafa Ave Post Falls ID	665-5557	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Kelly Thee	Magic Carpet RV Property owner	N11300 Warren St Hayden ID	772-2500	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
David Dodge	Dodge Heritage	P.O. Box 1354 Coeur d'Alene, ID 83816	667-7496	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
Ann & Art Hunter	Property Owner	7142 W Coventry Dr. 83814	765-2206	☒ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
MARK MITCHELL	PROPERTY OWNER	6950 E. POLELINE P.O. Box 292 CDA	765-0473	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
KOERNER RICHARD	KOERNER FURNITURE	5505 PIONEER WAY C'd'A	666-1525	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other

IDAHO TRANSPORTATION DEPARTMENT SIGN-IN SHEET

US-95, COEUR D'ALENE CORRIDOR STUDY
Project Number: NH-5110(126) Project Key Number: 7039
April 22, 2002, District One Office, 600 W. Prairie Ave.

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Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	Phone	Please check the appropriate boxes	
Tom LUCAS		RATHDRUM 20523 N. PINEHURST ST	687-9313	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Irma Ross		9456 Finucane Dr	762-3228	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Sam Ross		9456 Finucane Dr	762-3228	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
William Wilson		P.O. Box 07 Hayden	699-4442	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
PATRICIA BRADDOCK	AMERICANWEST BANK		(509) 999-2660	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
JERRY STREETER	TJdyonns	E 500 Knox Spok WA	509 891-0319	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Don Dunton		11779 N. Forest Hayden	772-6450	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Lois Dunton		11779 N. Forest Rd Hayden	772.6450	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
ELMER D. SMITH		P.O. Box 35 POST FALLS, ID 83877	777-6901	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Angie Gaddy	S-R	608 Northwest Blvd Suite 200 Cda, ID 83814	765-7124	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other

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Jon Gregor	Sandpoint	3959 Johnson Ct. CdA	765-1108	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
NANCY REISH	HOMEOWNER	7040 E Greta Ave PF	664-3098	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
TENA BENSON	Regal Cinemas	5725 Pioneer Dr CdA	772-7899	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Deanna Goodlander	City CdA	1675 Lee Ct CdA	765-6375	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Jonathan Coe	CdA Chamber	808 x 850 CdA	676-8807	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Roger Saterfiel	Kootenai County	CDA N. 3650 Ramsey Rd	769-4402	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Tim Messina	NIBCA + City Planning + Zoning	2900 Govt Way CDA 83814	762-4649	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Bill Tarnasky		12301 Strahorn Rathdrum Id.	772-5254	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
John Robinson	Robinson & Hudson	351 W. Dalton	664-8202	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Betty Jacklin	Landowner	7755 W. Prairie	773-3435	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other

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Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	Phone	Please check the appropriate boxes	
Ken Pool	Pool Mtrs	411 W. Mtns 83835	7558257	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
BOB REISH	SELF	7040 E. GRESA AVE	664 3098	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Eric Flowers	CDA Press	201 N. 2nd St	664-8176	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Tim Mee	Robidoux Motors	351 W Dalton	664-8202	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
BOB Crofoot	CITIZEN	10082 BATEMAN	772-5935	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
GALE DAHLMAN	SELF	5824 Valley St. DALTON GARDENS	772-5975	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
STEVE HICST	SELF	7072 E. PRELINE	765-4855	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Dan Barton	Self	317 W. Dalton	667-7416	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Al Fonken	Self	POBox 1149, Hayden ID	687-906	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Don Schramm	Self	1332 w. Starling Ave	762-4070	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other

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Rocky Watson	KCSO	11618 Rockford Bay CDA, ID 83814	664-1511	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
DENA West		PO Box 3263 Hayden ID 83835	772-5103	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Joe West	LAKES HWY	Po Box 460 Hayden	772-5103	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
LES/KAREN ANDERSON		6553 N. Huetter Post Falls, ID	665-2418	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Andy Anderson		CDA 17925 S. Rockford Pines	664-6967	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Roy Anderson		4950 N Huetter Rd CDA	765-6412	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Roy Wise		11198 Maple Hl	772 2391	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
MIKE WHITE	PARKER TOYOTA	470 KATHLEEN		☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
AQUA Drilling/BSN Corp Scott N. BRAUN		7650 HWY 95 N Coeur d'Alene Id. 83815	(208) 772-5775	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Greg DeHaan		3665 Soothe Ln. CDA	664-1162	☒ Male ☐ Female ☒ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other

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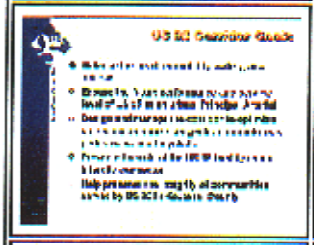
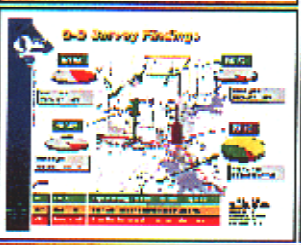
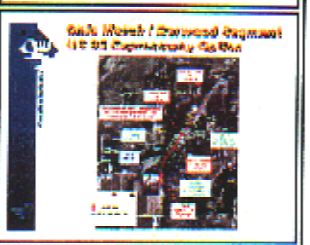
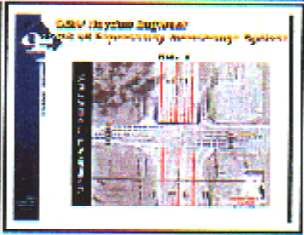
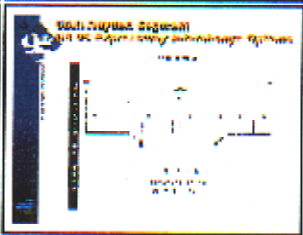
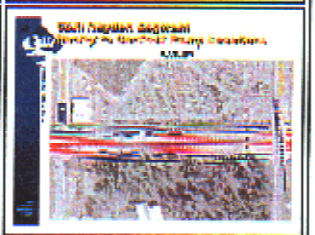
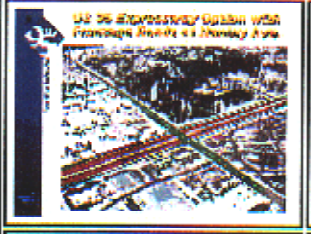
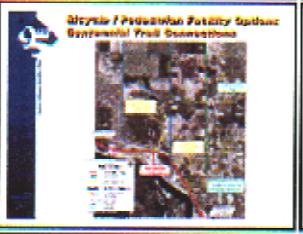
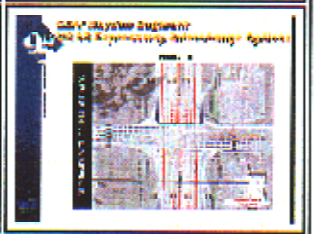
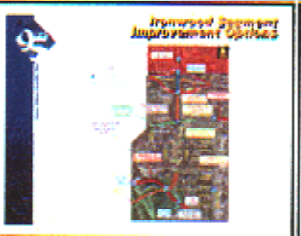
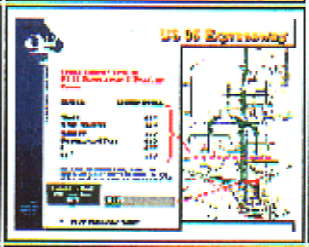
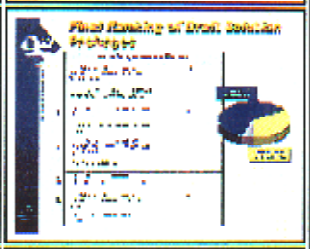
Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	Phone	Please check the appropriate boxes	
John Adams	CDA Tractor	W. 1112 Appleway	765-2315	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Gordon Caffell	Caffell Used Cars	5675 Gowtway	762140 W 772594 N	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Bob Ewing	Self	1931 N 6th Dr	667-7381	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Wally Adams	CdA Tractor	W. 1112 Appleway	765-2315	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Dan Malcolm	Interstate Concrete	845 W Kathleen	765-1144	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Luke Sommer	Resident	1934 Northwest Blvd CDA 83814	699-6009	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Brad Jordan	CDA Planning	1900 Northwest Blvd CDA ID 83814		☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Pete Cooper	Contractor	1671 E. Miles Ave	664-5530	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Lee Erwin	Self	CdA 4009 Lancaster	765-9250	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Elmer Hingston	Self	8990 W. Prairie	773-1339	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other

Meeting #5
Meeting Exhibit Thumbnails

Coeur d'Alene Corridor Plan

US 95 Corridor Goals	Study Area Segments	O-D Survey Findings	Ohio Match/ Garwood
			
CDA/ Hayden On-Off Ramps with Frontage Roads	CDA/ Hayden Interchange Options	CDA/ Hayden Interchange Options	CDA/ Hayden Ramp Locations
			
US 95 Expressway with Frontage Roads at Hanley	Bicycle/ Pedestrian Facility Options Centennial Trail	CDA/ Hayden I-90/ US 95 InterchangeOptions	CDA/ Hayden I-90/ US 95 InterchangeOptions
			
Ironwood Segment Improvement Options	Huetter Alt Route with Possible Southern Extension	US 95 Expressway	Final Ranking of Draft Solution Packages
			
Recommended Solution	Draft Implementation Strategy		

Click here to go back to Meeting #5

Comments should be addressed to the Project Webmaster

Section A-6

Newspaper Articles

October 19, 2000	CdA Press: "US95 Options Being Mulled"
March 1, 2001	Spokesman Review: "US95's Future is Now; Public input sought on options for the highway"
March 2, 2001	Coeur d'Alene Press: "ITD Addresses Improvements on Highway 95"
December 19, 2001	Spokesman Review: "Comment Sought on US95 Plans"
December 20, 2001	Spokesman Review: "Critic Line Up to Comment on Highway 95; Two year study seeks remedies for north-south corridor"
April 11, 2002	Spokesman Review: "Idaho Unveils Highway 95 Renovation Plan; Limited access highway from I90 through Hayden would have no stoplights, dual frontage roads"
April 23, 2002	Spokesman Review: "Opposing Views Jam Progress on US95; Agency wants to turn portion into limited-access freeway"
April 23, 2002	Coeur d'Alene Press: "Highway 95 Plan Gets Mixed Reviews; Proposal to lower highway concerns business owners"
May 22, 2002	Coeur d'Alene Press: "Slow Down on Expressway Plans, ITD Told; Council hears options to ease US95 congestion"
June 8, 2002	Spokesman Review: "Businesses Oppose Expressway; Stores not willing to give up visibility to relieve congestion along Highway 95"
July 10, 2002	Coeur d'Alene Press: "US 95 corridor study presented to council"

U.S. 95 options being mulled

By ANDREW BISCOE
Staff writer

COEUR d'ALENE — A bypass at Huetter and Interstate 90 would help relieve U.S. 95, visitors said at a Wednesday open house held at the Idaho Transportation Department.

An 18-month study by W & H Pacific, a Boise-based consulting firm hired by the ITD, is looking at community input to improve U.S. 95 while the ITD develops a long-range plan for the U.S. 95 corridor.

"People were mostly interested in the bypass option," said ITD District Planner Carole Richardson. "One of those options is at Huetter. There are a lot of really good options."

Wednesday's open house was the first of five taking place at the ITD Building through July 2001.

The U.S. 95 problem has caught the attention of lawmakers at the nation's capital. Richardson said the federal government paid $500,000 for the

U.S. 95 continued on A3

U.S. 95
continued from A1

study through money from the National Highway System Program. W & H Pacific will turn in a final report when the study wraps up in 2001.

When the solution is presented, Richardson said the ITD will look to the federal government again for help in paying construction costs. Money might come from local and state funds as well, she said.

Although figures weren't available because of so many options being considered for U.S. 95, a stretch of an improved highway in Oregon spanning several miles had cost $135 million, said Andy Mortensen, a W & H consultant project manager.

Mortensen said the primary objective of the open house was to hear what people in the communities have to say about the U.S. 95 problem, and what solutions they might have to offer.

"What we have heard and studied so far in U.S. 95 is having to serve freeway traffic and commuters," Mortensen said. "It's getting pulled apart at the seams because of so many different motorists. The problem is only going to get more acute."

Mortensen set up a slide presentation to show the results of a public survey conducted recently of 300 people in Coeur d'Alene and Hayden taking what should be done to solve the congestion of U.S. 95.

Fifty percent of the respondents said streets such as Government Way, which runs parallel to U.S. 95, should be widened. The same percentage said the U.S. 95 congestion is a serious problem in North Idaho.

When people answered what the best solution would be to address the U.S. 95 problem, 25 percent approved of widening the highway, 29 percent said to widen other nearby streets, and 23 percent said to build a bypass.

The growing population of Kootenai County depends on the busy stretch of the highway as a primary north-south route through Coeur d'Alene. The county's population continues to grow by 5 percent annually, while traffic has increased by 50 percent on U.S. 95 since 1990.

Rep. Hilde Kellogg (R-Post Falls) visited the open house to learn more about what is being done with U.S. 95. [illegible] are improved, it would [illegible] some of the heavy traffic on 95," she said. The representative declined further comment on what should be done while holding a public response forum in her hand that she planned to fill out.

Stacy Hoffer drives every week from Kellogg to her job in Hayden. She often wonders if she will be on time for her job.

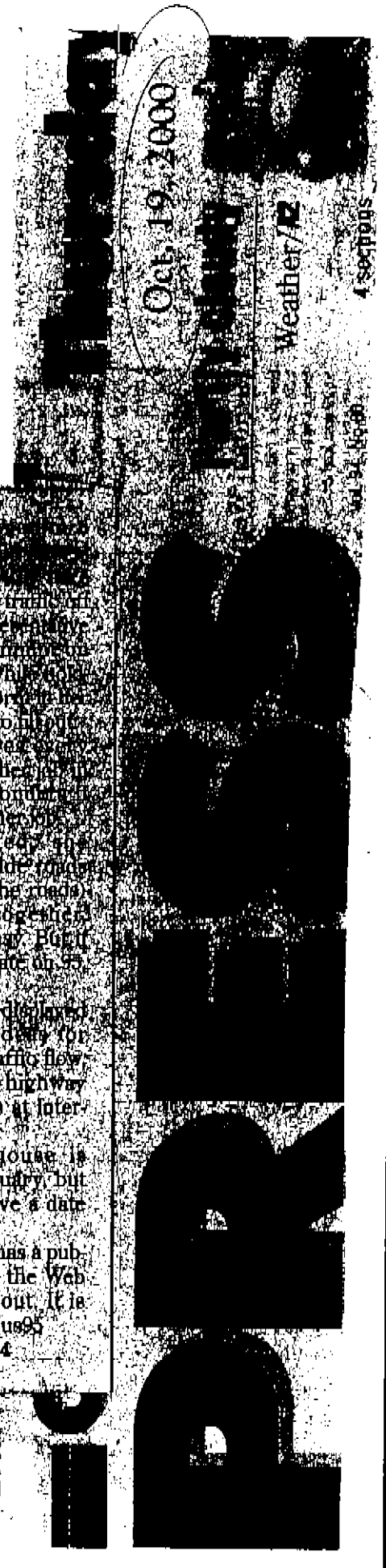
"It's very congested," she said. "Widening the side roads and 95 would help. (The roads) all have to work together. Interstate 90 is real easy. But if you're running a little late on 95, you'll be really late."

The consulting firm displayed some of their own ideas for speeding along the traffic flow, including an elevated highway and U-turn crossovers at intersections.

The next open house is scheduled for mid-January, but Mortensen did not have a date available.

The U.S. 95 project has a public survey available on the Web which people can fill out. It is www.whpprojects.com/us95

Information: 772-1274



ITD addresses improvements on highway 95

More open houses to be held in May, June

By ERIC FLOWERS
Staff writer

CDA Press
3-2-01

COEUR d'ALENE — An open house to discuss proposed improvements to U.S. 95 through the Coeur d'Alene corridor drew a robust crowd to the Idaho Department of Transportation office Wednesday night.

Transportation planners presented extensive information including preliminary drawings and computer-generated images of the changes that could be coming down the pike for the congested highway.

Far from being overwhelmed, residents came ready with questions and comments for ITD staffers and representatives of W & H Pacific, a contractor on the project.

While organizers did not have an estimate as to how many attended the open house, they said attendance far exceeded expectations.

"We are absolutely delighted. People have been very forthcoming with their comments, and we appreciate it. It is exactly what we are looking for," said Barb Babic, an ITD spokesperson who attended the meeting.

"It's been a very lively discussion with our staff but also with each other," she said.

One of those contributing to the discussion was Faith Holt, a part-time English teacher at North Idaho College who is concerned about a proposed alternative to divert traffic from U.S. 95 to Huetter Road.

Holt lives about a mile off the semi-rural road with her husband, John. The Holts have a 10-acre spread that they purchased for the country atmosphere the area affords.

But she is torn between what she believes is a civic responsibility to support needed improvements to the Coeur d'Alene corridor and her desire to maintain the lifestyle.

If the Huetter option were eventually constructed it would alleviate some of the congestion on U.S. 95, primarily through the construction of a freeway interchange at the intersection of I-90 and Huetter.

"Maybe" that is the best thing for the community, but I don't feel so good about it," said Holt, citing concerns increased traffic and environmental impacts of construction.

"It's a huge investment in our 10 acres and house," said Holt. "But I really think there is a problem and (U.S. 95) needs to be changed. So I'm trying to balance the individual's right versus the community. But they are talking about putting an intersection right in our backyard."

But it may be too soon to assume anything based on the preliminary drawings presented at the open house.

The Huetter alternative was simply the first idea to come out of the planning process, but it isn't necessarily the right one, said Carole Richardson, an ITD planner working on the project.

There will be two more open houses for the public. The first will be scheduled for sometime in May with another in June.

Eric Flowers can be reached at 664-8176, ext. 2021, or eflowers@cdapress.com

Ron Frame looks at the smoulde
to the ground Wednesday in Po
floaters, fisherman, hunters and

Fire destr

Blaze apparently started on roof

POWELL (AP) — The historic Lochsa Lodge burned to the ground on Wednesday.

The rustic log structure, located about 11 miles on the Idaho side of Lolo Pass along U.S. 12, was built in 1928 by Swedish immigrant Andrew Erickson as a hunting and trapping retreat.

Don Denton's family has owned and operated the Lochsa Lodge for the past 32 years.

"My folks, Gus and Gerry Denton, ran it for 17 years," Don Denton said. "My wife and I have been up here for 15 years."

On Wednesday, a half-dozen employees were at the lodge, which is open for business every day of the year, Susie Denton said. The lodge contained a cafe, tavern and gift shop.

No one was injured.

Bill Panos *conducted an informal survey and found out what people like or want to change about the area.*

Answers unique while sharing common theme

Special to Handle Extra

Bill Panos

When I first came to Coeur d'Alene to start the interview process for the position of city administrator, I asked a lot of questions. I also received a lot of answers from the great people that work for our city government and the people that live here in Coeur d'Alene.

My wife and I decided to accept the opportunity to live, raise our family and work here. During the first four months on the job as city administrator and ever since, I have continued to ask a lot of questions and learn a great deal. When I meet people for the first time or run into them on the street, I ask almost everyone the same two questions that I frequently asked during my interviews:

- What is the best thing about living here?
- If you could change one thing, what would it be?

I asked these questions of the takeout order person at the Paul Bunyan Drive-in, an Albertson's check-out clerk, a waiter at the Dockside Restaurant, a streets division worker, a state senator, a retired couple walking in City Park, a mother with her kids on Centennial Trail — in all about 150 to 200 people throughout our community.

The answers to these two questions were as unique as each person, but most said the same things. That is, their answers shared a lot in common.

In answer to the first question — "What's the best thing about living here?" — there were three most common answers.

The first and most often expressed was the overall *quality of life*. Although each person had a slightly different definition of what quality of life is, they all said that the quality of life in Coeur d'Alene was the reason they are here.

The second most common answer was the *natural resource areas*. People identified with and used the natural resource areas, and said it was one of the reasons they lived here. They love to use the lakes, the mountains, the rivers, and said that the abundance of nature was very significant to them.

Finally, the third most common answer had to do with the *people who live here*, and those who have decided to live here. Even when I received comments about out-of-state people, comments were that newcomers seemed to have integrated well into the community. The people I asked said they appreciated the kindness, the sense of family and faith community they experienced here, liked being from Coeur d'Alene, and liked the people who live here.

In answer to the second question — "If you could change one thing, what would it be?" — generally, there were three different answers.

By far, the most frequent answer I got to this question was *transportation*. Citizens said that it was harder to get around today than it has ever been. What was once a 10-minute commute now takes 30 minutes. People are concerned about being able to travel on Highway 95 and Government Way. They said they want to see improvements made in transportation.

The second answer had to do with the *image of Coeur d'Alene*. The people I spoke with said they wanted the image of Coeur d'Alene to be improved, and they specifically referred to the issue of the human rights and diversity. They wanted our image to reflect the community's commitment to welcoming all people to Coeur d'Alene.

The third answer to the question concerned *growth management*. People said they wanted growth managed better and planned well. At least several people said, "I know it's going to grow, but we need to control it." Some said wistfully that they wish they could put a wall around the city, but they know they can't. I sensed that there is a real fear of losing the past and the great history of our community. Most people weren't against growth itself but did not want to lose the hometown feeling of Coeur d'Alene.

What does this tell us? It tells me that we need to carefully manage our future growth while keeping a firm hold on our community's history, character and precious natural resources. We need to invest more resources into planning our city's future. It tells me that our community cares about the great city they live in and that our city government needs to continue to make sure we listen our residents. We need to invest more time and effort into listening to the community and involving them directly into the city's decision-making. We need to invest more into our employees and basic city services. We need to provide services and programs that respond to our residents' needs and provide them the best, most cost-effective city government possible.

Finally, with a little more than a month passing since the tragic events on the east coast, I want to express how proud I am of our employees and community. On Wednesday, Oct. 10, we awarded our firefighters and other public safety heroes commendations for numerous acts of kindness and courage. They reflect the spirit in all our city employees and residents of our fine community.

■ Bill Panos is Coeur d'Alene city administrator.

Fred Glienna *wants to know what the mayoral candidates have to say about managed growth.*

Inclusive vision needed to protect city's future

Special to Handle Extra

even allowing family or business considerations, reflects on his temper, which certainly doesn't disqualify him, but does leave traces the environment is deeper, and his commitment to it will keep alive the

Be a newspaper adviser

Please contact us if you live in Kootenai County, have an e-mail address and would like to become a member of the Idaho Reader Advisory Network. We will occasionally send out a brief e-mail message asking readers for their comments on specific topics we plan

REGIONAL NEWS

Briefly

From staff reports

Comment sought on U.S. 95 plans

■ *Coeur d'Alene*

The public is invited to an open-house meeting tonight to discuss solutions to growing traffic problems along U.S. Highway 95 from Mica Creek to Ohio Match Road.

The meeting will be held from 5 to 7 p.m. in the lower level of the Idaho Transportation Department's regional office at 600 W. Prairie Ave.

The public will be asked to comment on various plans ranging from alternate routing of Highway 95, to turning it into a limited-access freeway to bike and pedestrian access to the Centennial Trail.

The meeting will help the Idaho Transportation Department draft plans and decide which projects the public wants and is willing to pay for.

On the road

A driver waits in holiday traffic at U.S. Highway 95 and Appleway Avenue in Coeur d'Alene on Wednesday.

Critics line up to comment on Highway 95

Two-year study seeks remedies for north-south corridor

By Angie Gaddy
Staff writer

COEUR d'ALENE — For 35 years, George Brown has watched traffic grow along U.S. Highway 95 north of Coeur d'Alene.

Brown, who lives on East Riverview Drive just south of the Spokane River, watches a line of trucks and cars snake past his driveway near Highway 95 when he sits in his driveway.

"The traffic is so thick you can't even get on 95," Brown said Wednesday.

Brown joined 75 people, streaming into the lower level of the Idaho Transportation Department's regional headquarters to learn options for solving traffic problems along the area's main north-south highway.

Brown supports building an alternate route west of the existing highway that would cut through Hayden and north of the Spokane River before tying back into the existing highway.

His neighbor, Al Smith, thinks there's a better idea.

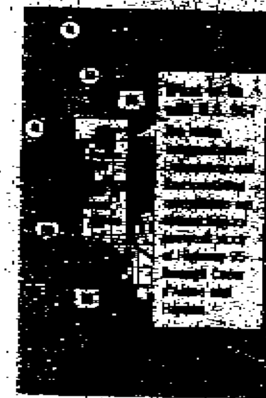
Instead, Highway 95 needs to be a divided highway with limited access onto it between Coeur d'Alene and Sandpoint.

"[illegible] traffic for the road," Smith said. "[illegible] to go to Hayden [illegible] to go to Spokane."

Wednesday night's meeting was part of a two-year study conducted by transportation officials and consultants.

The study focuses on the 21-mile stretch of U.S. 95 from Mica Creek north to Ohio Match Road.

Continued: Highway/A4



Highway: Traffic only expected to get worse

Continued from A1

Traffic volumes are expected to grow between 10 and 40 percent and average commute times would increase from 24 minutes to 34 minutes by 2020.

The study will be complete next spring and transportation officials hope to release a decision plan and have a preferred option supported by the public.

"It's really critical that the public be involved," said Christine Peterson, regional manager with the Transpo Group in Spokane, which is conducting the study. "Because it is so crucial to the city's transportation, it's a critical roadway within that network."

Transportation planners and researchers will take public input on various ideas suggested by focus groups and planners and gather that information into the study, funded by $500,000 in federal aid money.

Analysis [illegible] with these suggestions will be presented to the public in the spring.

Some options include changing the Ironwood and U.S. 95 intersection to handle traffic better.

Other options include building so-called flyover ramps from Interstate 90 onto Highway 95 that would divert traffic past Appleway Avenue onto 95.

Some suggestions have included decked bridges for the highway, adding more lanes, and creating frontage roads to run along the highway.

Jim Pokorny has lived between Ohio Match and Garwood Road for 28 years.

He hopes to see an alternate route built that would divert traffic heading north to Sandpoint and west to Spokane away from the already congested Highway 95.

"They're already using the Ramseys and the odd-ball roads (to get around Highway 95)," Pokorny said.

Carole Richardson, district transportation planner for the department, said many people at Wednesday's meeting expressed interest in either building an alternative route or making the existing highway a more limited-access, faster-moving route.

Mostly, people wanted to know how quickly the changes could be made.

"It depends on how well the community gets behind the recommendations," she said. "Things can go pretty fast."

For example, it [illegible] years to try to put a bypass through Sandpoint because of community disagreement. However, improvements to U.S. Highway 95 south of Coeur d'Alene moved immediately forward, because the community and the Coeur d'Alene Tribe immediately agreed to safety improvements.

"We're not closing the door on any ideas," Richardson said. "If someone has a better mousetrap we're happy to hear about it."

Spokesman 12-20-01

House committee endorses e[illegible] to abortion funding/B4

Spokesman

ay, March 1, 2001
sman-Review
Wash./Coeur d'Alene, Idaho

THE HANDLE

To contact the North Idaho office, dial (208) 765-7100, toll-free (800) 344-6718; Fax (208) 765-7149

Landmark lost
Historic Lochsa Lodge in Powell, Idaho, burns to the ground./B2

Opinion/B6

.S. 95's future is now

ic input sought on options for the highway

amie Shors
er

JR d'ALENE — For shopping
ns into Coeur d'Alene, Joe and
ennis of Hayden Lake have mapped
: routes, a different one for each
day, in an effort to avoid the
; traffic on U.S. Highway 95.

nany stop signals," said Joe, a
Idaho resident. "Too many cars."

A line of stoplights and increasing congestion on the road are only part of the problem facing the U.S. Highway 95 Corridor Plan, a long-range effort by the Idaho Transportation Department to improve traffic flow and enhance safety on the road.

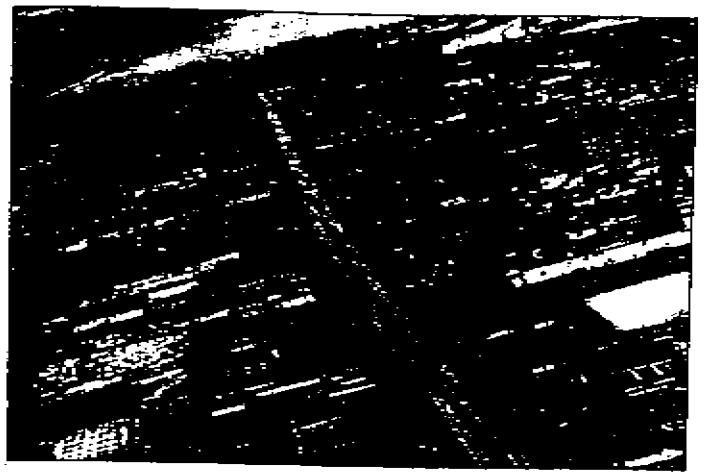
On Wednesday, designers of the plan met with area residents to discuss options.

"The majority of folks think that 95 and other arteries are congested, and they want solutions," said Andrew Mortensen, a planner with W&H Pacific Inc., and lead consultant on the study. "Those solutions are varied."

Working with citizen input gathered since last spring, planners suggested several ways to lessen traffic on the highway, which must handle residential traffic to stores lining the road, as well as commercial trucks moving timber and supplies through the state.

One option focuses on the highway itself, with plans to widen the road and bypass high-traffic intersections by building several overpasses. Mortensen suggested that three

Continued: Highway 95/B4



Jesse Tinsley/The Spokesman-Review

The Idaho Transportation Department is planning major changes for Highway 95, Coeur d'Alene's main north-south arterial.

Sizing 'em up

Smoke, dust mar air over Sandpoint

DEQ issues 'yellow' advisory for area, the first issued in North Idaho in a year

By Susan Drumheller

Continued Spokesman 3-1-01

[illegible] possession will' [illegible] ent to distribute.

Dermott, and two Washington

The four had would have [illegible] worth about $1 million in Seattle, where federal drug officials believe

The driver no longer works for the company, she said.

Highway 95: Huetter Road being pondered

Continued from B1

or four such overpasses might be needed, each costing from $8 million to $20 million. The cost of compensating landowners and ensuring access to residential areas drastically affects the price of each overpass.

"We're not assuming bypasses are the total answer," Mortensen said. "But there's a growing feeling that they're needed."

A second option would direct traffic west of Highway 95, to a stretch of Huetter Road that crosses prairie farmland and rural houses. Although cost estimates are not yet available, land along Huetter Road is cheaper, several people pointed out. But expanding the road would likely come at a cost for local businesses along Highway 95.

"I think the primary function of 95 is to move traffic north and south," said Charlie Gay, a city engineer from Post Falls. "But we can't do it at the expense of people crossing 95."

The plan could incorporate both an expansion of Huetter Road, as well as improvements along Highway 95. Mortensen said that by April or May, the group would provide cost estimates of the various options.

The 18-month study, now halfway through its projected timeline, covers a 22-mile stretch from Mica Creek south of Coeur d'Alene to Ohio Match Road in Kootenai County. In December, the group plans to announce its recommendations on how to best accommodate the area's growing traffic needs.

Funding for the highway construction would likely come from the federal government, as well as state and city governments. But construction could still be another six years away, Mortensen said.

"What we'd like from the public right now is, 'tell us what you think,'" said Barbara Babic, spokeswoman for the Transportation Department. "This study information will affect highway projects for the next 20 years."

■ Information on the study is available on the Internet at www.srhprojects.com/us95.

Black Rock: Law wasn't enforced earlier

Continued from B1

developers must complete roads, sewer and water systems before selling lots, Wichman said.

But the law was overlooked and the county never enforced it until

scenario, the commissioners learned they already had the law in place.

On Wednesday, the commissioners said that while they support Black Rock, they don't want to find themselves in the same fix.

Chesrown's employees argued that they can provide a "bulletproof" bond that will protect the county. If he pulls out, the bonding company would hire a contractor and finish the work.

Contractor William Radobenko, who is working with the Black Rock group, told the commissioners that

had been dealing with the county's "Mayberry RFD mentality."

Commissioner Dick Panabaker said the county is not trying to get in Chesrown's way.

"What we are trying to do is allow him to do what he wants and protect the public," he said.

Black Rock's engineer, Joe Hassell, said all the county has to do is approve the project without the old rule that has not been enforced up to now.

"We've got eight months of work to do and five-and-a-half months to

Limited-access highway from I-90 through Hayden would have no stoplights, dual frontage roads

By Angie Gaddy
Staff writer

COEUR d'ALENE — You know the drill.

Anyone who's driven U.S. Highway 95 through Coeur d'Alene and Hayden has the same frustrated response.

Start. Stop. Start.

Even when the traffic lights turn green, it's only a matter of time before drivers begin to see red.

Idaho Transportation Department planners hope to solve motorists' frustrations and the area's growing traffic congestion.

After more than a year of studies and meetings with local residents, traffic officials are unveiling a plan that would make Highway 95 a limited-access freeway from Interstate 90 to north of Hayden.

"We think we have a pretty good read on what people want," said ITD project manager Carole Richardson. "The area needs (a main north-south freeway). It's just a matter of where it should go."

The plan would eliminate all stoplights on the seven-mile stretch north from Interstate 90.

A couplet of frontage roads would run alongside the highway. On a frontage road east of the highway, traffic would head north. On the west side frontage road, traffic would head south.

Every half-mile, there would be an exit for motorists to cross the freeway and turn around. Every one-quarter mile, motorists could exit the highway to the frontage roads.

It hasn't been decided whether Highway 95 would be below ground level and cross streets would be bridged above, or if cross streets would run below the highway, Richardson said.

Most importantly, at the Interstate 90 interchange, planners designed so-called flyaway lanes, that would allow drivers to exit and enter I-90 without stopping at a myriad of lights.

Transportation planners met with residents, elected

Continued: I-95/B8

Highway 95: Traffic likely to increase

Continued from B1

officials and business owners to figure out what is the best solution to traffic problems.

The study focused on a 21-mile stretch from Mica Creek north to Ohio Match Road.

Traffic volumes are expected to grow between 10 and 40 percent and an average commute time would increase from 24 minutes to 34 minutes by 2020, without any changes.

Should there be a bypass of Coeur d'Alene and Hayden, running north from Huetter? Should Highway 95 be decked with lots more lanes? Or should it be a limited-access freeway with no intersections and no stoplights?

The final option won out, Richardson said.

Building a bypass would cost as much as making Highway 95 a four-lane, limited access freeway with feeder roads on either side, she said.

The state already owns land on either side of the highway.

If transportation officials built a bypass of the city, then other cities and Kootenai County would have to cough up more money to connect roads and services to it.

The proposal isn't funded and wouldn't be built for at least another six years, Richardson said. The money could come from both state and federal sources.

The public just needs to put a final OK on the project, she said.

"It will be a lot easier for us to get and find money for it, if the community is backing us," Richardson said.

Other recommendations in the study include:

- Making the stretch of highway from Garwood to Ohio Match Road four-lane, limited-access with interchanges only at State Highway 53 and Garwood. Frontage roads would also be added or improved.
- Putting in a median barrier and allowing only limited access on Highway 95 in the Ironwood Drive area.
- Connecting Harrison to Northwest Boulevard, to bypass the dangerous intersection on Highway 95.

FIND OUT MORE

Highway hearing

A public meeting on the Idaho Transportation Department's final recommendations on the U.S. Highway 95 corridor is scheduled from 5 to 7 p.m. April 22 at the ITD's district office at 600 W. Prairie Ave.

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"Idaho Unveils Hwy 95 Renovation Plan"

Spokesman 4-11-02

Hwy. 95 plan gets mixed reviews

Proposal to lower highway concerns business owners

By ERIC FLOWERS
Staff writer

HAYDEN — Residents gave mixed reviews to a proposed plan to reconstruct a major portion of U.S. 95 through the Coeur d'Alene corridor.

The six-lane upgrade envisioned by planners is modeled on the interstate system, where high-volumes of traffic are shuttled through urban areas at relatively high speeds by limiting access points and eliminating traffic signals.

The plan, which was presented to the public Monday night at an Idaho Transportation Department open house, has already made a few enemies — namely business owners along the burgeoning stretch of retail north of Interstate 90.

HWY 95 continued on A2

parents and students tonight in the school's gymnasium.

Students representing

questions. The orientation will also introduce students to the campus layout.

Viking logo onto any garment brought in for $1.

Information: 667-4507

HWY 95

continued from A1

"This has really become a main street in North Idaho as far as shopping goes. What they are recommending would basically shut that down," said Rich Koerner, who owns a furniture store at Dalton Avenue.

Koerner believes ITD slipped by dismissing the possibility of constructing a bypass route from scratch, as the agency had considered.

The Huetter Alternative was scrapped, say planners, as the result of numerous comments culled during the public input process and a concern that the alternative would not alleviate existing congestion on U.S. 95.

That congestion is forecasted to worsen in coming years, pushing down average speeds and pushing up travel times through the corridor.

Under the proposed plan, construction crews would lower the highway some 20 feet to accommodate a series of overpasses and interchanges, spaced every half mile along the route.

Critics acknowledge the traffic problem, but say the best solution is moving some traffic away from the existing highway.

"This is like trying to put a barracuda in a straw. The right of way is not enough to accommodate what they are trying to do without a disastrous effect on business," said Sen. John Goedde, R-Coeur d'Alene, who attended the open house.

Planners, which include ITD and its Spokane-based consultant, Transpo Group, disagree.

In a white paper distributed at the meeting, planners state that improvements are key to the continued strength of the retail corridor that includes car dealerships, several grocery stores, and the Silver Lake Mall.

"A look at recent aerial photographs shows a significant amount of undeveloped property remains around the existing corridor for in-fill development, as well as new commercial, industrial and residential subdivisions. Improvements to the existing route will strengthen the community's core," the report states.

While the meeting drew a strong representation of critics, it also brought out some supporters.

Bob Croffoot, who retired last year as Hayden's city administrator, saw ideas the Hayden City Council and staff talked about for years. Croffoot said he isn't sure there is a traffic crisis yet, but applauds the effort to lay plans for the future.

"I grew up in California and our daughter lives in Manhattan, so it's all relative," he said. "But, I think it is great to see them looking ahead and not waiting until there is a panic."

Terry Jacklin, a Post Falls area resident, liked what he saw but for different reasons.

Jacklin's family owns a 500-acre grass-seed farm on the Rathdrum Prairie near Huetter Road. The alternative plan would have segregated about 80 acres of his property and severed his irrigation loop.

"We're just pleased that is not being considered," Jacklin said.

Just where the plan goes now is uncertain.

The state's construction schedule is booked out six years, according to ITD. How fast the project could begin after that depends on the amount of support for the project in the local community.

Information: 1-866-472-3099

Kootenai Calendar

CDA Press 4/23/02

...posing views jam progress on U.S. 95

... wants to turn portion into limited-access freeway

...day

...FALENE — The studies have ... Focus groups have met and a ...ernative chosen.

...s the hard part: getting Kootenai ...ents to agree on what should be ...growing traffic problems on U.S.

...tion officials unveiled their pre... at a public meeting Monday: ...ay 95 a limited-access freeway ...of Interstate 90 to Ohio Match ...of Hayden.

Other proposed solutions to the problems along the area's main north-south highway included building a bypass through the Huetter area and widening the road to six lanes.

"We've gotten a variety of responses," said Mike Porcelli, a transportation and traffic engineer with the Idaho Transportation Department. "The whole purpose of this study is planning. We're getting everybody's ideas, some idea of what we want to do."

Robert Reish thought plans to build a bypass through Huetter were off the table, but even that's up for debate, depending on what the public wants.

> *"We've gotten a variety of responses. The whole purpose of this study is planning. We're getting everybody's ideas, some idea of what we want to do."*
>
> **Mike Porcelli,** *Idaho Transportation Department*

"I'm really not too keen on that," said Reish, who recently relocated to Huetter from Virginia. "I think they need to stick to (U.S. Highway) 95. There's already businesses there."

Transportation officials don't have a price tag on any of the projects, and it's unlikely anything will happen in the next six years.

Some know for sure what they want.

Coeur d'Alene Sen. John Goedde, who was on the advisory group to the study, said he doesn't support making Highway 95 a limited-access freeway north from I-90.

That plan would eliminate many of the traffic lights, either lower or raise Highway 95 and put frontage roads alongside it.

"I think we're going to do tremendous damage to business on the route," he said. "Potentially, you could go a couple of miles to where you want to go."

Goedde said he wants to see the state begin to acquire rights of way in the Huetter area in preparation of needing a new roadway in the next 20 years.

"I'd rather see a bypass developed," he said. "In the long run, we're going to need it anyway."

No way, said Lisa Farrar.

Farrar bought her home on a five-acre parcel at the corner of Huetter and Prairie two years ago.

Since then, she's seen a growing number of rush-hour drivers heading past her home in attempts to avoid standstills on Highway 95.

"Highway 95 is very congested. It definitely

Continued: Highway/B4

Highway: What about existing businesses?

Continued from B1

needs something to be done with it," Farrar said.

Building up the current highway would "detour people from going our route," she said.

Mark Mitchell, who lives at Huetter and Poline, agrees.

"What about the commercial development on existing 95 today?" he asked.

Transportation planners and the community have a huge task before them, Goedde said.

"There's no question. There's a need for improvements. We're looking at gridlock sometimes now," he said.

Whatever, [illegible] agree on a solution.

Simply put, Porcelli said: "The tendency is for people to not want transportation facilities where they live."

Spokesman Review
4/23/02

Slow down on expressway plans, ITD told

Cd'A Council hears options to ease U.S. 95 congestion

By KEITH ERICKSON
Staff writer

COEUR d'ALENE — The owners of several businesses on U.S. 95 urged transportation officials on Tuesday not to move too fast on plans for an expressway through northern Coeur d'Alene.

To alleviate congestion on the heavily traveled north-south highway, the Idaho Transportation Department is considering two long-range options:

An alternate route to the west near Huetter Road or an expressway on the existing corridor, which would run from Interstate 90 about 7 miles north to Highway 53.

ITD District Transportation Planner Carol Richardson updated the Coeur d'Alene City Council on the highway options.

Rich Koerner, owner of Koerner Furniture on U.S. 95 at Dalton, said the expressway, expected to cost up to $180 million, would hurt dozens of businesses along the busy corridor — especially during construction, which would take years.

> "Having the highway down in a hole has some disadvantages, but it also has some advantages."
>
> — Scott Stokes, ITD District 1 engineer

"An expressway is going to completely obliterate that area commercially," Koerner said. "Ten years of construction will hurt this area, economically ... in tax revenue, sales tax and employment."

Marvin Miller, owner of Skate Plaza, also at Dalton, said the expressway should have been considered 20 years ago before all the commercial growth.

"This would be devastating," he said.

Preliminary expressway plans call for construction of two lanes in each direction outside the existing north-south highway, Richardson said.

Those outside lanes would allow local access to businesses while the center expressway, which may be sunken, would allow uninterrupted traffic.

Local access would be provided every quarter-mile on the outside with bridges over the expressway every half-mile and an opportunity to exit or enter the expressway each mile, Richardson said.

Councilwoman Deanna Goodlander questioned the potential inconvenience the expressway would pose to motorists attempting to visits businesses along the highway.

"How will a sunken expressway make it more desirable to have your business on 95?" she asked.

Scott Stokes, District 1 ITD engineer, acknowledged each of the traffic plans has setbacks.

"Having the highway down in a hole has some disadvantages, but it also has some advantages," Stokes said.

Richardson emphasized U.S. 95 planning is still in the early stages.

"We're at 20,000 feet and through the design process that will come later we will be down to ground-level looking at (potential impacts) on individual properties," she said.

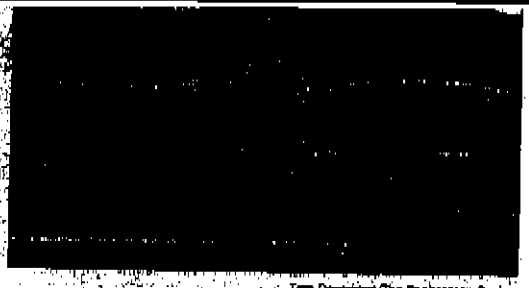
The public will be involved during the process, which will take years.

Mayor Sandi Bloem urged the ITD to consider testimony from all sides before proceeding with design.

"I know the business community has deep concerns," she said. "This is not (the city's) decision, but we are very concerned about the business climate. We need to find a balance that's best for the business needs and transportation interests."

Keith Erickson can be reached at 664-8176, ext. 2012, or kerickson@cdapress.com

CDA Press 5/22/02



Tom Dennison/The Spokesman-Review

Tim Koerner, who owns Koerner Furniture, opposes an expressway on Highway 95, saying his store would lose access and visibility.

Businesses oppose expressway

Stores not willing to give up visibility to relieve congestion along Highway 95

Dalton Avenue takes vehicles into the store's parking lot.

If the busy highway is rebuilt as an expressway, owner Tim Koerner fears the store will lose access and visibility.

"What they're proposing to do is like I-90. Concrete barriers would go up. The Dalton intersection would be gone," Koerner said. "Our customers would have to go another half-mile to another exit, cross the highway, and take a frontage road back to us."

To alleviate Highway 95's growing congestion, the Idaho Transportation Department has proposed a $160 million, four-lane expressway from Interstate 90 to Highway 53. Speeds of 55 mph would allow vehicles to move rapidly along the expressway, which would be raised or sunk below regular grade. North and southbound lanes flanking the expressway would provide local access.

AT A GLANCE

Expressway

The Idaho Department of Transportation is considering turning part of Highway 95 into an expressway.

- The expressway would be located between I-90 and Highway 53.
- Speed limits would be 55 mph on the four-lane expressway.
- Exits would be located every half mile.
- Drivers could continue to use north-south frontage roads flanking the expressway, which would have access to arterials.

The plan, released this spring, is getting a frosty reception from local business interests. Store owners turned out to voice concerns at a recent Coeur d'Alene City Council meeting. The Coeur d'Alene Area Chamber of Commerce's board voted to oppose the department's draft plan.

"Highway 95 is really the Main Street of North Idaho. It's a shopping center and the place where entertainment

Continued: Expressway/A9

activities go on," said Jonathan Coe, chamber manager. "We support improving Highway 95, but we're not sure the corridor plan is the best option."

The chamber is assembling a committee to review the proposal and offer suggestions. Key concerns are the "freeway" character the expressway would create, and reduced visibility for existing stores.

"They bought their frontage so their wares could be seen from the road," said state Sen. John Goedde, one of the chamber's committee members.

Carole Richardson, district transportation planner, said she'd welcome chamber input. Without local support for the plan, ITD will have trouble getting money for an environmental impact statement, she said.

Richardson's office spent the past 1½ years evaluating plans to improve Highway 95's safety and congestion. The highway's thriving commercial district complicates the process.

"It's being used as a local circulation route for shopping and commuters," Richardson said. "It's also a U.S. highway."

Traffic planners studied a bypass route that would navigate Highway 95 around Coeur d'Alene and Hayden. But the district recommended the expressway in its draft plan.

It seemed to best fit the community's twin goals of preserving local access while speeding up through trips, Richardson said. For short commutes, drivers could stay on the frontage roads. For longer trips, they could use the expressway and cut out stop lights.

"If you're coming from I-90 and want to go to Rustlers Roost, you don't have to go through 10 signals," Richardson said.

Expressway drivers would have to plan ahead with exits, which would be spaced every half-mile, however. From the expressway, Koerner Furniture customers would exit at Hanley or Kathleen, and backtrack to reach the store by frontage roads.

Sinking the expressway would eliminate the visual aspect of an urban freeway, and reduce the noise. But it would also affect stores' ability to catch the eye of passing motorists, Richardson acknowledged.

"We're not making a final decision at this time," she said. That won't happen until an EIS is completed, which is at least another three years away.

ITD's next move is to schedule meetings with civic and community groups to explain the plan. The public involvement process has already included public meetings and polling of local residents.

The time line for adopting a final plan and beginning construction depends on the will of the community, Richardson said.

"In Sandpoint, there was so much community dissension that the (Highway 95) bypass sat on the books for 30 years," she said. In contrast, highway improvements between Worley and Mica happened quickly with community support.

Koerner has been following the process with a sense of deja vu. He closed another furniture store in Spokane this April.

"We had a store on Sprague and we saw what construction did to business. It was really hard for customers to pull into the parking lot when they have the driveway coned off.

"I understand something has to be done to help the average citizen get around, but it should be done in a way that doesn't hurt business," he said. "Highway 95 has turned into the largest economic corridor in North Idaho. The main auto dealerships are here, and all the main supermarkets."

Spokesman
6-8-02

COEUR D'ALENE PRESS
Coeur d'Alene, Idaho

JUL - 2 2002

Post Falls looks at ordinance overhaul

ITD plans to discuss U.S. 95 work

By BRYAN SULLIVAN
Staff writer

POST FALLS — Forty pages of ordinance and the average resident probably won't notice a difference.

That's the assessment of city Finance Director Shelly Enderud, who will bring a proposed overhaul of the utility ordinance before City Council tonight.

Each year, she said, the city code changes. Even though new resolutions supercede old ones, the old information remains on the books.

Even the language of sewer treatment has changed since the initial ordinances were passed in the 1980s, she said.

"It kinda got to where they didn't read very well," she said. "If someone came in to get a copy, you'd have to give them parts of six different resolutions and ordinances."

When residents or businesses disagreed about the meaning of the ordinances, Enderud said, the city often consulted attorney Jerry Mason to be clear on the meaning of the code.

Rather than change bits and pieces again, Enderud said the city decided to write the ordinance that governs water, sewer and garbage from scratch. The revision has been in development for about two years.

"This can potentially save money if we can handle it right there because the ordinance is in clear language," Enderud said. "I could hand the new ordinance to them and shut off their water and feel safe."

The new ordinance will make it clear, for instance, that the utilities are tied together. If someone refuses to pay the garbage fee, the city can shut off the water to the property.

The new ordinance also clarifies the waste that can be added to the sewer system and the criminal penalties for violation of the water system regulations.

Reconnecting to the water supply after the city has shut off service, for instance, is a misdemeanor that carries a potential $300 fine and a jail sentence of up to six months.

Enderud said city staff compared Post Falls to other cities when writing the new ordinance. They found that most cities had ordinances even more confusing than theirs.

"It's not something that a lot of cities spend a whole lot of time looking at," she said. "It's tough to spend staff time to rewrite this stuff because you're just trying to do your job from day to day.

"It's not an easy thing, but in the end, you're so much better off."

Enderud expects final approval of the rebuilt ordinance to be in August.

Also on the council agenda is a presentation from the Idaho Transportation Department about the long-range plan for U.S. Highway 95.

Carole Richardson, the District 1 transportation planner with ITD, said the plan, which is in its draft form, addresses the development of the road during the next 25 years.

"The reaction has been mixed," she said. "There's definitely a camp that says U.S. 95 where it's at now is where it needs to be, and there's another argument for getting it out of town (Coeur d'Alene)."

She said one of the ITD recommendations is that the department should hedge its bets. While the highway should stay where it is for now, the ITD may work to preserve an alternate route that could be developed more than 20 years from now.

"We've been working with communities over the last two years to figure out where best to focus our money," Richardson said. "We're looking for just a little feedback from them on whether they think we're on the right track."

She said a final version of the plan could be ready by the end of the summer.

The ITD presentation begins at 5:30 p.m. and the regular meeting starts at 6 p.m. in the City Hall council chambers.

Information: 773-3511

Bryan Sullivan can be reached at 773-7502 or bsullivan@cdapress.com.

Jobs Plus requests funds from Hayden

U.S. 95 corridor study discussed in council

By JEROME A. POLLOS
Staff writer

COEUR d'ALENE — Two issues passed in front of the Hayden City Council meeting Tuesday night dealing with traffic concerns on U.S. 95 and the future of economic development in the Hayden area.

Jobs Plus, an economic development corporation which has brought more than 55 companies to Kootenai County, 11 in the city of Hayden, was seeking a raise in funding from Hayden in order to secure a replacement for long-time Director Bob Potter.

Potter, who has directed Jobs Plus and been the key "lead" generator in seeking business to relocate to the area, is seeking "a new career path," according to Jobs Plus board member Tom Stoeser. "Bob (Potter) has not received a wage increase for the 15 years he has held the position. To bring in another professional to fill this position, we will have to offer a competitive wage which shows promise to be supported for a five-year period."

Stoeser explained that an increase to $10,000 from Hayden's funding of $3,030 last year is needed in conjunction with the support of the county and Post Falls, Rathdrum and Coeur d'Alene, all of which have either proved an increase in funding or showed positive intent to do so. Coeur d'Alene was asked to increase their funding from $10,000 to $20,000. They approved $25,000 for Jobs Plus, citing the growth and addition of business to the area which offer wages that are about 30 percent higher than the Kootenai County average and offer benefits.

The increase in funding will also add a full-time leads generator, freeing the director of Jobs Plus to more effectively manage the economic development corporation.

> "We don't want to end up like Spokane and scramble for a plan for a north-to-south freeway system."
>
> — Carole Richardson, ITD district transportation planner

"I feel that this is definitely a worthwhile cause to raise funding because of the amount of light industrial property we have in the (Hayden) area," council member Nancy Taylor explained.

Council President Chris Beck explained that it was the council's intent to include the $10,000 funding to the budget which was in the planning stages Tuesday night.

The U.S. 95 Coeur d'Alene Corridor Study was also a hot topic in the council meeting. The two-year study, which will be completed sometime near the end of summer, was presented in order to offer Hayden a look into the study and to see how the Idaho Transportation Department is involving the communities in narrowing the scope of the project and getting the communities' perspective.

"This study is looking at the big picture," ITD District Transportation Planner Carole Richardson said. "There is not enough detail at this stage to address individual property impacts.

"We don't want to end up like Spokane and scramble for a plan for a north-to-south freeway system," Richardson explained. "We are going to need this in 20 years and it will either go off an existing system (U.S. 95) or a new freeway will be created."

Richardson and ITD District Engineer Scott Stokes presented draft recommendations to the council stating that none of them were final plans. One such recommendation was for an expansion of U.S. 95 by including a four-lane expressway through the center median of the highway. The expressway would travel under major intersections along the U.S. 95 corridor in order to ease traffic congestion and improve safety of pedestrians and promote commercial development.

The other recommendation was for an alternate route through the prairie west of U.S. 95. The plan would provide short-term relief of existing traffic congestion and isn't supported by projected traffic numbers. In addition, the volume of traffic in 20 years on U.S. 95 would still outgrow current conditions of the highway, according to the ITD study.

Among the concerns from Hayden City Council members were the facilitation of traffic lights at Lancaster and 95, the site of Croffoot Park which is now under construction, as well as lowering the speed limits between Hayden and Lancaster to 45 miles per hour.

When Hayden Mayor Ron McIntire inquired about the feasibility of expanding the crowded single-lane Government Way, Richardson explained, "We've already looked into the expansion of Government Way and it still wouldn't alleviate the problems on U.S. 95."

A final decision on the U.S. 95 project is in the hands of the federal government pending the completion of a full-scope environmental impact study.

7-10-02 CDA PRESS

Everette Leroy St. Joh

Everette St. John, 65, Post Fal
July 7, 2002, at home.

He was born Sept. 2, 1936, to
(Parmley) and Walter St. John in
Texas, where he lived most of hi
young man, Everette served
his country in the Air Force
for eight years. He was a specialist in industrial heating, venting and air conditioning. On Sept. 6, 1967, he married Roberta Mariana Morel in Beaumont, Texas. He and his wife decided to retire in Post Falls. Everette was a dedicated man who continued his support to his family and friends.

Everette loved the outdoors, fi
ing, and enjoyed a full year and fo
his new-found home and friends
He is at peace now.

Survivors include his loving wi
John; daughter Margie; son Ricky
sister-in-law Travis Walker and Lu
Susan; and nephews Timmy and

Memorial service will be 1 p.m
Post Falls American Legion Hall,
Highway 41.

The St. John family wishes to t
in Post Falls who have been suppo
family.

Thelma I. Williams, 89

Longtime Post Falls resident T
(Blocker) Williams, 89, died Satur
2002, at Kootenai Medical Center
d'Alene.

Thelma was born Sept.
27, 1912, in Salt Fork, Grant
County, Okla., the daughter
of Charley Augustus Blocker
and Muriel Pearl Ake. While
in Oklahoma, Thelma lived
in the oil fields with her first
husband Syrus U. Yager and
worked at various jobs,
including as a meat cutter in
a meat-packing plant, as a
waitress and raising cotton.
She joined the civil service and, du
War II, briefly worked at the Boein
plant in Seattle. Thelma returned to
and later moved to the Spokane are
1970 to be closer to her son and gr

In 1982, Thelma was married to
Williams of Post Falls. Thelma and
a small farm on Schilling Loop Roa
Falls, where they raised sheep, pou

SPOKESMAN REVIEW
Spokane, Wash.

AUG 2 1 2002

GUEST COLUMN

Study will help drive Coeur d'Alene's future

By Scott Stokes

Special to The Spokesman-Review

What should the transportation system through Coeur d'Alene look like in the future? How can it best serve the diverse needs of citizens, the community, businesses and still move traffic safely and efficiently?

Those questions and more have been the focus of a two-year study of the U.S. Highway 95/Coeur d'Alene corridor by the Idaho Transportation Department.

We met with citizens, community and business leaders and elected officials to identify communitywide transportation needs and help develop potential solutions to improve the 20-mile corridor.

Our local press has done a good job of publicizing the meetings and covering the reaction to the study — what folks agreed on and what the concerns are. The study is nearly complete. But as we meet with these same groups to discuss other improvement projects, needs and concerns, there are some consistent questions about the U.S. 95 study still being asked. I'd like to share those with you, along with answers that will help everyone better understand the study and help us plan for the future of U.S. 95.

Question: What did the study find?

The study identified many of the transportation needs along the corridor that affect mobility, safety and access. Those needs include the preservation of a bypass route for future consideration and the need to make mobility and safety improvements along the existing corridor. It also identified broad potential concepts for the future improvement of the U.S. 95/Coeur d'Alene corridor.

Question: Have any of these concepts been selected?

The study focused on the transportation needs of the corridor, and will not make any recommendations at this time on a preferred solution. If a decision is made to further examine the options, an environmental assessment would be the next required step. Selection and construction of any option would take several years.

Question: Will the public get to comment again?

The public, business and local community leaders and elected officials will have a critical say in whether these concepts are pursued further. If a decision is made to take the next step and conduct an environmental study sometime in the future, there would be a number of public meetings held to guide its direction. The Coeur d'Alene area, as a result of the latest census, is now considered a metropolitan area and will soon have a local metropolitan planning organization to develop future transportation plans. The organization will also have an important role.

Question: Why does ITD conduct these studies?

ITD uses these studies as long-range planning tools. These plans help us in establishing communitywide needs, goals and objectives before developing a major project. At this stage, it could best be thought of as a needs assessment. One of the most beneficial outcomes of a corridor study is that the process allows communities to identify corridorwide concerns and potential solutions. Taking a long-range view of a corridor helps the transportation department plan and build a better future in partnership with the community.

In conclusion, I want to thank everyone who has volunteered many hours to help us look at the future of the U.S. 95/Coeur d'Alene corridor. We appreciate your willingness to work together for the best possible solutions to the future transportation needs of our community, and it is our sincere hope that the community will continue to be an active partner in the decision-making process.

■ Scott Stokes is the North Idaho district engineer for the Idaho Department of Transportation.

COEUR D'ALENE PRESS
Coeur d'Alene, Idaho

AUG 2 1 2002

Guest Opinion

TRANSPORTATION:
U.S. 95 studies important

What should the transportation system through Coeur d'Alene look like in the future? How can it best serve the diverse needs of citizens, the community, businesses and still move traffic safely and efficiently?

Stokes

Those questions and more have been the focus of a two-year study of the U.S. 95/Coeur d'Alene corridor by the Idaho Transportation Department. We met with citizens, community and business leaders and elected officials to identify community-wide transportation needs and help develop potential solutions to improve the 20-mile corridor.

Our local press has done a good job of publicizing the meetings and covering the reaction to the study — what folks agreed on and what the concerns are. The study is now near completion. But as we meet with these same groups to discuss other improvement projects, needs and concerns, there are some consistent questions about the U.S. 95 study still being asked.

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Have any of these concepts been changed? The study focused on the transportation needs of the corridor and will not make any recommendations at this time on a preferred solution. If a decision is made to further examine the options, an environmental assessment would be the next required step. Selection and construction of any option would take several years.

Will the public get to comment again? The public, business and local community leaders and elected officials will have a critical say in whether these concepts are pursued further. If a decision is made to take the next step and conduct an environmental study sometime in the future, there would be a number of public meetings held to guide its direction. The Coeur d'Alene area, as a result of the latest census, is now considered a metropolitan area and will soon have a local metropolitan planning organization to develop future transportation plans. The organization will also have an important role.

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Scott Stokes is district engineer with the Idaho Transportation Department.

SPOKESMAN REVIEW
Spokane, Wash.

AUG 2 1 2002

U.S. 95 proposal challenged

Petition drive begins against plans to build expressway north of Interstate 90

By Angie Gaddy
Staff writer

COEUR d'ALENE — Jerry Miles sees no good in state officials' plans to make U.S. Highway 95 an expressway.

Miles and his wife, Sally, have run Coeur d'Alene Motors at the corner of Dakota and Highway 95 for 16 years.

When Idaho Transportation Department planners unveiled a plan that would make Highway 95 a limited-access freeway from Interstate 90 to north of Hayden earlier this year, Miles knew it was no good for business.

"The people along here are not in favor of it," Miles said Tuesday.

Miles and others have begun a petition drive to encourage opposition to ITD's plan of building the expressway that would run either below ground level or above, with frontage roads on either side.

The proposed limited-access freeway would cost $160 million and run from I-90 to state Highway 53.

Miles said he wants to see ITD support a plan that would widen the highway to eight lanes and still have lights at existing intersections.

The Coeur d'Alene Area Chamber of Commerce's board has also voted to oppose the department's draft plan.

Barbara Babic, ITD spokeswoman, said the department hasn't officially picked out a plan to support.

"I think it's kind of putting the cart before the horse," Babic said of business owners' plans to begin the petition opposing it.

She said all alternatives are still on the table, and community members are able to comment on it. Other options include building a bypass north of Huetter.

But business owners believe that the department considers the expressway plan to be the main one.

"Maybe there was a misunderstanding," Babic said.

The next step is to complete the study, which will happen within the next few months and put it out there for the public to comment on, she said.

"We tried to involve as many people as possible. Could we get everyone? No," Babic said. "No idea is free of controversy, on this study or any other project that we've been involved with."

■ Angie Gaddy can be reached at (208) 765-7124 or by e-mail at angieg@spokesman.com.

Idaho Spokesman
4-26-02

Highway 95 plan is a good one

I support the Idaho Department of Transportation's plan to make Highway 95 a limited-access freeway from Interstate 90 to state Highway 53, and I am disappointed that the Coeur d'Alene Chamber of Commerce and businesses along Highway 95 oppose it. Most of the businesses along that stretch are difficult to get to now, with interminable waits for left-turn signals, so they certainly won't suffer any more by being located along frontage roads. We know where they are, and if we want to look at their wares we'll get there quicker and more often if we have high-speed access to their locations.

Mark Dymkoski
Rathdrum, Idaho

Coeur d'Alene Corridor Study

Section A-7

Newsletters

October, 2000
February, 2001
July, 2001
December, 2001
April, 2002

Public Open House Meeting

October 18, 2000

4:00-7:00pm

ITD District 1 Headquarters

Topics to be covered at the first Public Open House Meeting include: the public involvement process, existing traffic operations and safety, current land use, transportation policy, public opinion and feedback, and possible solutions for transportation issues in the US 95 corridor.

opportunities, build understanding of issues with stakeholders and constituents, and help build consensus toward transportation solutions in the US 95 corridor.

A Speakers' Bureau will be available to attend local meetings to address issues, detail study progress, and answer questions to area groups. Please contact us through the website or request a representative to attend your meeting by contacting the people listed on the back of this newsletter.

Contacts:

- Andrew Mortensen, Consultant Project Manager
  W&H Pacific, Inc.
  8405 SW Nimbus Avenue
  Beaverton, OR 97008-7141
  1-877-947-7658 (toll-free)
- Carole Richardson, PE
  ITD, District 1Transportation Planner
  600 West Prairie Avenue
  Coeur d' Alene, ID 83814-8764
  (208) 772-1274

Idaho Transportation Department
District 1
600 W. Prarie Avenue
Coeur d'Alene, ID 83814

US 95 NEWSLETTER

Coeur d'Alene Corridor Plan

Idaho Transportation Department District 1

October 2000 . Issue 1

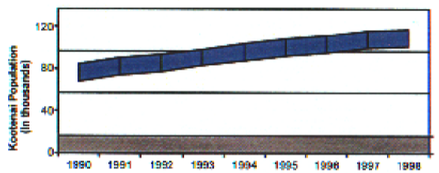
US 95 Corridor Plan Underway

The Idaho Transportation Department (ITD) is developing a long-range plan for the US 95 Corridor with assistance from the consulting firm, W&H Pacific. The plan will examine how US 95 operates today, as well as, the need for future changes to handle traffic growth, safety and coordinate with existing and future land uses. Recent public opinion surveys conducted in the Coeur d' Alene region indicate that ***traffic congestion is one of the largest, single issues facing area residents.***

Why is ITD considering a plan for this corridor?

ITD has identified the need for a US 95 Corridor Plan for the following reasons:

- Traffic has increased by 50% over the last 10 years in the Coeur d' Alene area;
- On average, there are 10,000 more daily vehicle trips in the Coeur d' Alene area since 1990
- ***Population growth continues at a rate of 5% percent per year*** within Kootenai County
- A number of sections on US 95 in the Coeur d'Alene area have high accident rates



Project Website and Online Survey

The US 95 Corridor Plan website provides information regarding current project events and upcoming public involvement opportunities. An important part of the website is an online community survey. The online survey asks questions concerning your opinions regarding transportation issues in the Coeur d'Alene region. For those unable to attend public meetings, the project website and online surveys are good ways to stay involved in the plan process.

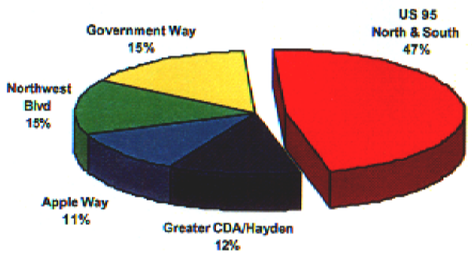
The US 95 project website address is: http://www.whpprojects.com/us95

- ITD needs a master plan of strategies for handling expected growth over the next 20 years.

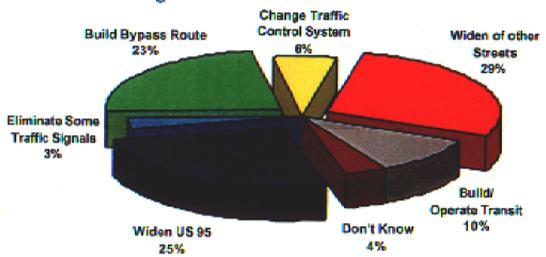
In recent surveys conducted in the Coeur d'Alene region, residents stated that traffic congestion is problematic not only on US 95 - but also on Apple Way, Government Way, 4th Street, Ramsey Road, and other local streets.

Residents also stated that they wanted a better transportation system; and in order to achieve that goal fixes to both US 95 and the local street system would be needed.

Where is the traffic congestion in the Coeur d'Alene area?



What is the best transportation solution to US95 congestion?



What does ITD want to accomplish?

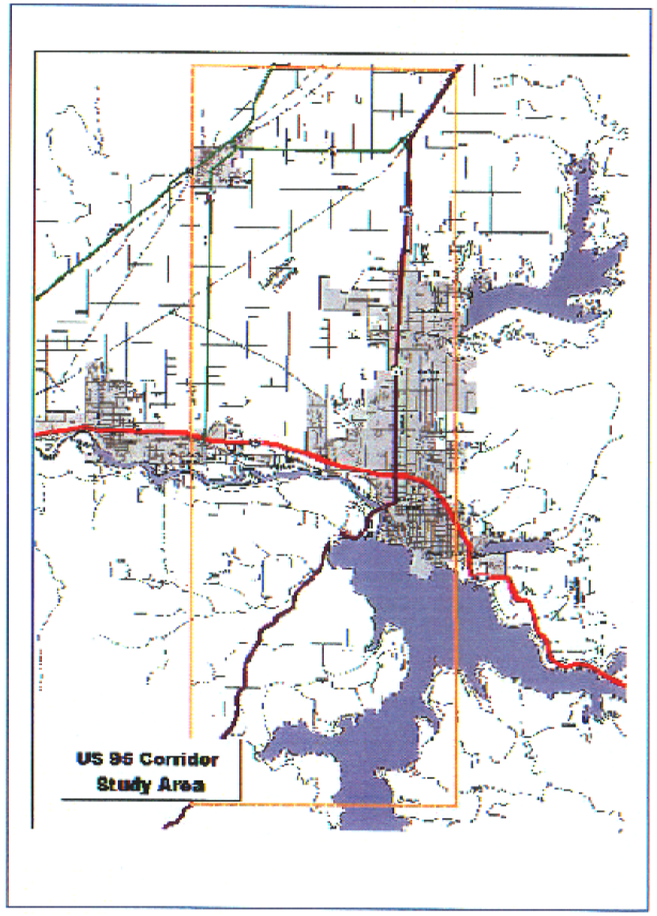
Along with gathering broad public input on issues affecting US 95, ITD is interested in accomplishing the following during this study process:

- Reconfiguring the existing roadway and intersections to allow for safer travel and ease of traffic flow;
- Constructing an alternate route to provide through traffic a bypass route;
- Coordination with other local street improvements, such as Government Way and Northwest Boulevard;
- Other potential solutions for keeping up with growing traffic and access needs.

US 95 was not originally designed to balance the needs for both through-traffic mobility and local access; and therefore does not currently provide the best system for either objective. Analysis to date of the US 95 Corridor indicates the need for both operational and safety improvements.

Plan Study Area

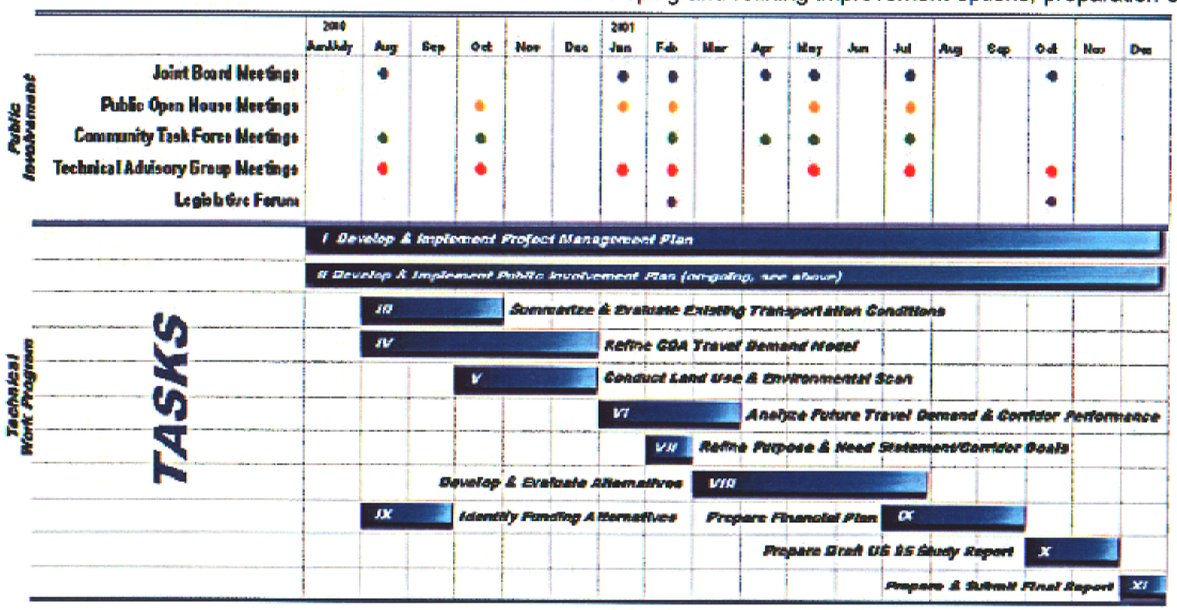
The US 95 Corridor Plan study area includes the approximately 20-mile stretch of US 95 between Mica Creek (south of Coeur d' Alene) and Ohio Match (near Garwood) in Kootenai County, Idaho. The Plan study area includes the cities of Coeur d' Alene, Dalton Gardens, and Hayden.



Planning Process

The US 95 Corridor Plan planning process will take place over the next 18 months. During this process, general activities will include assembling relevant data, reviewing physical and functional issues, gathering public input, developing and refining improvement options, preparation of a financial plan, and a set of plans and policies to improve the US 95 corridor. A key component to this planning process is community involvement. There are several ways to become involved in the US 95 Corridor Plan effort.

Project Schedule



Public Open Houses

A series of five Public Open Houses will be held throughout the study process. The first Public Open House Meeting will be held at ITD District 1 Headquarters, on October 18 from 4:00 – 7:00 PM. Topics to be covered at the first Public Open House Meeting include: the public involvement process, existing traffic operations and safety, current land use, transportation policy, public opinion and feedback, and possible solutions for transportation issues in the US 95 corridor.

Project updates will also be provided through the local newspapers and continued distribution of this newsletter to the general public.

Written comments can be directed to the contact people listed on the back of this newsletter or through the US 95 Corridor Plan website.

US 95 Corridor Plan Study Groups

Oversight of the US 95 Corridor Plan process will be provided by three technical and citizen committees. The Technical Advisory Group will help in the identification of corridor issues, assist in evaluating needed transportation improvements, and coordination with local agencies to help build regional support for the Plan. The Community Task Force and Joint Board will help identify corridor issues and

NEWSLETTER

US 95 Coeur d'Alene Corridor Plan

Idaho Transportation Department District 1

Corridor Plan Contacts:

Please contact us through the website or request a representative to attend your meeting by contacting the people listed below.

Contacts:

- Andrew Mortensen, Consultant Project Manager
  W&H Pacific, Inc.
  8405 SW Nimbus Avenue
  Beaverton, OR 97008-7141
  1-877-947-7658 (toll-free)

- Carole Richardson, PE
  ITD, District 1 Transportation Planner
  600 West Prairie Avenue
  Coeur d' Alene, ID 83814-8764
  (208) 772-1274

Inside this Issue

- Public Input & Response to Date
- Project Overview
- Public Website Update
- Planning Process & Project Schedule
- Regional Impacts of Growth
- Concepts to Improve US 95
- Public Open House Process & Meeting Invitation

Public Open House Meeting

February 28, 2001
5:00-7:00pm
ITD District 1 Headquarters
600 West Prairie Ave.

This meeting is an "open house" format. The public is invited to drop by any time between 4 p.m. and 7 p.m. to ask questions and provide input on the corridor study. Staff from ITD and W&H Pacific will be on hand to discuss the study and answer any questions.

Visit Our Project Website:
www.whpprojects.com/us95

Idaho Transportation Department
District 1
600 W. Prarie Avenue
Coeur d'Alene, ID 83814

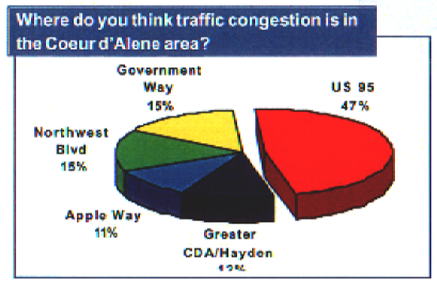
February 2001 . Issue 2

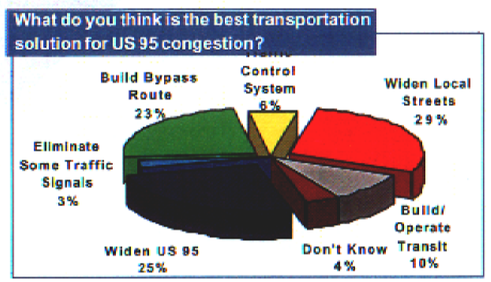
We Heard From You!

We have heard from many of you regarding the US 95 Coeur d'Alene Corridor Plan. Area community members and leaders have shared their thoughts and concerns through Plan advisory groups, a Public Open House, Internet-based surveys through the project website, and telephone surveys. Another opportunity to voice your concerns and review concept options will be at the next Public Open House, on February 28, from 5:00 - 7:00 PM at ITD District 1 Headquarters. Please plan to attend!

Several common themes have emerged from the public input to date:

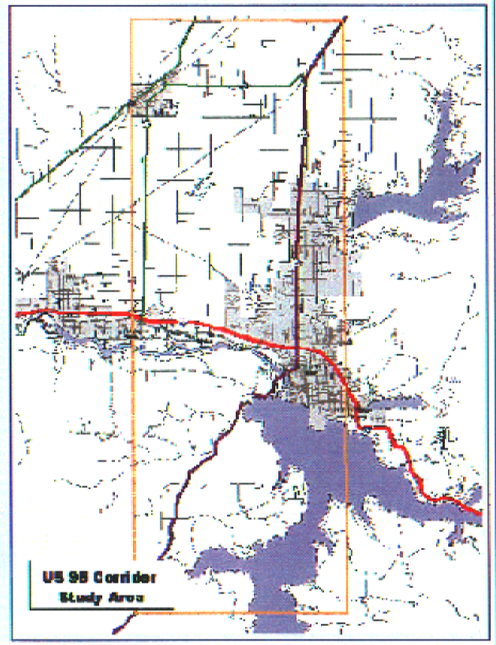
- Traffic congestion is a problem and a growing concern in the Coeur d'Alene / Hayden area.
- Traffic congestion is very serious on US 95.
- Traffic issues exist on roadways other than US 95, such as Government Way, Northwest Boulevard, and Appleway Avenue.
- Suggested solutions seem to indicate widening roadways or building a bypass would alleviate congestion.





What is the US 95 Coeur d'Alene Corridor Plan?

The US 95 Coeur d'Alene Corridor Plan is a long-range plan being developed by the Idaho Transportation Department (ITD) and W&H Pacific (consultant) for the stretch of US 95 running from Mica Creek to Ohio Match Road. In light of continuing population, employment, and traffic growth in the area, the Plan is intended to examine how the US 95 corridor operates today, the need for future improvements to enhance safety and traffic operations, and the relationship between the corridor system and existing and future land uses.



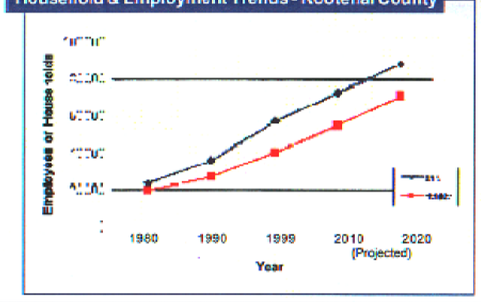
Impacts of Growth

While many communities view growth as a good thing, too much of a good thing can impact our daily lives. After review and analysis of existing local traffic and transportation conditions in the Coeur d'Alene region, a few things bear emphasis:

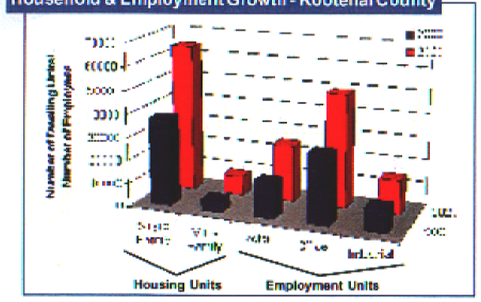
- Right now, many intersections along US 95 within the study area are close to capacity or at capacity. Neighboring streets are also experiencing high levels of congestion.
- Refinement of the regional travel model to estimate future traffic conditions shows that conditions do not improve by year 2020.
- By year 2020, the current US 95 corridor will not be able to accommodate projected traffic volumes.

Population and employment growth has increased over the past decades in Kootenai County and significant population, employment, and traffic growth is expected to continue. The study process is currently focusing on testing the impacts of growth on US 95 and the local street system.

Household & Employment Trends - Kootenai County



Household & Employment Growth - Kootenai County

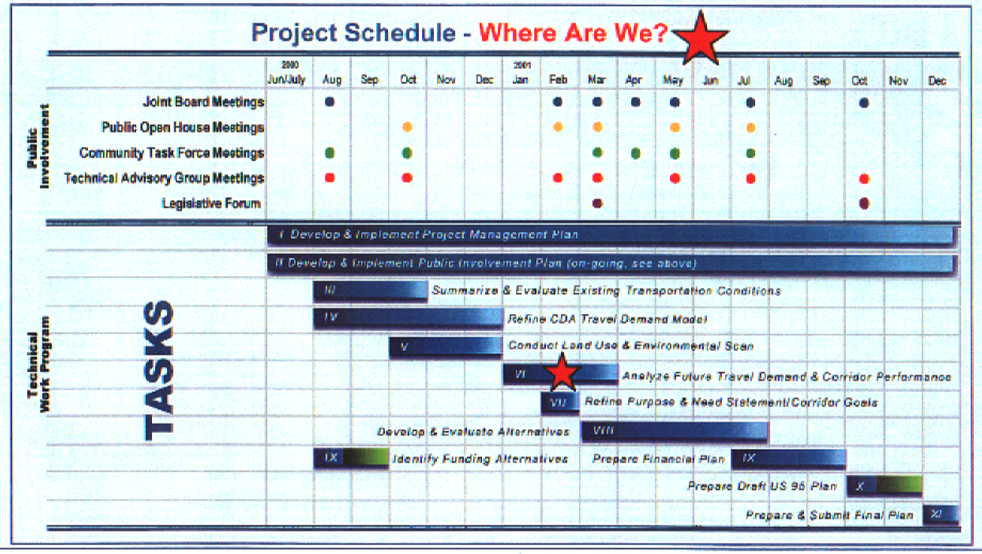


Planning Process & Schedule

The project team is currently working to analyze future travel demand and corridor performance. This analysis is based on public input; existing transportation, land use, and environmental conditions; and development/refinement of an area travel demand model. This analysis and public input will form the basis of the next steps in the planning process.

The remainder of the planning process will focus on continuing to gather public input, developing and refining concept options for the US 95 corridor, generation of a financial plan, and preparation of a set of policies and implementation strategies to improve the US 95 corridor through the Coeur d'Alene area.

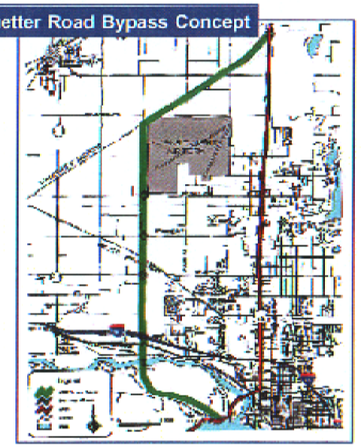
Project Schedule - Where Are We?



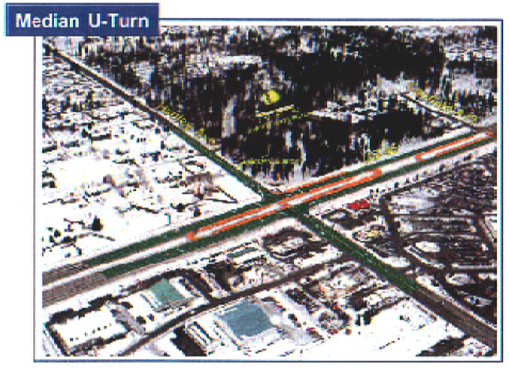
Concept Options

Based on public input from the first Public Open House, public and Internet-based surveys, and advisory group discussions, as well as analysis to date, a number of draft concept options have emerged. The concept options are intended to later test how each option would improve traffic operations and safety in the US 95 corridor. The pictures below show just a few of those concepts, using the US 95 / Hanley Avenue intersection as an example. Any of these options could be applied throughout the urban portion of the corridor. Next steps will include more detailed analysis of the concept options in terms of land use and environmental impacts, cost, and magnitude of safety and traffic operations enhancement. If you have comments or concerns regarding these draft concepts, please forward your comments via the project website or to the Corridor Plan Contacts.

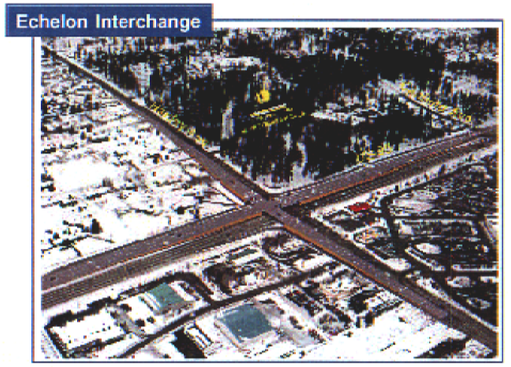
Huetter Road Bypass Concept



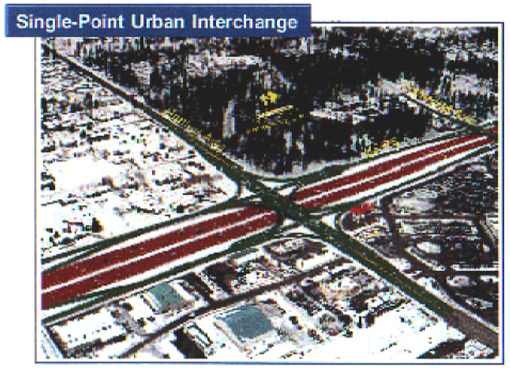
Median U-Turn



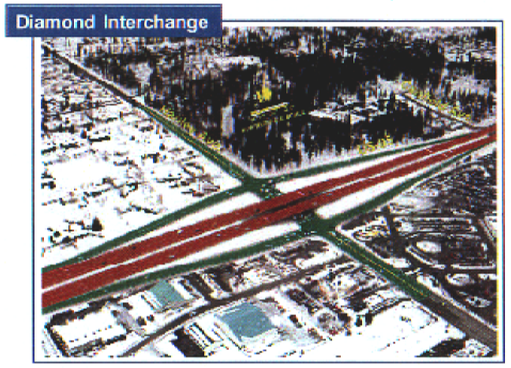
Echelon Interchange



Single-Point Urban Interchange



Diamond Interchange



Visit Our Project Website:
www.whpprojects.com/us95

Public Website Update

In the fall of 2000, an Internet-based survey was conducted seeking your thoughts concerning the Coeur d'Alene region and US 95 transportation system. The full Internet-based survey results are now posted on the project website. Following the February 28 Public Open House, another Internet-based survey will be posted on the website (during March and April) to gather public comment regarding the various transportation improvement concepts for the US 95 Coeur d'Alene Corridor Plan. Please visit the site and give us your thoughts!

NEWSLETTER

Coeur d'Alene Corridor Plan

Idaho Transportation Department District 1

Corridor Plan Contacts:

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Contacts:

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  The Transpo Group, Inc.
  309 NE 3rd St., Suite 5
  McMinnville, OR 97128
  1-866-472-3099

- Carole Richardson, PE
  ITD, District 1 Transportation Planner
  600 West Prairie Avenue
  Coeur d' Alene, ID 83814-8764
  (208) 772-1274

Inside this Issue

- Project Goals
- Public Website Update
- Future Improvement Options
- Project Schedule & Status
- Public Open House Meeting Invitation

Public Open House Meeting

July 18, 2001

5:00-7:00pm

ITD District 1 Headquarters

600 West Prairie Ave.

This meeting is an "open house" format. The public is invited to drop by any time between 5 p.m. and 7 p.m. to ask questions and provide input on the corridor study. Staff from ITD and Transpo will be on hand to discuss the study and answer any questions.

Visit Our Project Website:
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Idaho Transportation Department
District 1
600 W. Prairie Avenue
Coeur d'Alene, ID 83814

NEWSLETTER

Coeur d'Alene Corridor Plan

Idaho Transportation Department District 1

July 2001, Issue 3

Future Improvement Options Have Been Identified!

Input from the Plan Advisory Groups, two public open houses, public opinion surveys, website comments, mail, and telephone calls has helped the Project Team to develop a variety of improvement options to address future traffic congestion and corridor needs on US 95. We think we now have a full range of options on the table. Have we missed any options? Please take a moment and review the options inside this newsletter and let us know if you have any ideas or suggestions that are not shown.

Draft US 95 Corridor Goals

A series of goals have been developed to help guide the entire study process. The goals will be used to assess each improvement option as it relates to corridor level improvements to allow for safer travel and ease of traffic flow.

US 95 Corridor

- **Balance the need for mobility, safety, and access**
- **Preserve and enhance the integrity, performance, and service level of US 95 as a Principal Arterial**
- **Design and manage the corridor to optimize safety and minimize congestion for motorists, pedestrians and bicyclists, especially in communities along the route**
- **Preserve the role of the US 95 facility as an intercity connector**

Study Process

- **Foster interagency coordination of current and planned transportation projects**
- **Identify options for corridor management projects and practices**
- **Link land use and transportation planning**

You are Invited to the Public Open House Meeting

ITD representatives and the consultant team will hold an Open House on Wednesday, July 18 from 5 – 7 PM at the ITD District Headquarters on 600 West Prairie Avenue. At the meeting the improvement options will be discussed, as well as the traffic implications associated with each option. Your input in refining these options is very important. Please come to the Open House and help define potential solutions for the US 95 Corridor.

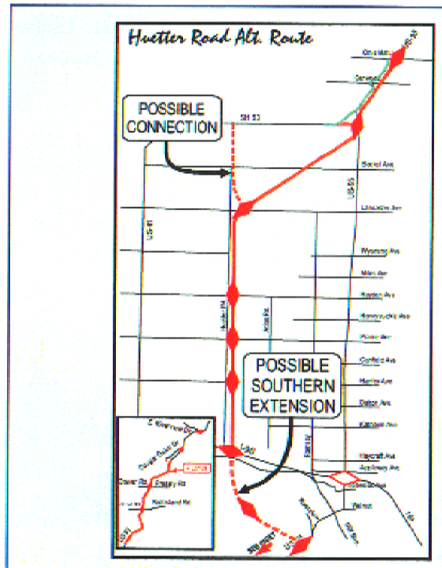
Future Improvement Options

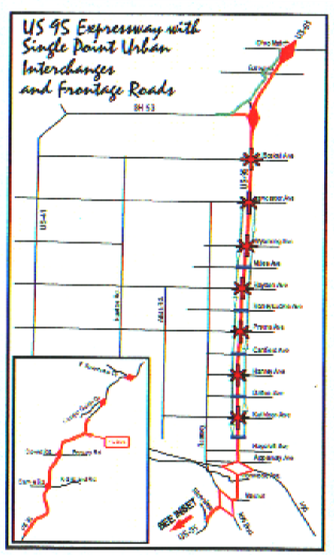
Without improvements, traffic on US 95 will increase by 45% percent over the next twenty years. This will result in increased (approximately double) travel times and significant delays along the US 95 corridor. Growing congestion will cause more people to seek alternate routes "to get around the traffic." Several improvement options within the corridor have been identified to lessen traffic related impacts to the US 95 Coeur d' Alene community and the local street network. Further analysis tested the options to determine how well each option worked, not only in improved traffic operations, but also from the standpoint of cost, safety, environmental issues, and land use impacts. The concept options below provide corridor-level improvements to US 95, an alternate route for through traffic, or improvements to local arterial streets. Your input and participation in reviewing these options is important to reach a workable set of solutions. Ultimately, the Corridor Plan will identify a recommended improvement as a starting point for further environmental analysis and project design to eventually construct a long-range solution. Please send us your comments via the website, or directly to the Corridor Plan contacts.

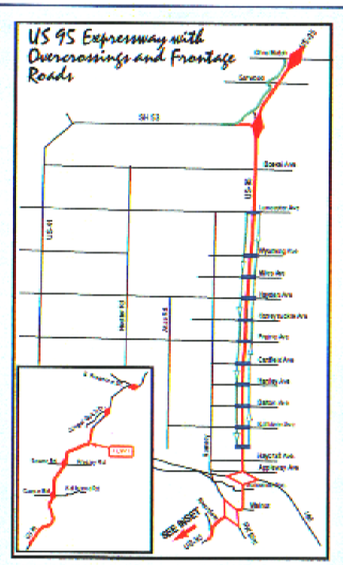
Visit Our Project Website:
www.whpprojects.com/us95

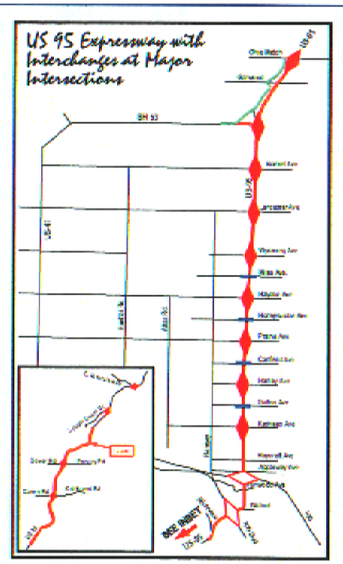
Public Website Update

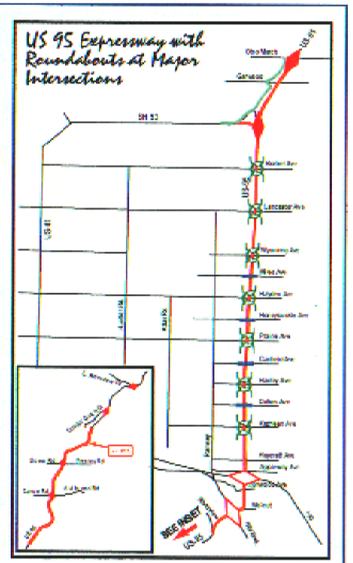
In the fall of 2000, an Internet-based survey was conducted seeking your thoughts concerning the Coeur d'Alene region and US 95 transportation system. The full Internet-based survey results are now posted on the project website. Following the July 18 Public Open House, another Internet-based survey will be posted on the website (during August and September) to gather public comment regarding the various transportation improvement options for the US 95 Coeur d'Alene Corridor Plan. Please visit the site and give us your thoughts!

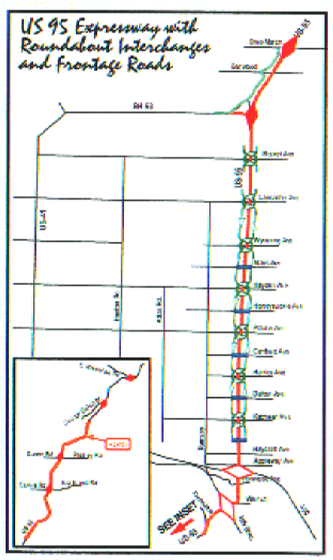


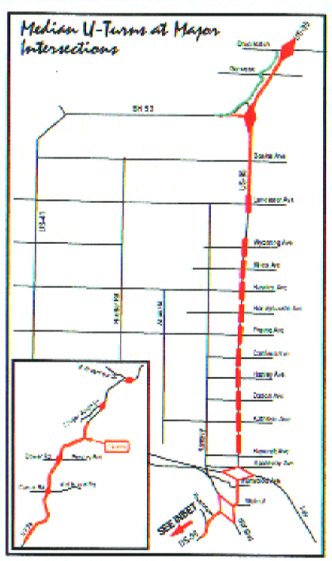


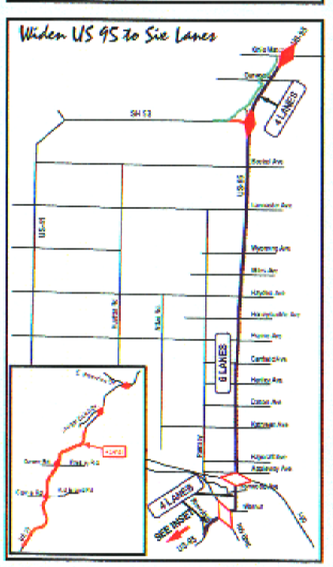


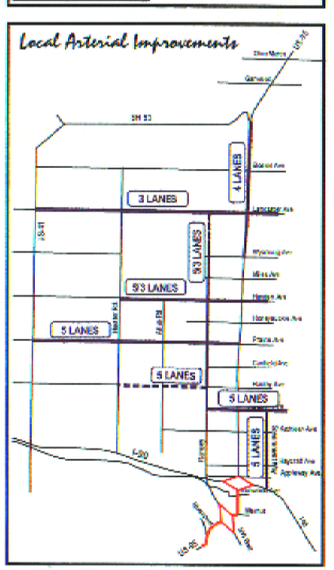












LEGEND

- = HIGHWAY / EXPRESSWAY IMPROVEMENTS
- = NEW INTERCHANGE
- = INTERCHANGE IMPROVEMENT
- = NEW OVERCROSSING
- = SINGLE POINT URBAN INTERCHANGE
- = ROUNDABOUT
- = MEDIAN U-TURN
- = FRONTAGE ROAD
- = STREET WIDENING

Project Schedule and Status

The project team is currently refining the future transportation improvement options for the US 95 corridor. The remainder of the planning process will focus on continuing to gather public input, refining the future improvement options for the US 95 corridor, generation of a financial plan, and preparation of a set of policies and implementation strategies to improve the US 95 corridor through the Coeur d'Alene area.

Newsletter
Coeur d'Alene Corridor Plan

Please contact us through the project website (www.whpprojects.com/us95) or request a project representative to attend your meeting by contacting the people listed below:

Contacts:

- Andrew Mortensen
  Consultant Project Manager - The Transpo Group
  phone: 1-866-472-3099 (toll free)
  fax: (503) 472-3098
  email: AndyM@thetranspogroup.com

- Carole Richardson, P.E.
  ITD, District 1 Transportation Planner
  phone: (208) 772-1274
  fax: (208) 772-8039
  email: carichar@itd.state.id.us

www.whpprojects.com/us95

Idaho Transportation Department
District 1
600 W. Prairie Ave.
Coeur d'Alene, ID 83815-8764

Public Open House Meeting

December 19, 2001 5-7pm
ITD District 1 Headquarters
600 West Prairie Avenue

This meeting is an "open house" format. The public is invited to drop by any time between 5:00 p.m. and 7:00 p.m. to ask questions and provide input on the corridor study. Staff from ITD and Transpo will be on hand to discuss the study and answer any questions.

Historical Photos courtesy of Museum of North Idaho

Idaho Transportation Department District 1

Coeur d'Alene Corridor Plan

Defining the Solution Packages

Comments and issues raised at the July 18, 2001 Open House and Joint Advisory Group meetings have been integrated into the study process. A series of project meetings have been held over the past several months with interested landowners, business owners and operators, interest groups, and the general public. A variety of corridor issues and improvement options were discussed at these meetings. Some meetings were focused on specific area segements along US 95 like Blackwell Island, Spokane River Bridge, Ironwood, Appleway, Hanley Avenue and Ohio Match Road. Other meetings were focused on topics like bicycle and pedestrian access and connectors or corridor-wide improvement options.

The consultant team has been fast at work studying a number of possible improvements that were raised and discussed at these meetings, including:

- Fly-over ramps connecting I-90 (west) and US 95 (north)
- Viaduct (above ground) section for US 95 from Interstate 90 to the Spokane River
- New Harrison Street connection and interchange with US 95
- New bicycle and pedestrian pathway connecting US 95 (near Kathleen) with the Centennial Trail
- Bypass route along Huetter Road
- The possibility of making US 95 into a freeway in its current location.

The findings of these studies will be available at the next open house, and are being used to help define a set of future transportation solution packages to meet the US 95 corridor travel needs.

Aerial View of I-90/ US 95 interchange looking east
February 19, 1964

Please Join Us for a Public Open House Meeting!
December 19, 2001 5-7 pm
at the ITD District 1 Headquarters 600 W. Prairie Avenue

New Website Address!
Please note that the project website address has changed to:
www.whpprojects.com/us95
Please update your web browser and your Web favorites list to include this change.

Project Timeline

Apr 2000 Task 1 | Aug 2000 Task 2 | Oct 2000 Task 3 | Task 4 | Task 5 | Feb 2001 Task 6 | July 2001 Task 7 | Nov 2001 Task 8 | Jan 2002 Task 9 | Mar 2002 Task 10

WE ARE HERE

Task 1 Develop and Implement Project Management Plan
Task 2 Develop and Implement Public Involvement Plan
Task 3 Summarize and Evaluate Existing Transportation Conditions
Task 4 Refine CDA Travel Demand Model
Task 5 Conduct Land Use and Environmental Scan
Task 6 Analyze Future Travel Demand
Task 7 Develop and Evaluate Alternatives
Task 8 Prepare Financial Plan
Task 9 Prepare Draft US 95 Corridor Plan
Task 10 Prepare and Submit Final US 95 Corridor Plan

Public Open House Meeting

What Your Neighbors are Saying

We have heard from many of you regarding proposed solutions to the traffic on US 95. Comments have been received from your attendance at the Open Houses, the project website, email, and telephone calls to the project team. Your input to the project has been included in refining possible solutions for the corridor. As we look at defining these solutions to a preferred alternative, it will become more critical to continue seeking your input. Here are some of the comments we've heard:

"Turn US 95 into a highway. Now it is just a parking lot between red lights."

"Improve traffic flow by restricting access and providing frontage roads. Eliminate most traffic signals by providing grade separations, ramps, and intersections."

"More sidewalks north of Appleway area for pedestrians. Maybe even better bicycle routes, so that we don't have ride along the congested US 95."

"You can't put 10 gallons of water in a 5 gallon pail, which is about what we are trying to do. We can't shut off the traffic volume; in fact, it will grow. The bypass down the Huetter corridor is the only practical, effective solution."

"The Heutter bypass would invite commercial development and result in the same problems the present Hwy 95 has through Coeur d'Alene and Hayden"

"In order to keep the area's smaller town feel, I think that CDA and Hayden should be by-passed by US 95. This would help solve the congestion problem and increase safety."

"The Huetter corridor is by far the most viable alternative, but the opportunity to use this option will disappear in a few short years, if right of way is not secured in the near future."

"Favor improving local side roads and widening US 95 to financing and constructing a by-pass for trucks and heavy through traffic."

"Definitely supportive of the Huetter by-pass, with limited access! Very limited!"

"We do not need to spend money on a bypass, let's improve US 95."

Andy Mortensen from The Transpo Group fields questions at the Open House meeting July 18th, 2001

US 95 Has Come a Long Way

While the days of yesteryear are a fond memory of what was in the Coeur d' Alene area, the current study of the US 95 Corridor is looking to refine solutions for future improvements along the corridor and the adjacent road networks. As we look at possible solution packages, your input to this process becomes more critical. Choosing transportation solutions that fit with public expectations is key to keeping the Coeur d' Alene area moving.

Westward view of Spokane River Bridge near Fort Sherman circa 1900

Traffic Volumes to Increase Travel Times

Someone once said "The more things change, the more things stay the same". In the case of traffic growth and congestion, that doesn't appear to be the case. Traffic growth on US 95 is projected to increase between 10 and 40 percent by the year 2020. This corresponds with increases in single (79%) and multifamily (81%) housing within the County in the same time frame.

Given these increases in population and resulting vehicle trips, the average commute time on US 95 will nearly double from 24 to 34 minutes and the average vehicle speed will decrease from 31 to 22 mph, if no improvements are made. The table summarizes existing and future traffic volumes for selected segments of the US 95 corridor:

US 95 Traffic Volumes (two Way) for the P.M. Peak Hour

Location	2000	2020	% Increase
Spokane River Bridge	1,320	1,710	30%
Between Walnut and Ironwood	1,480	1,630	10-20%
Between Appleway & Neider	2,590	3,310	33%
Between Prairie & Wyoming	2,860	3,430	20%
Between SH-53 & Ohio Match	1,250	1,730	39%

Newsletter
Coeur d'Alene Corridor Plan

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www.whpprojects.com/us95

Idaho Transportation Department
District 1
600 W. Prairie Ave.
Coeur d'Alene, ID 83815-8764

Public Open House Meeting

April 22, 2002 5-7pm
ITD District 1 Headquarters
600 West Prairie Avenue

This meeting is an "open house" format. The public is invited to drop by any time between 5:00 p.m. and 7:00 p.m. to ask questions and provide input on the draft recommendations for the corridor study. Staff from ITD and Transpo will be on hand to discuss the study and answer any questions.

Idaho Transportation Department District 1

Coeur d'Alene Corridor Plan

What Did We Find Out in the Study?

Feedback obtained through the study has lead to recognition that the region needs a new north-south expressway to accommodate 55 MPH traffic operations. In part, this conclusion was based on rising concerns over traffic safety and growing congestion. Study results have included various transportation improvement options, but none of the solutions will be cheap or easy to construct. In short, there is no "silver bullet solution." Given existing and current development patterns, US 95 will continue to be a major commercial and transportation corridor, now and in the future.

Study results indicate:

- The biggest traffic concerns center around the interchange of US 95 and Interstate 90.
- Traffic safety problem areas were identified in the Mica Creek area; between Northwest Boulevard and Ironwood Drive; and between Hayden and SH 53.
- Roughly 5-8 percent of trips in the Corridor are "through trips" that do not stop in the Coeur d'Alene area.
- Remaining trips on US 95 (92-95 percent) either start or end within the study area.
- Within the next twenty years, traffic congestion will more than double on many sections of US 95, if no improvements are made.
- By 2020, the population in Kootenai County will nearly double.

US 95 looking north at the US 95/ I-90 interchange.

Please Join Us for a Public Open House Meeting!
April 22, 2002 5-7 pm
at the ITD District 1 Headquarters 600 W. Prairie Avenue

www.whpprojects.com/us95

US 95 Recommendations: How Did We Get Here?

Project Timeline

Apr 2000 – Task 1

- Summarized Current Conditions
- Developed Public Involvement Plan
- Set Up Project Website
- Identified Corridor Issues and Possible Solutions

Aug 2000 – Task 2

Oct 2000 – Task 3

Feb 2001 – Task 4

Task 5

Task 6

- Conducted Environmental Review
- Updated Population, Housing, and Employment Forecasts
- Updated the Travel Demand Model
- Held Two Public Open House Meetings

July 2001 – Task 7

Nov 2001 – Task 8

- Developed Draft Options
- Analyzed Cost/Benefits
- Prioritized Solutions
- Held Public Open House Meetings

Jan 2002 – Task 9

Apr 2002 – Task 10

Final Study Steps

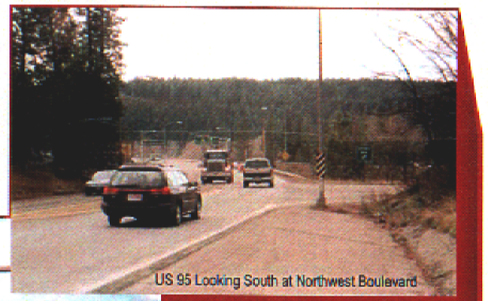
- Hold Final Public Open House Meeting
- Prepare Draft Recommendations
- Complete Study Report

Options Analyzed

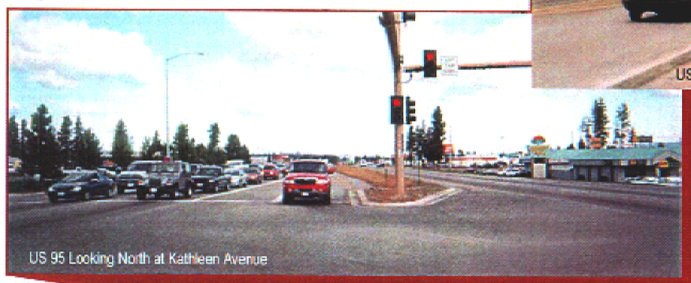
Through a series of advisory group and public open house meetings, responses to the project website, and work with the project team, a number of general possible options were identified:

- Reconstructing the US 95 route as an expressway
- Constructing a new alternate route, generally in the Huetter Road area
- Local arterial improvements through coordination with local jurisdictions
- Widening US 95 for more travel lanes to accommodate future traffic generation
- Land use and traffic management techniques to improve current traffic flow and future traffic generation

With consideration to engineering feasibility, planning level costs, and community needs, the project team analyzed and rated the options to arrive at the recommendations shown at right.



US 95 Looking South at Northwest Boulevard



US 95 Looking North at Kathleen Avenue

Time Travel

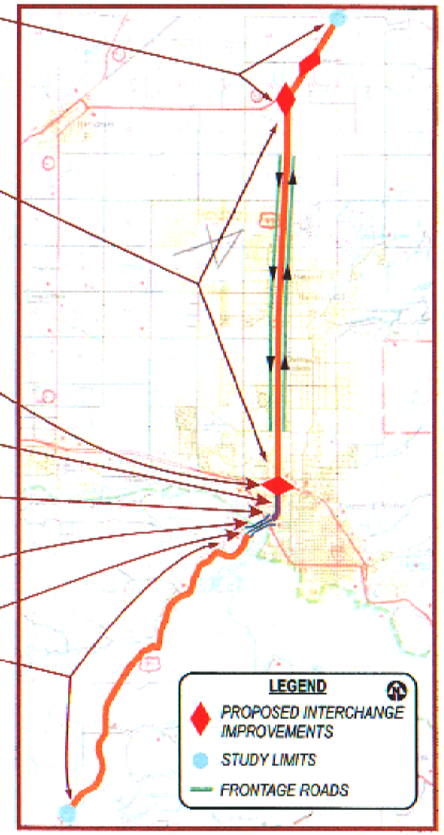
In the future if no improvements are made, a trip from the Spokane River to SH 53 will take:

2002	Average Trip Time	20-25 minutes
	Average Trip Speed	30 mph
2020	Average Trip Time	35 minutes
	Average Trip Speed	22 mph

Draft Recommendations are Ready for Review

- Construct a four-lane expressway between SH-53 and Ohio Match Road, including frontage road improvements, multi-use path enhancements, new interchanges at SH-53 and Garwood Road, and an overcrossing at Ohio Match Road.
- Complete several local arterial street widening projects.
- Construct a four-lane expressway between I-90 and SH-53, including frontage roads and multi-use path enhancements. Overcrossings are planned at half-mile intervals, with access to the expressway every mile.
- Coordinate with local jurisdictions to construct pathway connections between US 95 and the Centennial Trail system.
- Add approach lanes to the US 95/ Appleway intersection and investigate a signal coordination system linking local arterial signals and US 95.
- Reconfigure the I-90 / US 95 Interchange.
- Construct intersection improvements on US 95 at Ironwood Drive and between Ironwood Drive and Walnut Street.
- Coordinate with the City of Coeur d'Alene to extend Harrison Street west to Northwest Boulevard.
- Widen or replace Spokane River Bridge to include four travel lanes and a shared-use-path for bicycles and pedestrians.
- Reconfigure local access to US 95 on Blackwell Island.
- Widen US 95 to four travel lanes south of Cougar Gulch Road.
- Work with the community to preserve right of way along Huetter Road for possible system expansion beyond the 20-year planning horizon.

These Recommendations will require inter-jurisdictional coordination and local support from the community to successfully meet the plan goals.



Section A-8

Website

An interactive website was maintained throughout the study period. Exhibits from all open houses available for review via this site. Also, an initial survey could be completed by website visitors, and written comments were accepted via the website during the entire study process. The website address is:

http://www.whpprojects.com/us95/

Coeur d'Alene Corridor Study

Section A-8

Website

An interactive website was maintained throughout the study period. Exhibits from all open houses available for review via this site. Also, an initial survey could be completed by website visitors, and written comments were accepted via the website during the entire study process. The website address is:

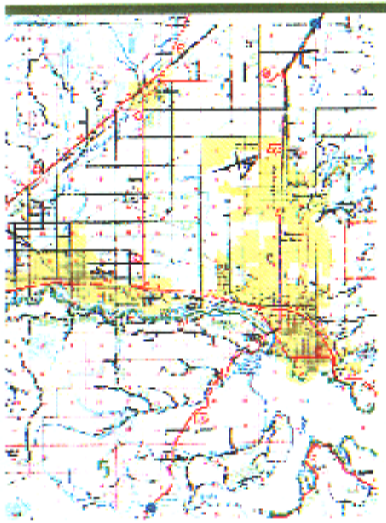
http://www.whpprojects.com/us95/

Our next Public Open House Meeting will be held on Monday, April 22, 2002. Check out a snap-shot of the Draft Recommendations. Click here

Welcome

★Results

Public Open House Meetings | Public Involvement | Interactive Survey | Links to Other Studies | Home | Comments



The US 95 Coeur d'Alene Corridor planning process has been recently started. The purpose of the plan is to examine how US 95 operates today and examine the need for future changes to handle traffic growth.

This planning process will take place over the next 18 months. A key component to this planning process is your involvement.

Bookmark this website, as it will be one of the best ways to stay in touch with what is happening throughout the planning process, and also a unique way to provide input on the plan as it develops.

Click here to view a larger study area map.

Why is ITD considering a plan for this corridor?

What does ITD want to accomplish?

Sign up for newsletters

Last updated: December 27, 2001
Comments should be addressed to the Project Webmaster

Public Open House Meetings

Public Open House Meetings | Public Involvement | Interactive Survey | Links to Other Studies | Home | Comments

A series of five Public Open House Meetings will be held throughout the US 95 Corridor planning process. The latest Public Open House meeting was held on April 22, 2002, from 5:00 to 7:00 p.m. - to discuss our draft recommendations for future transportation system improvements in the US 95 corridor through the cities of Coeur d'Alene and Hayden.

The meeting will be held at ITD District 1 Headquarters, located at:
600 West Prairie Avenue
Coeur d'Alene, Idaho

The meetings are held in Open House format for the public to drop by and ask questions and provide input. Staff from ITD and their consultants will be on hand to discuss the study
and answer questions.

The Aprill, 2002 Newsletter edition is available by clicking here. (2.6mb)

Go to the Interactive Survey

Study Process

Can't Make It To The Meetings?

Click on the links below to attend our (near) "Virtual" public meeting sites
to review and comment on each meeting's material.
We need to hear from you even if you can't make it in person.

Meeting #1	Meeting #2	Meeting #3	Meeting #4	Meeting #5
Oct 18, 2000	Feb 28, 2001	July 18, 2001	December 19, 2001	April 22, 2002

Last updated: May 22, 2002
Comments should be addressed to the Project Webmaster

Public Involvement

Public Open House Meetings | Public Involvement | Interactive Survey | Links to Other Studies | Home | Comments

The Idaho Transportation Department encourages broad public participation in all planning efforts, and is committed to examine all public input in developing a long-range plan for US 95.

The Idaho Transportation Department recgonizes the challenges being faced along the US 95 are regional in scope. To solve these challenges, ITD is dedicated to working with regional partners to gather input from a broad perspective.

The Idaho Transportation Department will endeavor to balance access to US 95 with the ability to move traffic efficiently through the region. Public input in this process will help balance that effort.

The planning process includes considerable effort reaching out to the Coeur d'Alene community through the COMMUNITY TASK FORCE (consisting of highway users, business and property owners, trucking, freight, public transportation, schools, medical services, tourism and recreational interests), the TECHNCIAL ADVISORY GROUP (consisting of technical staff from city, county and state transportation agencies; emergency services; environmental and social agencies; and community development agencies), and the JOINT BOARD (consisting of elected and appointed officials, both locally here in our community, as well as state and US senators and representatives).

What are the goals of the public involvement process?

- To identify a cooperative strategy for handling current and future transportation issues or concerns on US 95.
- To get local concurrence on the strategy.
- To get public feedback on the issues and potential solutions proposed for the corridor.
- To educate and enhance public awareness of transportation issues for US 95.

Newsletters will be available on this site as they are published.

Click here to sign up and receive project newsletters by mail.

Issue #5
April 2002

Issue #4
December 2001

The fifth and final Newsletter, dated April, 2002, is now available.

Issue #3
August 2001

Issue #2
February 2001

Issue #1
October 2000

Last updated: March 8, 2001
Comments should be addressed to the Project Webmaster

Results of the Interactive Survey

Public Open House Meetings | Public Involvement | Interactive Survey | Links to Other Studies | Home | Comments

The results are in!

During September and October over 150 online surveys were completed. With your input we've now got our work to do.

Click here to review the results.

Another survey will be conducted in the Spring of 2001. Check back then to provide us your feedback on options for transportation solutions.

Comments should be addressed to the Project Webmaster

Links to Other Studies

There are several planning activities underway in the Coeur d'Alene area, the US 95 Corridor Plan is only one. The US 95 Corridor Plan effort is working to coordinate between the studies, to include their findings as much as possible. Public participation is encouraged for each study. The following are descriptions, contacts and Websites that give you more information.

US95 Coeur d'Alene Corridor Plan

Sponsor: Idaho Department of Transportation

Description: The US 95 Corridor Plan began in April 2000 and will be completed by the end of 2001. Five Public Open House meetings are scheduled during the study process. A Technical Advisory Group, Task Force and Joint Board (elected officials) will provide input to the US 95 Corridor Plan.

Purpose: The US 95 Corridor Plan will provide a long-range plan for that stretch of US95 between Mica Creek and Ohio Match Road. In light of continuing population, employment, and traffic growth in the area, the plan will examine how the US95 corridor operates today, the need for future improvements to enhance safety and traffic operations, and the relationship between the corridor system and existing and future land uses. In addition to improvements to the existing corridor, an alternate route for US95 around the Coeur d'Alene urban area is under investigation.

Contacts: Carole Richardson, PE, Project Manager, Idaho Transportation Department - District 1, Coeur d'Alene, ID, Ph 208-772-1274 carichar@itd.state.id.us
Andy Mortensen, The Transpo Group, Inc., Ph 503-472-3099andym@thetranspogroup.com

Website: US95 Corridor Plan: www.whpprojects.com/us95

SH-41 Corridor Plan

Sponsor: City of Post Falls and Idaho Department of Transportation

Description: The SH-41 Corridor Plan began in February, 2001 and will be completed in later this Fall. The corridor begins at I-90 and ends at the Rathrum southern city limits. Project Advisory Committee will provide input to the SH-41 Corridor Plan. Four Public Open House Meetings

Purpose:	are scheduled as part of the SH-41 planning process. The SH-41 Corridor Plan is to integrate land use and transportation plans which sustain community development; build an environmentally sound plan for preserving the SH-41 highway integrity and functions while enhancing safe local access options; provide off-corridor access options which compliment local development; maintain commercial viability; coordinate jurisdiction and public interests; and provide direction for the adjoining jurisdictions in future management of the corridor.
Contacts:	Gary Young, Project Manager, City of Post Falls, ph (208) 773-8708 Gyoung@postfallsidaho.org Carole Richardson, P.E., Project Manager, Idaho Transportation Department- District 1, Coeur d'Alene, Idaho ph (208) 772-1274 carichar@itd.state.id.us Tina Fueston, The Transpo Group, ph (509) 462-0606 christinnef@thetranspogroup.com
Website:	City of Post Falls: www.postfallsidaho.org

Coeur d'Alene 2020

Sponsor:	Greater Coeur d'Alene Community
Description:	The Coeur d'Alene 2020
Purpose:	To facilitate the development and implementation of a community-driven plan, which fulfills the community's vision through the unification of people, energy, and dollars.
Contacts:	Victoria, Mayor's Office, City of Coeur d'Alene, ph 208-769-2204 victoria@cdair.org
Website:	City of Coeur d'Alene: www.coeurdaleneidaho.org

Rathdrum Prairie

Sponsor:	Kootenai County
Description:	A Steering Committe an Executive Committe are providing oversight
Purpose:	Development of a plan to look at growth and development on the Rathdrum Prairie to determine which open space and agricultural lands citizens desire.
Contacts:	Rand Wichman, Kootenai County Planning, ph 208-666-8268 Rwichman@co.kootenai.id.us
Website:	Kootenai County: www.co.kootenai.id.us

Bridging The Valley

Sponsor:	Spokane Regional Council, Spokane County & Idaho Department of Transportation
Description:	The UPSP line has 52 'at-grade' (crossings that meet roadways) crossings and two grade separations in the study area and handles 8 to 10 trains per day. The BNSF line has 20 at-grade crossings, six grade separations and 60 to 70 trains per day. By potentially combining rail operations or placing tracks into a single corridor, future economic growth, traffic mobility, traffic safety, train whistle noise abatement and other benefits will be facilitated in the Spokane Valley and Kootenai County.
Purpose:	This study is being conducted to analyze the potential for relocating of the existing Union Pacific (UPSP) main line between Spokane, Washington and Athol, Idaho to an alignment within or adjacent to the Burlington Northern Santa Fe (BNSF) main line corridor as well as

other improvements to the existing corridors.

Contacts: Glen Miles, Spokane Regional Transportation Council, (509) 343-6370 glenmiles@srtc.org

Website: Spokane Regional Council: www.srtc.org

Last updated: March 14, 2001

Comments should be addressed to the Project Webmaster

Comments

Please give us your comments any time during the study process.

Submit comments to:

Project Webmaster

Contacts:

- Andrew Mortensen, Consultant Project Manager
  The Transpo Group
  1-866-472-3099 (toll-free)
- Carole Richardson, District Transportation Planner
  Idaho Transportation Department
  (208) 772-1274

Last updated:March 8, 2001
Comments should be addressed to the Project Webmaster

Coeur d'Alene Corridor Study

Section A-9

Public Comments Received

The District received over 500 comment sheets, letters, email comments and website comments during the two year study period.

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

andy Christine - please add to mailing list

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
Dec. 19, 2001 4 – 7 p.m.

LEAVE COMMENTS OR MAIL BY JAN. 4, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Myron Farrar

Address: 7035 Kreta / PO Box 2439 main PF 83877

City and State: Post Falls, Idaho

I am Deeply opposed to the idea of 95 being routed through Hutter Rd. I would like to attend the next meeting regarding this issue. Please Contact me when there is such a Meeting so I can attend!

Thank you

Myron Farrar

Signature: Myron Farrar

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Jerry Streeter (at) (Tidyman's)

Address: 10020 East Knox Suite 500

City and State: Spok WA 99206-4156

Would like copies
of
Exhibit # 4, 6, 9

charge if necessary

Signature: _____

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Jane Shipley / Ken Shipley

Address: 6009 W. Highland Dr., Cd'A 83814

City and State:

At the intersection of US95 south & Upriver (formerly E. Riverview Dr.) coming off Upriver we would be willing to turn south (right) & make a U-turn to go back toward Cd'A if that would improve safety. The drivers' speed (45 mph limit) between Spokane River Bridge & Cougar Bay needs badly to be addressed. The US95 accidents are caused much more by speed & inattentive driving than by the hwy. configuration. It's a rare driver in this area who abides by speed limit laws. Stop signs are optional to many.

Signature: Jane Shipley

Barbara Babic

From: Sheldon Jackson [sjackson@sdsrealty.com]
Sent: Tuesday, April 23, 2002 9:01 AM
To: 'andyM@thetranspogroup.com'; Carole Richardson; Barbara Babic; 'robertm@thetranspogroup.com'
Subject: US 95 Corridor Plan

I own two properties on Hwy. 95 that will be affected by your proposal. The first time I heard of this project was the announcement in the Spokesman Review two weeks ago. To say the least, I was very surprised at how far you are into this project without input from the property owners bordering Hwy. 95. I am a commercial real estate broker and I have been very active along this corridor for years and I have not heard anything about this project. All of my clients, includes Fred Meyer, McDonalds, Quaker State Q Lube, American West Bank, are very disturbed that we have not had an opportunity to voice our opinion. I have reviewed your Advisory Group List, out of 50 groups I count 30 government organizations and 20 private organizations. Out of the 20 private organizations I recognize only 2 that are Hwy. 95 property owners. Did you not think that in the last 18 months of working on this project that maybe you should contact property owners with the most to lose? I will be contacting every property owner on Hwy. 95 and in turn we will be contacting our government representatives to show our displeasure in how our tax dollars are being spent without any consideration to our economic welfare. As for your plan, I cannot think of a better way to ruin the economic viability of Coeur d' Alene than what you have designed. Coeur d' Alene's economy is based on tourism and tourists like to shop. Your plan will devalue most of the property that borders Hwy. 95 and will cripple the existing businesses.

Sheldon Jackson
202 E. Trent Ave.
Suite 500
Spokane, WA 99202

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: GALE DAHLMAN

Address: 5824 VALLEY ST

City and State: DALTON GARDENS ID 83815

I RETIRED FROM ITD AS DIST. LAND SURVEYOR IN JUNE 2001 OVER THE YEARS WHILE I WORKED THERE, I LOOKED AT AND STUDIED VARIOUS ROUTE THROUGH AND AROUND CD'A FOR US-95. I HAD COME TO THE CONCLUSION THAT THE BEST ROUTE FOR US-95 IS WHERE IT IS LOCATED NOW, WITH IMPROVEMENTS TO MAKE A HIGH SPEED BYPASS THROUGH THE CD'A AREA. THIS WOULD ALLOW A TRAVELER TO GO THROUGH CD'A ALONG US-95 AT A STEADY SPEED.

I AM HAPPY TO SEE THE STUDY PROVED ME RIGHT. I CAST MY VOTE FOR THE UPGRADE TO THE EXISTING US-95

Signature: Gale R Dahlman

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: ROBERT A. REISH

Address: 7040 E. GRETA AVE.

City and State: POST FALLS, ID 83854

I WAS VERY SURPRISED AT THE MEETING TO LEARN THAT HUETTER ROAD WAS STILL ON THE TABLE AS AN OPTION. THE SPOKESMAN-REVIEW ARTICLE FROM EARLY APRIL LED ME TO BELIEVE THAT THE RENOVATION PLAN CALLED FOR MAKING US LIMITED ACCESS WITH FRONTAGE ROADS FOR ACCESS TO BUSINESSES AND NO HUETTER BY-PASS. I DO NOT SUPPORT A HUETTER BY PASS.

Signature: [signature]

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-6110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: William D. Wilson JR

Address: P.O. Box 127

City and State: Hayden, Idaho 83835

WHO WILL BENEFIT FROM THIS PROPOSAL? YOUR SURVEY SAYS 5-8% OF TRAFFIC WILL BENEFIT FROM THESE IMPROVEMENTS AS 5-8% WOULD LIKE TO DRIVE 55mph. THIS MEANS THAT 92-95% OF THE PEOPLE DO NOT NEED TO DRIVE THRU AT 55mph. WHY MAKE IMPROVEMENTS TO BENEFIT LESS THAN 10% OF TRAFFIC THAT IS PASSING BY. IF THE CONCERN IS TRAFFIC BACKING UP AT RED LIGHTS, THEN PROPER TRAFFIC MANAGEMENT WOULD TIME SIGNALS TO EXPEDITE CURRENT FLOWS AT POSTED 45 MPH SPEEDS. THE PROPOSAL IS ALREADY CAUSING CONFUSION WITH BUSINESS OWNERS ON HWY 95. THE BUSINESS OWNERS HELP KOOTENAI COUNTY FROM TAX & EMPLOYMENT NUMBERS MUCH MORE THAN THE 5-8% WHO DO NOT WISH TO STOP IN TOWN. RE CONNOR THE HUETTER BY-PASS, HAVE RESPECT & REGARD FOR THE BUSINESS COMMUNITY THAT NOW EXISTS. TRYING TO DO BUSINESS ON A 1-WAY FRONTAGE ROAD IS NOT GOING TO WORK.

Signature: [signature]

April 30, 2002

My comments on your proposal to create an expressway on US 95 from Appleway to Garwood Junction.

Although this project will probably not be completed in my lifetime, your proposal is a great disappointment to me.

1. More than 40 years ago you had the ability to do this section of the highway properly and you chose not to look to the future. Now, it is quite obvious, your proposal is no more than compounding your original mistake.

2. Although the Huetter by-pass is so obviously the proper way to handle the traffic, you attempt to discourage that idea with a cost inflated, mountain climbing connection south of the Spokane River. It would be much cheaper to run that connection up river and join the road west of the existing US 95 bridge.

3. I do not believe you have taken into consideration the obvious need to rebuild Government Way and Ramsey road to handle the detour traffic in the several years your expressway would be under construction. Add that to your overall cost estimate. Your construction period of several years will wreak endless frustrations on local traffic patterns and increase road rage.

4. You do not have room anyway, despite the claims that you do, for a sunken grade, some 20 feet below the current grade. You are not allowing for shoulder angles of the cut. I have seen the state's property measured just north of Hayden. You will have to buy additional property. Also, a sunken grade means more than loss of visibility for adjacent businesses, which is a financial threat to them, but it becomes a drainage problem with flooding, a place for winter storms to deposit snow and who knows what else. Removal of that much earth and rocks will require some place to stockpile it.

5. Your proposal will completely remove the bike path on the east side of US 95 and the bridal path on the west side. Not only will you have motoring public in opposition to you, you will add the recreation people as well and they also have a sizable clout.

My hope is that you will see the impracticality of this proposal which I must compare to a college freshman design project in civil engineering that was graded with a D-minus.

Donald J. Dundon

Donald J. Dundon
11779 N. Forest Road
Hayden, ID 83835-9412

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: NANCY REISH

Address: 7040 E Greta Ave

City and State: POST FALLS ID 83854

I object to Heather Ave being used as a by pass for 95. I bought property in the country and would like it to stay that way. I feel that an overpass of 95 would serve the purpose. We do not want Heather to turn commercial like 95. Let's keep as much country as possible Thank you.

Signature: Nancy Reish

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7038
ITD District One Office
April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 8, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Ann T. Hunter

Address: W 7142 Coventry Dr.

City and State: Coeur d'Alene, Id 83814

Certainly informative. Very much appreciated. Thank you.

I would like to take this opportunity to stress the fact that Rockford Bay should be called Rockford Bay. The new highway 95 should (I hope) have signs at Rockford Bay Rd that say Rockford Bay Rd and not just Rockford Rd. It seems that the developers of Blackrock Golf Course + Homes has his sign stating Blackrock at the Rockford Bay Rd. Turn off - Please do not change the name - it is Rockford Bay Rd.

Signature: Ann T. Hunter

COMMENTS FROM OTHERS NOT IN ATTENDANCE AT APRIL OPEN HOUSE

Tina
[redacted]
Andy

1392 Ocean Ave.
Coeur d' Alene, ID 83815
April 12, 2002

Idaho Transportation Department
600 W. Prairie Ave.
Coeur d' Alene ID 83815

Dear Sirs;

As I will not be in Coeur d' Alene on April 22 I would like to make a comment regarding proposed changes to Highway 95. I live in a subdivision between 95 and Ramsey Road and my primary concern is road noise. I am assuming construction below ground level would contain the highway noise more than an elevated highway. If so, that is what I would favor. It is unfortunate we can't do what Portland did and put the entire seven miles underground.

Sincerely,

Janet Callen

Comments from citizens not in attendance at meeting.

TIM & LINDA RYAN

3793 Whisper Drive
Coeur d' Alene, Idaho 83815

Home Phone 208-664-6612

April 28, 2002

TO: **IDAHO TRANSPORTATION DEPARTMENT**
COMMENT FORM

RE: US-95 Coeur d' Alene Corridor Study
Project Number: NH 5110 (126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 5 - 7 p.m.

We have concerns about US-95 Corridor would increase traffic on main streets i.e. Ramsey, Government, 4th. street and 15th street. We live off of 4th. street and there is heavy traffic now. (We feel it would increase.)

Business owners on US-95 could suffer great economic lose if access to business's are not readily available and well planed out.

Tim and Linda Ryan

Linda Ryan
Tim Ryan

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

MAIL TO:

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Melinda George

Address: Sears, 200 W. Harley

City and State: Coeur d'Alene, ID 83814

see attached

Signature: _____

I am against

~~I disagree with~~ the expressway plan for Highway 95 presented by the State of Idaho on April 22, 2003.

This plan does not represent the people. It does not include on/off ramps i.e.: Dalton Ave., etc.

Also, due to poor communication of prior meetings, please notify me of the next meeting so that I may attend.

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 6 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by:

Name: Brian Odenthal

Address: 1929 Canyon Dr.

City and State: Coeur d'Alene, ID 83815

Please provide more public input before making any final decision on CDA to Post Falls Hwy 95 changes

Signature: Brian Odenthal

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Steve Smalley

Address: 3066 E. Bluegrass Lane

City and State: Post Falls ID 83854

Please provide more public input before making any final decisions on the CdA to HL Hiway 95 changes

Signature: Steve Smalley

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: ERIC WAIDE

Address: 968 ARMSTRONG DRIVE

City and State: Coeur d'Alene Idaho 83814

You must take into consideration the FINANCIAL Impact of the SMALL BUSINESSMAN that will Be Directly Impacted By this decision. More PUBLIC feedBack is needed on this Issue.

Signature:

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Dan Garland

Address: 1406 W Tamarack Ave

City and State: Hayden Idaho

Need to know more input on this item that is being proposed. What will it do to the tax payers

Signature: Dan Garland

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

MAIL TO:

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: GEORGE CHENEY

Address: 5761 St. Germaine Ct

City and State: Coeur d Alene Id. 83815

I am against the proposed Expressway Plan for Highway - I feel this plan is Not Representative of the people.

Signature: George K. Cheney

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 6 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Janel Turner

Address: 3313 N 4th St.

City and State: Coeur d' Alene, Idaho 83815

I disagree with the Expressway plan as presented by the State of Idaho.

I would like to see an on and off Ramps on Dalton Ave in addition to the overpass

Also Due to the poor communication regarding these hearings - Please notify me at this address for the next meeting regarding this issue

Signature: Janel Turner

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-6110(128)
Project Key Number: 7039
ITD District One Office
April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: William Gonser

Address: 1100 Kootenai Cutoff rd. #7

City and State: Sandpoint, Id 83864

I disagree with the expressway Plan as presented by the State of Idaho

I want on and off Ramps on Dalton Ave. in addition to the Overpass

Due to the poor Communication regarding these hearings - Please Notify me at this address for the next Meeting regarding this issue

Signature: William D. Gonser

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: James W. Hall

Address: 8239 Village Drive #4

City and State: Hayden Lake 83835

I'm Against the expressway plan as now planed

Signature: James W Hall

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-96, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Jim Rasmson

Address: 29925 N. 6th St

City and State: Athol Idaho

I Am Against the expressway plan presented by the State of Idaho for Highway 95 Please Don't do this because the people of Kootenai County don't Agree with this PLAN!!

Please notify me for the next meeting!

Signature: Jim Rasmson

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Patti Schoonover

Address: 20783 S West Point Rd

City and State: Worley Id 83876

I disagree with the Expressway plan as presented by the State of Idaho

I want on and off ramps on Dalton Ave in addition to the overpass

Due to the poor communication regarding these hearings - Please notify me at this address for the next meeting regarding this issue.

Signature: Patricia A Schoonover

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: KEN RIZED

Address: 316 N. 4TH

City and State: CDA. ID. 83815

I'm JUST WRITING TO INFORM YOU THAT I DISAGREE WITH THE PLANS ON EXPANDING THE EXPRESSWAY AS PRESENTED BY THE STATE OF IDAHO.

WE SHOULD KEEP THE ON & OFF RAMPS ON DALTON AVE ADDITION TO THE OVERPASS.

THERES BEEN POOR COMMUNICATIONS REGARDING THESE MEETINGS. FOR ANY FURTHER MEETINGS, PLEASE NOTIFY ME AT THIS ADDRESS.

Signature: [signature]

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING	LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO
US-95, Coeur d'Alene Corridor Study Project Number: NH-5110(126) Project Key Number: 7039 ITD District One Office April 22, 2002 5 – 7 p.m.	Idaho Transportation Department Attn: Barbara Babic 600 W. Prairie Ave. Coeur d'Alene ID 83815

The following comments are submitted by

Name: Ken Wiegele

Address: 708 N 20th

City and State: Coeur d'Alene Id 83814

I disagree with the Expressway plan as presented by the State of Idaho.

I want on and off ramps on Dalton Ave in addition to the overpass.

Due to the poor communication regarding these hearings - Please notify me at this address for the next meeting regarding this issue.

Signature: K. Wiegele

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 6 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 8, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: BB Marvick

Address: 1908 East Park Ln.

City and State: Post Falls, Id. 83854

I feel the highway is fine the way it is. Syncronisity of the lights (traffic) could be a little better to keep the flow of traffic better. I would like to see four lanes all the way to Sandpoint though.

Signature: _____

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 6 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Ed Everstine

Address: W. 607 14th AVE.

City and State: Spokane, WA 99204

I disagree with the expressway plan for Hwy 95, as presented by the State of Idaho.

I don't reside in the area, but work here in Coeur d'Alene. I like the access to local business off Hwy 95 in its present state.

I would like to be notified of any public hearings regarding these plans so I may participate and express my concerns regarding these proposals. Thank you.

Signature: Ed Everstine

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Edmund A Gamm

Address: 2925 E Hayden Lake Rd

City and State: Hayden Lake Idaho 83835

I am adamately against the Expressway plan presented by the State of Idaho on April 22 2002 and on earlier Public meetings It does not represent the people! In Addition your communication of these meetings is terrible. Please notify me of the next meeting concerning this issue so I can attend in person

Signature: Edmund A Gamm

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-6110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 8, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Deboran Bauer

Address: 1331 Elderberry Cir

City and State: CDA Id 83815

I disagree with the Highway plan I feel the highway is fine And the traffic is fine.

I feel that if your going to change anything it should be Garfield or 4th Street by the High School.

I also feel that the lights need to be a little more insync with each other on 95.

Signature: Deboran A Bauer

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 8, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

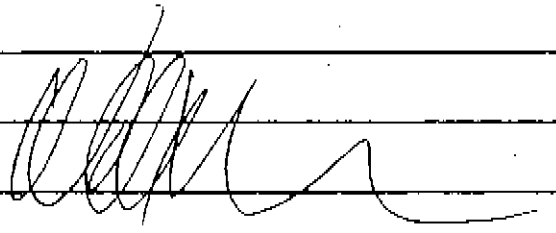
The following comments are submitted by

Name: Walt Nicholson

Address: 2435 Hayden View Drive

City and State: Coeur d'Alene, Idaho

Gentlemen; I strongly appose the proposed overpass design for Highway 95. I feel your department has a legal and moral obligation to the all of the business owners along this corridor to do a through evaluation of any and all viable alternatives. Many communities throughout the country have lost valuable tax revenue from failed businesses as a result of ill-advised, ill-planned "corridors" designed to reduce congestion without prior consideration of the financial impact it would have on local businesses. Disrupting a farmer's field for a bypass, although unpleasant for a few individuals, could have far less economic impact on the community than the proposed plan. The incredibly disproportionate number of a traffic fatalities on 95 North and South of our city should be of much greater concern to you at this time than a little congestion for 3 miles.

Signature: 

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 5 -- 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Riley Stevens

Address: 1801 Front St.

City and State: Coeur d'Alene, ID. 83814

This expressway plan is disagreeable! No one will be able to get to my place of employment. I work on commission and without drive by traffic I can't support my family. This plan does not represent me or the people of North Idaho.

Signature: Riley Stevens

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Raymond L. Stone

Address: 650 Dana Lane

City and State: Coeur d'Alene, Idaho 83815

I (disagree) with the expressway plan for Highway 95.

The plan in no way represents the people wishes. The plan does not include on/off ramps I.E. Dalton Ave and other areas as a (full time or term) resident of the City of Coeur d'Alene we must protect BUSINESS investments of the more than 41 owners along that route. The plan as presented would be (catastrophic) to employers and employees of these BUSINESSES — Don't do it Please!

Signature: Raymond L. Stone

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING	LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO
US-95, Coeur d'Alene Corridor Study Project Number: NH-5110(126) Project Key Number: 7039 ITD District One Office April 22, 2002 6 – 7 p.m.	Idaho Transportation Department Attn: Barbara Babic 600 W. Prairie Ave. Coeur d'Alene ID 83815

The following comments are submitted by

Name: Betty Stone

Address: 650 Dana Lane

City and State: Coeur d'Alene, Idaho 83815

I DISAGREE WITH THE EXRESSWAY PLAN FOR HWAY 95.

THE PLAN DOES NOT REPRESENT THE WISHES OF THE PEOPLE IN THE AREA.

THE PLAN DOES NOT PROVIDE NOR INCLUDE ON/OFF RAMPS I-E: DAITON AVE AND OTHER AREAS.

THERE ARE MORE THAN 40 BUSINESSES ALONG THIS AREA THAT WOULD BE FINANCIALLY CRIPPLED BY THIS PLAN. A STATE AGENCY HAS AN OBLIGATION TO PROTECT THE INVESTMENT OF THOSE PEOPLE WHO HAVE INVESTED MILLIONS OF DOLLARS IN THEIR BUSINESSES THE NEGATIVE EFFECT ON EMPLOYEES & EMPLOYERS IS BEYOND COMPREHENSION.

Signature: Betty J. Stone

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Matt Aebischer

Address: 30005 N Cedar

City and State: Deer Park WA 99006

I am writing to let you know how I feel about the expressway planned for HWY 95. I feel we would need so many on and off ramps that they would be every half mile. The businesses along the highway would all be hurt with limited access.

Due to poor communication regarding the hearings please notify me in writing of any hearing dates.

Signature: Matt Aebischer

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: VERN UPTON

Address: 16557 NORTH WILKISON RD

City and State: IDAHO

I DISAGREE WITH THE EXPRESSWAY PLAN PRESENTED BY the STATE OF I.D APRIL 22-2002

Signature: Vernon Upton

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: ROBERT L. ORR

Address: 3097 Lutherhaven Rd

City and State: Coeur d'Alene Id 83814

I disagree with the expressway plan for highway 95.

This Plan does not represent the people of Coeur d'Alene

Please Notify me at the next Meeting !!

Signature: Robert L Orr

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
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April 22, 2002 5 -- 7 p.m.

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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Elmer R Currie

Address: 2608 Honeysuckle Dr.

City and State: Coeur d'Alene Idaho 83815

I Feel That the Expressway plan is not
the Best Answer To the Problems of 95 North
In Coeur d'Alene, It Is A Bad solution

Signature: E R Currie

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Edith M. Campbell

Address: 2021 N. 11th St.

City and State: Coeur d'Alene, ID 83814

I disagree with the freeway plan for Highway 95 because it eliminates an on ramp for Dalton Avenue which creates a divided hardship for the businesses on the east side because it would require customers to access the frontage road several blocks away to arrive at their destination (business). This ignores the hardship imposed on citizens without their input.

If possible I would attend any meeting concerning this issue and would appreciate being notified when one is scheduled.

Signature: Edith M Campbell

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
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LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Mary Ackerman

Address: 3366 E. Fairway Drive

City and State: Coeur d'Alene, Id 83815

I am writing to express my dissatisfaction with the latest expressway design proposed by the State.

As a life-long citizen of Coeur d'Alene, having witnessed its dynamic recent growth, I strongly feel that "off ramps" are a "must" on Dalton Avenue in addition to the overpass.

I'd like to attend these hearings if I knew when they were to be held. Please notify me at the E-mail address.

Signature: Mary Ackerman

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
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LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: R. D. GRONNEBEK

Address: W. 320 DALTON AVE.

City and State: CDA, IDAHO 83815

DEAR SIR OR MADAM:

I WISH TO EXPRESS MY VIEW OF THE PROPOSAL OF THE EXPRESSWAY ON U.S. 95.

1 - I AM OPPOSED TO ANY PLANS FOR ACCESS TO DALTON AVE.

2 - I AM AGAINST ANY PLANS THAT WILL AFFECT ALL CURRENT USE OF THE ROADS AS THEY ARE NOW.

3 - I WISH TO BE INFORMED OF ANY MEETINGS DURING THIS PERIOD.

SINCERELY,
R. D. GRONNEBEK

Signature: R. D. Gronnebek

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: VERN GERTHS

Address: 3420 N 12TH STREET

City and State: C.D'A IDAHO

WE DISAGREE WITH PLAN FOR HWY 95 AS PROPOSED.

Signature: Vern Gerths

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: JACK HAWKINS

Address: 5302 E. HEATHER LN

City and State: POST FALLS, ID 83854

I DISAGREE WITH THE PROPOSED PLAN TO BY PASS DALTON AVE. ~~HIGHWAY 95 EAST~~ ON THE HIGHWAY 95 PROJECT. PLEASE ADVISE ME WHEN THE NEXT PUBLIC HEARING IS TO BE HELD, SO THAT I MIGHT ATTEND. YOUR PLAN MAKES IT IMPOSSIBLE TO ACCESS HIGHWAY/DALTON AVE FROM HIGHWAY 95. I AM CERTAIN THERE IS A MORE VIABLE ALTERNATIVE. THERE ARE 3 BUSINESSES ON DALTON & HIGHWAY 95 THAT I VISIT SEVERAL TIMES A WEEK.

Signature: Jack Hawkins

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Mike Bennett

Address: 1306 Montana Ave.

City and State: Coeur d' Alene ID 83814

I disagree with the current proposal. One alternative would be on/off ramps on dalton ave. please inform me on the time for the next meeting so that I may attend.

Signature: Michael Bennett

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
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LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: JOSEPH SMOOT

Address: 1037 E YOUNG AVE

City and State: COA. ID 83814

I DON'T AGREE WITH [redacted] PROPOSAL ON HWY 95 AS WRITTEN PLEASE NOTIFY ME ON NEXT MEETING. IT WILL BE BAD FOR BUSINESS ON HWY 95. IF WE DON'T HAVE ON AND OFF RAMPS ON ALL STREETS.

Signature: Joseph L Smoot

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: GAIL T. SWENSEN

Address: 4503 Redding Road

City and State: Coeur d'Alene, Idaho 83815

I disagree with proposed Interchange Project and Request An on off Ramp on Access on Dalton Avenue.

Also I would like to be Advise of next meeting on Proposed Project so That I may attend.

Signature: Gail T. Swensen

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Heather Schlader

Address: 1880 W. Shawna Ave

City and State: Coeur d' Alene, ID 83815

I disagree with the Hwy 95 Expressway Plan as presented. I believe there should be an on/off ramp on Dalton Ave. I wish to be informed on any future meetings regarding this issue, as I would like to attend.

Signature: Heather Schlader

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-6110(126)
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: TOM LUJAN

Address: 1322 CORAL DRIVE

City and State: COEUR D'ALENE Idaho

I STRONGLY DISAGREE WITH THE EXPRESSWAY PLANS WITH HIGHWAY 95 AND DALTON. I ALSO FEEL THERE SHOULD BE A ON RAMP AND A OFF RAMP. which only MAKES SENSE. I WOULD ALSO LIKE TO BE NOTIFIED OF ANY MEETINGS. THANK YOU

Signature:

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Karl Riechert

Address: 5924 Grove Ave. Hay 83801 P.O. Box 154

City and State: I would like to express my disagreement of the current plan of the expressway. It would make a great deal longer commute for me coming to work as much as 2 mls each way. On the other hand if you were to plan to have an off ramp to have access to Dalton with out a cloge loop. Dalton is the only road to go from 15th St to Ramsey at 35 mph. Hanley does not, Kathleen turns into residential, the next road south that travels east to west is appleway. The next road north is Prairie

If possible I would appreciate you keeping me up to date of the situation of the proposed plans and any meetings of hearings I may attend.

Signature:

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Matt Jewett

Address: 1527 Coeur d'Alene ST

City and State: Rathdrum, ID 83858

I Am Against The Express Way Plan of Highway 95 As Presented By The STATE of IDAHO. I Feel That We Need ON OFF RAMPS ON Dalton Avenue, NOT Frontage Roads

Please Notify me Regarding The Next Meeting so Personally Address These Issues.

Signature: Matt Jewett

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-6110(126)
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Heather Akers

Address: 1101 Emma St #1

City and State: Coeur d'Alene ID 83814

I disagree with the expressway plan as presented. I feel that there should be on-off ramps on Dalton Avenue.

Please notify me of any future meetings on this subject so that I may attend.

Signature: Heather L Akers

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Scott Rouse

Address: 33894 N. KELSO DR.

City and State: SPIRIT LAKE IDAHO

I do not agree with the highway 95 expressway plan as it has been presented. I feel that there should be on and off ramps at Dalton ave. I want to be notified of the next meeting to discuss this plan

Scott Rouse
4/24/02

Signature:

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 8, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: M.W. Bill Drake

Address: 1241 E. Royal Awe Dr.

City and State: Coeur d' Alene, ID 83814

I want To go on record as opposed To The expressway concept presented by ITD.

I am in favor of maintaining maximum access To & from The business' fronting Hwy #95 - NO Frontage Roads!

Please Let The public know The time & location for any meeting (s) pertaining To This matter.

Thank you for your consideration

Signature: M.W. "Bill" Drake

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
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April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: DONALD E. SCHMANG

Address: 755 W. BELLFLOWER LN

City and State: POST FALLS ID. 83854

I really don't like the idea of the new Expressway as planned, if so then they need to put one off access to Dalton ave. Let me know when the next planned meeting is so I can attend.

Signature:

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7038
ITD District One Office
April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Steve Attebury

Address: 3826 N. Fimmy St

City and State: Coeur d'Alene Id 83815

I disagree with your plan for the US 95 Corridor. There has to be off ramps for Dalton Avenue. Please contact me before your next meeting.

Signature: Steve Attebury

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 6 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Nick Angle

Address: 308 E. Idaho St

City and State: Osburn Idaho 83849

I disagree with the exact way we planned on
Gov. Way COM Idaho I would like to be notified
when the next meeting is scheduled.

Thank you
Nick Angle
- 664-8202-

Signature:

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-6110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: James Almond JR.

Address: 3609 Belmont

City and State: Coeur d'Alene Idaho 83815

I would like to inform you that I disagree with the proposed plan of not having on & off RAMPS AT DAlton Ave and Hwy 95. Please inform me of the next meeting on this subject So I Can Attend.

Thanks

Jim Almond JR.

Signature: Jim Al. Almond jr.

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-6110(126)
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ITD District One Office
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LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Doug Smoot

Address: 3517 Pinehill Pl

City and State: Coeur d'Alene Id 83815

I Disagree with the express way plan as presented and am concerned about not having Access to Dalton Ave. Please notify me of the next Hearing or Meeting.

Signature: Doug Smoot

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: BILL MALLORY JR.

Address: 202 S. DUANE COURT

City and State: POST FALLS, IDAHO 83854

I DISAGREE WITH THE EXPRESSWAY PLAN AS PRESENTED — I WANT TO SEE ON/OFF ACCESS AS IS CURRENT TO DALTON AVE. PLEASE NOTIFY ME OF THE NEXT PLANNED MEETING SO THAT I CAN ATTEND.

Signature: [signature]

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-6110(126)
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Mike Eacin (Dennis Michael Eacin)

Address: 2679 Upper Hayden Lake Rd

City and State: Hayden, Id 83835

I disagree with the Hwy 95 Express As presented I also would like to see on/off ramps at the Hayden 95 interchange

Please notify me about the next or further meetings.

Thank you,

Signature: Mike Eacin

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: DENNIS F. DRISCOLL

Address: 7541 SWEET RIVER DR.

City and State: CD'A IDAHO 83815

I DISAGREE WITH THE EXPRESSWAY PLAN AS PRESENTED.

ONE ALTERNATIVE THAT I WANT IS ON/OFF RAMPS IN ADDITION TO THE OVERPASS ON DALTON AVE.

PLEASE NOTIFY ME OF THE NEXT MEETING CONCERNING THE ISSUE, SO I CAN ATTEND.

Signature: Dennis F. Driscoll

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Jeff Malcolm

Address: 2901 Fernan CT.

City and State: Coeur d'Alene Idaho

I disagree with expressway Plan as Presented by the State of Idaho.

I ~~dont want~~ the Plan at all

The reason I dont want this Plan at all is because it does not have on and off ramps on Dalton Ave.

Please keep me informed on this Plan

Signature: Jeff Malcolm

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
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Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Dick Haugen

Address: 501 Sherman Ave

City and State: Coeur d'Alene, Idaho

I AM NOT in favor of the Highway 95 plan in its current state. The proposed Highway would severly limit access to the business in the area. More on and offramps, (especially at Dalton Avenue!!) in my opinion are a necessity. Please advise of the next public hearing.

Thank you

Signature: Dick Haugen

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7038
ITD District One Office
April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 8, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Robert Blankenship

Address: 1920 N 12th

City and State: CDA Id. 83814

I Strongly Disagree with your proposed expressway on the Hwy 95. I would like to see off Ramps @ Dalton & 95 and on Ramps. I would like to be notified of the next meeting on this matter. This is very important!!

Signature: _____

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: James A Blake

Address: 2580 W Clairbourne Lane

City and State: Coeur d' Alene ID

I disagree with the Hwy 95 Expressway plan as presented.

I suggest an alternative would be to have on-off ramps at Dalton Ave.

Signature: James A Blake

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Rich Stokey

Address: 9665 Ptarmigan Dr.

City and State: Hayden Id. 83835

I Totaly disagree with the expressway plans as presented by the State of Idaho.

I want the ability to exit one enter on Dalton ave. I want off ramps and on ramps on Dalton ave, in addition to the over pass

Due to the poor Communication regarding these hearings, Please notify me at this address for the next meeting regarding this issue.

Signature:

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
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Coeur d'Alene ID 83815

The following comments are submitted by

Name: Gerald Brust (Robideaux Motors Employee)

Address: Box 715

City and State: Spirit Lake Id.

I disagree with the new plans for highway 95 and Dalton ave. We need exit ramps with the over Pass. I feel an over pass with out Ramp would hurt our Bus. I would like to be notified of any other mailings on this matter

Thank you.

Signature: Gerald Brust

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Tom W. Booth

Address: 4018 STAPLES AVE

City and State: COEUR D ALENE, ID 83815

I disagree with the Expressway plan as presented By the State of Idaho.

I want on and off Ramps on Dalton ave, in addition to the overpass.

Due TO the poor Communication Regarding these hearings - Please notify me at this Address for the next meeting Regarding this issue

Signature: Tom W. Booth

45 YRS IN COA. ID

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Nancy Larkin

Address: 1567 Ocean Avenue

City and State: Coeur d' Alene, ID 83815

I disagree with the expressway plan As presented. I feel that there should be A on-off Ramp on Dalton Avenue.

Please notify me of any future meeting on this subject so that I may attend.

Signature: Nancy L. Larkin

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: TERRY Kelly

Address: 3912 TRENTO DR.

City and State: CDA. IDAHO 83814

I DO NOT AGREE with the proposal AS IT IS WRITTEN concerning Hwy 95 and Dalton Ave. We need exit here - Please notify me of next meeting

PS. ALSO need on and off Ramps FOR Dalton Ave.

Signature: _____

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
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LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Terry Turner

Address: 3313 11th 4th st

City and State: CDA ID

I disagree with the expressway plan presented by the state of Idaho.

We need on and off Ramps on Dalton Ave with the over pass.

Please contact me on the next city meeting regarding This ~~mark~~ ~~mark~~ Problem.

Thank you

Terry Turner

Signature:

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING	LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO
US-95, Coeur d'Alene Corridor Study Project Number: NH-5110(126) Project Key Number: 7039 ITD District One Office April 22, 2002 5 – 7 p.m.	Idaho Transportation Department Attn: Barbara Babic 600 W. Prairie Ave. Coeur d'Alene ID 83815

The following comments are submitted by

Name: Bob Ross

Address: 4011 Spruce

City and State: Cda, ID

A great idea To have an Expressway Through Coeur d'Alene North WITH NO OFF RAMPS!!! Only on each end of the Expressway. We do not need any stop lights in Cda!!!!

Bob Ross

Signature: _____

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Tom Torgerson

Address: 1836 NW BLVD

City and State: CDA ID 83814

(1) Dalton Ave MUST have an Exit if ITD plans an Expressway for Hwy 95!

Please reconsider your current plan.

Thank you—

Signature:

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

Example

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
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600 W. Prairie Ave.
Coeur d'Alene ID 83815

Please submit your comments ASAP!
I have included a stamped envelope
We need your help!

The following comments are submitted by

Name: Peggy Sawicki

Address: 5400 Sepling Street

City and State: Coeur d'Alene, Idaho 83815

As a Property owner of a commercial Building on Dalton Avenue just east of Highway 95 I am very concerned about the proposed expressway being planned for Highway 95.

It is essential that an on and off ramp for Dalton Avenue be provided.

I am very disappointed that there has been such poor communication with the affected property owners throughout this process.

I would appriciate being notified of any future hearings regarding thi plan.

Sincerely,

Peggy Sawicki

Peggy Sawicki

Signature:

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

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Idaho Transportation Department
Attn: Barbara Babic
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Coeur d'Alene ID 83815

The following comments are submitted by

Name: Gary Schenkenberger

Address: 12361 N Kelly Rae Dr.

City and State: Hayden, ID 83835

The Dalton intersection on 95 is a major factor in managing traffic on Govt Way. If it were eliminated, access to the High School, Sheriff's Dept and many other businesses as well as a host of residences would be routed to another exit from which they would have to travel Govt. Way. Traffic on Govt. Way is a mess at times already — I can't imagine this major amount of added pressure.

I understand the need for a swifter, safer commute North/South — but, there needs to be allowance for law enforcement access as well as school traffic.

Signature: Gary C. Schenkenberger

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: F. N. Hall

Address: 1297 W. Centennial Dr

City and State: Coeur D' Alene Id.

We disagree with plan for Hiway 95 as presented. Believe that an interchange at 95 + Dalton Ave is essential

Please Advise me at the next meeting on this important project.

Thank you
F. N. Hall

Signature: F. N. Hall

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
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600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Stanly G Smith

Address: N. 4301 Ramsey A-1-23

City and State: Coeur d Alene Idaho 83815

I Disagree with Your Expressway Plan for Hwy 95 as of last Meeting

It doesn't represent the People or Busi in the area.

I would like you to let me know when your next meet as I would like to be there

Thank you
Stanly G Smith
664-8759

Signature:

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
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LEAVE COMMENTS OR MAIL BY MAY 8, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by:

Name: PAT HUTH

Address: 315 W. DALTON

City and State: COEUR D'ALENE IDAHO

THE IMPACT OF A FRONTAGE ROAD ON THE WEST SIDE OF 95 WOULD BE VERY NEGATIVE TO PROPERTY ON THE EAST SIDE OF 95. BUSINESS ON THE EAST SIDE WOULD SUFFER GREATLY. I WOULD HOPE YOU WILL RECONSIDER YOUR OPTIONS IN ADDRESSING THIS ISSUE

THANKS

PAT H

Signature: _____

Idaho Transportation Department
Comment Form

For Public Meeting	Leave Comments or Mail by May 6, 2002, to
US-95, Coeur d'Alene Corridor Study **Project Number: NH-5110(126)** **Project Key Number: 7039** **ITD District One Office** **April 22, 2002 5 – 7 p.m.**	**Idaho Transportation Department** **Attn: Barbara Babic** **600 W. Prairie Ave.** **Coeur d'Alene ID 83815**

The following comments are submitted by

Name: Jo Keen

Address: 1137 W Steamboat Dr.

City and State: CDA, Ida. 83814

It is absolutely necessary to retain an on-off ramp for Dalton. I use to work on Dalton, and cannot understand why there needs to be change.

Signature: ____________________

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 8, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: GARY L. EASTON

Address: 1810 Keystone Ct #4

City and State: Post Falls, Id. 83854

I Am Against the expressway plan for Highway 95 Presented By the State of Idaho on April 22, 2002.

This plan does not Represent the people. It does not include on/off Ramps IE: Dalton Ave etc.

Also due to poor Communication of prior meetings, Please notify me of the next meeting so that I may attend.

Thank you

Signature: Gary L. Easton

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5119(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 6 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 8, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Michelle Tracy

Address: 1421 N. 9th C-16

City and State: Coeur d'Alene Id

I am against the expressway plan for Highway 95 Presented by the State of Idaho on April 22, 2002. The Plans does not represent the people. It does not include on/off ramps Dalton Ave.

Also, due to poor communication of prior meeting, Please notify me of the next meeting so that I may attend.

Signature: Michelle Tracy

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-6110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 6 – 7 p.m

LEAVE COMMENTS OR MAIL BY MAY 3, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83816

The following comments are submitted by

Name: Daniel R Delaney

Address: 731 N ELM Rd # 17

City and State: Post FALL ID 83854

I am against the express way plan for highway 95 — Advice me the next meeting. I want to attend.

Signature: Daniel R Delaney

IDAHO TRANSPORTATION DEPARTMENT
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Coeur d'Alene ID 83815

The following comments are submitted by

Name: CALVIN J NEFF

Address: N 231 ELM RD #11

City and State: POST FALL ID 83854

I am strongly against this corridor on Hwy 95 it would put lots of people out of work the public will have there say, I would like to attend the next meeting

Signature: Calvin J Neff

IDAHO TRANSPORTATION DEPARTMENT
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Gary Arcsvik

Address: 6005 W. Pinegrove Dr.

City and State: Coeur d'Alene Id. 83815

I am against the expressway plan for Highway 95 presented by the State of Idaho on April 22, 2002. This plan does not represent the people. It does not include on/off ramps i.e.: Dalton Ave., etc. Also, due to poor communications of prior meetings, please notify me of the next meeting so that I may attend.

Signature: Gary Arcsvik

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

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Project Number: NH-5110(126)
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Roger Wilhelm

Address: 1600 Quail Run Blvd.

City and State: Post Falls, Idaho

I am against the expressway plan for Hwy 95 presented by the State of Idaho On April 22, 2002.
This plan does not represent the people. It does not include on/off ramps i.e. Dalton Ave, etc.

Also, due to poor communication of prior meetings, please notify me of the next meeting so that I may attend.

Signature: Roger Wilhelm

IDAHO TRANSPORTATION DEPARTMENT
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Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Shannie Davis

Address: 401 La Crosse

City and State: CDA, ID 83814

I am against the expressway plan for Hwy 95 presented by the State of Idaho on April 22, 2002

This plan does not represent the people. It does not include on/off ramps ie: Dalton Ave project.

Also due to poor communication of prior meetings, please notify me of the next Meeting so that I may attend.

Signature: Shannie Davis

IDAHO TRANSPORTATION DEPARTMENT
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Idaho Transportation Department
Attn: Barbara Babic
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Coeur d'Alene ID 83816

The following comments are submitted by

Name: STEVE GOOLSBY

Address: 5565 ANNE ST.

City and State: COEUR d' ALENE, ID. 83815

I WAS NOT MADE AWARE OF THIS PLAN. I NEED TO BE INFORMED OF THIS PLANNING PROCESS AND WOULD LIKE TO BE INFORMED OF ALL FUTURE MEETINGS PERTAINING TO THIS PLAN. AS I UNDERSTAND THE PLAN AS IT HAS BEEN DESCRIBED TO ME BY ATTENDEES OF THE MEETING, THIS PLAN DOES NOT TAKE INTO CONSIDERATION THE EFFECTS OF THE PLAN ON BUSINESSES LOCATED ON HWY 95. IT DOES NOT INCLUDE ENOUGH ACCESS ON & OFF THE BYPASS FOR LOCAL BUSINESS & RESIDENTS. I WANT TO GO ON RECORD THAT I DISAPPROVE OF THE PLAN.

Signature: Stephen Goolsby

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

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Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Mark M Taylor

Address: 2051 N. Westwood DR.

City and State: Post Falls Idaho

I am against the plan for an EXPRESSWAY ON Hwy 95 as presented April 22, 2002 by the state of Idaho. This Plan does NOT Represent the people nor does it include proper consideration for: on/off Ramps for access to Local Bussinesses or Residential access.

Also, Due to poor communication of prior meetings, please notify me of the next meeting so that I may attend

Signature: Mark M Taylor

IDAHO TRANSPORTATION DEPARTMENT
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Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Ryen R. Hayden

Address: 9704 N Runge Rd

City and State: Hayden ID 83835

I am against the expressway plan for Highway 95 presented by the State of Idaho on April 22, 2002

This plan does not represent the people. It does not include on or off ramps for Kathleen or Dalton [redacted] ect. Also due to poor communication of prior meetings please notify me of the next meeting so that I may attend.

Signature: [signature]

IDAHO TRANSPORTATION DEPARTMENT
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Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Eugene R. West

Address: 260 Dragon Fly Rd.

City and State: Coeur d' Alene Id. 83816

I am against the expressway plan for Highway 95 presented by the State of Idaho on April 22, 2002.

This plan does not represent the people. It does not include our Latt temps i.e.: Dalton Ave., ect.

Also, due to poor Communication of prior meeting, please notify me of the next meeting so that I may attend.

Signature: Eugene R. West 4-30-02

IDAHO TRANSPORTATION DEPARTMENT
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Coeur d'Alene ID 83815

The following comments are submitted by

Name: Ron Campbell

Address: P.O. Box 585

City and State: Rathdrum ID 83858

I am against the expressway plan for Highway 95 presented by the State of Idaho on April 22 2002. This plan does not represent the people. It does not include on/off Ramps i.e.: Dalton Ave, ect. Also, due to poor communication of pubic meetings, please notify me of the next meeting so that I may attend.

Signature: _____

IDAHO TRANSPORTATION DEPARTMENT
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Coeur d'Alene ID 83815

The following comments are submitted by

Name: DENNIS LIMING

Address: 1053 A. St.

City and State: COEUR D'ALENE 83814

I have serious concerns about the proposed overpass project for HWY 95. At this point, I do not support this plan.

Please inform me of the next public meeting concerning this project

Signature: Dennis Liming

IDAHO TRANSPORTATION DEPARTMENT
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Coeur d'Alene ID 83815

The following comments are submitted by

Name: DARYL HOCHHALTER

Address: 1075 HIGHLAND CT

City and State: POST FALLS, ID 83854 773-5259

I WAS JUST HOUSED OF THE PLAN FOR CROSS STREETS & HWY 95 AND BELIEVE THIS SCHEME DOES NOT TAKE THE BEST INTERESTS OF THE MAJORITY OF PEOPLE EFFECTED.

CAN WE HAVE A HEARING ON THIS? I WILL BE THERE AS I AM AGAINST THE PLAN AS PROPOSED BY YOU.

Signature: _____

IDAHO TRANSPORTATION DEPARTMENT
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Mandy D Goktas

Address: PO Box 2157

City and State: Post Falls, Id

I am against the expressway plan for Highway 95 represented by the State of Idaho on April 22, 2002.

This plan does not represent the people. It does not include on/off ramps i.e.: Dalton Ave, etc.

Also, due to poor communication of prior meetings, please notify me of the next meeting so that I may attend

Signature: Mandy Goktas

IDAHO TRANSPORTATION DEPARTMENT
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US-95, Coeur d'Alene Corridor Study
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Coeur d'Alene ID 83815

The following comments are submitted by

Name: Leslie Streeter

Address: 10558 N Hillview

City and State: Hayden, Id 83835

I am against the expressway plans for Highway 95. This plan will adversely harm local business - Not enough input from local business has been sought by the ITD. Local business's who pay a large tax burden should be heard from on this issue. Highway 95 should be a local access road (left as is) with an alternate route for all "through traffic" North & South.

Signature: Leslie Streeter

IDAHO TRANSPORTATION DEPARTMENT
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The following comments are submitted by

Name: CRAIG S CHRISTENSEN

Address: 4349 WEBSTER

City and State: COEUR D'ALENE, IDAHO

I AM AGAINST THE EXPRESS WAY ON HI-WAY 95. ANDERSON LUMBER, AS A BUSINESS, IS MY LIVELIHOOD. I WORK HERE, NOT ONLY BECAUSE I MAKE MONEY TO PAY MY BILLS, BUT I ALSO LIKE IT.

IF THE PLAN FOR THIS 95 EXPANSION GOES THROUGH IT WILL HURT OUR BUSINESS EXTREMELY. NOT ONLY WILL IT MAKE IT DIFFICULT TO GET TO OUR STORE, WITHOUT ANY TURN-OFFS ON KATHLEEN TO EXIT, BUT IT WILL ALSO DETER ANY DRIVE-BY BUSINESS.

TO PUT THIS IN A NUTSHELL — LESS BUSINESS MEANS LESS MONEY AND THAT EQUALS LAY-OFFS!

Signature: Craig S. Christensen

IDAHO TRANSPORTATION DEPARTMENT
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Coeur d'Alene ID 83815

The following comments are submitted by

Name: Tawna Jacobs

Address: 260 Dragonfly Place

City and State: Coeur d'Alene, Id 83815

In regards to the US 95 Corridor study- I had no knowledge of this until after the approval. I am not against making US 95 better for Travel but an expressway is not the way to do it. I work at Anderson Lumber & most of our business comes up and down US 95. If an expressway is put in over us & believe that our business would be greatly effected. I need to support my family and if business is effected from this so called improvement my family is going to suffer. Before any thing is done we - The people of Coeur d'Alene need to be heard.

Signature: [signature]

IDAHO TRANSPORTATION DEPARTMENT
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: John B Yearsley

Address: 2114 W Bordeaux Ave

City and State: Hayden ID

I am against the expressway plan for Highway 95 presented by the State of Idaho on April 22, 2002. This plan does not represent the people. It does not include on/off ramps ie: Dalton Ave., Kathleen Ave. etc. Also due to poor communication of prior meeting's please notify me of the next meeting so that I may attend.

Signature: John B Yearsley

IDAHO TRANSPORTATION DEPARTMENT
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US-96, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Shirley J. Black

Address: 1050 N. 16th ST

City and State: Coeur d'Alene Id.

I am against the expressway plans for Highway 95 presented by The state of Idaho on April 22, 2002.

This Plans does not represent the people - It does not include on/off ramps i.e. Dalton Ave. ect.

Also due to poor communication of prior meetings, please notify me of the next meeting so that I may attend.

Signature:

IDAHO TRANSPORTATION DEPARTMENT
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US-96, Coeur d'Alene Corridor Study
Project Number: NH-6110(126)
Project Key Number: 7038
ITD District One Office
April 22, 2002 6 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: James Schuyons

Address: 1100 WILDROSE LANE

City and State: POST FALLS ID 83854

I am against the expressway plan for Highway 95 presented by the state of Idaho on April 22, 2002. This plan doesn't represent the people. it does not include on/off ramp i.e: Dalton ave, ect. also due to poor communication of prior meetings, Please notify me of the next meeting so I can attend.

James Schuyons

Signature:

IDAHO TRANSPORTATION DEPARTMENT
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US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
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ITD District One Office
April 22, 2002 5 – 7 p.m.

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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: CATHY L. RUBOW

Address: (mailing) P.O. BOX 1095 (9263 BARCK RD (physical))

City and State: HAYDEN, ID. 83835

I am against the expressway plan for Highway 95 presented by the State of Idaho on April 22, 2002. This plan does not represent the people. It does not include on/off ramps i.e.: Walton Ave., etc.

Also, due to poor communication of prior meetings, please notify me of the next meeting so that I may attend.

Signature: Cathy L. Rubow

IDAHO TRANSPORTATION DEPARTMENT
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Project Number: NH-5110(126)
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Nancy Bridge

Address: P.O. Box 834

City and State: Rathdrum, Id 83858

I am against the expressway plan for Highway 95 presented by the State of Idaho on 4-22-02.

Signature: Nancy L. Bridge

IDAHO TRANSPORTATION DEPARTMENT
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Rose Aldridge

Address: P.O. Box 192

City and State: Rathdrum, Idaho 83858

I am against the Expressway plan for Highway 95 presented by the state of Idaho on April 22, 2002. This plan does not represent the people. It does not include on/off ramps i.e. Dalton Ave. at Ohio. Due to poor communication of prior meetings, please notify me of the next meeting as that I may attend.

Signature:

IDAHO TRANSPORTATION DEPARTMENT
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Coeur d'Alene ID 83815

The following comments are submitted by

Name: Chuck Mooney

Address: 2287 E. Dalton

City and State: Dalton Gardens, I.D.

Please be informed that at this time I can not support the new overpass. I need to be better informed on the project, please inform me of me of your next meeting.

Signature: Chuck Mooney

IDAHO TRANSPORTATION DEPARTMENT
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Dusty Lee Millard (Anderson Lumber Employee)

Address: 617 Lakeside Ave.

City and State: Cd'A, ID. 83815

I am against the Expressway plan for Highway 95 presented by the State of Idaho on Monday April 22, 2002.

I feel that this plan does not represent the people in an economically correct way. This will affect all business located in area of plan financially in a bad way. I feel that I was not properly informed about the meetings that involved this plan and that it should be re evaluated. I would like to be informed of any upcoming meetings that involve the Expressway plan for Highway 95 so that I may attend.

Monday
April 30th, 2002 Thank You.

Signature: Dusty Lee Millard

IDAHO TRANSPORTATION DEPARTMENT
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Scott Crawford

Address: 4420 E. 16th Av.

City and State: Post Fall I.D. 83854

I am against the Approach plan for Highway 95 Presented By the State of Idaho on April 22, 2002 this plan does not Represent the People. It does not include on/off Ramp I.e. Dalton Ave. at Also due to poor Communication of prior meetings, please notify me of the next meeting so that I may attend.

Signature:

IDAHO TRANSPORTATION DEPARTMENT
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Attn: Barbara Babic
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Coeur d'Alene ID 83815

The following comments are submitted by

Name: PATTI SCHIAVONE

Address: 1100 WILDROSE LANE

City and State: POST FALLS, ID 83854

I am against the expressway plan for Highway 95 presented by the State of Idaho on April 22, 2002.

The plan does not represent the people. It does not include access to local businesses.

Also due to poor Communication of prior meetings, please notify me of the next meeting so I can attend.

Signature: Patti Schiavone

IDAHO TRANSPORTATION DEPARTMENT
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Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Sharon Croker

Address: 8891 Davis Circle

City and State: Hayden, ID 83835

I am against the expressway plan for Highway 95

I especially object to there not putting an off ramp on Dalton and

Please notify me of the next meeting

Signature: Sharon L Croker

IDAHO TRANSPORTATION DEPARTMENT
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The following comments are submitted by

Name: Kim Culley

Address: 793 California St

City and State: Bayview, Id. 83858

Very poor communication, the people of this city & the surrounding area are not represented, which is the responsibility of our city council. I am against the expressway plan for Highway 95 presented by the State of Idaho – there are no off + on ramps for any of the smaller businesses I feel this would ultimately hurt the economy of our city & our city council is only representing the upper echelon of our businesses!!!

Signature: Kim Culley

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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Paulette Davis

Address: (PO Box 242) 270 Willow Creek Timber Park

City and State: Rathdrum, ID 83858

I disagree with the plan for the express-way for Hiway 95 because it would affect my job. This could mean a cut in hours or loss of my job. I'm asking that you reconsider where your representation of the people lies. Thank you.

Paulette Davis

Signature:

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

MAIL TO:

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Russ Chapin

Address: 9460 n Govt. Way

City and State: Hayden, Id 83835

I am against the expressway plan for Hwy 95 presented by the state of Idaho on 04/22/02. You need to provide adequate off ramps to all of the business's.

Signature: _____

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

MAIL TO:

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: CHERYL BLEVINS

Address: 2050 W. KIDD ISLAND RD #2

City and State: COEUR D'ALENE, IDAHO

I AM AGAINST THE EXPRESSWAY PLAN FOR HIGHWAY 95. IT DOES NOT REPRESENT THE PEOPLE, AND WOULD DAMAGE BUSINESS FOR THOSE LOCATED WHERE NO OFF RAMPS WOULD BE. I HAVE NOT HEARD OF ANY MEETINGS CONCERNING THIS PLAN, AND THINK SOMETHING THIS IMPORTANT SHOULD BE BETTER ADVERTISED SO THE PUBLIC CAN ATTEND.

Signature: Cheryl Blevins

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

MAIL TO:

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 5 – 7 p.m.

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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Milo Sabo's

Address: 1802 Shawna Ave

City and State: CdA Id 83815

I am against the expressway plan for Highway 95 as presented by Ba Smith & Nichols on 4.22.02. This plan does not represent the citizens of Coeur d'Alene. The on/off ramps or lack there of are grossly incommodious and seem to serve a undisclosed agenda. As there was no publicity regarding the prior meetings, I would like to notified of any further meetings so that as a Tax paying citizen of Idaho I can have my concerns addressed.

Signature:

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

MAIL TO:

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
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April 22, 2002 5 – 7 p.m.

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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Bradley Giddings

Address: P.O. Box 3801 Hayden Id 83835

City and State:

I am against the plan for Highway 95. that is presented by the state of Idaho on April 22, 2002. I feel that when meetings are held that have to do with our community, the community should be informed so we can have a say in the matter. This new plan will hurt business coming in and out of the Olive Garden, as well as our fellow businesses.

Signature:

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 6 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 8, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Leonard D. Bertram

Address: 4501 N. Ramsey Rd. A1-24

City and State: Coeur d'Alene, Idaho 83815

I THOROUGHLY DISAGREE WITH THE EXPRESSWAY PLAN FOR HIGHWAY 95 PRESENTED BY THE STATE OF IDAHO ON APRIL 22, 2002. THIS PLAN DOES NOT REPRESENT THE PEOPLE OF COEUR d'ALENE. IT DOESN'T INCLUDE ON/OFF RAMPS @ E. DALTON AVE. ETC

ALSO - DO TO THE POOR COMMUNICATION OF PRIOR MEETINGS, PLEASE NOTIFY ME OF THE NEXT MEETING SO THAT I MAY ATTEND.

Leo Bertram

Signature: _____

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-3110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Del Colombini

Address: 824 Nevada St

City and State: Rathdrum ID

You proposal of the new frontage roads would hurt business off of 95. Before anything is done you need to get input from the business people and the citizens in Kootenai County.

Signature: _____

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-3110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 5 -- 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Jeff Deitz

Address: 11202 W. Romin Rd

City and State: Post Falls Id

I feel access off Highway 95 is vital to the local businesses and that any changes regarding the frontage roads should involve community input.

Signature: _____

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 6 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Joan T. Findley

Address: 4301 Ramsey Ave - FA2-23

City and State: Coeur d'Alene, Id. 83815

I disagree with the expressway plan for Highway 95 presented by the state of Idaho on April 22, 2002

This plan does not represent the people — It does not include on/off ramps i.e. — Dalton Ave. Ext.

Note very poor communication of prior meetings please notify me of the next meetings.

Joan T. Findley

Signature:

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 5 – 7 p.m.

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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Jimmy Barclay

Address: 4301 Ramsey Rd. A2-29

City and State: CDA, Id. 83815

I disagree with the expressway plan for Highway 95 presented by the State of Idaho on April 22, 2002. This plan does not represent the people. It does not include an I/C ramps at Dalton Ave. Also due to poor communication of prior meetings, please notify me of the next meeting so that I may attend.

Signature: Jimmy Barclay

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

MAIL TO:

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 6 – 7 p.m.

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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: ROBIN GERZINA LEGENDS 8

Address: 200 W. HANLEY AVE Suite 1205

City and State: CdA Idaho 83814

I am with disagree with the expressway plan for Hwy 95 presented by the State of Idaho on April 22, 2002

It does not include on/off ramps in Dalton Ave. It does not represent the people

Please notify me of the next meeting so that I may attend

Thank you

Signature: Robin Gerzina

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 6 – 7 p.m.

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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Debbie Glaze

Address: 1400 Ironhorse Sp25

City and State: Post Falls, Id 83854

I disagree with the expressway plan as presented by the state of Idaho.

If we are going to enhance Highway 95 I would like to see the money spent on making it into a 6 lane highway and "NOT A FREEWAY". I want all the cross access roads to remain as they are now. Constructing a freeway out of 95 would make it much more difficult for me to get around the city.

Due to the poor communication regarding these hearings- Please notify me at this address for the next meeting regarding this issue.

Signature: Debbie J Glaze

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Gary S Dubois

Address: 4282 E Hwy 54

City and State: Athol, Id 83801

I disagree with the expressway plan as presented by the state of Idaho.

If we are going to enhance Highway 95 I would like to see the money spent on making it into a 6 lane highway and "NOT A FREEWAY". I want all the cross access roads to remain as they are now. Constructing a freeway out of 95 would make it much more difficult for me to get around the city.

Due to the poor communication regarding these hearings- Please notify me at this address for the next meeting regarding this issue.

Signature: Gary S Dubois

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Tracy L. Birchmier

Address: 4301 Ramsey E-70

City and State: Coeur d'Alene Id 83815

I totally disagree with the expressway plan for Highway 95 as I use Dalton Ave daily for work Mart & all I hope this is not to be built so WalMart is to be built. Think of all the businesses and local people this will affect.

Tracy Birchmier

Signature: _____

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Rick Hendrix

Address: 105 N 3rd. St.

City and State: Smelterville, ID. 83868

I'm Against the Expressway Plan for Hi Hwy 95. I do not Belelve this Benefits the people OR Businesses of CDA. Seems we could come up with A Better Solution for this problem.

Signature: _____

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 6 – 7 p.m.

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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Richard B. Lindsey

Address: 4301 Ramsey Rd A2-23

City and State: Coeur d'alene, Idaho 83815

I disagree with the expressway plan for Highway 95 presented by the state of Idaho on April 22, 2002

This plan does not represent the people. It does not include on/off ramp i.e. Dalton Ave. Ext.

Due to poor communication of prior meetings please notify me of the next meeting -

Richard B. Lindsey BPA

Signature:

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-6110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Robert McPherson

Address: 9671 Ptarmigan Dr.

City and State: Hayden, Id 83835

I am against the proposed Expressway plan for Highway 95, presented by the State of Idaho on April 22, 2002. This plan does not represent the needs of the people or businesses along the proposed route, and in most likelyhood would deteriorate the local tax base due to lost revenue.

Signature: Robert McPherson

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Claudine Kalbrick

Address: 841 - N 11th St

City and State: Coeur d'Alene, Id. 83814

I disagree with the Expressway plan for Highway 95.

This plan does not represent the people it does not represent the people: it does not include off ton ramps i-e: Dalton ave, etc.

Please notify me when the next meeting is planned, that I may attend.

Signature: Claudine Kalbrick

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
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ITD District One Office
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Eva Mae Una

Address: 4301 Ramsey Rd Al-32

City and State: Coeur d'Alene, Id. 83815

I disagree with the Highway plan as it does not represent the people. Please notify me of a meeting so I can voice my opinion.

Signature: Eva Mae Una

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
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LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: ROBERT C. RISLEY

Address: 4301 N RAMSEY RD #A2-41

City and State: COEUR D ALENE, ID. 83815

I disagree with the expressway plan for Highway 95 presented by the State of Idaho on April 22, 2002.

This plan does not represent the people. It does not include off 14 on Ramsey, Dalton Ave etc.

Also, due to poor communication of prior meetings, please notify me of the next meeting so that I may attend.

Signature: Robert C Risley

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING	LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO
US-95, Coeur d'Alene Corridor Study Project Number: NH-5110(126) Project Key Number: 7039 ITD District One Office April 22, 2002 5 – 7 p.m.	Idaho Transportation Department Attn: Barbara Babic 600 W. Prairie Ave. Coeur d'Alene ID 83815

The following comments are submitted by

Name: BEVERLY ALLEN

Address: 4301 RAMSEY RD Cda. 83815

City and State: Coeur d'Alene, Id

I disagree with the plans to connect Ramsey to Hwy 95 at Dalton Ave & Prairie as proposed by the state on 4-22-02. Please verify they viewed the right meeting as I came & no one attended

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: JAY TEAL

Address: 3155 YORK CT

City and State: HAYDEN LAKE, ID 83835

I think the proposed frontage Road on US 95 thru Coeur d'Alene should be put in front of the people of the city for their input This could have adverse effects on business, and cause accident/ injuries to the citizens and constituents.

Signature: _____

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Donald Vada Ziegler

Address: 4301 Ramsey Rd A2-21

City and State: Coeur d'Alene

We are not in agreement with the plan to make Hwy. 95 an expressway with limited access.

Please notify us of the next meeting so that we may attend and express our views on this matter.

Vada Ziegler

Don Ziegler

Signature: _____

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-6110(126)
Project Key Number: 7039
ITD District One Office
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: JERRY HORNING DBA JERRY'S AUTOMOTIVE

Address: 625 W DALTON AVE

City and State: Coeur d A'LENE IDAHO 83815

THE PROPOSAL TO BUILD OVERPASS OVER HWY 95 ON DALTON AVE. WOULD DEFFINATELY IMPACT OUR BUSINESS BECAUSE OF THE ACCESS, IT WOULD ALSO IMPACT BUSINESS'S ON GOVERMENT WAY & KATHLEEN AVE & HANLEY AVE RAMSEY RD. I SEE THIS IS A NO WIN SITUATION. NOT ONLY FOR BUSINESS'S BUT ALSO FOR THE PEOPLE WHO LIVE IN PARKWOOD AREA, WITH ALL THE EXTRA TRAFFIC ON GOVERMENT WAY YOU WILL NOT BE ABLE TO GET IN TO BUSINESS'S THEIR, YOU ALREADY CAN'T HARDLY CROSS GOVERMENT NOW LET ALONE WITH ~~A~~ ABOUT MORE CARS, I THINK THERE IS NEED FOR A MORE COMPLETE STUDY OF THIS BY A LOCAL FIRM FROM THE CDA AREA

Signature: Jerry Horning

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Joanna Wuest

Address: 6791 N Rude

City and State: Coeur D Alene, Id 83814

I disagree with the expressway plan as presented by the state of Idaho.

If we are going to enhance Highway 95 I would like to see the money spent on making it into a 6 lane highway and "NOT A FREEWAY". I want all the cross access roads to remain as they are now. Constructing a freeway out of 95 would make it much more difficult for me to get around the city.

Due to the poor communication regarding these hearings- Please notify me at this address for the next meeting regarding this issue.

Signature: Joanna D Wuest

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Dennis K Buell

Address: 5014 S Pinegrove Dr

City and State: Coeur D Alene, Id 838158621

I disagree with the expressway plan as presented by the state of Idaho.

If we are going to enhance Highway 95 I would like to see the money spent on making it into a 6 lane highway and "NOT A FREEWAY". I want all the cross access roads to remain as they are now. Constructing a freeway out of 95 would make it much more difficult for me to get around the city.

Due to the poor communication regarding these hearings- Please notify me at this address for the next meeting regarding this issue.

Signature: Dennis Buell

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Dean L Gwinn

Address: N 14624 Edencrest

City and State: Spokane, Wa 99208

I disagree with the expressway plan as presented by the state of Idaho.

If we are going to enhance Highway 95 I would like to see the money spent on making it into a 6 lane highway and "NOT A FREEWAY". I want all the cross access roads to remain as they are now. Constructing a freeway out of 95 would make it much more difficult for me to get around the city.

Due to the poor communication regarding these hearings- Please notify me at this address for the next meeting regarding this issue.

Signature:

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: DENNIS GLOE

Address: 460 W. CLAYTON AVE.

City and State: CDA, ID. 83815

I OWN A BUSINESS AND PROPERTY IN THE HWY 95 CORRIDOR AND AS SUCH MY INVESTMENTS WERE BASED ON ACCESSIBILITY ~~BY~~ BY RETAIL CUSTOMERS TO MY LOCATION. THE PROPOSED LOWERING OF HWY 95, WITH OVERPASSES EVERY 1/2 MILE, WOULD ABSOLUTELY KILL MY BUSINESS. IF I WERE TO HAVE KNOWN THIS WAS EVEN CONTEMPLATED, I WOULD NEVER HAVE MADE THAT INVESTMENT. WHY NOT CONSTRUCT A DOUBLE DECKER TYPE THOROUGHFARE WITH THE UPPER LEVEL FOR UNINTERUPED FLOW, WHILE LOWER LEVEL FOR VEHICLES WANTING EGRESS.

Signature: [signature]

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
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LEAVE COMMENTS OR MAIL BY MAY 8, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Dan L Barton

Address: 217 W Dalton

City and State: Coeur D'Alene, Id 83815

I disagree with the expressway plan as presented by the state of Idaho.

If we are going to enhance Highway 95 I would like to see the money spent on making it into a 6 lane highway and "NOT A FREEWAY". I want all the cross access roads to remain as they are now. Constructing a freeway out of 95 would make it much more difficult for me to get around the city.

Due to the poor communication regarding these hearings- Please notify me at this address for the next meeting regarding this issue.

Signature:

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
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LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Joseph F Hollingsworth

Address: 405 Lunceford

City and State: Coeur D Alene, Id 83814

I disagree with the expressway plan as presented by the state of Idaho.

If we are going to enhance Highway 95 I would like to see the money spent on making it into a 6 lane highway and "NOT A FREEWAY". I want all the cross access roads to remain as they are now. Constructing a freeway out of 95 would make it much more difficult for me to get around the city.

Due to the poor communication regarding these hearings- Please notify me at this address for the next meeting regarding this issue.

Signature: Joseph F Hollingsworth

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

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Project Number: NH-5110(126)
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LEAVE COMMENTS OR MAIL BY MAY 8, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Ronald E Brown Jr

Address: 1137 Polaris St

City and State: Osburn, Id 83849

I disagree with the expressway plan as presented by the state of Idaho.

If we are going to enhance Highway 95 I would like to see the money spent on making it into a 6 lane highway and "NOT A FREEWAY". I want all the cross access roads to remain as they are now. Constructing a freeway out of 95 would make it much more difficult for me to get around the city.

Due to the poor communication regarding these hearings- Please notify me at this address for the next meeting regarding this issue.

Signature: Ronald Eugene Brown Jr

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
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ITD District One Office
April 22, 2002 6 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Jason R Johnson

Address: 10845 Danielle Rd

City and State: Hayden, Id 83835

I disagree with the expressway plan as presented by the state of Idaho.

If we are going to enhance Highway 95 I would like to see the money spent on making it into a 6 lane highway and "NOT A FREEWAY". I want all the cross access roads to remain as they are now. Constructing a freeway out of 95 would make it much more difficult for me to get around the city.

Due to the poor communication regarding these hearings- Please notify me at this address for the next meeting regarding this issue.

Signature:

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Bruce Carey

Address: 2709 N 8th Street

City and State: Coeur D'Alene, Id 83814

I disagree with the expressway plan as presented by the state of Idaho.

If we are going to enhance Highway 95 I would like to see the money spent on making it into a 6 lane highway and "NOT A FREEWAY". I want all the cross access roads to remain as they are now. Constructing a freeway out of 95 would make it much more difficult for me to get around the city.

Due to the poor communication regarding these hearings- Please notify me at this address for the next meeting regarding this issue.

Signature: Bruce Carey

IDAHO TRANSPORTATION DEPARTMENT
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FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
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April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 8, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: William L Hundt

Address: 6015 Valley St

City and State: Dalton Gardens, Id 83815

I disagree with the expressway plan as presented by the state of Idaho.

If we are going to enhance Highway 95 I would like to see the money spent on making it into a 6 lane highway and "NOT A FREEWAY". I want all the cross access roads to remain as they are now. Constructing a freeway out of 95 would make it much more difficult for me to get around the city.

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Signature:

IDAHO TRANSPORTATION DEPARTMENT
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US-95, Coeur d'Alene Corridor Study
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April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: William A Zent Jr

Address: 1706 Tumblewood Cir

City and State: Hayden, Id 83835

I disagree with the expressway plan as presented by the state of Idaho.

If we are going to enhance Highway 95 I would like to see the money spent on making it into a 6 lane highway and "NOT A FREEWAY". I want all the cross access roads to remain as they are now. Constructing a freeway out of 95 would make it much more difficult for me to get around the city.

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LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Daniel P Workland

Address: 4531 E North Glenngrae Ln

City and State: Spokane, Wa 99223

I disagree with the expressway plan as presented by the state of Idaho.

If we are going to enhance Highway 95 I would like to see the money spent on making it into a 6 lane highway and "NOT A FREEWAY". I want all the cross access roads to remain as they are now. Constructing a freeway out of 95 would make it much more difficult for me to get around the city.

Due to the poor communication regarding these hearings- Please notify me at this address for the next meeting regarding this issue.

Signature: Daniel P Workland

IDAHO TRANSPORTATION DEPARTMENT
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US-95, Coeur d'Alene Corridor Study
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Scott Mote

Address: 3924 Palmer Drive

City and State: Coeur D'Alene, Id 83814

I disagree with the expressway plan as presented by the state of Idaho.

If we are going to enhance Highway 95 I would like to see the money spent on making it into a 6 lane highway and "NOT A FREEWAY". I want all the cross access roads to remain as they are now. Constructing a freeway out of 95 would make it much more difficult for me to get around the city.

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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Cindy L Hundt

Address: 6015 Valley St

City and State: Dalton Gardens, Id 83815

I disagree with the expressway plan as presented by the state of Idaho.

If we are going to enhance Highway 95 I would like to see the money spent on making it into a 6 lane highway and "NOT A FREEWAY". I want all the cross access roads to remain as they are now. Constructing a freeway out of 95 would make it much more difficult for me to get around the city.

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Signature: Cindy L Hundt

IDAHO TRANSPORTATION DEPARTMENT
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: ~~Richard Kingsley~~

Address: ~~3300 W Pinehill Dr~~ 424 E Garden

City and State: Coeur D Alene, Id 83814

I disagree with the expressway plan as presented by the state of Idaho.

If we are going to enhance Highway 95 I would like to see the money spent on making it into a 6 lane highway and "NOT A FREEWAY". I want all the cross access roads to remain as they are now. Constructing a freeway out of 95 would make it much more difficult for me to get around the city.

Due to the poor communication regarding these hearings- Please notify me at this address for the next meeting regarding this issue.

Signature: [signature]

IDAHO TRANSPORTATION DEPARTMENT
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US-95, Coeur d'Alene Corridor Study
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Joanne Hazelton

Address: 1836 Melrose

City and State: Coeur D Alene, Id 83814

I disagree with the expressway plan as presented by the state of Idaho.

If we are going to enhance Highway 95 I would like to see the money spent on making it into a 6 lane highway and "NOT A FREEWAY". I want all the cross access roads to remain as they are now. Constructing a freeway out of 95 would make it much more difficult for me to get around the city.

Due to the poor communication regarding these hearings- Please notify me at this address for the next meeting regarding this issue.

Signature: Joanne Hazelton

IDAHO TRANSPORTATION DEPARTMENT
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Velva M Neff

Address: 2430 N Foothill Dr.

City and State: Coeur D Alene, Id 83814

I disagree with the expressway plan as presented by the state of Idaho.

If we are going to enhance Highway 95 I would like to see the money spent on making it into a 6 lane highway and "NOT A FREEWAY". I want all the cross access roads to remain as they are now. Constructing a freeway out of 95 would make it much more difficult for me to get around the city.

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Signature: Velva Neff

IDAHO TRANSPORTATION DEPARTMENT
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Tammy Ritzheimer

Address: 1917 W Honeysuckle

City and State: Hayden, Id 83835

I disagree with the expressway plan as presented by the state of Idaho.

If we are going to enhance Highway 95 I would like to see the money spent on making it into a 6 lane highway and "NOT A FREEWAY". I want all the cross access roads to remain as they are now. Constructing a freeway out of 95 would make it much more difficult for me to get around the city.

Due to the poor communication regarding these Hearings- Please notify me at this address for the next meeting regarding this issue.

Signature: Tammy Ritzheimer

IDAHO TRANSPORTATION DEPARTMENT
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Stacy Barton

Address: 3116 E. Rivercrest Dr

City and State: Post Falls, Id 83854

I disagree with the expressway plan as presented by the state of Idaho.

If we are going to enhance Highway 95 I would like to see the money spent on making it into a 6 lane highway and "NOT A FREEWAY". I want all the cross access roads to remain as they are now. Constructing a freeway out of 95 would make it much more difficult for me to get around the city.

Due to the poor communication regarding these hearings- Please notify me at this address for the next meeting regarding this issue.

Signature: Stacy W Barton

IDAHO TRANSPORTATION DEPARTMENT
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: CHESTER + WILMA BEMIS

Address: 630 REDFIR LANE

City and State: COEUR d ALENE ID 83815

WE BELIEVE US 95 THRU COEUR d ALENE AND DALTON GARDENS & HAYDEN IS AN ADEQUET ROUTE THAT SERVICES THESE THREE CITIES. OUR ONLY ADJUSTMENT TO THE CURRENT SITUATION IS TO SLOW THE TRAFFIC DOWN A LITTLE BY TO CHANGE THE SPEED LIMIT TO 35 ALL THE WAY THRU HAYDEN;

IT WOULD SEEM TO US TO CORRECT US 95 IN THE AREAS WHERE ALL THE FATALITIES OCCUR. NOT HERE IN TOWN

Signature: Chester & Wilma Bemis

IDAHO TRANSPORTATION DEPARTMENT
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US-95, Coeur d'Alene Corridor Study
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Beth Taylor

Address: 2105 N 12th Street

City and State: Coeur D'Alene, Id 83814

I disagree with the expressway plan as presented by the state of Idaho.

If we are going to enhance Highway 95 I would like to see the money spent on making it into a 6 lane highway and "NOT A FREEWAY". I want all the cross access roads to remain as they are now. Constructing a freeway out of 95 would make it much more difficult for me to get around the city.

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Signature: Beth Taylor

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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Erika I Yarnell

Address: 271 Pine Haven Rd

City and State: Spirit Lake, Id 83869

I disagree with the expressway plan as presented by the state of Idaho.

If we are going to enhance Highway 95 I would like to see the money spent on making it into a 6 lane highway and "NOT A FREEWAY". I want all the cross access roads to remain as they are now. Constructing a freeway out of 95 would make it much more difficult for me to get around the city.

Due to the poor communication regarding these hearings- Please notify me at this address for the next meeting regarding this issue.

Signature: Erika Yarnell

IDAHO TRANSPORTATION DEPARTMENT
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Project Number: NH-5110(126)
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Mark A Holt

Address: 1066 W Cardinal Ave

City and State: Hayden Lake, Id 83835

I disagree with the expressway plan as presented by the state of Idaho.

If we are going to enhance Highway 95 I would like to see the money spent on making it into a 6 lane highway and "NOT A FREEWAY". I want all the cross access roads to remain as they are now. Constructing a freeway out of 95 would make it much more difficult for me to get around the city.

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Signature: Mark A Holt

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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Scott R Hegstad

Address: 497 W Bronx Rd

City and State: Sandpoint, Id 83864

I disagree with the expressway plan as presented by the state of Idaho.

If we are going to enhance Highway 95 I would like to see the money spent on making it into a 6 lane highway and "NOT A FREEWAY". I want all the cross access roads to remain as they are now. Constructing a freeway out of 95 would make it much more difficult for me to get around the city.

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Signature: Scott Hegstad

IDAHO TRANSPORTATION DEPARTMENT
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Joe Ulrich

Address: 2615 Goldstrike Ln

City and State: Post Falls, Id 83854

I disagree with the expressway plan as presented by the state of Idaho.

If we are going to enhance Highway 95 I would like to see the money spent on making it into a 6 lane highway and "NOT A FREEWAY". I want all the cross access roads to remain as they are now. Constructing a freeway out of 95 would make it much more difficult for me to get around the city.

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Signature: Joe Ulrich

IDAHO TRANSPORTATION DEPARTMENT
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Barnard A Lamb

Address: Po Box 2154

City and State: Hayden, Id 83835

I disagree with the expressway plan as presented by the state of Idaho.

If we are going to enhance Highway 95 I would like to see the money spent on making it into a 6 lane highway and "NOT A FREEWAY". I want all the cross access roads to remain as they are now. Constructing a freeway out of 95 would make it much more difficult for me to get around the city.

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Signature: Bernard A Lamb

IDAHO TRANSPORTATION DEPARTMENT
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: David L. Nunn

Address: 1044 N 2nd St

City and State: Coeur D Alene, Id 83814

I disagree with the expressway plan as presented by the state of Idaho.

If we are going to enhance Highway 95 I would like to see the money spent on making it into a 6 lane highway and "NOT A FREEWAY". I want all the cross access roads to remain as they are now. Constructing a freeway out of 95 would make it much more difficult for me to get around the city.

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Signature: David L. Nunn

IDAHO TRANSPORTATION DEPARTMENT
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Steve Schalk

Address: 1706 Montana St.

City and State: Coeur D Alene, Id 83814

I disagree with the expressway plan as presented by the state of Idaho.

If we are going to enhance Highway ,95 I would like to see the money spent on making it into a 6 lane highway and "NOT A FREEWAY". I want all the cross access roads to remain as they are now. Constructing a freeway out of 95 would make it much more difficult for me to get around the city.

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Signature: Steve Schalk

IDAHO TRANSPORTATION DEPARTMENT
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Michael A Morse

Address: 145 E Tamarack

City and State: Post Falls, Id 83854

I disagree with the expressway plan as presented by the state of Idaho.

If we are going to enhance Highway 95 I would like to see the money spent on making it into a 6 lane highway and "NOT A FREEWAY". I want all the cross access roads to remain as they are now. Constructing a freeway out of 95 would make it much more difficult for me to get around the city.

Due to the poor communication regarding these hearings- Please notify me at this address for the next meeting regarding this issue.

Signature: Michael A Morse

IDAHO TRANSPORTATION DEPARTMENT
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Dan Clase

Address: 1580 Iron Horse Dr

City and State: Post Falls, Id 83854

I disagree with the expressway plan as presented by the state of Idaho.

If we are going to enhance Highway 95 I would like to see the money spent on making it into a 6 lane highway and "NOT A FREEWAY". I want all the cross access roads to remain as they are now. Constructing a freeway out of 95 would make it much more difficult for me to get around the city.

Due to the poor communication regarding these hearings- Please notify me at this address for the next meeting regarding this issue.

Signature: Dan Clase

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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: William Vonberg

Address: 775 E Gregory Lane

City and State: Coeur D'Alene, Id 83815

I disagree with the expressway plan as presented by the state of Idaho.

If we are going to enhance Highway 95 I would like to see the money spent on making it into a 6 lane highway and "NOT A FREEWAY". I want all the cross access roads to remain as they are now. Constructing a freeway out of 95 would make it much more difficult for me to get around the city.

Due to the poor communication regarding these hearings- Please notify me at this address for the next meeting regarding this issue.

Signature: William Vonberg

IDAHO TRANSPORTATION DEPARTMENT
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US-96, Coeur d'Alene Corridor Study
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LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: [redacted]

Address:

City and State:

We are not opposed to anything reasonable for highway 95, but we must save our buildings or it will be another Sherman Ave.

Signature:

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING	LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO
US-95, Coeur d'Alene Corridor Study Project Number: NH-5110(126) Project Key Number: 7039 ITD District One Office April 22, 2002 5 – 7 p.m.	Idaho Transportation Department Attn: Barbara Babic 600 W. Prairie Ave. Coeur d'Alene ID 83815

The following comments are submitted by

Name: Penelope J. Higgins

Address: 2212 W. Honeysuckle Ave.

City and State: Hayden, ID 83835

THE Present Plan is not what the people want. TOO many Business will affected negatively. We must protect the investments of the owners along (95)

I am against Plan as presented.

Signature: Penelope J. Higgins

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83816

The following comments are submitted by

Name: Idaho Senator Kathy Sims

Address: 820 Sherman Ave

City and State: Coeur d' Alene, Idaho 83814

The Plan as proposed for Hwy 95 is not acceptable.

(1) It restricts business access to frontage Roads only. This will adversely effect 41 individual businesses.

(2) The plan will definatly curtail future business development in the area.

(3) Some current business will fail do to poor access. This causes more unemployment, and the area already suffers from lack of jobs.

(4) The property will be devalued and the City & County will lose tax revenue.

(5) The plan is extremely expensive and there are other areas of 95 that could better use the money.

Signature: Kathy Sims

IDAHO TRANSPORTATION DEPARTMENT
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Sean Sinoshton

Address: 653 DANA LN.

City and State: Coeur d'Alene Id 83815

US 95 project (Expressway Plan) is a **BAD** idea. First, their are many businesses along 95 and what do businesses have employees. This will cause lost business along this road, and we Eventually lost jobs. Second, I worry about the extra traffic which would be greatly increased on all our North-South secondary roads. Ramsey, Government way and 4th Street. I live off 4th Street I dont want more traffic than we already have. WE have many schools in these secondary roads this is a accident waiting to happen, more traffic around our kids, parents need to feel more safe than that. Please, lets be realistic and think about all angles of something that is working just fine. If it aint broke then dont fix it.

Signature:

IDAHO TRANSPORTATION DEPARTMENT
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Mr. John R. Diehr
672 E. Dana Ln.
Coeur D Alene, ID 83815

Name: John Diehr

Address: 672 E. Dana Lane

City and State: Coeur d'Alene, Idaho 83815

I am absolutely against the plan as presented at the last public hearing. My home may be negatively impacted by such a plan.

Signature: John R. Diehr

672 E Dana Ln
CDA / IDAHO 83815

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 6 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83816

The following comments are submitted by

Name: Melda Hayes

Address: 734 Dana Lane

City and State: Coeur d'Alene, Id. 83815

I am opposed to this project because it is too high an investment (too costly) It would also lower the highway and there would be no off and on ramps so due to access it would have a very adverse effect on many businesses. It would hurt so many of them financially. It would also affect access to the B. M. C. & also affect tourism business in the area.

Signature: Melda Hayes

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
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ITD District One Office
April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Michael Fabrizius

Address: 10874 N Point Hayden Dr

City and State: Hayden, Id 83835

I disagree with the expressway plan as presented by the state of Idaho.

If we are going to enhance Highway 95 I would like to see the money spent on making it into a 6 lane highway and "NOT A FREEWAY". I want all the cross access roads to remain as they are now. Constructing a freeway out of 95 would make it much more difficult for me to get around the city.

Due to the poor communication regarding these hearings- Please notify me at this address for the next meeting regarding this issue.

Signature: M. Fabrizius

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-0110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Pam Miller

Address: 8505 N. Stonehaven Dr

City and State: Hayden, Idaho

I am against the expressway plan for Highway 95 presented by the State of Idaho on April 22, 2002. This plan does not include on/off ramps from Dalton Avenue, where My family owns a business. We view this plan as disastrous for our business. We ask the State of Idaho to find a plan that is not so radical and won't adversely affect its tax payers like this current proposal does. Thank you for your consideration in this matter.

Signature: Pam Miller

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-6110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Brian Odenthal

Address: 1929 Canyon Dr.

City and State: Coeur d'Alene, ID 83815

Changing the H.C. to CDA Hwy 95 Sound's A current multi-access to limited access would not be fair to the many businesses that have invested millions of dollars for property along the Hwy. Suggestion: Add to additional lanes but only providing a few multi directional intersections with street lights and allowing right hand exits at all current intersections.

Signature: Brian Odenthal

May 4, 2002

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Avenue
Coeur d'Alene, ID 83815

RE: U.S. 95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)

Dear Ms. Babic,

I am an owner of three commercial buildings fronting U.S. 95 between Dalton Avenue and Hanley avenue. I have followed the development of this stretch of U.S. 95 since it was built in the 1970's. I strongly believe that our community, and our tax dollars, would be better served by widening the road, rather than creating frontage roads, underpasses, etc. With improvements to Government Way scheduled to happen in 2003-2004, and the Ramsey Road corridor serving to move quite a bit of local traffic, I think a 6 to 8 lane U.S. 95 corridor through Coeur d'Alene could handle the growth that we will probably be experiencing.

I don't agree with the concept that we should disrupt and perhaps eliminate retail establishments abutting U.S. 95 so that the 3,000 to 4,000 cars a day that actually pass all the way through town can make their trip ten minutes quicker. I believe that most of our traffic is caused by local residents commuting from home to work, and making their local shopping and service stops. Perhaps you have data measuring the amount of vehicles that move all the way through our community. I would like to know those volumes.

I would ask that you consider improving Ramsey road to five lanes going North, and perhaps connecting to U.S. 95 North of Wyoming avenue. This could serve as an arterial alternative for those who don't wish to drive through the "main street" of Coeur d'Alene, which is U.S. 95 from Hayden Avenue to Ironwood Drive. I think this makes more sense than trying to design a plan that seems to ask our local citizens to take a more cumbersome route to the millions of square feet of retail space abutting the U.S. 95 shopping corridor.

If you do move forward with frontage roads and underpasses and overpasses, I think you need to have them at all the current signalized intersections. To not do so would be a financial disaster for those property and business owners who found themselves in the unfortunate position of formerly having excellent access to today's "retail shopping street".

I appreciate the opportunity to submit my comments. I would like to be kept informed of your study. Can you let me know if you will be having a meeting with owners of property that adjoins U.S. 95.

Sincerely,

Shawn T. McMahon
P.O. Box 820
Hayden, ID 83835
676-2022

STM/ls

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-6110(126)
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ITD District One Office
April 22, 2002 6 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Dee Jameson

Address: 250 Northwest Blvd, Suite 204

City and State: Coeur d'Alene, ID 83814

The US 95 Coeur d'Alene Corridor Study seems good until one begins to analyze the impact.

1) I must emphasize that this alternative would be a short term – 30 years or less) solution.

2) There will be winners and losers to those who currently own business along the 95 Corridor.

3) Cost vs benefit to retrofit 95 instead of facing reality and obtaining a cost effective Corridor at Huetter Rd for a bypass. To wait will only increase the cost of money and public frustration

Signature:

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: JIM ADDIS

Address: 600 NUBBARD #47

City and State: COEUR d' ALENE, ID 83814

THE I-95 BYPASS IDEA IS WRONG. IT HURTS BUSINESS' THAT SUPPORT THE ECONOMY, BOTH LOCALLY AND IN BOISE.

THE SECTIONS OF I-95 NORTH & SOUTH OF COEUR d' ALENE DESERVE ATTENTION AS THEY'RE THE SECTIONS WHERE PEOPLE ARE DYING!!

Signature: [signature]

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-6110(126)
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: F. Kenneth Rice

Address: 10923 W. Carroll Rd.

City and State: Spirit Lake, Id. 83869

Don't waste our money by trying to correct the U.S. 95 Corridor through Town. The only viable solution is to provide a bypass for U.S.95 to the West of Coeur d'Alene. If a bypass isn't built now, it will have to be done in the near future.

Signature: F. Kenneth Rice

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-6110(126)
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Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

INCLUDE MY WIFE IN THIS LETTER - TWO VOTERS.

The following comments are submitted by

Name: John M Schmidt

Address: N. 29955 ISLE VIEW RD.

City and State: SPIRIT LAKE ID. 83869

TRYING TO CHANGE 95 THRU TOWN WOULD BE GREATLY DISRUPTIVE & HURT BUSINESSES - THE BYPASS SHOULD BE WEST OF TOWN - BUT JOIN HIWAY 90 WHEREVER YOU DECIDE TO START IT - MAKING A NEW CONNECTOR RD ON THE WEST SIDE OF THE RIVER IS NOT COST EFFECTIVE & WOULD TAKE SOME NICE HOMES OUT. MORE STUDY IS DEFINETLY NEEDED BEFORE A FINAL CHOICE IS MADE.

LOOK WHAT SPOKANE DID ON E SPRAGUE AVE. ON THIER REBUILD - IT RUINED MANY BUSINESS THAT NEVER RECOVERED - BESIDES A BYPASS WEST OF TOWN WOULD GO MUCH FASTER -

Signature:

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Lloyd Walters

Address: 766 Wright St Apt B

City and State: Rathdrum Id 83858

I do have to the roads although there are a few good & bad areas of traffic

Signature: _____

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Della A. Wolkter

Address: 766 Wright St apt B

City and State: Rathdrum, Idah 83858

I would like to see Highway 95 left the way it is with additional lanes to make 6 or 8 lanes of traffic

Signature: _____

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

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Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: SID WURZBURG

Address: 10972 W. CARROLL Rd

City and State: SPIRIT LAKE, ID. 83869

THE CURRENT MESS MUST BE FIXED. IT SEEMS TO ME THAT TURNING EXISTING ROAD INTO LIMITED ACCESS WILL BE FAR TOO EXPENSIVE BECAUSE OF OVERPASS/UNDERPASS CONSTRUCTION & EXPENSIVE RIGHT OF WAY. A BY-PASS WEST OF CURRENT ROAD WILL WORK & LAND COST PER ACRE WILL BE LESS. CONSIDER SOLVING TWO PROBLEMS AT ONCE. USE HIGHWAY 41 FOR PART OF ROUTE, THEN GO EAST TO CONNECT TO 95 NORTH OF HAYDEN. I-90 CAN CONNECT THROUGH TRAFFIC TO EXISTING #95 IN COEUR D'ALENE. THERE IS REALLY VERY LITTLE THROUGH TRAFFIC. A NEW SPOKANE RIVER BRIDGE CAN WAIT.

Signature: Sid Wurzburg

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-96, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Lois Rice

Address: W. 10933 Carroll Road

City and State: Spirit Lake, Idaho 83869

RE: U.S. 95

My Tax Payer monies can be better Spent on providing a bypass rather then on more traffic lights being installed along an obsolete highway. It's about Time to Stop wasting money – lets Modernize an expanding North Idaho and build the kind of Highway that we and future generations will need.

Signature: Lois Rice

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Michelle Reed

Address: 112 S Idaho

City and State: Post Falls Idaho.

To dig a road 20' below ground with the snow & wind we have would be horrendous. What are you going to do ~ have snow on middle of Highway? It makes more sense to use the Huetter route & have North - South access from people who want to go to Spokane on CDA via exit & median lights. Also, why would you essentially cut off businesses on this route? These are long & well established businesses that support our Tax base.

Signature: Michelle Reed

IDAHO TRANSPORTATION DEPARTMENT
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Linda Stinebaugh

Address: 1114 Penn Av

City and State: Cdal, Id 83814

The pedestrian plan needs to be redone. I think the Sherman alternate would be a much better plan. Thank You

Signature: Linda Stinebaugh

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Sandra Duff

Address: 4470 E 3rd Ave

City and State: Post Falls Id

I'm not happy with the existing proposal to make current Hwy 95 1 way with the other side at different level. It would make more sense to go out Hutte.

Signature: Sandra Duff

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Paula Scott

Address: 1075 Wildrose Ln

City and State: Post Falls, Id 83854

This plan is not feasible. It snows here! Digging down 20 ft will create flooding problems. What are the effect on business. An alternate route should be considered.

Signature: Paula Scott

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 8, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: CATHY HUDSON

Address: 2854 W Twin Ave

City and State: Post Falls, ID

We need a different Plan.

Signature: _____

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Sarah Trano

Address: P.O. Box 2195

City and State: Hayden ID 83835

I Strongly oppose the proposed plans for Hwy 95. I feel there is an obligation to all the business owners & their employees, to not continue with your plan. The traffic problems for a 3 mile stretch of highway is of far less concern than the economic impact on the local businesses. The bypass should be further west where the impact is much less. And you should be more concerned at re-doing Hwy 95 South of Coeur d'Alene to Boise, to reduce traffic fatalities. Human life and economics are more important than 3 miles of traffic

Signature: Sarah Trano

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Christopher Hazelton

Address: 1836 Melrose

City and State: Coeur D Alene, Id 83814

I disagree with the expressway plan as presented by the state of Idaho.

If we are going to enhance Highway 95 I would like to see the money spent on making it into a 6 lane highway and "NOT A FREEWAY". I want all the cross access roads to remain as they are now. Constructing a freeway out of 95 would make it much more difficult for me to get around the city.

Due to the poor communication regarding these hearings- Please notify me at this address for the next meeting regarding this issue.

Signature: Chris Hazelton

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

MAIL TO:

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments ~~are~~ submitted by

Name: Jim Shay

Address: 505 W. Canfield Ave

City and State: Coeur d Alene Idaho 83815

I am against the expressway plan for Hwy 95. The plan does not represent the people. We need more on/off ramps. Also it was poorly communicated. Please notify me of the next meeting so I may attend.

Signature: [signature]

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

MAIL TO:

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-6110(126)
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name:

Address:

City and State:

PLEASE NOTIFY US OF FUTURE MEETINGS

We DON'T want another SPOKANE we like IDAHO the way it is Jesse Warren 735 W Bridle Ave Post Falls, ID 8385

I definatelyoppose the freeway on 95 April Briggs P.O Box 16 POST FALLS I

I oppose the freeway on 95 Paula Rhodes 2965 S Stella Ave. Post Fa

I am opposed to the EXPRESSWAY because I live right near the FREEWAY, we don't need it

Jon Allen 7634 Sweet River Dr CDA ID 8385

I strongly oppose a freeway on 95, it will cause a severe JOB problem for the Service industries in the area causing a greater unemployment rate.

Robin Hinkle
2101 CDA AVE.

I oppose the freeway on 95 Megan Olsen 655 Cypress Ln Hayden ID 83835

Signature:

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Jerry Bass

Address: 350 Basanko

City and State: Coeur d'Alene I.D. 83815

My commercial property (Building) would be "greatly" affected by any change in limiting access by the Idaho Transportation Department on Highway 95. Our access through (on) and (off) ramps is vital to the survival of our business!!!

I learned of these discussions by accident and ask to "PLEASE" be informed of any further discussion of change in the future.

We choose this area to invest our life savings on commercial property because of it's access and exposure. If we had wished to purchase highly visible property with limited access we would have chosen to invest elsewhere.

Please keep me informed.

Signature: Jerry Bass

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Kevin Gerlitz - Manager - Northwest Outfitters

Address: 402 W. Garfield Ave

City and State: Coeur d'Alene ID 83815

I would like to express my opposition to the proposed "expressway" proposal for Hwy US 95 in Coeur d'Alene. I feel that more input should be allowed from business and individuals along the Hwy 95 Corridor. The plan as proposed seems like a massive, complex and expensive proble solution to the traffic congestion. I am especially concerned with how difficult it would be to exit the expressway to visit a local business.

Thank you

Signature: Kevin Gerlitz

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

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Project Number: NH-6110(126)
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Mathew Stott

Address: 402 W. Canfield Ste #4

City and State: Coeur d'Alene

I do not want a freeway or 6-lane express built to 95. I feel that this would negatively impact my business. It would inconvient for my clients to have to take a side road to get to business. I feel that the business that are on HWY 95 should have a say to the improvements to the highway, or what changes need to be made.

Signature: Matthew Stott

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-6110(126)
Project Key Number: 7038
ITD District One Office
April 22, 2002 6 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 8, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Suzanne McDermott-Johnson

Address: 3980 E 2nd Ave

City and State: Post Falls ID 83854

This proposed project is not the only solution to the traffic problem. This needs to be researched further to encompass more viable & reasonable solutions.

Quick and uncontrolled growth has many unpleasant side-effects. But knee-jerk reactions to fix things usually are not the best answers.

I believe the business owners and the general public were not fully informed on these proceedings and now the results will be challenged.

Signature: Suzanne McDermott-Johnson

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Mary C Peterson

Address: 2835 Howard Rd

City and State: CdA Id 83815

Your plan to make US 95 a nonstop road bypassing the businesses along it is crazy! Stop sitting on your brains and come up here and listen to what the residents here want. We might have a better solution to solve the traffic problems on 95 than yours. We don't want businesses along 95 to go out of business, which is what could happen under your plan.

Signature:

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Bob Denny

Address: 13484 N. Elmdale Dr.

City and State: HAYDEN, Id. 83835

IT's way too late to close off access to Hwy 95 thru the Business district that has been built around it. The new Highway needs to go around the outskirts of town where it is still Rural and can be designed to be a bypass without all the exits. Closing access to the present Hwy would be disastrous to existing businesses and create GRIDLOCK in the areas affected. ITS just a BANDAID APPROACH that will need to be Fixed AGAIN and AGAIN. Let's set it Right This time and design an Alternate Route thru That Corridor.

Signature: [signature]

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
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Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Mike Duquette

Address: 520 W. Dalton

City and State: Coeur d'Alene, ID

Your proposed plan for HWY 95 is way off base. First of all, access to majority of the businesses along 95 would be virtually eliminated. Tax dollars & property values would show an instant decrease. And once again putting the state in another budget short fall. We don't want that do we, Mr. Lawmaker. And what about all my tax $s you just spent on improving 95 5-6 years ago. Don't be wasting more $s just to justify another change.

Putting more traffic to Govt Way or Ramsey is of course the wrong approach. A major change as proposed really needs to be examined more closely. Evaluate all options & facts – your messing w/ many Coeur d'Alene lives.

Signature: Mike Duquette

IDAHO TRANSPORTATION DEPARTMENT
COMMENT FORM

FOR PUBLIC MEETING

US-95, Coeur d'Alene Corridor Study
Project Number: NH-5110(126)
Project Key Number: 7039
ITD District One Office
April 22, 2002 5 – 7 p.m.

LEAVE COMMENTS OR MAIL BY MAY 6, 2002, TO

Idaho Transportation Department
Attn: Barbara Babic
600 W. Prairie Ave.
Coeur d'Alene ID 83815

The following comments are submitted by

Name: Sharleen Traxler

Address: 1845 April Elaine Ave.

City and State: Coeur d'Alene, ID 83815

The proposed plans for Hwy 95, is ridiculous because it will hurt a majority of businesses located on 95, plus be an inconvenience for the residents.

Signature: Sharleen M. Traxler

IDAHO TRANSPORTATION DEPARTMENT
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Coeur d'Alene ID 83815

The following comments are submitted by

Name: JEFF Blakney

Address: 4798 misty Pines Ct.

City and State: Cda, Idaho 83815

The new ~~of~~ Highway 95 proposal is a poor idea for Coeur d'alene residents and business. The current system works just fine. Businesses along 95 would suffer and some of the smaller ones would be jeopardized by this move. If it's not broke don't fix it! If you ~~under the~~ are so eager to spend the taxpayers dollars Why don't you let the taxpayers dictate to you what needs to be done.

Signature: Jeff Blakney

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Coeur d'Alene ID 83815

The following comments are submitted by

Name: Lindy Hayness

Address: W - 10) 19th St.

City and State: Post Falls.

I Disagree with the 95 Express Lane Proposal. This would cause severe problems with the North South Movement of Traffic. This would create problems Accessing the many businesses on the Hwy 95 Corridor. You need to think this one over A little Better.

Signature: Lindy Hayness

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Coeur d'Alene ID 83815

The following comments are submitted by

Name: Antonio Ortiz

Address: 2835 Howard Ln (Lower)

City and State: Coeur d'Alene Idaho 83815

The new #95 plan as proposed is nothing short of being a huge problem

The use of Hwy 95 is currently very friendly, the new plan would create a large problem for access.

Signature: Antonio Ortiz

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Coeur d'Alene ID 83815

The following comments are submitted by

Name: Chase Williams

Address: 1945 Spring Rock Ln

City and State: Hayden, ID 83835

The new proposal for Highway 95 will completely change the purpose of this route. It will put many local businesses in jeopardy, not to mention severely inconvenience residents.

Signature: Chase Williams

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Coeur d'Alene ID 83815

The following comments are submitted by

Name: Cecily A. Hall

Address: 2235 Howard Lane

City and State: Coeur d' Alene Idaho

The new #95 plan as proposed is ludicrous.

The current use of Hwy #95 is very "citizen" friendly. If the new plan were put into effect it would create numerous problems for access to the citizenry and would probably force most of the small (mom-pop type) businesses into bankruptcy. How can this be good or beneficial to the public? Use the original plan of sending freight truck across the Prairie @ Ross Point. Much more logical & sensible

Signature: [signature]

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The following comments are submitted by

Name: Jack Gordon

Address: 609 W. Linden

City and State: Coeur D'Alene Idaho

Hwy 95 is a key roadway for everyone in the CDA Community. Altering this road would cause many problems with the fluid movement of traffic.

Signature: Jack Gordon

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The following comments are submitted by

Name: Tom Litalien

Address: 1503 Brook Dr.

City and State: Post Falls ID 83854

I disagree with the Highway 95 Plan. It will hurt Business and cause a larger traffic Jam closer in Town. All you will due is upset people who live and drive here every day. Upset Drivers Means More Accidents!

Signature: Thomas L Litalien

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The following comments are submitted by

Name: Rob ReaGAN

Address: 6040 17th

City and State: Dalton Gardens Idaho 83815

I am writing Regarding the proposed expressway for Hiway 95. The City of CDA has been planning the widening of Government Way from Appleway to Dalton Ave, along with the Widening of Dalton Ave to Hiway 95 from Government Way. Being a property owner on Dalton Ave, just east of Hiway 95, I feel it is very important to have an off Ramp at this location. Please put me on any mailing list you might have for any future Meetings or hearings.

Sincerely

Rob Reagan

Signature: Rob Reagan

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The following comments are submitted by

Name: Mike Hawkey

Address: 2706 E. Cherry Hill rd

City and State: Coeur d Alene Idaho 83814

To Eliminate the Access road to Dalton Avenue From Highway 95. would be a disaster to the Businesses that use Dalton Avenue. there must be consideration given to those Businesses

Signature: Mr Hawkey

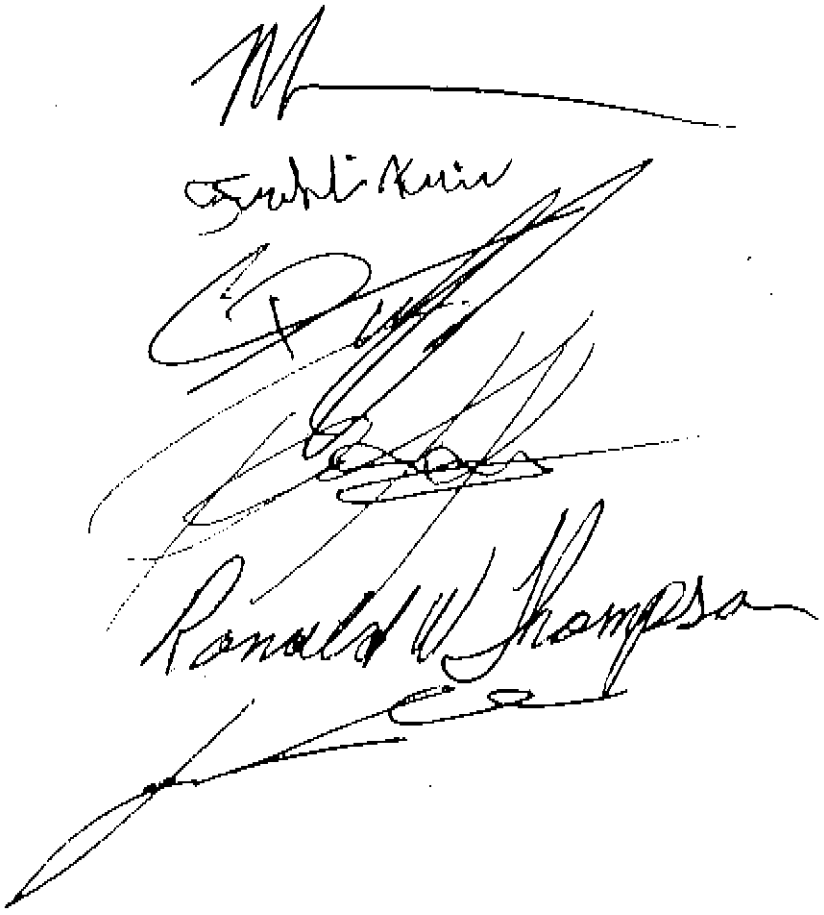
From the Employees of Protection 1 Inc
4825 Gov't Way
Coeur d'Alene Idaho

I am Against

~~I disagree with~~ the expressway plan for Highway 95 presented by the State of Idaho on April 22, 2002.

This plan does not represent the people. It does not include on/off ramps i.e.: Dalton Ave., etc.

Also, due to poor communication of prior meetings, please notify me of the next meeting so that I may attend.



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The following comments are submitted by

Name: JOE WARD % PINNACLE REALTY, INC

Address: 9 SOUTH WASHINGTON SUITE 700

City and State: SPOKANE, WA 99201

THE EXPRESSWAY WITH FRONTAGE ROADS WILL MATERIALLY ADVERSELY IMPACT ALL RETAIL ALONG THE CORRIDOR EXCEPT PERHAPS THE SILVER LAKE MALL AS IT IS A REGIONAL DRAW.

A BY PASS WITH FEWER ACCESS MOVING TRANSIT TRAFFIC FASTER IS A BETTER PLAN – THE HUETTER ALTERNATIVE MOVES TRANSIENT TRAFFIC FASTER. LEAVE 95 AS IS FOR LOCAL AND RETAIL TRAFFIC AND PROVIDE MORE DIRECT ACCESS. I CAN'T BELIEVE YOU HAVE SUPPORT FROM THE RETAILERS AND LAND OWNERS ALONG 95

Signature:

Barbara Babic

From: MCFARLAND [mac4@adelphia.net]

Sent: Tuesday, April 23, 2002 7:47 AM

To: andyM@thetranspogroup.com; Carole Richardson; Barbara Babic; robertm@thetranspogroup.com

Subject: Highway 95 Limited Access Plan

The decision was made years ago not to maintain the "new" 95 as a limited access freeway. Now that it has become the primary business corridor in town, it makes no sense to spend millions to implement this plan. I think you must also remember the hundreds of high school students who use this route to get to school. Negotiating on-ramps onto crowded roadways in our icy winter conditions can be challenging even for experienced drivers. Right now, when the roads are really bad, I instruct my teenagers to use 95 to get to school because it has the widest lanes and receives plowing and graveling promptly. We need this roadway left as is, because it allows some room for error.

It is a commonly held view that we need a byway to the west to relieve traffic pressure. Most also feel that Government Way needs to be upgraded. I am shocked that ITD is pushing the option of a limited access 95 - it flies in the face of common sense. And I find it ironic, also, that they would consider spending that kind of money on the safest stretch of 95, when it is a death trap in the outlying areas, particularly to the south of us.

I would appreciate an acknowledgement of this e-mail. I truly believe I am expressing the commonly held point of view of the residents and taxpayers of Coeur d'Alene. As Post Falls allows virtually unbridaled development, they should realize that some of the traffic should be funneled from an area nearer their exploding population base. It would also relieve pressure on the Interchange near the Northwest Boulevard/Seltice/Ramsey area.

Sincerely,

Helen McFarland

IDAHO TRANSPORTATION DEPARTMENT
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The following comments are submitted by

Name: DALE SMITH

Address: P.O. Box 35

City and State: POST FALLS, ID 83877

I WOULD LIKE COPIES OF EXHIBITS 4, 6, & 11. OF COURSE I WOULD BE HAPPY TO PAY FOR REPRODUCTION COSTS. PLEASE LET ME KNOW HOW TO ACCOMPLISH THE ABOVE REQUEST.

THANK YOU,

E. Dale Smith

PH. (208) 667-7496
EXT 126

Signature: E. Dale Smith