



Cooperatively Developing a Transportation System for all of Kootenai County, Idaho

City of Coeur d' Alene  
City of Post Falls  
City of Hayden  
City of Rathdrum  
Coeur d' Alene Tribe  
East Side Highway District  
Idaho Transportation Department  
Kootenai County, Idaho  
Lakes Highway District  
Post Falls Highway District  
Worley Highway District

**State Highway 97 Corridor Plan  
Stakeholder Advisory Committee Meeting  
May 24, 2007 2:00 – 4:00 PM  
Meeting Minutes**

**SAC Members Present:**

Jimmie Dorsey  
Josephine Prophet  
Bev Twillman  
Steve Walker  
Dave Wardsworth  
Rand Wichman

**Staff Members Present:**

Lisa Ailport  
Christine Fueston  
Lori Isenberg  
Staci Lehman  
Glenn Miles  
Deborah Napier  
Darius Ruen

***Meeting Objectives***

Lori Isenberg introduced herself and went over the stated objectives for the SAC Meeting.

**AGENDA ITEMS**

1. **Welcome and introductions** Lori Isenberg, facilitator

Everyone went around the table and introduced themselves and specified their interest(s) in the Study.

2. **Overview of meeting purpose and process** Lori Isenberg  
3. **Purpose and Needs** Glenn Miles

Christine Fueston talked about a packet of materials she had handed out to each meeting participant and discussed the Purpose and Needs of the Study and whether the group is meeting the objectives of the Study.

4. **Develop shared understanding of feedback received from the public thus far.**

Ms. Isenberg asked each participant to state what they heard from the general public regarding SH 97 and the Study. Bev Twillman stated that people seemed to be concerned that too much improvement to the Highway will open the door to developers. Dave Wardsworth agreed, and said he was impressed by some of the people who showed up for the open house. Jimmie

Dorsey said the people he has heard from who are critical of the volume of traffic on SH 97 are in the minority and that SH 97 is a long way from being at capacity.

Lisa Ailport did the comparison of survey results between owners of permanent and second homes (included in the SAC packet), and said her interpretation is that the difference of opinion between long-term residents and the people who have more recently moved to the area is much smaller than expected, they generally filled out the surveys along the same lines.

Deborah Napier said that she talked to people mostly about the future of the highway and many were shocked to see that the traffic volume could be much higher. Steve Walker said he heard from many people that improvements were needed such as guardrails and pullouts. Glenn Miles said what he heard and noticed is that some secondary home owners said no improvements were needed, but also mentioned they would like to see the flow of traffic on SH 97 improved, which is contradictory.

Mr. Dorsey stated that the people who ask for pullouts are often the full time residents who drive sensibly and want to let other drivers pass. Mr. Wardsworth suggested signing the former garbage dumpsite so that people don't think it's a pullout. Ms. Twillman said she'd been told by the Idaho Transportation Department that there would be four traffic counts this year, one per season. Mr. Miles said KMPO hasn't programmed any additional counts beyond the April and October counts. Ms. Fueston said summer counts wouldn't be used for design purposes, as engineers don't do designs based on seasonal peak traffic counts; instead design is based on average daily traffic. Mr. Miles said there is a permanent traffic counter at the top of Beauty Bay Hill and you can check the ITD website to check statistics from it.

Josephine Prophet joined the meeting at this time.

Ms. Fueston said there were a lot of mention of guard rails in the survey results but that to install them, there had to be space to fit them in and anchor them. Mr. Wardsworth said they give drivers a false sense of security and cause drivers to drift toward the center of the roadway to avoid hitting them. Ms. Fueston noted that not many of the survey respondents saw much need to combine driveway access points.

##### **5. Discuss and agree upon “minor” improvements to be moved forward into alternatives.**

Ms. Isenberg presented maps of four segments of SH 97- starting with the stretch from the intersection of SH 97 with Highway 3 to the town of Harrison. Ms. Prophet said the worst part of that section is the hill coming out of Harrison as it has no shoulder or guardrail. It was suggested to put signage at the intersection where O'Gara comes out near they school. Mr. Dorsey suggested better signage for the split at Highway 3. Mr. Miles suggested that Harrison could use enhancement funds for bike and pedestrian paths. Ms. Prophet said sidewalks, parking and pedestrians in the street are particular problems in Harrison, as the Trail of the

Coeur d'Alene's, which has a trailhead in Harrison, has no parking designated to it and people park and walk, or ride bikes, to reach it.

Segment 3 of SH 97, from Harrison to Carlin Bay, has steep grades and hairpin curves,. Mr. Dorsey said he would like the State to trim brush along that stretch as it severely limits sight distance. There is also a problem with cars blocking 97 to launch boats, then parking along the highway, as there is no other parking available. This eliminates possible pullout and parking areas.

Segment 2, from Carlin Bay to Arrow Pt.- Ms. Twillman said there is a particularly dangerous area between mileposts 81 and 82 on that stretch that has a very sharp corner. A resident on this stretch also has a blinding house light that is level with the road, obstructing drivers' sight.

Segment 1, from Arrow Point to Wolf Lodge- Beauty Bay Hill was identified as a particularly treacherous area because it has crumbling shoulders and sharp corners. Mr. Miles asked if the rock on the Beauty Bay Hill has any commercial value as ballast. Mr. Dorsey said no, but it would be fine for filling in corners. Rand Wichman said there is poor sight distance at the curve coming around Wolf Lodge Bay and that milepost 91 could benefit from having brush cleared away.

Mr. Dorsey said that the intersection of SH 97 and Burma is slated for improvements starting next month. Burma will be realigned, a left turn lane on SH 97 and an illuminaire will be put in there similar to the intersection of SH 97 and Gozzer. A passing lane could be installed form just before milepost 91 to a little after it.

#### **6. Begin discussion of how to address “major” improvements.**

Ms. Fueston showed handouts of build-out projections, including current and proposed projects and discussed the practical capacity handout.

#### **7. Committee business**

Ms. Fueston says that what comes next is that further analysis will be done, including looking at the Model. Results will be brought back to the group and then a focus group of approximately 30-35 randomly selected people will be convened.

#### **8. Wrap-up**

Mr. Miles said prices would be generated to carry out improvements, using materials found as close to the site as possible.

Mr. Miles also talked about a possible ferry system on the lake. It would cost about \$2.5 million to build approaches for the \$5.4 million ferry and about \$500 thousand to operate annually, but would still be cheaper than major improvements to SH 97. Plus, it could be

considered an extension of the State Highway System, qualifying it for extra funds and possible tribal funding as well. It could be a major economic component for Harrison and other communities around the lake.

Ms. Fueston adjourned the meeting at approximately 4:15, saying it would be a few months before the SAC meets again, and it will be at a different facility as Camp Easton is used for Boy Scout camps in the summer.