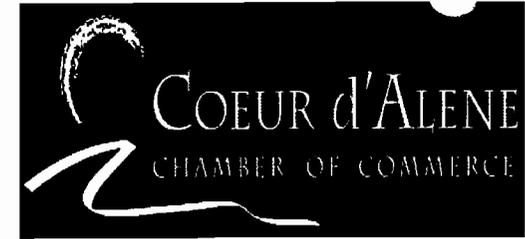


Appendix A – Public Outreach



SH95 ACCESS STUDY
MAY 20, 2008
SILVER LAKE MOTEL



NAME	PHONE AND/OR EMAIL	CONTACT ABOUT FUTURE MEETINGS? Y/N	GENDER*		DISABLED* Y/N	RACE*
			M	F		
x Rich MOREY	208-772-7634	YES	X		N	W
TOM BACON	509-328-5729					
DENNIS BRODIN	(208) 769-2320	YES	X		N	W
JIM CLARK	772-5992		X			
x MIKE DOLPHIN	MIKEL'S ROAD RUNNER MIKEL@ROADRUNNER.COM	Y	X			
DAVID PUTZER	765-2266	Y	X			
Cecil & Maralys Hathaway	765-7639	Y	X	X	N	W
PIERK EDINGER	765-4714	Y	M		N	W
x TINA JACOBSON	TINA.JACOBSON@mail.house.gov	Y				
Dennis Kammeyer	765-2101	Y	X		N	W
Phil Clements	772-3267	Y	X		N	W
Ben Weymouth	762-3644	Y	X		N	W
K. Clement	660-7678	Y	X		N	W
JEFF AUGG	209-2018					
Christine Fueston	292.0820	Y		X	N	W
Chris Schenck	208 7726055	Y	M		N	W

*Voluntary information, you are not required to answer the last three columns if you do not wish to do so. This information will be used for Federal reporting purposes only and will not include name/address, etc.



SH95 ACCESS STUDY
MAY 20, 2008
SILVER LAKE MOTEL



NAME	PHONE AND/OR EMAIL	CONTACT ABOUT FUTURE MEETINGS? Y/N	GENDER*		DISABLED* Y/N	RACE*
			M	F		
Ron Waring	7727634	yes	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
Carol Eacker	683 80 57	yes	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
* Alan Goble	660-3469, idahoestates@hotmail		<input type="checkbox"/>	<input type="checkbox"/>		
John Pelsideaux			<input type="checkbox"/>	<input type="checkbox"/>		
Joe West			<input type="checkbox"/>	<input type="checkbox"/>		
			<input type="checkbox"/>	<input type="checkbox"/>		
			<input type="checkbox"/>	<input type="checkbox"/>		
			<input type="checkbox"/>	<input type="checkbox"/>		
			<input type="checkbox"/>	<input type="checkbox"/>		
			<input type="checkbox"/>	<input type="checkbox"/>		
			<input type="checkbox"/>	<input type="checkbox"/>		
			<input type="checkbox"/>	<input type="checkbox"/>		
			<input type="checkbox"/>	<input type="checkbox"/>		
			<input type="checkbox"/>	<input type="checkbox"/>		

*Voluntary information, you are not required to answer the last three columns if you do not wish to do so. This information will be used for Federal reporting purposes only and will not include name/address, etc.



SH95 ACCESS STUDY
MAY 20, 2008
SILVER LAKE MOTEL



NAME	PHONE AND/OR EMAIL	CONTACT ABOUT FUTURE MEETINGS? Y/N	GENDER*		DISABLED* Y/N	RACE*
			M	F		
Maurice King						
Bryan Richardson						
Debra J. Morrison of UNL	664 3550		X			
Mike Gene Morrow	605 5679	✓	✓		N	W
Peter Cross	772-3124		X			
Jim Lamb	660-0571					
X Aori Cullen	cullen208@aol.com			✓	N	W
Monty Montgomery	762-7091	✓	✓		N	W
Donna Montgomery	"			✓	N	W
Kristine Newby	772-9115	✓		✓		
Golden Dodder						
Jay Hassell	762-8787	✓	✓			
Max Lear	509-496-0098	✓		✓	N	✓
Ron Johnson	687 4004					

*Voluntary information, you are not required to answer the last three columns if you do not wish to do so. This information will be used for Federal reporting purposes only and will not include name/address, etc.



SH95 ACCESS STUDY
MAY 20, 2008
SILVER LAKE MOTEL



NAME	PHONE AND/OR EMAIL	CONTACT ABOUT FUTURE MEETINGS? Y/N	GENDER*		DISABLED* Y/N	RACE*
			M	F		
Serry mds	208 772-050	yes	M			
Don Mills	208 6608553					
Rocco Perry	lvrenzCade/pla.net	yes	M			
TOM CRONIN	PROFILETOM@AOL.COM	yes	M			
Al Hassell	ahassell@CDAID.org	y	M			
Amos Loble		y	✓		NO	
Doug Wall	772-7910	y	✓		NO	
Laurie Morley	772-76341	y		X	NO	
Jonathan	415-0104	y	M			
RICHARD MEINARDUS	769-9549	y	M			
Hank Pool	772-7232	✓	M			
KEVIN SMANT	446-1300	y	M		NO	
J.M. WASHKO - CDAFD	769-2340	y	✓			
Chagdy				F	N	
John Davis	772-8019	✓	✓			
JOHN GOGAWE	440-7663	✓	✓		N	

*Voluntary information, you are not required to answer the last three columns if you do not wish to do so. This information will be used for Federal reporting purposes only and will not include name/address, etc.

Comments

Frontage
Roads

① Alternative ① would cause no access to businesses. It would increase frontage road problems (Ramsley, Reed, Govt Way)

EVALUATE BENEFITS^② OF REOPENING THOSE MEDIANS THAT ARE CURRENTLY CLOSED TO IMPROVE ACCESS.

Alternative 2 would affect out-of-area customers we advertise to bring to our business. They would not know how to get back to the direction they came from.

The state should have ^(over) never allowed many of the undesirable access to 95. However, since they did & the local communities planned & developed around the allowed access, ~~the~~

ITD should provide financial assistance to the local agencies to accommodate increased volume

from closures of the resulting local improvements needed as identified by the study.

Comments

Removal of signals
at Confield and ③
Bosauko is necessary
to get two-way
progressive movement
for the full length of
the corridor

Right turn
traffic overloads
synchronized
signals.

In stead of
modifying Road to
meet additional
aut traffic,
modify additional
traffic to fit existing
Road, ie Intermodal
traffic and
changed Land use.
transit! ①

ALT 4
Turn restriction @ Bosauko

Signal @ Lancaster
Signal @ Wyoming

Third thru lane needs
considered to shorten
queue & signal cycle
& improve capacity &
shorten trips from I-90
to project limit.

ALT 1

- U-TURNS
- Right turn lanes
- PAINT ONLY!
- Signing

Comments

What will ^① the
Addition of
Walmart do
to the traffic
model

How does
Hayden Canyon
affect the model
^②

Bite the Bullet ^①
and Construct the
RTS for the purpose
IT was designed
for grade separated
Intersections.

Have CDA
airport plans
been taken into
account
i.e. new entrance
on North side
of airport.

^③
"Corridor" ITS
system for
all signals?
- Part of analysis
for all options?

Include long
accel + decel
lanes on RT/RO
options

Comments

Has the closure of intersections been prioritized for greatest benefits to mobility/safety

Balance for
Cross traffic Flow

How are you going to prioritize which intersections to close? I think the tax money that the business gives to the state should be considered (versus residential access)

If you don't limit taxation in Kootenai county there won't be any traffic

Comments

Act 2

You still need
at least one
signal
btw Hayden &
Hwy 53

Fix I-90/Hwy 91
Interchange
Rather Than
Build a Road
To Nowhere
on Hereafter

from Hayden Ave ①
to Hwy 53 -
if only right turns
onto Hwy 95 we
should have at least
one signal at
Wyoming &/or Lancaster.

Need signal
① Lancaster
& 95
connect Ramsey
around RPZ to
connect around
Lancaster

A light @
Lancaster
Developer
has agreed to
put the light
in

①
Overpass on
Lancaster

Lancaster (Crofoot Park)
is a major point of
destination for
young drivers due
to the sports complex
Needs traffic light/
signal as a minimum

Comments

Closure @ Wyoming ⁽¹⁾
restricts Northbound
traffic from the east
side of 95 due to
Ramsay terminating
@ the airport.

Where would ⁽¹⁾
the traffic go
If they had to
go north to
eventually go south
to go Stry Hayden
Ave.

How would
Alt 1 or
Alt 2
speed up
North South
Traffic

A Light at ⁽²⁾
Wilber will
further slow
down traffic
at Rush hour

ALTERNATIVE (2)

CLOSING OFF WOULD
CAUSE TRAFFIC CONGESTION
ON GOVT. / REED

Comments

ST IN, ST OUT

INCREASE SAFETY,
" MOBILITY

ACT 1

ALTERNATIVE 1
BLOCKING OFF TO MAKE

RIGHT IN RIGHT OUT
(BT DAKOTA, MISS, LACY ECT.)
IS SAFER, HOWEVER RIGHT IN
W/ RIGHT OUT W/ PARENTS

MANEUVERS WOULD STILL

ALLOW EMERGENCY VEHICLE
ACCESS YET RESTRICT NORMAL
TRAFFIC FROM CROSSING.

Comment: Any chance of a frontage Rd - E/W -
on portions of 95 from more or less
Prairie to Garwood for future
planning.

Relieve US 95 Congestion through Coeur d'Alene

Build elevated freeway from Prairie south to IS 90 with no stop lights, and spiral on and off ramps in both directions onto IS 90 (east and west).

Two (2) off and on ramps to US 95 at Hanley and Kathleen.

Coalition for Planning Responsibly

Lou Barten ***(208) 667-2667***

Lowell Renz ***(208) 769-9343***

Dennis Kammerer ***(208) ~~765-2101~~***
765-2101

Relieve US 95 Congestion through Coeur d'Alene

Build elevated freeway from Prairie south to IS 90 with no stop lights, and spiral on and off ramps in both directions onto IS 90 (east and west).

Two (2) off and on ramps to US 95 at Hanley and Kathleen.

Coalition for Planning Responsibly

Lou Barten ***(208) 667-2667***

Lowell Renz ***(208) 769-9343***

Dennis Kammerer ***(208) ~~765-2101~~***
765-2101

June 12, 2008

KMPO
221 W First Ave. Ste 310
Spokane Wa. 99201

In regards to US 95 Highway Access in the Coeur D Alene, ID. Area. I live in Leisure Park a Senior Residential Community located on Ramsey Road between Prairie Ave..and Honeysuckle Rd..in Hayden Id.

Wall Mart. Stores Is Scheduled to build a Super Market Store very near us at Honeysuckle Rd. and highway US 95. We need help with all Roads in this Area. Ramsey Ave and Honeysuckle Rd.

My first Impressions are We need to build an off-on Ramp for Atlas Rd..and Highway I-90 to relive US 95 Traffic traveling to the North end of Coeur D Alene and Post Fall, Id.

Co-Ordinate all the traffic lights on US-95 to get traffic moving. I have spent more the 20 minutes trying to go North on US 95 from I-90 to Ramsey Road in Hayden about a 3 mile drive.

Widen Ramsey Rd., Atlas Rd., & Government Way, 4th St. in Coeur D Alene, Dalton and Hayden to a full 4 Lane with center turn Lanes Rd.

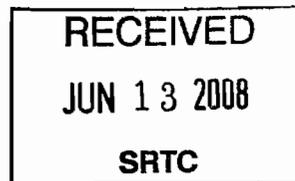
Plan and build a By Pass Highway around Post Falls and Coeur D Alene To and from I-90

Move US 95 off of Lincoln Way Ave. in Coeur D Alene, Dalton and Hayden, Idaho
We don't need a Study of our Roads for another 20 Years to improve this Highway.

Thank You for your card and the opportunity to express my comments.

Glen E. Baeumel

Glen E. Baeumel
1456 Leisure Drive
Hayden, Id. 83835



Carole Richardson

From: Carole Richardson
Sent: Thursday, May 22, 2008 2:07 PM
To: 'rlrvsales@rlrv.com'
Subject: Thanks for your comments on US95

Dear Mr. Morey,

Thank you for sharing your concerns about access management on US95.

There have been several studies across the country of the affects of access management on local businesses. Many people are surprised to learn that access management strategies can actually have positive impact on adjacent businesses. Customers are more comfortable going to business locations when access is safe and congestion is managed well.

I'm attaching a link to a brochure that explains the reasons for access management, and describes the experience of other communities where access management strategies have been implemented:

<http://www.accessmanagement.info/AM2006/PrimerWeb.pdf>

Most of all, I appreciate your description of US95 as your "life blood". I don't doubt for a minute that a well-functioning highway is important to your business, and I'll take it a step further to say that US95 is the life blood of the whole community. Although it may not be possible to please everyone 100%, as we work through the options, your participation will be very valuable for us. Please check our website from time to time at www.kmpo.net -- we will be posting new information about the study there as it becomes available.

Looking forward to seeing you again in August, when we meet to review the study findings.

Best,

Carole

*Carole Richardson, P.E.
 Transportation Planning Engineer
 SRTC / Kootenai Metropolitan Planning Organization
 221 W. First Avenue, Suite 310
 Spokane, WA 99201-3613
 (509) 343-6370
 (800) 698-1927
crichardson@srtc.org*

From: rlrvsales@rlrv.com [mailto:rlrvsales@rlrv.com]
Sent: Wednesday, May 21, 2008 11:05 AM
To: Jennifer Wash; Carole Richardson; Staci Lehman; JOHN GOEDDE; Glenn Miles; GORDEN DOBLER; JEFF ZAUGG; MIKE PORCELLI; JOE WUEST; LUCAS BRANDEN; AL HASSELL; ANSON GABLE; DAMON ALLEN; MARV LEKSTRUM
Subject:

OUR THOUGHTS FOR YOUR REVIEW. PLEASE KEEP ME POSTED. HWY 95 IS OUR LIFE BLOOD RICH MOREY

5/22/2008

R&L RV SALES & SERVICE INC

**10789 HWY 95 N.
HAYDEN ID. 83835
208-772-7634 FAX 208-772-2465**

May 20, 2008

City of Hayden
Kootenai Metropolitan Planning Organization
Coeur d'Alene Area Chamber of Commerce
State of Idaho DMV

To whom it may concern:

R&L RV Sales & Service Inc. located and opened for business on the corner of Hwy 95 and Lacy ave. in Hayden Idaho over 20 years ago. The reasoning behind the decision to locate with hwy95 access was simple and straight forward. Hwy 95 delivers a lot of customers to the location, it is easily accessible and customer convenient.

We paid the extra money for this piece of property because Hwy 95 delivers customers to us. We pay the higher taxes on this property because of the location. The location that delivers customers.

Now government is talking about cutting off Hwy 95 access to our property. The proposal seems to be to move traffic by our lot rather than to our lot. Does this make any sense? I don't think so. As a matter of fact any rational individual or group would think not. It would be a business killer. Not only that, but we view this proposal as discriminatory.

Traffic is not a new problem and I agree it is going to get heavier. Moving traffic past all the business on Hwy 95 is not an acceptable solution! Our business depends on this traffic and our customers count on this road to be able to get to our establishments quickly, confidently, and easily. The solution lies in establishing a means to move traffic to our places of business, while at the same time maintaining a good flow. Now I am not an engineer and I don't propose to have the solution. I do know however, the short term band-aid being proposed is not the answer.

If government allows the closure of medians, they will create frontage roads of roads not intended for that purpose. Can you imagine Reed Avenue a frontage road? It is ludicrous!

This thing has been studied and restudied. Traffic gets heavier and heavier. There is enough property connected with Hwy 95 to handle a huge road capable of handling huge loads of traffic to satisfy the need to move traffic through the area while maintaining the access requirements of both business and homeowners. Boise seems to get this type of problem handled. It appears to me the monies over the years have not been budgeted properly. The revenues have certainly been there. We have a good vibrant community here in Hayden/ CDA. Business thrives and it is a good place to live. Lets not compromise our long term vision of nirvana with short term band-aids that will only create havoc with the business community and homeowners.

Do it right this time

Sincerely,

Rich Morey for R&L RV



SH 95 ACCESS STUDY
BUSINESS/PUBLIC MEETING
MAY 20, SILVER LAKE MOTEL



Name: D. Rawls E-mail: rawls.david@gmail.com Phone Number: _____

Address: 9027 10 Maple Hayden

Check box if you would like a response to your comment

Comment: Any chance of a frontage Rd - ETC -
on portions of 95 from more or less
Prairie to Garwood for future
planning.

Please return to KMPO, 221 W. First Ave., Suite 310 ♦ Spokane, WA 99201-3613 ♦ 1-800-698-1927

Carole Richardson

From: Carole Richardson
Sent: Thursday, May 22, 2008 10:12 AM
To: 'rawls.david@gmail.com'
Cc: Staci Lehman; Jennifer Wash; 'Barbara Babic'
Subject: US95 Access Study Comments

Mr. Rawls,

Thanks very much for your question about frontage roads on US95 from Prairie to Garwood. You may be interested to know that your idea has been tossed around quite a bit over the years.

The scope of KMPO's US95 Access Study is limited to low cost measures to improve safety and mobility between I90 and SH53. When we say "low cost", we're thinking primarily of minor changes at intersections – things that can be done with paint or curbing, or minor construction work at the intersections. Unfortunately constructing frontage roads is a higher cost project, and it's unlikely we will be able to find money for those types of ideas, excellent though they may be.

On the segment of US95 between Wyoming and Ohio Match Road, the Idaho Transportation Department has been working on design plans for a four-lane construction project. I believe ITD's concept makes use of Government Way and the existing Old Highway 95 as frontage roads. ITD would be the best source of information for this project. Barbara Babic at the District 1 office is a good contact there and you can reach her at 208-772-1200.

Although KMPO's current planning study won't be looking at a frontage road system for US95, your suggestion relates to some of the prior planning work that has been done for US95. So I'd like to give you some information about where we're at with long-range plans for the highway. (Hopefully I won't bury you in detail!) If you still have questions after reading this, please don't hesitate to call me at 800-698-1927.

ITD, the City of Hayden and KMPO have each undertaken independent planning studies in recent years, looking at long-range alternatives for US95 between I90 and SH53. Each of these studies determined that simply adding lanes to the existing highway configuration will not provide adequate north-south mobility over the long term. A high speed facility with interchanges instead of traffic signals is needed between I90 and SH53.

Rebuilding existing US95 as an expressway with frontage roads on both sides was studied by both ITD in 2002 and again by the City of Hayden in 2007. ITD's study also considered the possibility of an alternate route, which generated significant discussion and debate within the community. In 2007, following an extensive public process, the KMPO Policy Board determined to move forward with a future high speed corridor that will not follow the existing US95 alignment. Instead, a new high-speed alternate route (with a frontage road) will be developed in the vicinity of Huetter Road. (If you're interested, our website has more info about the Huetter Corridor at www.kmpo.net).

Unfortunately, transportation funding is not endless. Because major funding for north-south traffic between I90 and SH53 will be focused on the Huetter alternate route over the next 20 years, that means that limited funds will be available to improve existing US95 through Coeur d'Alene and Hayden. And that's why the scope of our US95 Access Study is limited to exploring low-cost measures.

Thanks again for your excellent question and please let us know if you need further info.

5/22/2008

Carole

Carole Richardson, P.E.
Transportation Planning Engineer
SRTC / Kootenai Metropolitan Planning Organization
221 W. First Avenue, Suite 310
Spokane, WA 99201-3613
(509) 343-6370
(800) 698-1927
crichardson@srtc.org



US95 ACCESS STUDY PUBLIC OPEN HOUSE
CENTENNIAL DISTRIBUTING, 701 W. BUCKLES AVENUE
SEPT. 9, 2008 4-7 P.M.

NAME	PHONE/EMAIL	GENDER*		DISABLED* Y/N	RACE*
		M	F		
Kyle Boatright	208-687-0591	✓		N	W
Sally Miles	772-0502		✓	N	W
Jerry Miles	"	✓		Y	W
Walter August	208-732 5405 KTETJ@ICEHOUSE.NE1	✓			W
Cole Sherman	772 2281	✓			"
Roger Smith	rnsmith@jps.net	✓		N	W
Ken Pool	755-8257 KPOOL999@AOL.COM	✓			
JOHN CURTIS	772-5585	✓			C
Cecil + Marilyn Hathaway	765-7639	✓	✓	N	W
Al + Gwen Summers	765-1549	✓	✓	N	W
BOB SHAFER	772-2815	✓		N	"
Tom Lopez	819-7417	✓		N	C
Kon Letz	762-0980	✓			
Peter Ward	687-6410	✓		N	W
DAVID LONG	687-0423	✓			W
Frank Marriott	772-1414	✓		Y	W
Peter Cooper	772-3124	✓			W

*Voluntary information, you are not required to answer the last three columns if you do not wish to do so. This information will be used for Federal reporting purposes only and will not include name/address, etc.



US95 ACCESS STUDY PUBLIC OPEN HOUSE
CENTENNIAL DISTRIBUTING, 701 W. BUCKLES AVENUE
SEPT. 9, 2008 4-7 P.M.

NAME	PHONE/EMAIL	GENDER*		DISABLED* Y/N	RACE*
		M	F		
Ray GRANNIS	208-664-2188	X			
Steve + Carolyn Kadsiff	208-772-6449 <small>SteveCarad@Aol.com</small>	X	X	N	
Berry O. Cederblom	772-2642	X			
Dan Shafer	772-2815	X			
KEN MCGUIRE	509-954-5258	X			
Bill Wilson	208 699-9442	X			
A.G. HOWES	(208) 772-5241	X			
Betty Marriott	(208) 772-1414		X	yes	W
Sube Howe	208 772-8567		X		
Gregy Wieler	772-1896	X		no	W
Tim R. Turrell	208-762-7304	X		N	W
Alan Golub	660-3469	X			
JIM CONNELL	772 2559	X		N	SLOW
Liz Cockle	691-4732		X	N	W
Jerry Wilson	772-1285	X		N	W
Roly Valverde	964-1190 <small>Rockhounds@Podrucker.com</small>	X	X		W
Peamee Melin	10358 N Reed Rd Hayden				

*Voluntary information, you are not required to answer the last three columns if you do not wish to do so. This information will be used for Federal reporting purposes only and will not include name/address, etc.



US95 ACCESS STUDY PUBLIC OPEN HOUSE
CENTENNIAL DISTRIBUTING, 701 W. BUCKLES AVENUE
SEPT. 9, 2008 4-7 P.M.

NAME	PHONE/EMAIL	GENDER*		DISABLED* Y/N	RACE*
		M	F		
CHARLIE NIPP	208-667-4086	✓			
ELIZABETH MOREY	208-772 5186		✓		
Rich Morey	208-772-7634	✓			
Art Macomber	208-664-4700	✓			Winning
Marvin Miller	208 818-6735	✓			
HOLLY WATERS	208 762-1270		✓		
Wally Adams	" 765-1307	✓			
BARBARA BABIC	ITD		✓		
Howard + Bobbie Webb	208 667-2371	✓	✓		
GRANT WEBB	772 9741	✓			
JOHN THOMPSON	772-3078	✓			
STEVE DAVIDSON	772-9312	✓			
L Spencer					

*Voluntary information, you are not required to answer the last three columns if you do not wish to do so. This information will be used for Federal reporting purposes only and will not include name/address, etc.



US95 ACCESS STUDY PUBLIC OPEN HOUSE
CENTENNIAL DISTRIBUTING, 701 W. BUCKLES AVENUE
SEPT. 9, 2008 4-7 P.M.

NAME	PHONE/EMAIL	GENDER*		DISABLED* Y/N	RACE*
		M	F		
Major Miller	208-964-1883 Major @ skatepb.zacda.com	✓			
M. Case	772-9293				
J Sato-Blom	579-881-9788		✓		
David C. Patzer	208-765-2266	✓			
Denne Montgomery	762-7091		✓	F	Shuman
Monty Montgomery	762-7091	✓		-	Shuman
Heidi Lomo	772-5437		✓	N	
BIL ROBINSON	772-7578	✓			
Dr John K Mintz	762 0202	✓			
David St Amand	773-2848	✓			

*Voluntary information, you are not required to answer the last three columns if you do not wish to do so. This information will be used for Federal reporting purposes only and will not include name/address, etc.

US95 Access Management Study

Community Presentation
September 9, 2008



Why another study?

- In 2006, Idaho Transportation Board considered closing unsignalized median crossings
- Before taking action, IT Board asked KMPO to:
 - Evaluate the impacts of median closures
 - Look for ways to improve mobility on US95

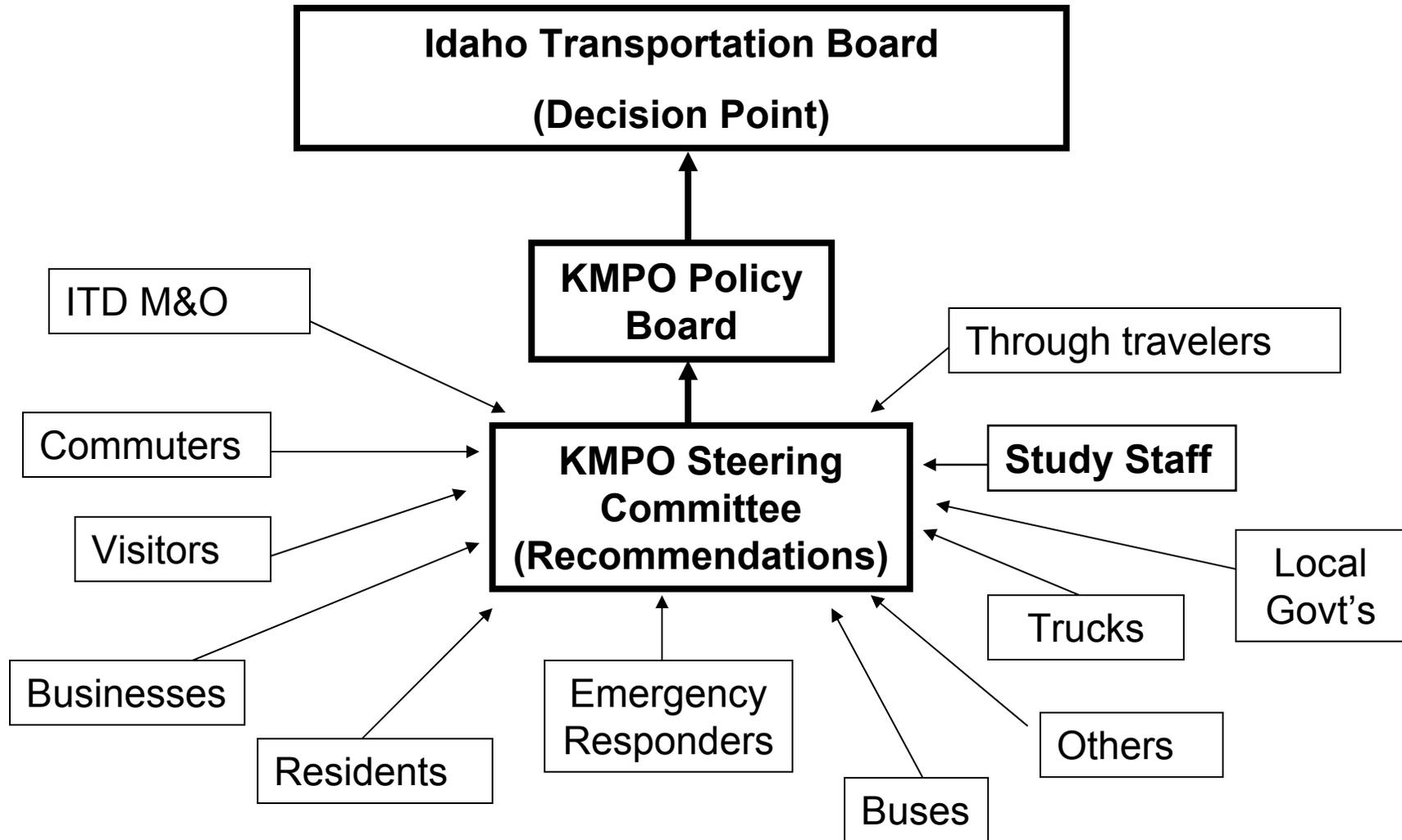
KMPO's Approach

- A “system” approach.
- “US95 is not an island”. Efficient operation of supporting arterials and collectors is also important.
- Considers all highway users – through travelers as well as regional and community users.

Study Goals

- Find practical, low-cost ideas to improve US95 operations.
- Manage and balance safety and mobility on US95, while providing essential community access to and from the highway.

What is KMPO's Role?



US95 Steering Committee

Lakes Highway District

City of CdA

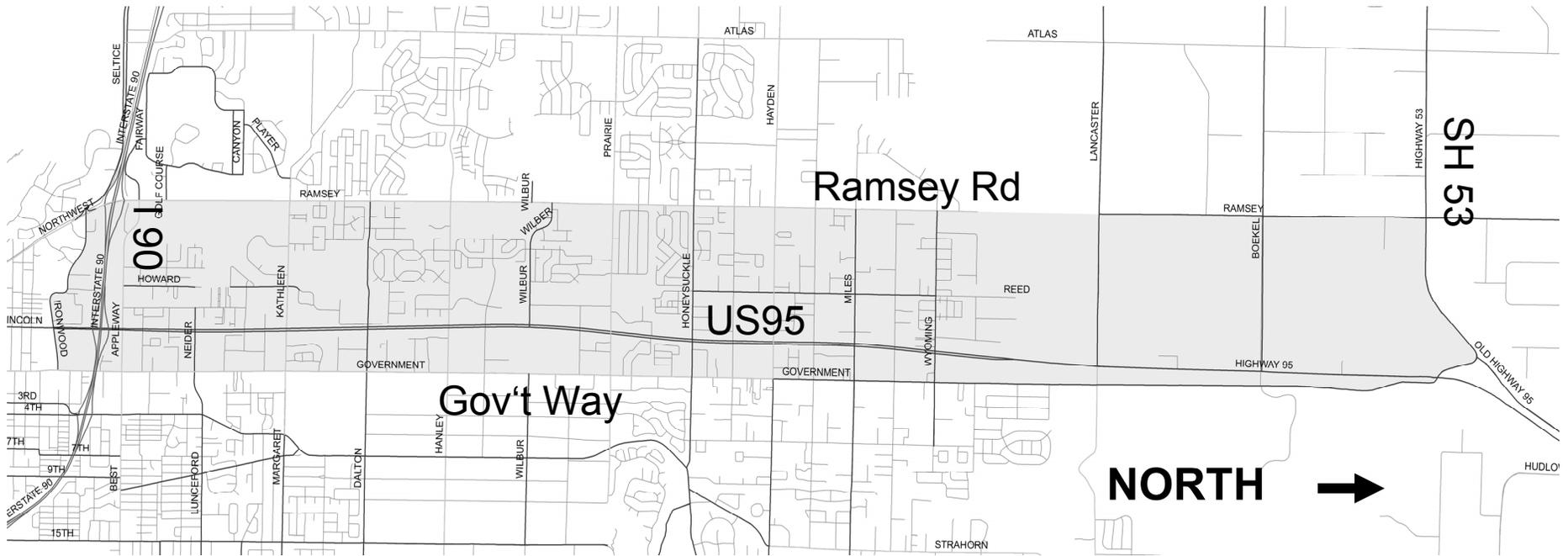
City of Hayden

ITD

CdA Chamber

State Senate

Study Area



Study Process

- Identify practical, low cost alternatives
- Develop evaluation measures
- Invite public participation
- Refine alternatives
- Recommend a master strategy for US95

Alternatives

- 7 different alternatives evaluated

Combinations of:

- Median closures
 - Turn restrictions
 - New signals
 - Removal or relocation of existing signals
-
- Alternatives focus on US95 intersections – local system impacts considered, but no local system improvements assumed.
-
- All alternatives assume a new signal at Lancaster.

How do we evaluate alternatives?

TECHNICAL CRITERIA

■ Is safety enhanced?

- At unsignalized intersections
- Elsewhere

■ Does delay increase or decrease?

- System wide
- On US95
- On cross streets

TECHNICAL CRITERIA, CONT'D

- Do miles travelled increase or decrease?
 - Changing travel patterns
 - Out of direction travel

- Is signal time used efficiently?
 - Efficient use of “green band”

- Does US95 travel time increase or decrease?

What about the “intangibles”?

- Steering Committee will seek the alternative that best balances safety, mobility and access concerns.

This is more than just a technical exercise.

- Before forming a recommendation, Steering Committee will also consider:
 - Community and business impacts
 - Land use compatibility
 - Other factors

Median Treatments

Closed Median



Existing Sunset Ave Intersection

Turn Restriction



Possible Turn Restriction Layout at Wyoming

Open
Median:

32
CROSSING
CONFLICT
POINTS



Turn
Restricted
Median:

16
CROSSING
CONFLICT
POINTS



Alternatives – Some Highlights

Alternative “1”

Close all unsignalized median crossings

ALTERNATIVE 1 INTERSECTION CONTROL

Median closures at all non-signalized intersections along US-95.



ALTERNATIVE 1 INTERSECTION CONTROL

Median closures at all non-signalized intersections along US-95.



Alternatives – Some Highlights

Alternative “1”

Close all unsignalized median crossings

- Safety improves at unsignalized intersections
- Delay at unsignalized intersections reduced by 76%; total study area delay reduced by 50%.
- All left turning traffic redirected to signals
- Large traffic volume increases on local system, and volume decreases on US95
- Fatal flaw? Without mitigation, system fails at Hayden Ave intersection with US95

■ Show Simtraffic run of Alt 1

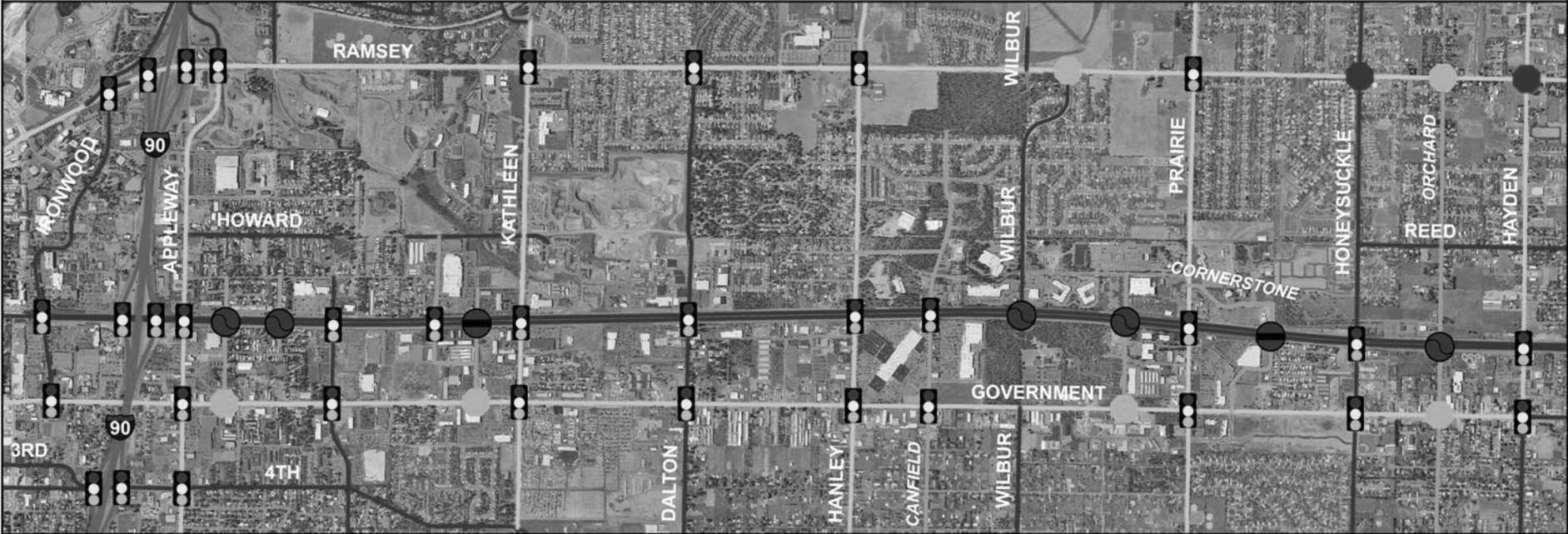
Alternatives – Some Highlights

Alternative 2

Turn-restrict unsignalized median crossings

ALTERNATIVE 2 INTERSECTION CONTROL

Median modifications along US-95 at non-signalized intersections to restrict turning movements.



ALTERNATIVE 2 INTERSECTION CONTROL

Median modifications along US-95 at non-signalized intersections to restrict turning movements.



Alternatives – Some Highlights

Alternative “2”

Turn-restrict unsignalized median crossings

- Safety improves at unsignalized intersections
- Total unsignalized cross street delay reduced by 76%; total study area delay reduced by 50%.
- No appreciable change to total delay at signalized intersections.
- Traffic increases on many local arterials and collectors

■ Show Simtraffic of Alt 2 at Hayden

Alternatives – Some Highlights

Alternative “5”

- New signals at half-mile points

- Remove Bosanko signal

- Move Canfield signal to Wilbur

- Turn restrictions at unsignalized intersections.

ALTERNATIVE 5 INTERSECTION CONTROL

Remove or relocate signals and close or restrict turning movements at the medians along US-95 at signalized intersections that do not currently meet the 1/2 mile spacing requirement.



ALTERNATIVE 5 INTERSECTION CONTROL

Remove or relocate signals and close or restrict turning movements at the medians along US-95 at signalized intersections that do not currently meet the 1/2 mile spacing requirement.



Alternatives – Some Highlights

Alternative “5”

- Safety improves at unsignalized intersections
- Additional signals may induce more crashes (possibly less severe than at unsignalized intersection)
- Total system delay is reduced by half
- Traffic increases somewhat on local system roads
- Total cross street delay at signals reduced about 5%
- “Experience” of drivers at cross streets may improve with possible shorter cycle length (more frequent green lights).

General Technical Findings

- All of the alternatives reduce total delay in the study area.
 - Alternatives that close or restrict turns at unsignalized medians significantly reduce total delay time (50% reduction or more) at unsignalized intersections.
 - Alternatives that add signals may increase delay on US95 by 10 to 15%, but reduce total delay overall in the study area by 50% or more.

- None of the alternatives appreciably change the total number of vehicle miles travelled in the study area.

Technical Findings

Median Closures

- Median closures have the highest safety benefit for unsignalized intersections.
- Median closures force left-turning traffic to signalized intersections, and may increase congestion and collisions at those locations.
- Median closures alone cause significant negative congestion at Prairie and Hayden intersections.
- Because of huge left turn queues at signals, median closures without mitigation significantly increase US95 travel time.

Technical Findings

Turn Restrictions

- Turn restrictions at unsignalized medians provide significant safety benefit at unsignalized locations.
- Turn restrictions force local traffic to access the highway at signalized intersections. Higher cross street volumes at signals may increase collision rates at signalized intersections.
- Alternatives with turn restrictions cut total delay by 50%.
- Nearly all of the delay reduction is at unsignalized intersections. There is no appreciable change to total delay at signals.

Technical Findings - Signals

- Alternatives that add new signals to the corridor may increase US95 delay by 10-15%
- Alternatives with new signals may increase US95 travel time by up to 90 seconds.
- Adding new signals may benefit local system operation: Total delay throughout study area reduced by ~ 50%.
- If quarter mile signals are removed:
 - US95 delay is not appreciably reduced.
 - More frequent green light opportunities may be possible at cross streets. This may improve the “experience” of cross street drivers, however actual total delay at signals is not reduced.

A little more about signals...

- “Adaptive” signal technology for US95 is under consideration by ITD.
- New signal technology may enhance any selected option, but is not a stand-alone alternative.

What's next?

- Public Open House on September 9
- Meeting with Emergency Responders on September 24
- Steering Committee will then:
 - Review comments
 - Select a corridor alternative.

What's next?

- Once an alternative is selected, consulting team will fine tune it. For example:
 - New right turn lane locations
 - Possible dual-left turn lanes
 - Lengthen existing left and right turn bays

- Study team will then:
 - Develop a phasing plan
 - Prepare recommendations for KMPO Board

- Final recommendations anticipated November, 2008.

Questions?

US95 Access Study Public Comments - September 9, 2008

Which Alternative do you prefer?

Alt 1	Alt 2	Alt 3a	Alt 3b	Alt 4a	Alt 4b	Alt 5	Why? What, if anything, would you change? Additional comments to consider?
				X			MPO must do more to advocate for "smart" (slower) growth/development (e.g. vocally oppose big projects like Hayden Canyon (1600 homes))
	X						
						X	When are we going to consider intermodal corridor? Stop wasting time with these concepts and start doing it right? I will Design-Build and operate an intermodal corridor with private match funding
	X						Sounds the best - low cost
	X						
	X						Yes make signals north of Hayden at 1 mile intervals
		X					Remove signal on Miles. What impact on RE values and or requirements will be placed on property owners?
						X	Access for large trucks to commercial properties
						X	Access for large trucks to commercial properties. We are primarily interested in the Miles, Dakota and Wyoming corridor.
						X	It helps access throughout Hayden, adds safety, and can assist with future growth.
							Time those US95 signals and keep US95 signals flashing yellow until 6am. Keep heavy trucks in the right lane. Change 4th and 15th Sts back to 35 mph through Dalton. Fast track the Huetter Bypass.
				X			Don't do anything to slow traffic on Hwy 95. It will impact other H/S corridor.
							Put the Hiway 53 to 90 Bypass in first
							Put in bypass asap. Access to businesses should be your main concern, safety and easy access are topmost concerns.
						X	Best combo of changes. Consider using the median paved as a emergency ac to /Fire, Police (illegible)
						X	Safety - easy to get in and out of Highway
						X	
						X	
						X	It's right. Be ready for snow and ice!
						X	Balance. What would you do if traffic volume doubled overnight then a hurricane completely wiped out all signals and signs? What would the new system look like?

US95 Access Study Public Comments - September 9, 2008

Which Alternative do you prefer?

Alt 1	Alt 2	Alt 3a	Alt 3b	Alt 4a	Alt 4b	Alt 5	Why? What, if anything, would you change? Additional comments to consider?
						X	Progressive movement the full length of US95 should be the first priority since flow on 95 is the presumed consideration. Restrictions on nonsignalized intersections can be decided later based on actual traffic flow. Don't extend signal system north of Hayden until it is demonstrated as a need and is warranted. The same should be postponed for limiting or prohibiting cross 95 movements at unsignalized intersections north of Hayden.
						X	Believe it is best proposal
					X		Less lights
				X			4A to start - RI/RO Bentz and Murphy Alt 5 if U get the funds. Curbing on restricted access - people cheat! Accel and decell lanes at all restricted access.
							None of the above. Put your time and effort to improve the flow of traffic north and south. This will not help that!!
				X			It cuts down traffic delay over entire study area system. Side streets appear not to be as heavily used as in Alt 5. It has possible efficient use of green band.
				X			Total delay reduced by 48%. Marginal improvements in US95 delays. Potential for further improvement with intelligent signals. Dalton/US95 intersection is quite dangerous because of frontage road traffic - especially during school hours. Should replace lights with traffic circles wherever possible - Lancaster, for example.
							Please send the cost of this study to my email address. Thank you.
							Fix the lights!!!
							Get Govt Way done from Dalton to Prairie
							None of the above. Fix Government Way, make lights on 95 work right!!!
							None. What happened to 3 lanes both ways - wasn't it initially designed for 3 lanes? Up speed limits on Ramsey, 4th and 15th, Finish Government Way from Dalton to Hayden. Huetter Bypass. Why aren't signal lights timed better?
							Focus on Ramsey increasing speed limit when school not in session. Raise speed limit through Dalton Gardens, increase Govt Way to 4 lanes.

US95 Access Study Public Comments - September 9, 2008

Which Alternative do you prefer?

Alt 1	Alt 2	Alt 3a	Alt 3b	Alt 4a	Alt 4b	Alt 5	Why? What, if anything, would you change? Additional comments to consider?
							<p>I would like to comment on the proposed low-cost alternatives for US 95 as it runs through Hayden. My major concern is that this uncontrolled intersections be reduced or eliminated altogether. I live just north of Orchard Avenue on Hayden and I've seen far too many close calls and accidents that occur when people think they can race across 95 or make a left turn into 95 traffic. I've seen 2 to 5 cars sit in the opening between the south and north bound lanes at Orchard during the busiest times of the day. (I also see this same disregard for traffic at the opening to Best Buy near the Silver Lake Mall. It's just a matter of time before someone or several people are killed due to these turns. (I seem to recall a young man turning into traffic near Ziggy's north of Hayden and that several people were killed.)</p> <p>I've also had many opportunities to observe lots of the vehicles using 95 in Hayden....lots of construction vehicles. Perhaps if the construction slowed to a normal pace, there wouldn't be so much traffic involving drivers using cell phones, flipping cigarettes out of truck windows, eating/drinking while driving,</p>
							<p>Traffic control is as much a matter of behavior modification as it is the application of traffic volume and velocity models. Drivers in the area between I-90 and Wyoming currently travel the shortest or most convenient route to reach customary, intended locations. When denied the shortest or most convenient route, alternate routes will be chosen which satisfies the need of the individual with the least amount of inconvenience. I believe this concept will apply to the US95 problem wherein denying or modifying some of the current access/egress options will cause drivers to find other routes. After an adjustment period, traffic patterns will develop which will identify those intersections which will require further modifications.</p> <p>US95 was intended to be a high speed route to carry through traffic unimpeded north and south through the Coeur d'Alene/Hayden area. The ultimate goal of US95 between Appleway and Lancaster, in my opinion, should be the construction of full freeway-type interchanges as Neider, Kathleen, Dalton, Hanley, Prairie, Hayden, Wyoming and Lancaster along with</p>

US95 Access Study Public Comments - September 9, 2008

Which Alternative do you prefer?

Alt 1	Alt 2	Alt 3a	Alt 3b	Alt 4a	Alt 4b	Alt 5	Why? What, if anything, would you change? Additional comments to consider?
							<p>the closing of all other access to the highway. That being said, and acknowledging the current fiscal and political situation, I can support Alternatives 4b and 5, and would like to provide the following modifications/suggestions for the near term:</p> <p>Remove the 1/4 milie signals at Bosanko and Canfield and restrict turning movements at these intersections.</p> <p>Do not relocat the Canfield signal to Wilbur and do not connect east Wilbur to US95. Relocation the signal to Wilbur and connecting Wilbur to US95 will only create another "choke point" where one does not existing and will only exacerbate the US95 traffic flow problem.</p> <p>Close the median at Haycraft, Cherry Lane, Aqua, Dakota, Lacey and Bentz, providing right in-right out access only.</p> <p>Restrict turning movements at Boekel, Wyoming, Miles, ORchard, Wilbur, Canfield and Bosanko.</p> <p>Close access to US95 at Sunset.</p> <p>Prohibit future access to US95 between Wyoming and Lancaster. There is currently almost no development in this area. Future development needs to be required to provide frontage roads or other off-highway access, such as improving Government Way and extending Warren Street.</p> <p>The near-term ideas outlined above should be considered "band-aid" fixes for now. They can be implemented at reasonable cost and will improve traffic flow on US95.</p> <p>The current location of US95 is logical, useful, acceptably aligned, and most importantly is paid for an under State ownership. The veritable abandonment of the current US95 right of way to the cities of Coeur d'Alene and Hayden for what is, essentially, a city arterial is not acceptable to me. Substantial and adequate funding must be aggressively pursued to construct the interchanges I have specified above to return US95 to the highway it was intended to be.</p>

US95 Access Study - Public Comments on Alternatives
September 9, 2008

Alternative 2

Love It	It's Okay	Don't Like It	Hate It	Comments
X				
	X			
X				Cost and traffic this would be the best.
X				Controlled left turns - Lacey, Miles Dakota and signal at Wyoming. Controlled left on Orchard
X				This allows for making a convenient Rt on to 95 and then next left to cross highway in both directions. I believe that 1/2 mile intervals for signals south of Hayden are important. However most traffic north of Hayden is thru traffic and so 1 mile intervals North after Hayden would work.
		X		
		X		
			X	
		X		
			X	
			X	
	X			It seems much safer.
		X		
			X	
		X		
	X			
			X	Waste of money at Bentz and Murphy - S/B RI/RO
				Traffic thru the area. It would be less expensive today than tomorrow.
	X			
			X	
		X		Would increase traffic on side streets
	X			Not much improvement over existing situation
			X	
			X	
			X	
			X	
			X	
			X	
			X	

US95 Access Study - Public Comments on Alternatives
September 9, 2008

Alternative 4b

Love It	It's Okay	Don't Like It	Hate It	Comments
		X		
	X			
			X	
		X		Leave as is except restricted turning.
		X		
		X		
		X		
			X	Don't restrict crossings
		X		
		X		
			X	
	X			
	X			
			X	Should not close access at Bosanko and Canfield
	X			
			X	
		X		Would increase traffic on Govt Way and traffic on that street is too heavy already
		X		Increases US95 delays
			X	
			X	
			X	
			X	
			X	
		X		

US95 Access Study - Public Comments on Alternatives
September 9, 2008

Alternative 5

Love It	It's Okay	Don't Like It	Hate It	Comments
			X	
	X			
			X	
		X		Leave as is
	X			
	X			
X				
			X	Don't restrict crossings
		X		There are business along 95 I want to go to without detours
		X		
	X			This seems safe and convenient
	X			
	X			The best alternative for our business. We had to put a turn lane in during our construction on Lacey for south turning traffic on 95. What good is it if you close 95 median.
X				We must be ready to change the timing for snow and ice.
X				
X				Progressive movement the full length of US95 should be the first priority since flow on 95 is the presumed consideration. Restrictions of nonsignalized intersections can be decided later based on actual traffic flow.
X				
	X			
	X			Great plan - seems most expensive -- maybe restricted access at Miles and Wyoming to start w/ signals in the future
	X			
			X	
	X			Cuts delay over the entire study area the best of any, but side street traffic appears heavy in various areas.
		X		Increases US 95 delays
			X	
			X	
			X	
			X	
			X	
		X		



US95 Access Study Public Open House
Comment Sheet
Sept. 9, 2008

Name (Optional): ROBER SMITH Email Address and/or Phone number: RNISMITH@JPS.NET

Alternative 1- Median closures at all non-signalized intersections along US95.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 2- Median modifications along US95 at non-signalized intersections to restrict turning movements.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3a- New signalized intersections at ½ mile spacing.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3b- New signalized intersections at ½ mile spacing and place turn restrictions at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4a- Relocate signals to ½ mile spacing south of Hayden, close median at Bosanko, and restrict turning movements at all other unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: provides efficiencies equal or greater than existing system

Alternative 4b- Remove Bosanko signal, relocate Canfield signal to Wilbur, restrict turning movements at unsignalized intersections, close medians at Bosanko and Canfield. Construct Wilbur segment between US95 and Government Way.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 5- Remove ¼ mile signals at Bosanko and Canfield. Place new signals only at ½ mile spacing and restrict turning movements at unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: _____

Which alternative do you prefer? Alt. 1 Alt. 2 Alt. 3a Alt. 3b Alt. 4a Alt. 4b Alt. 5

Why? _____

What, if anything, would you change about this alternative? _____

Additional Comments to consider? _____

KMPO must do more to advocate for "smart" (slower) growth/development (e.g. vocally oppose big projects like Hayden Canyon (600 homes))

Return to KMPO, 221 W. First Ave., Suite 310, Spokane, WA 99201 or fax to (509) 343-6400; www.kmpo.net for more information



US95 Access Study Public Open House
Comment Sheet
Sept. 9, 2008

Name (Optional): Stephen W. RADSLIFF Email Address and/or Phone number: STECARAD@AOL.COM

Alternative 1- Median closures at all non-signalized intersections along US95.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 2- Median modifications along US95 at non-signalized intersections to restrict turning movements.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3a- New signalized intersections at ½ mile spacing.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3b- New signalized intersections at ½ mile spacing and place turn restrictions at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4a- Relocate signals to ½ mile spacing south of Hayden, close median at Bosanko, and restrict turning movements at all other unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4b- Remove Bosanko signal, relocate Canfield signal to Wilbur, restrict turning movements at unsignalized intersections, close medians at Bosanko and Canfield. Construct Wilbur segment between US95 and Government Way.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 5- Remove ¼ mile signals at Bosanko and Canfield. Place new signals only at ½ mile spacing and restrict turning movements at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Which alternative do you prefer? Alt. 1 Alt. 2 Alt. 3a Alt. 3b Alt. 4a Alt. 4b Alt. 5

Why? _____

What, if anything, would you change about this alternative? _____

Additional Comments to consider? _____



US95 Access Study Public Open House
Comment Sheet
Sept. 9, 2008

Name (Optional): Peter Cooper 772-3124 Email Address and/or Phone number: amdesigns@earthlink.net

Alternative 1- Median closures at all non-signalized intersections along US95.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 2- Median modifications along US95 at non-signalized intersections to restrict turning movements.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3a- New signalized intersections at ½ mile spacing.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3b- New signalized intersections at ½ mile spacing and place turn restrictions at unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4a- Relocate signals to ½ mile spacing south of Hayden, close median at Bosanko, and restrict turning movements at all other unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4b- Remove Bosanko signal, relocate Canfield signal to Wilbur, restrict turning movements at unsignalized intersections, close medians at Bosanko and Canfield. Construct Wilbur segment between US95 and Government Way.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 5- Remove ¼ mile signals at Bosanko and Canfield. Place new signals only at ½ mile spacing and restrict turning movements at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Which alternative do you prefer? Alt. 1 Alt. 2 Alt. 3a Alt. 3b Alt. 4a Alt. 4b Alt. 5

Why? _____

What, if anything, would you change about this alternative? When are we going to consider intermodal corridor?

Additional Comments to consider? _____

Stop wasting time with these concepts and start doing it right?

I will design-build & operate an intermodal corridor with private match

Return to KMPO, 221 W. First Ave., Suite 310, Spokane, WA 99201 or fax to (509) 343-6400; www.kmpo.net for more information Funding



US95 Access Study Public Open House
Comment Sheet
Sept. 9, 2008

Name (Optional): Carolyn Radsliff Email Address and/or Phone number: StcCarad@aol.com
208-772-6449

Alternative 1- Median closures at all non-signalized intersections along US95.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 2- Median modifications along US95 at non-signalized intersections to restrict turning movements.

- I love it It's okay I don't like it I hate it

Please explain: Cost and Traffic this would be the best.

Alternative 3a- New signalized intersections at 1/2 mile spacing.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3b- New signalized intersections at 1/2 mile spacing and place turn restrictions at unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4a- Relocate signals to 1/2 mile spacing south of Hayden, close median at Bosanko, and restrict turning movements at all other unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4b- Remove Bosanko signal, relocate Canfield signal to Wilbur, restrict turning movements at unsignalized intersections, close medians at Bosanko and Canfield. Construct Wilbur segment between US95 and Government Way.

- I love it It's okay ~~I don't like it~~ I hate it

Please explain: _____

Alternative 5- Remove 1/4 mile signals at Bosanko and Canfield. Place new signals only at 1/2 mile spacing and restrict turning movements at unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: _____

Which alternative do you prefer? Alt. 1 Alt. 2 Alt. 3a Alt. 3b Alt. 4a Alt. 4b Alt. 5

Why? Sounds the best - low cost

What, if anything, would you change about this alternative? _____

Additional Comments to consider? _____



US95 Access Study Public Open House
Comment Sheet
Sept. 9, 2008

Name (Optional): Janice Washburn Email Address and/or Phone number: _____

Alternative 1- Median closures at all non-signalized intersections along US95.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 2- Median modifications along US95 at non-signalized intersections to restrict turning movements.

I love it It's okay I don't like it I hate it

Please explain: Controlled left turns - Priority & wider Intersection Signalize
at Wendenburg - Controlled left on Division

Alternative 3a- New signalized intersections at ½ mile spacing.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3b- New signalized intersections at ½ mile spacing and place turn restrictions at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4a- Relocate signals to ½ mile spacing south of Hayden, close median at Bosanko, and restrict turning movements at all other unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4b- Remove Bosanko signal, relocate Canfield signal to Wilbur, restrict turning movements at unsignalized intersections, close medians at Bosanko and Canfield. Construct Wilbur segment between US95 and Government Way.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 5- Remove ¼ mile signals at Bosanko and Canfield. Place new signals only at ½ mile spacing and restrict turning movements at unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: _____

Which alternative do you prefer? Alt. 1 Alt. 2 Alt. 3a Alt. 3b Alt. 4a Alt. 4b Alt. 5

Why? _____

What, if anything, would you change about this alternative? _____

Additional Comments to consider? _____



US95 Access Study Public Open House
Comment Sheet
Sept. 9, 2008

Name (Optional): Holly WATERS Email Address and/or Phone number: _____

Alternative 1- Median closures at all non-signalized intersections along US95.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 2- Median modifications along US95 at non-signalized intersections to restrict turning movements.

- I love it It's okay I don't like it I hate it

Please explain: This allows for making a convenient Rt on to 95 + then left. I believe that 1/2 mi intervals for signals south of Hayden are important. However most traffic north of Hayden is thru traffic and so 1 mile intervals ^{North} after Hayden would work.

to cross thru in both directions

Alternative 3a- New signalized intersections at 1/2 mile spacing. South

- I love it It's okay I don't like it I hate it

Please explain: I like it for So of Hayden. But too many north of Hayden. Shd be at 1 mile intervals, with turn restrictions at Leave as is

Alternative 3b- New signalized intersections at 1/2 mile spacing and place turn restrictions at unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: again signals @ 1 mile intervals north of Hayden

Alternative 4a- Relocate signals to 1/2 mile spacing south of Hayden, close median at Bosanko, and restrict turning movements at all other unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: Leave Bosanko as is -

Alternative 4b- Remove Bosanko signal, relocate Canfield signal to Wilbur, restrict turning movements at unsignalized intersections, close medians at Bosanko and Canfield. Construct Wilbur segment between US95 and Government Way. OK

I love it It's okay I don't like it I hate it

Please explain: Leave as it except restricted turning

Alternative 5- Remove 1/4 mile signals at Bosanko and Canfield. Place new signals only at 1/2 mile spacing and restrict turning movements at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: Leave as is

Which alternative do you prefer? Alt. 1 Alt. 2 Alt. 3a Alt. 3b Alt. 4a Alt. 4b Alt. 5

Why? _____

What, if anything, would you change about this alternative? Yes make signals north of Hayden at 1 mile intervals.

Additional Comments to consider? _____



US95 Access Study Public Open House
Comment Sheet
Sept. 9, 2008

Name (Optional): John Curtis Email Address and/or Phone number: 772-5585

Alternative 1- Median closures at all non-signalized intersections along US95.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 2- Median modifications along US95 at non-signalized intersections to restrict turning movements.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3a- New signalized intersections at ½ mile spacing.

- I love it It's okay I don't like it I hate it

Please explain: THE LOWEST IMPACT

Alternative 3b- New signalized intersections at ½ mile spacing and place turn restrictions at unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4a- Relocate signals to ½ mile spacing south of Hayden, close median at Bosanko, and restrict turning movements at all other unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4b- Remove Bosanko signal, relocate Canfield signal to Wilbur, restrict turning movements at unsignalized intersections, close medians at Bosanko and Canfield. Construct Wilbur segment between US95 and Government Way.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 5- Remove ¼ mile signals at Bosanko and Canfield. Place new signals only at ½ mile spacing and restrict turning movements at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Which alternative do you prefer? Alt. 1 Alt. 2 Alt. 3a Alt. 3b Alt. 4a Alt. 4b Alt. 5

Why? _____

What, if anything, would you change about this alternative? REMOVE SIGNAL ON MILES

Additional Comments to consider? WHAT IMPACT ON R.E. VALUES & OR REQUIREMENTS WILL BE PLACED ON PROPERTY OWNERS?



US95 Access Study Public Open House
Comment Sheet
Sept. 9, 2008

Name (Optional): Bobbie Anne Welch Email Address and/or Phone number: Bobbie.ANNEW@aol

Alternative 1- Median closures at all non-signalized intersections along US95.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 2- Median modifications along US95 at non-signalized intersections to restrict turning movements.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3a- New signalized intersections at ½ mile spacing.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3b- New signalized intersections at ½ mile spacing and place turn restrictions at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4a- Relocate signals to ½ mile spacing south of Hayden, close median at Bosanko, and restrict turning movements at all other unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4b- Remove Bosanko signal, relocate Canfield signal to Wilbur, restrict turning movements at unsignalized intersections, close medians at Bosanko and Canfield. Construct Wilbur segment between US95 and Government Way.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 5- Remove ¼ mile signals at Bosanko and Canfield. Place new signals only at ½ mile spacing and restrict turning movements at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Which alternative do you prefer? Alt. 1 Alt. 2 Alt. 3a Alt. 3b Alt. 4a Alt. 4b Alt. 5

Why? *Access for large trucks to commercial properties*

What, if anything, would you change about this alternative? _____

Additional Comments to consider? _____



US95 Access Study Public Open House
Comment Sheet
Sept. 9, 2008

Name (Optional): Howard Welch Email Address and/or Phone number: 208 667 2371

Alternative 1- Median closures at all non-signalized intersections along US95.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 2- Median modifications along US95 at non-signalized intersections to restrict turning movements.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3a- New signalized intersections at 1/2 mile spacing.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3b- New signalized intersections at 1/2 mile spacing and place turn restrictions at unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4a- Relocate signals to 1/2 mile spacing south of Hayden, close median at Bosanko, and restrict turning movements at all other unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4b- Remove Bosanko signal, relocate Canfield signal to Wilbur, restrict turning movements at unsignalized intersections, close medians at Bosanko and Canfield. Construct Wilbur segment between US95 and Government Way.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 5- Remove 1/4 mile signals at Bosanko and Canfield. Place new signals only at 1/2 mile spacing and restrict turning movements at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Which alternative do you prefer? Alt. 1 Alt. 2 Alt. 3a Alt. 3b Alt. 4a Alt. 4b Alt. 5

Why? Access for large trucks to commercial properties

What, if anything, would you change about this alternative? _____

Additional Comments to consider? We are primarily interested in the Miles, Dakota & Wyoming corridor



**US95 Access Study Public Open House
Comment Sheet
Sept. 9, 2008**

Name (Optional): _____ Email Address and/or Phone number: _____

Alternative 1- Median closures at all non-signalized intersections along US95.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 2- Median modifications along US95 at non-signalized intersections to restrict turning movements.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3a- New signalized intersections at ½ mile spacing.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3b- New signalized intersections at ½ mile spacing and place turn restrictions at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4a- Relocate signals to ½ mile spacing south of Hayden, close median at Bosanko, and restrict turning movements at all other unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4b- Remove Bosanko signal, relocate Canfield signal to Wilbur, restrict turning movements at unsignalized intersections, close medians at Bosanko and Canfield. Construct Wilbur segment between US95 and Government Way.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 5- Remove ¼ mile signals at Bosanko and Canfield. Place new signals only at ½ mile spacing and restrict turning movements at unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: _____

Which alternative do you prefer? Alt. 1 Alt. 2 Alt. 3a Alt. 3b Alt. 4a Alt. 4b Alt. 5

Why? It helps across throughout Hayden, adds safety, and can assist with future growth

What, if anything, would you change about this alternative? None

Additional Comments to consider? _____



US95 Access Study Public Open House
Comment Sheet
Sept. 9, 2008

Name (Optional): GRANT WEBB Email Address and/or Phone number: 772 9741

Alternative 1- Median closures at all non-signalized intersections along US95.

I love it It's okay I don't like it I hate it

Please explain: WE NEED THE MEDIAN CROSSINGS OPEN TO
MOVE CROSS TRAFFIC

Alternative 2- Median modifications along US95 at non-signalized intersections to restrict turning movements.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3a- New signalized intersections at ½ mile spacing.

I love it It's okay I don't like it I hate it

Please explain: IT MIGHT HELP IF THE US 95 SIGNALS WERE
TIMED.

Alternative 3b- New signalized intersections at ½ mile spacing and place turn restrictions at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: WE STILL NEED TO CROSS

Alternative 4a- Relocate signals to 1/2 mile spacing south of Hayden, close median at Bosanko, and restrict turning movements at all other unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: DONT RESTRICT CROSSINGS.

Alternative 4b- Remove Bosanko signal, relocate Canfield signal to Wilbur, restrict turning movements at unsignalized intersections, close medians at Bosanko and Canfield. Construct Wilbur segment between US95 and Government Way.

I love it It's okay I don't like it I hate it

Please explain: DONT RESTRICT CROSSINGS

Alternative 5- Remove 1/4 mile signals at Bosanko and Canfield. Place new signals only at 1/2 mile spacing and restrict turning movements at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: DONT RESTRICT CROSSINGS

Which alternative do you prefer? Alt. 1 Alt. 2 Alt. 3a Alt. 3b Alt. 4a Alt. 4b Alt. 5

Why? _____

What, if anything, would you change about this alternative? TIME THOSE US 95 SIGNALS + KEEP US 95 SIGNALS FLASHING YELLOW UNTIL 6 AM.

Additional Comments to consider? KEEP HEAVY TRUCKS IN THE RIGHT LANE. CHANGE 4TH + 15TH STS BACK TO 35 MPH THROUGH DALTON. FAST TRACK THE HUETTER BYPASS.



US95 Access Study Public Open House
Comment Sheet
Sept. 9, 2008

Name (Optional): _____ Email Address and/or Phone number: RENBE@JUNO.COM

Alternative 1- Median closures at all non-signalized intersections along US95.

- I love it
 It's okay
 I don't like it
 I hate it

IMPOSSIBLE FOR RESIDENTS OF RAMSEY!

Please explain: on any given day during rush hour there are already over 400 - FOUR HUNDRED VEHICLES ON RAMSEY. IF THIS MATERIALIZES, IT IS GOING TO BE BLOODY

Alternative 2- Median modifications along US95 at non-signalized intersections to restrict turning movements.

- I love it
 It's okay
 I don't like it
 I hate it

Please explain: _____

Alternative 3a- New signalized intersections at 1/2 mile spacing.

- I love it
 It's okay
 I don't like it
 I hate it

Please explain: _____

Alternative 3b- New signalized intersections at 1/2 mile spacing and place turn restrictions at unsignalized intersections.

- I love it
 It's okay
 I don't like it
 I hate it

Please explain: _____

Alternative 4a- Relocate signals to ½ mile spacing south of Hayden, close median at Bosanko, and restrict turning movements at all other unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4b- Remove Bosanko signal, relocate Canfield signal to Wilbur, restrict turning movements at unsignalized intersections, close medians at Bosanko and Canfield. Construct Wilbur segment between US95 and Government Way.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 5- Remove ¼ mile signals at Bosanko and Canfield. Place new signals only at ½ mile spacing and restrict turning movements at unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: _____

Which alternative do you prefer? Alt. 1 Alt. 2 Alt. 3a Alt. 3b Alt. 4a Alt. 4b Alt. 5

Why? _____

What, if anything, would you change about this alternative? _____

Additional Comments to consider? _____



US95 Access Study Public Open House
Comment Sheet
Sept. 9, 2008

Name (Optional): LARRY SPENCER Email Address and/or Phone number: _____

Alternative 1- Median closures at all non-signalized intersections along US95.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 2- Median modifications along US95 at non-signalized intersections to restrict turning movements.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3a- New signalized intersections at ½ mile spacing.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3b- New signalized intersections at ½ mile spacing and place turn restrictions at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4a- Relocate signals to 1/2 mile spacing south of Hayden, close median at Bosanko, and restrict turning movements at all other unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4b- Remove Bosanko signal, relocate Canfield signal to Wilbur, restrict turning movements at unsignalized intersections, close medians at Bosanko and Canfield. Construct Wilbur segment between US95 and Government Way.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 5- Remove 1/4 mile signals at Bosanko and Canfield. Place new signals only at 1/2 mile spacing and restrict turning movements at unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: _____

Which alternative do you prefer? Alt. 1 Alt. 2 Alt. 3a Alt. 3b Alt. 4a Alt. 4b Alt. 5

Why? Ⓟ _____

What, if anything, would you change about this alternative?

Do not do anything to slow TRAFFIC on Hwy 95. It will impact other N/S corridors

Additional Comments to consider? _____



US95 Access Study Public Open House
Comment Sheet
Sept. 9, 2008

Name (Optional): Jerold L. Mike *None* Email Address and/or Phone number: 208 772-0502

Alternative 1- Median closures at all non-signalized intersections along US95.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 2- Median modifications along US95 at non-signalized intersections to restrict turning movements.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3a- New signalized intersections at ½ mile spacing.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3b- New signalized intersections at ½ mile spacing and place turn restrictions at unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4a- Relocate signals to ½ mile spacing south of Hayden, close median at Bosanko, and restrict turning movements at all other unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4b- Remove Bosanko signal, relocate Canfield signal to Wilbur, restrict turning movements at unsignalized intersections, close medians at Bosanko and Canfield. Construct Wilbur segment between US95 and Government Way.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 5- Remove ¼ mile signals at Bosanko and Canfield. Place new signals only at ½ mile spacing and restrict turning movements at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: There are Business along 95 I want to go to without detours

Which alternative do you prefer? Alt. 1 Alt. 2 Alt. 3a Alt. 3b Alt. 4a Alt. 4b Alt. 5

Why? _____

What, if anything, would you change about this alternative? Put the Hiway 53 to 90 Bypass in first

Additional Comments to consider? _____



US95 Access Study Public Open House
Comment Sheet
Sept. 9, 2008

Name (Optional): Sally Miles Email Address and/or Phone number: 208-772-0502

Alternative 1- Median closures at all non-signalized intersections along US95.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 2- Median modifications along US95 at non-signalized intersections to restrict turning movements.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3a- New signalized intersections at 1/2 mile spacing.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3b- New signalized intersections at 1/2 mile spacing and place turn restrictions at unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4a- Relocate signals to ½ mile spacing south of Hayden, close median at Bosanko, and restrict turning movements at all other unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4b- Remove Bosanko signal, relocate Canfield signal to Wilbur, restrict turning movements at unsignalized intersections, close medians at Bosanko and Canfield. Construct Wilbur segment between US95 and Government Way.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 5- Remove ¼ mile signals at Bosanko and Canfield. Place new signals only at ½ mile spacing and restrict turning movements at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Which alternative do you prefer? Alt. 1 Alt. 2 Alt. 3a Alt. 3b Alt. 4a Alt. 4b Alt. 5

Why? _____

What, if anything, would you change about this alternative? Put in bypass asap -

Additional Comments to consider? access to businesses should be your main concern,

Safety and easy access are topmost concerns?



**US95 Access Study Public Open House
Comment Sheet
Sept. 9, 2008**

Name (Optional): _____ Email Address and/or Phone number: _____

Alternative 1- Median closures at all non-signalized intersections along US95.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 2- Median modifications along US95 at non-signalized intersections to restrict turning movements.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3a- New signalized intersections at ½ mile spacing.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3b- New signalized intersections at ½ mile spacing and place turn restrictions at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4a- Relocate signals to ½ mile spacing south of Hayden, close median at Bosanko, and restrict turning movements at all other unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4b- Remove Bosanko signal, relocate Canfield signal to Wilbur, restrict turning movements at unsignalized intersections, close medians at Bosanko and Canfield. Construct Wilbur segment between US95 and Government Way.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 5- Remove ¼ mile signals at Bosanko and Canfield. Place new signals only at ½ mile spacing and restrict turning movements at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Which alternative do you prefer? Alt. 1 Alt. 2 Alt. 3a Alt. 3b Alt. 4a Alt. 4b Alt. 5

Why? Best Costs of Change

What, if anything, would you change about this alternative? _____

Additional Comments to consider? Consider Using the Median Paved
As A Emergency Auto/ Fire, Police Use



US95 Access Study Public Open House
Comment Sheet
Sept. 9, 2008

Name (Optional): Liz Cockle Email Address and/or Phone number: 691-4732

Alternative 1- Median closures at all non-signalized intersections along US95.

I love it It's okay I don't like it I hate it

Please explain: I would love Wyoming to be a quiet peaceful street. However, the Hayden St. Intersection is already bad.

Alternative 2- Median modifications along US95 at non-signalized intersections to restrict turning movements.

I love it It's okay I don't like it I hate it

Please explain: It seems much safer.

Alternative 3a- New signalized intersections at ½ mile spacing.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3b- New signalized intersections at ½ mile spacing and place turn restrictions at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4a- Relocate signals to ½ mile spacing south of Hayden, close median at Bosanko, and restrict turning movements at all other unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4b- Remove Bosanko signal, relocate Canfield signal to Wilbur, restrict turning movements at unsignalized intersections, close medians at Bosanko and Canfield. Construct Wilbur segment between US95 and Government Way.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 5- Remove ¼ mile signals at Bosanko and Canfield. Place new signals only at ½ mile spacing and restrict turning movements at unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: This seems safe and convenient.

Which alternative do you prefer? Alt. 1 Alt. 2 Alt. 3a Alt. 3b Alt. 4a Alt. 4b Alt. 5

Why? Safety - easy to get in and out of Highway

What, if anything, would you change about this alternative? _____

Additional Comments to consider? _____



US95 Access Study Public Open House
Comment Sheet
Sept. 9, 2008

Name (Optional): Charles Nipp Email Address and/or Phone number: cnipp@paww.com

Alternative 1- Median closures at all non-signalized intersections along US95.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 2- Median modifications along US95 at non-signalized intersections to restrict turning movements.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3a- New signalized intersections at 1/2 mile spacing.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3b- New signalized intersections at 1/2 mile spacing and place turn restrictions at unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4a- Relocate signals to ½ mile spacing south of Hayden, close median at Bosanko, and restrict turning movements at all other unsignalized intersections.

I love it It's okay I don't like it I hate it

?

Please explain: _____

Alternative 4b- Remove Bosanko signal, relocate Canfield signal to Wilbur, restrict turning movements at unsignalized intersections, close medians at Bosanko and Canfield. Construct Wilbur segment between US95 and Government Way.

I love it It's okay I don't like it I hate it

?

Please explain: _____

Alternative 5- Remove ¼ mile signals at Bosanko and Canfield. Place new signals only at ½ mile spacing and restrict turning movements at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Which alternative do you prefer? Alt. 1 Alt. 2 Alt. 3a Alt. 3b Alt. 4a Alt. 4b Alt. 5

Why? _____

What, if anything, would you change about this alternative? _____

Additional Comments to consider? _____



US95 Access Study Public Open House
Comment Sheet
Sept. 9, 2008

Name (Optional): KEN ~~W~~ MCGUIRE Email Address and/or Phone number: KENMCGUIRE@WSECO.COM
509-954-5258

Alternative 1- Median closures at all non-signalized intersections along US95.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 2- Median modifications along US95 at non-signalized intersections to restrict turning movements.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3a- New signalized intersections at 1/2 mile spacing.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3b- New signalized intersections at 1/2 mile spacing and place turn restrictions at unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4a- Relocate signals to 1/2 mile spacing south of Hayden, close median at Bosanko, and restrict turning movements at all other unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4b- Remove Bosanko signal, relocate Canfield signal to Wilbur, restrict turning movements at unsignalized intersections, close medians at Bosanko and Canfield. Construct Wilbur segment between US95 and Government Way.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 5- Remove 1/4 mile signals at Bosanko and Canfield. Place new signals only at 1/2 mile spacing and restrict turning movements at unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: THE BEST ALTERNATIVE FOR OUR BUSINESS. WE ^{HAD TO PUT} ~~WANTED~~ A TURN LANE
IN DURING OUR CONSTRUCTION ON LACEY FOR SOUTH TURNING TRAFFIC ON 95. WHAT
GOOD IS IT IF YOU CLOSE 95 MEDIAN

Which alternative do you prefer? Alt. 1 Alt. 2 Alt. 3a Alt. 3b Alt. 4a Alt. 4b Alt. 5

Why? _____

What, if anything, would you change about this alternative? _____

Additional Comments to consider? _____



US95 Access Study Public Open House
Comment Sheet
Sept. 9, 2008

Name (Optional): _____ Email Address and/or Phone number: _____

Alternative 1- Median closures at all non-signalized intersections along US95.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 2- Median modifications along US95 at non-signalized intersections to restrict turning movements.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3a- New signalized intersections at ½ mile spacing.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3b- New signalized intersections at ½ mile spacing and place turn restrictions at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4a- Relocate signals to ½ mile spacing south of Hayden, close median at Bosanko, and restrict turning movements at all other unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4b- Remove Bosanko signal, relocate Canfield signal to Wilbur, restrict turning movements at unsignalized intersections, close medians at Bosanko and Canfield. Construct Wilbur segment between US95 and Government Way.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 5- Remove ¼ mile signals at Bosanko and Canfield. Place new signals only at ½ mile spacing and restrict turning movements at unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: WE MUST BE READY TO CHANGE THE TIMING FOR SNOW AND ICE.

Which alternative do you prefer? Alt. 1 Alt. 2 Alt. 3a Alt. 3b Alt. 4a Alt. 4b Alt. 5

Why? IT'S RIGHT

What, if anything, would you change about this alternative? _____

Additional Comments to consider? BE READY FOR SNOW + ICE!



US95 Access Study Public Open House
Comment Sheet
Sept. 9, 2008

Name (Optional): Tom Dorr Email Address and/or Phone number: tdorr@WRADVISORS.COM

Alternative 1- Median closures at all non-signalized intersections along US95.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 2- Median modifications along US95 at non-signalized intersections to restrict turning movements.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3a- New signalized intersections at ½ mile spacing.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3b- New signalized intersections at ½ mile spacing and place turn restrictions at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

(Over)

Alternative 4a- Relocate signals to ½ mile spacing south of Hayden, close median at Bosanko, and restrict turning movements at all other unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4b- Remove Bosanko signal, relocate Canfield signal to Wilbur, restrict turning movements at unsignalized intersections, close medians at Bosanko and Canfield. Construct Wilbur segment between US95 and Government Way.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 5- Remove ¼ mile signals at Bosanko and Canfield. Place new signals only at ½ mile spacing and restrict turning movements at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Which alternative do you prefer? Alt. 1 Alt. 2 Alt. 3a Alt. 3b Alt. 4a Alt. 4b Alt. 5

Why? Balance

What, if anything, would you change about this alternative? Nothing.

Additional Comments to consider? What would you do if traffic volume doubled overnight then a hurricane completely wiped out all signals and signs? What would the new system look like?



US95 Access Study Public Open House
Comment Sheet
Sept. 9, 2008

Name (Optional): Cecil Hathaway Email Address and/or Phone number: Cecilwh@marowitz.org

Alternative 1- Median closures at all non-signalized intersections along US95.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 2- Median modifications along US95 at non-signalized intersections to restrict turning movements.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3a- New signalized intersections at ½ mile spacing.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3b- New signalized intersections at ½ mile spacing and place turn restrictions at unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4a- Relocate signals to ½ mile spacing south of Hayden, close median at Bosanko, and restrict turning movements at all other unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4b- Remove Bosanko signal, relocate Canfield signal to Wilbur, restrict turning movements at unsignalized intersections, close medians at Bosanko and Canfield. Construct Wilbur segment between US95 and Government Way.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 5- Remove ¼ mile signals at Bosanko and Canfield. Place new signals only at ½ mile spacing and restrict turning movements at unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: Progressive movement the full length of U.S. 95 should be the first
priority since flow on 95 is the presumed consideration. Restrictions at non-signalized
intersections can be decided later based on actual traffic flow.

- Which alternative do you prefer? Alt. 1 Alt. 2 Alt. 3a Alt. 3b Alt. 4a Alt. 4b Alt. 5

Why? See 5 above

What, if anything, would you change about this alternative? Don't extend signal system north of Hayden
until it is demonstrated as a need and is warranted. The same should be postponed
for limiting or prohibiting cross 95 movements at unsignalized intersections north of Hayden
Additional Comments to consider? _____



US95 Access Study Public Open House
Comment Sheet
Sept. 9, 2008

Name (Optional): RICH MOREY Email Address and/or Phone number: MOREYRE@msn.com

Alternative 1- Median closures at all non-signalized intersections along US95.

I love it It's okay I don't like it I hate it

Please explain: _____

PUT A LIGHT ON LACY FOR ALL THE
CAT TRAFFIC "THEIR BUSINESS" AND R6L TRUCK, CAMPER
TRAFFIC

Alternative 2- Median modifications along US95 at non-signalized intersections to restrict turning movements.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3a- New signalized intersections at ½ mile spacing.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3b- New signalized intersections at ½ mile spacing and place turn restrictions at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4a- Relocate signals to ½ mile spacing south of Hayden, close median at Bosanko, and restrict turning movements at all other unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4b- Remove Bosanko signal, relocate Canfield signal to Wilbur, restrict turning movements at unsignalized intersections, close medians at Bosanko and Canfield. Construct Wilbur segment between US95 and Government Way.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 5- Remove ¼ mile signals at Bosanko and Canfield. Place new signals only at ½ mile spacing and restrict turning movements at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Which alternative do you prefer? Alt. 1 Alt. 2 Alt. 3a Alt. 3b Alt. 4a Alt. 4b Alt. 5

Why? _____

What, if anything, would you change about this alternative? _____

Additional Comments to consider? _____



US95 Access Study Public Open House
Comment Sheet
Sept. 9, 2008

Name (Optional): Cole Sherron Email Address and/or Phone number: _____

Alternative 1- Median closures at all non-signalized intersections along US95.

- I love it It's okay I don't like it I hate it

Please explain: It will lead and back up traffic on 95 and people living east & west of 95 can't get home

Alternative 2- Median modifications along US95 at non-signalized intersections to restrict turning movements.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3a- New signalized intersections at 1/2 mile spacing.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3b- New signalized intersections at 1/2 mile spacing and place turn restrictions at unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4a- Relocate signals to ½ mile spacing south of Hayden, close median at Bosanko, and restrict turning movements at all other unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4b- Remove Bosanko signal, relocate Canfield signal to Wilbur, restrict turning movements at unsignalized intersections, close medians at Bosanko and Canfield. Construct Wilbur segment between US95 and Government Way.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 5- Remove ¼ mile signals at Bosanko and Canfield. Place new signals only at ½ mile spacing and restrict turning movements at unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: _____

Which alternative do you prefer? Alt. 1 Alt. 2 Alt. 3a Alt. 3b Alt. 4a Alt. 4b Alt. 5

Why? Believe it is best proposal

What, if anything, would you change about this alternative? _____

Additional Comments to consider? _____



US95 Access Study Public Open House
Comment Sheet
Sept. 9, 2008

Name (Optional): DAVE LONG Email Address and/or Phone number: 687-0423

Alternative 1- Median closures at all non-signalized intersections along US95.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 2- Median modifications along US95 at non-signalized intersections to restrict turning movements.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3a- New signalized intersections at ½ mile spacing.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3b- New signalized intersections at ½ mile spacing and place turn restrictions at unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4a- Relocate signals to ½ mile spacing south of Hayden, close median at Bosanko, and restrict turning movements at all other unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4b- Remove Bosanko signal, relocate Canfield signal to Wilbur, restrict turning movements at unsignalized intersections, close medians at Bosanko and Canfield. Construct Wilbur segment between US95 and Government Way.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 5- Remove ¼ mile signals at Bosanko and Canfield. Place new signals only at ½ mile spacing and restrict turning movements at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Which alternative do you prefer? Alt. 1 Alt. 2 Alt. 3a Alt. 3b Alt. 4a Alt. 4b Alt. 5

Why? Less Lights -

What, if anything, would you change about this alternative? _____

Additional Comments to consider? _____



US95 Access Study Public Open House
Comment Sheet
Sept. 9, 2008

Name (Optional): PETE WARD Email Address and/or Phone number: PWARD1121@AOL.COM

687-6410

Alternative 1- Median closures at all non-signalized intersections along US95.

- I love it It's okay I don't like it I hate it

Please explain: INCREASES VOLUME AT SIGNALIZED INTERSECTION AND TRAFFIC ON OTHER ROADS

Alternative 2- Median modifications along US95 at non-signalized intersections to restrict turning movements.

- I love it It's okay I don't like it I hate it

Please explain: WASTE OF MONEY AT BENTZ & MURPHY - S/B RI/RO

Alternative 3a- New signalized intersections at 1/2 mile spacing.

- I love it It's okay I don't like it I hate it

Please explain: PROBLEMS @ BENTZ & MURPHY - DOES NOT CHANGE CHERRY, ORCHARD, DAKOTA & LACEY

Alternative 3b- New signalized intersections at 1/2 mile spacing and place turn restrictions at unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: TOO MANY SIGNALS - BENTZ & MURPHY AGAIN!

Alternative 4a- Relocate signals to 1/2 mile spacing south of Hayden, close median at Bosanko, and restrict turning movements at all other unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: BEST SO FAR - STILL NEED RI/RO BENTZ & MURPHY
BOZANKO S/B RESTRICTED

Alternative 4b- Remove Bosanko signal, relocate Canfield signal to Wilbur, restrict turning movements at unsignalized intersections, close medians at Bosanko and Canfield. Construct Wilbur segment between US95 and Government Way.

I love it It's okay I don't like it I hate it

Please explain: SHOULD NOT CLOSE ACCESS AT BOZANKO & CANFIELD

Alternative 5- Remove 1/4 mile signals at Bosanko and Canfield. Place new signals only at 1/2 mile spacing and restrict turning movements at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: GREAT PLAN - SEEMS MOST EXPENSIVE - MAYBE RESTRICTED ACCESS
AT MILES & WYOMING TO START W/SIGNALS IN THE FUTURE

Which alternative do you prefer? Alt. 1 Alt. 2 Alt. 3a Alt. 3b Alt. 4a Alt. 4b Alt. 5

Why? YA TO START - RI/RO BENTZ & MURPHY ALT 5 IF U GET THE FUNDS

What, if anything, would you change about this alternative? _____

Additional Comments to consider? _____

CURBING ON RESTRICTED ACCESS - PEOPLE CHEAT!

ACCEL & DECEL LANES AT ALL RESTRICTED ACCESS



US95 Access Study Public Open House
Comment Sheet
Sept. 9, 2008

Name (Optional): Rich MOREY Email Address and/or Phone number: RLRUSALES@RLRV.COM

Alternative 1- Median closures at all non-signalized intersections along US95.

- I love it It's okay I don't like it I hate it

Please explain:

Frontage Roads are the Key!
ways to Handle the Two Problems that exist on the
corridor - 1) Moving Traffic to a DESTINATION and MOVING

Alternative 2- Median modifications along US95 at non-signalized intersections to restrict turning movements.

- I love it It's okay I don't like it I hate it

Please explain:

Traffic thru the Ave
It would be less expensive TODAY than tomorrow

Alternative 3a- New signalized intersections at 1/2 mile spacing.

- I love it It's okay I don't like it I hate it

Please explain:

Alternative 3b- New signalized intersections at 1/2 mile spacing and place turn restrictions at unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain:

Alternative 4a- Relocate signals to ½ mile spacing south of Hayden, close median at Bosanko, and restrict turning movements at all other unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4b- Remove Bosanko signal, relocate Canfield signal to Wilbur, restrict turning movements at unsignalized intersections, close medians at Bosanko and Canfield. Construct Wilbur segment between US95 and Government Way.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 5- Remove ¼ mile signals at Bosanko and Canfield. Place new signals only at ½ mile spacing and restrict turning movements at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Which alternative do you prefer? Alt. 1 Alt. 2 Alt. 3a Alt. 3b Alt. 4a Alt. 4b Alt. 5

Why? _____

What, if anything, would you change about this alternative? _____

Additional Comments to consider? _____



**US95 Access Study Public Open House
Comment Sheet
Sept. 9, 2008**

Name (Optional): _____ Email Address and/or Phone number: _____

Alternative 1- Median closures at all non-signalized intersections along US95.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 2- Median modifications along US95 at non-signalized intersections to restrict turning movements.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3a- New signalized intersections at ½ mile spacing.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3b- New signalized intersections at ½ mile spacing and place turn restrictions at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

(Over)

Alternative 4a- Relocate signals to ½ mile spacing south of Hayden, close median at Bosanko, and restrict turning movements at all other unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4b- Remove Bosanko signal, relocate Canfield signal to Wilbur, restrict turning movements at unsignalized intersections, close medians at Bosanko and Canfield. Construct Wilbur segment between US95 and Government Way.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 5- Remove ¼ mile signals at Bosanko and Canfield. Place new signals only at ½ mile spacing and restrict turning movements at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Which alternative do you prefer? Alt. 1 Alt. 2 Alt. 3a Alt. 3b Alt. 4a Alt. 4b Alt. 5

Why? _____

What, if anything, would you change about this alternative? _____

Additional Comments to consider? _____



US95 Access Study Public Open House
Comment Sheet
Sept. 9, 2008

Name (Optional): Clyde Boatright Email Address and/or Phone number: CBOATRIGHT@IMSRI.SN

Alternative 1- Median closures at all non-signalized intersections along US95.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 2- Median modifications along US95 at non-signalized intersections to restrict turning movements.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3a- New signalized intersections at 1/2 mile spacing.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3b- New signalized intersections at 1/2 mile spacing and place turn restrictions at unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4a- Relocate signals to ½ mile spacing south of Hayden, close median at Bosanko, and restrict turning movements at all other unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4b- Remove Bosanko signal, relocate Canfield signal to Wilbur, restrict turning movements at unsignalized intersections, close medians at Bosanko and Canfield. Construct Wilbur segment between US95 and Government Way.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 5- Remove ¼ mile signals at Bosanko and Canfield. Place new signals only at ½ mile spacing and restrict turning movements at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Which alternative do you prefer? Alt. 1 Alt. 2 Alt. 3a Alt. 3b Alt. 4a Alt. 4b Alt. 5

Why? _____

What, if anything, would you change about this alternative? _____

Additional Comments to consider? _____

Jennifer Wash

From: Kelly and Sharon Smith [crowleys@oldandintheway.com]
Sent: Friday, September 12, 2008 2:39 PM
To: Jennifer Wash
Subject: US 95 Comments

I would like to comment on the proposed low-cost alternatives for US 95 as it runs through Hayden. My major concern is that this uncontrolled intersections be reduced or eliminated altogether. I live just north of Orchard Avenue on Hayden and I've seen far too many close calls and accidents that occur when people think they can race across 95 or make a left turn into 95 traffic. I've seen 2 to 5 cars sit in the opening between the south and north bound lanes at Orchard during the busiest times of the day. (I also see this same disregard for traffic at the opening to Best Buy near the Silver Lake Mall. It's just a matter of time before someone or several people are killed due to these turns. (I seem to recall a young man turning into traffic near Ziggy's north of Hayden and that several people were killed.)

I've also had many opportunities to observe lots of the vehicles using 95 in Hayden....lots of construction vehicles. Perhaps if the construction slowed to a normal pace, there wouldn't be so much traffic involving drivers using cell phones, flipping cigarettes out of truck windows, eating/drinking while driving, etc.

I could rave on for awhile, but I just want to make my point that uncontrolled intersections are dangerous under normal conditions and even more so under current conditions.

Sharon A Smith
9230 North Ramsey Road
Hayden, ID 83835

COMMENTS REGARDING US95 ACCESS STUDY

Traffic control is as much a matter of behavior modification as it is the application of traffic volume and velocity models. Drivers in the area between I-90 and Wyoming currently travel the shortest or most convenient route to reach customary, intended locations. When denied the shortest or most convenient route, alternate routes will be chosen which satisfies the need of the individual with the least amount of inconvenience. I believe this concept will apply to the US95 problem wherein denying or modifying some of the current access/egress options will cause drivers to find other routes. After an adjustment period, traffic patterns will develop which will identify those intersections which will require further modifications.

US95 was intended to be a high speed route to carry through traffic unimpeded north and south through the Coeur d'Alene/Hayden area. The ultimate goal of US95 between Appleway and Lancaster, in my opinion, should be the construction of full freeway-type interchanges at Neider, Kathleen, Dalton, Hanley, Prairie, Hayden, Wyoming, and Lancaster along with the closing of all other access to the highway. That being said, and acknowledging the current fiscal and political situation, I can support Alternatives 4b and 5, and would like to provide the following modifications/suggestions for the near term:

Remove the ¼ mile signals at Bosanko and Canfield and restrict turning movements at these intersections.

Do not relocate the Canfield signal to Wilbur and do not connect east Wilbur to US95. Relocating the signal to Wilbur and connecting Wilbur to US95 will only create another "choke point" where one does not exist and will only exacerbate the US95 traffic flow problem.

Close the median at Haycraft, Cherry Lane, Aqua, Dakota, Lacey, and Bentz, providing "right-in, right-out" access only.

Restrict turning movements at Boekel, Wyoming, Miles, Orchard, Wilbur, Canfield, and Bosanko.

Close access to US 95 at Sunset.

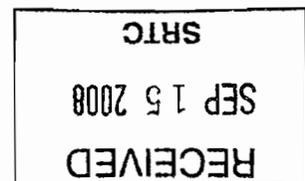
Prohibit future access to US95 between Wyoming and Lancaster. There is currently almost no development in this area. Future development needs to be required to provide frontage roads or other off-highway access, such as improving Government Way and extending Warren Street.

The near-term ideas outlined above should be considered "band-aid" fixes for now. They can be implemented at reasonable cost and will improve traffic flow on US95.

The current location of US 95 is logical, useful, acceptably aligned, and most importantly is paid for and under State ownership. The veritable abandonment of the current US95 right-of-way to the cities of Coeur d'Alene and Hayden for what is, essentially, a city arterial is not acceptable to me. Substantial and adequate funding must be aggressively pursued to construct the interchanges I have specified above to return US95 to the highway it was intended to be.

Sincerely,
David St.Amand, Post Falls

stdave @ icehouse.net





US95 Access Study Public Open House
Comment Sheet
Sept. 9, 2008

Name (Optional): _____ Email Address and/or Phone number: thelucky268@yahoo.com

Alternative 1- Median closures at all non-signalized intersections along US95.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 2- Median modifications along US95 at non-signalized intersections to restrict turning movements.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3a- New signalized intersections at ½ mile spacing.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3b- New signalized intersections at ½ mile spacing and place turn restrictions at unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: _____

(Over)

Alternative 4a- Relocate signals to 1/2 mile spacing south of Hayden, close median at Bosanko, and restrict turning movements at all other unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4b- Remove Bosanko signal, relocate Canfield signal to Wilbur, restrict turning movements at unsignalized intersections, close medians at Bosanko and Canfield. Construct Wilbur segment between US95 and Government Way.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 5- Remove 1/4 mile signals at Bosanko and Canfield. Place new signals only at 1/2 mile spacing and restrict turning movements at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Which alternative do you prefer? Alt. 1 Alt. 2 Alt. 3a Alt. 3b Alt. 4a Alt. 4b Alt. 5

Why? None of the above

What, if anything, would you change about this alternative? see below

Additional Comments to consider? Put your time and effort to improve the flow of traffic North & South This will not help that!!!

Return to KMPO, 221 W. First Ave., Suite 310, Spokane, WA 99201 or fax to (509) 343-6400; www.kmpo.net for more information



Name (Optional): Gwen Summers Email Address and/or Phone number: 208-765-1542

Alternative 1- Median closures at all non-signalized intersections along US95.

I love it It's okay I don't like it I hate it

Please explain:

It would create a serious back-up of traffic at signalized intersections

Alternative 2- Median modifications along US95 at non-signalized intersections to restrict turning movements.

I love it It's okay I don't like it I hate it

Please explain:

Would increase traffic on side streets.

Alternative 3a- New signalized intersections at 1/2 mile spacing.

I love it It's okay I don't like it I hate it

Please explain:

No chance of efficient signal co-ordination. Too much traffic on side streets. Backup of traffic at signalized intersections

Alternative 3b- New signalized intersections at 1/2 mile spacing and place turn restrictions at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain:

No chance of efficient signal co-ordination

Alternative 4a- Relocate signals to 1/2 mile spacing south of Hayden, close median at Bosanko, and restrict turning movements at all other unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: Cuts down on traffic delay over entire study area. Side streets not as heavily used as in Alt 5. It has possible efficient use of green band.

Alternative 4b- Remove Bosanko signal, relocate Canfield signal to Wilbur, restrict turning movements at unsignalized intersections, close medians at Bosanko and Canfield. Construct Wilbur segment between US95 and Government Way.

I love it It's okay I don't like it I hate it

Please explain: Would increase traffic on Gov't Way and traffic on that street is too heavy already

Alternative 5- Remove 1/4 mile signals at Bosanko and Canfield. Place new signals only at 1/2 mile spacing and restrict turning movements at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: Cuts delay over the entire study area the best of any, but side street traffic appears heavy in various areas.

Which alternative do you prefer? Alt. 1 Alt. 2 Alt. 3a Alt. 3b Alt. 4a Alt. 4b Alt. 5

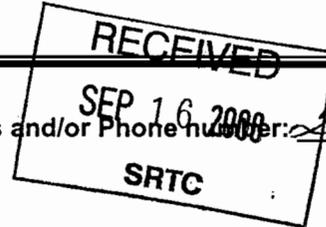
Why? It cuts down traffic delay over entire ^{study area} system. Side streets appear not to be as heavily used as in Alt. 5. It has possible efficient use of green band.

What, if anything, would you change about this alternative? _____

Additional Comments to consider? _____



US95 Access Study Public Open House
Comment Sheet
Sept. 9, 2008



Name (Optional): Del Summers Email Address and/or Phone number: 208-765-1542

Alternative 1- Median closures at all non-signalized intersections along US95.

I love it It's okay I don't like it I hate it

Please explain: substantial increase in travel time on US-95

Alternative 2- Median modifications along US95 at non-signalized intersections to restrict turning movements.

I love it It's okay I don't like it I hate it

Please explain: not much improvement over existing situation.

Alternative 3a- New signalized intersections at 1/2 mile spacing.

I love it It's okay I don't like it I hate it

Please explain: Increases US-95 travel time - no improvement to justify expense

Alternative 3b- New signalized intersections at 1/2 mile spacing and place turn restrictions at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: As with 3a) - Increases US-95 travel time other changes do not justify expense

Alternative 4a- Relocate signals to 1/2 mile spacing south of Hayden, close median at Bosanko, and restrict turning movements at all other unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: Reduces delay hours; ~~marginal~~ ~~improvement~~ ~~with~~ ~~US-95~~ ~~delays~~ Further improvement possible with efficient signal coordination

Alternative 4b- Remove Bosanko signal, relocate Canfield signal to Wilbur, restrict turning movements at unsignalized intersections, close medians at Bosanko and Canfield. Construct Wilbur segment between US95 and Government Way.

I love it It's okay I don't like it I hate it

Please explain: Increases US-95 delays

Alternative 5- Remove 1/4 mile signals at Bosanko and Canfield. Place new signals only at 1/2 mile spacing and restrict turning movements at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: Increases US-95 delays

Which alternative do you prefer? Alt. 1 Alt. 2 Alt. 3a Alt. 3b Alt. 4a Alt. 4b Alt. 5

Why? Total delays reduced by 48%. Marginal improvements in US-95 delays. Potential for further improvement with intelligent signals

What, if anything, would you change about this alternative? _____

Additional Comments to consider: Dalton/US-95 intersection is quite dangerous because of Protaga road traffic - especially during school hours. Should replace lights with traffic circles wherever possible - Leicester, for example.

Return to KMPO, 221 W. First Ave., Suite 310, Spokane, WA 99201 or fax to (509) 343-6400; www.kmpo.net for more information

whenever possible - Leicester, for example.



US95 Access Study Public Open House
Comment Sheet
Sept. 9, 2008

Name (Optional): Sally Email Address and/or Phone number: SallyHaydenLake
@44400.com

Alternative 1- Median closures at all non-signalized intersections along US95.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 2- Median modifications along US95 at non-signalized intersections to restrict turning movements.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3a- New signalized intersections at ½ mile spacing.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3b- New signalized intersections at ½ mile spacing and place turn restrictions at unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4a- Relocate signals to 1/4 mile spacing south of Hayden, close median at Bosanko, and restrict turning movements at all other unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4b- Remove Bosanko signal, relocate Canfield signal to Wilbur, restrict turning movements at unsignalized intersections, close medians at Bosanko and Canfield. Construct Wilbur segment between US95 and Government Way.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 5- Remove 1/4 mile signals at Bosanko and Canfield. Place new signals only at 1/2 mile spacing and restrict turning movements at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Which alternative do you prefer? Alt. 1 Alt. 2 Alt. 3a Alt. 3b Alt. 4a Alt. 4b Alt. 5

Why? _____

What, if anything, would you change about this alternative? ^{Do it} _____

Additional Comments to consider? Please send the cost of this study to my e-mail address Thank you.



US95 Access Study Public Open House
Comment Sheet
Sept. 9, 2008

Name (Optional): Jana Smith Email Address and/or Phone number: 208-890-1545 Tammynickel@hotmail.com

Alternative 1- Median closures at all non-signalized intersections along US95.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 2- Median modifications along US95 at non-signalized intersections to restrict turning movements.

- I love it It's okay I don't like it I hate it

Please explain: _____



Alternative 3a- New signalized intersections at 1/2 mile spacing.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3b- New signalized intersections at 1/2 mile spacing and place turn restrictions at unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4a- Relocate signals to ½ mile spacing south of Hayden, close median at Bosanko, and restrict turning movements at all other unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4b- Remove Bosanko signal, relocate Canfield signal to Wilbur, restrict turning movements at unsignalized intersections, close medians at Bosanko and Canfield. Construct Wilbur segment between US95 and Government Way.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 5- Remove ¼ mile signals at Bosanko and Canfield. Place new signals only at ½ mile spacing and restrict turning movements at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Which alternative do you prefer? Alt. 1 Alt. 2 Alt. 3a Alt. 3b Alt. 4a Alt. 4b Alt. 5

Why? _____

What, if anything, would you change about this alternative? _____

Additional Comments to consider? Fix the lights!!!



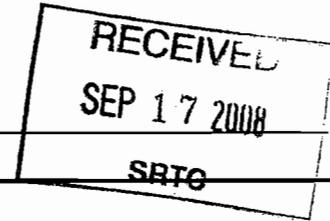
US95 Access Study Public Open House
Comment Sheet
Sept. 9, 2008

Name (Optional): ESTHER McCLAREN Email Address and/or Phone number: esthermccclaren@yahoo.com

Alternative 1- Median closures at all non-signalized intersections along US95.

- I love it It's okay I don't like it I hate it

Please explain: _____



Alternative 2- Median modifications along US95 at non-signalized intersections to restrict turning movements.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3a- New signalized intersections at 1/2 mile spacing.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3b- New signalized intersections at 1/2 mile spacing and place turn restrictions at unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: _____



US95 Access Study Public Open House
Comment Sheet
Sept. 9, 2008

Name (Optional): Matt Jewette Email Address and/or Phone number: MB.Jewette@live.com

Alternative 1- Median closures at all non-signalized intersections along US95.

- I love it It's okay I don't like it I hate it

Please explain: _____



Alternative 2- Median modifications along US95 at non-signalized intersections to restrict turning movements.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3a- New signalized intersections at 1/2 mile spacing.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3b- New signalized intersections at 1/2 mile spacing and place turn restrictions at unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4a- Relocate signals to 1/2 mile spacing south of Hayden, close median at Bosanko, and restrict turning movements at all other unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4b- Remove Bosanko signal, relocate Canfield signal to Wilbur, restrict turning movements at unsignalized intersections, close medians at Bosanko and Canfield. Construct Wilbur segment between US95 and Government Way.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 5- Remove 1/4 mile signals at Bosanko and Canfield. Place new signals only at 1/2 mile spacing and restrict turning movements at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Which alternative do you prefer? Alt. 1 Alt. 2 Alt. 3a Alt. 3b Alt. 4a Alt. 4b Alt. 5

Why? none of the above

What, if anything, would you change about this alternative? Fix Government Way, make lights on 95 work Right of

Additional Comments to consider? _____



US95 Access Study Public Open House
Comment Sheet
Sept. 9, 2008

Name (Optional): Mike EARIN Email Address and/or Phone number: MEARIN@gmail.com

Alternative 1- Median closures at all non-signalized intersections along US95.

- I love it It's okay I don't like it I hate it

Please explain: _____



Alternative 2- Median modifications along US95 at non-signalized intersections to restrict turning movements.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3a- New signalized intersections at 1/2 mile spacing.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3b- New signalized intersections at 1/2 mile spacing and place turn restrictions at unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4a- Relocate signals to 1/2 mile spacing south of Hayden, close median at Bosanko, and restrict turning movements at all other unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4b- Remove Bosanko signal, relocate Canfield signal to Wilbur, restrict turning movements at unsignalized intersections, close medians at Bosanko and Canfield. Construct Wilbur segment between US95 and Government Way.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 5- Remove 1/4 mile signals at Bosanko and Canfield. Place new signals only at 1/2 mile spacing and restrict turning movements at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Which alternative do you prefer? Alt. 1 Alt. 2 Alt. 3a Alt. 3b Alt. 4a Alt. 4b Alt. 5

Why? None - Below

What, if anything, would you change about this alternative? _____

Additional Comments to consider? What happened to 3 lanes both ways - wasn't it initially designed for 3 lanes? Up speed limits on ramp, 4th + 15th Fivish Gov't way from Dalton to Hayden. Hoelter By Pass!

Return to KMPO, 221 W. First Ave., Suite 310, Spokane, WA 99201 or fax to (509) 343-6400; www.kmpo.net for more information

Why are it signal lights times better?



US95 Access Study Public Open House
Comment Sheet
Sept. 9, 2008

Name (Optional): _____ Email Address and/or Phone number: mawaddington@hotmail.com

Alternative 1- Median closures at all non-signalized intersections along US95.

- I love it It's okay I don't like it I hate it

Please explain: _____



Alternative 2- Median modifications along US95 at non-signalized intersections to restrict turning movements.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3a- New signalized intersections at 1/2 mile spacing.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3b- New signalized intersections at 1/2 mile spacing and place turn restrictions at unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4a- Relocate signals to 1/2 mile spacing south of Hayden, close median at Bosanko, and restrict turning movements at all other unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4b- Remove Bosanko signal, relocate Canfield signal to Wilbur, restrict turning movements at unsignalized intersections, close medians at Bosanko and Canfield. Construct Wilbur segment between US95 and Government Way.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 5- Remove 1/4 mile signals at Bosanko and Canfield. Place new signals only at 1/2 mile spacing and restrict turning movements at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Which alternative do you prefer? Alt. 1 Alt. 2 Alt. 3a Alt. 3b Alt. 4a Alt. 4b Alt. 5

Why? _____

What, if anything, would you change about this alternative? _____

Additional Comments to consider? FOCUS on RAMSEY increasing speed limit when school not in session.
raise speed limit through DALTON GARDENS, increase Gov't way to 4 LANES.



US95 Access Study Public Open House
Comment Sheet
Sept. 9, 2008

Name (Optional): Matt Jewette Email Address and/or Phone number: MBJewette@live.com

Alternative 1- Median closures at all non-signalized intersections along US95.

- I love it It's okay I don't like it I hate it

Please explain: _____



Alternative 2- Median modifications along US95 at non-signalized intersections to restrict turning movements.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3a- New signalized intersections at 1/2 mile spacing.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3b- New signalized intersections at 1/2 mile spacing and place turn restrictions at unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4a- Relocate signals to ½ mile spacing south of Hayden, close median at Bosanko, and restrict turning movements at all other unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4b- Remove Bosanko signal, relocate Canfield signal to Wilbur, restrict turning movements at unsignalized intersections, close medians at Bosanko and Canfield. Construct Wilbur segment between US95 and Government Way.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 5- Remove ¼ mile signals at Bosanko and Canfield. Place new signals only at ½ mile spacing and restrict turning movements at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Which alternative do you prefer? Alt. 1 Alt. 2 Alt. 3a Alt. 3b Alt. 4a Alt. 4b Alt. 5

Why? _____ *none of the above* _____

What, if anything, would you change about this alternative? _____ *Fix Government Way, make lights on 95 work Right !!!* _____

Additional Comments to consider? _____



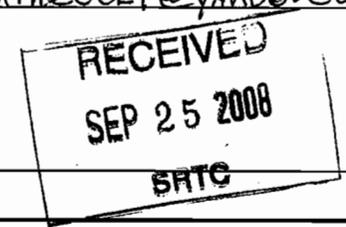
US95 Access Study, Public Open House
Comment Sheet
Sept. 9, 2008

Name (Optional): _____ Email Address and/or Phone number: TIMTHECELTO@YAHOO.COM

Alternative 1- Median closures at all non-signalized intersections along US95.

- I love it It's okay I don't like it I hate it

Please explain: _____



Alternative 2- Median modifications along US95 at non-signalized intersections to restrict turning movements.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3a- New signalized intersections at 1/2 mile spacing.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3b- New signalized intersections at 1/2 mile spacing and place turn restrictions at unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4a- Relocate signals to 1/2 mile spacing south of Hayden, close median at Bosanko, and restrict turning movements at all other unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4b- Remove Bosanko signal, relocate Canfield signal to Wilbur, restrict turning movements at unsignalized intersections, close medians at Bosanko and Canfield. Construct Wilbur segment between US95 and Government Way.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 5- Remove 1/4 mile signals at Bosanko and Canfield. Place new signals only at 1/2 mile spacing and restrict turning movements at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Which alternative do you prefer? Alt. 1 Alt. 2 Alt. 3a Alt. 3b Alt. 4a Alt. 4b Alt. 5

Why? _____

What, if anything, would you change about this alternative? I would change the alternatives to what I have written below

Additional Comments to consider? use the TRUCK Route change lights and Repair Curbside way.



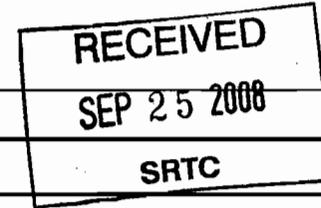
US95 Access Study Public Open House
Comment Sheet
Sept. 9, 2008

Name (Optional): _____ Email Address and/or Phone number: JeshubA@hotmail.com

Alternative 1- Median closures at all non-signalized intersections along US95.

I love it It's okay I don't like it I hate it

Please explain: _____



Alternative 2- Median modifications along US95 at non-signalized intersections to restrict turning movements.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3a- New signalized intersections at 1/2 mile spacing.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3b- New signalized intersections at 1/2 mile spacing and place turn restrictions at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4a- Relocate signals to 1/2 mile spacing south of Hayden, close median at Bosanko, and restrict turning movements at all other unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4b- Remove Bosanko signal, relocate Canfield signal to Wilbur, restrict turning movements at unsignalized intersections, close medians at Bosanko and Canfield. Construct Wilbur segment between US95 and Government Way.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 5- Remove 1/4 mile signals at Bosanko and Canfield. Place new signals only at 1/2 mile spacing and restrict turning movements at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Which alternative do you prefer? Alt. 1 Alt. 2 Alt. 3a Alt. 3b Alt. 4a Alt. 4b Alt. 5

Why? _____

What, if anything, would you change about this alternative? Fix Lights!!! Truck Route!!! Gov't way 4 Lanes!!!

Additional Comments to consider? _____



US95 Access Stu Public Open House
Comment Sheet
Sept. 9, 2008

Name (Optional): Nancy Larkin Email Address and/or Phone number: dalwing@adelphia.net

Alternative 1- Median closures at all non-signalized intersections along US95.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 2- Median modifications along US95 at non-signalized intersections to restrict turning movements.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3a- New signalized intersections at 1/2 mile spacing.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3b- New signalized intersections at 1/2 mile spacing and place turn restrictions at unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: _____

RECEIVED
SEP 25 2008
SRTC

Alternative 4a- Relocate signals to 1/2 mile spacing south of Hayden, close median at Bosanko, and restrict turning movements at all other unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain:

Alternative 4b- Remove Bosanko signal, relocate Canfield signal to Wilbur, restrict turning movements at unsignalized intersections, close medians at Bosanko and Canfield. Construct Wilbur segment between US95 and Government Way.

I love it It's okay I don't like it I hate it

Please explain:

Alternative 5- Remove 1/4 mile signals at Bosanko and Canfield. Place new signals only at 1/2 mile spacing and restrict turning movements at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain:

Which alternative do you prefer? Alt. 1 Alt. 2 Alt. 3a Alt. 3b Alt. 4a Alt. 4b Alt. 5

Why?

What, if anything, would you change about this alternative?

Additional Comments to consider? *fix the lights - improve government way, left turn lanes*



US95 Access Study Public Open House
Consent Sheet
Sept. 9, 2008

Name (Optional): Rick Stokes Email Address and/or Phone number: topfuel101@hotmail.com
208-962-5848

Alternative 1- Median closures at all non-signalized intersections along US95.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 2- Median modifications along US95 at non-signalized intersections to restrict turning movements.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3a- New signalized intersections at 1/2 mile spacing.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3b- New signalized intersections at 1/2 mile spacing and place turn restrictions at unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4a- Relocate signals to 1/2 mile spacing south of Hayden, close median at Bosanko, and restrict turning movements at all other unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4b- Remove Bosanko signal, relocate Canfield signal to Wilbur, restrict turning movements at unsignalized intersections, close medians at Bosanko and Canfield. Construct Wilbur segment between US95 and Government Way.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 5- Remove 1/4 mile signals at Bosanko and Canfield. Place new signals only at 1/2 mile spacing and restrict turning movements at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Which alternative do you prefer? Alt. 1 Alt. 2 Alt. 3a Alt. 3b Alt. 4a Alt. 4b Alt. 5

Why? None

What, if anything, would you change about this alternative? alot

Additional Comments to consider? Don't make things worse!!!!



US95 Access Stu Public Open House
Comment Sheet
Sept. 9, 2008

Name (Optional): F. N. Hall Email Address and/or Phone number: Halls 66 @ Roadrunner .net

Alternative 1- Median closures at all non-signalized intersections along US95.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 2- Median modifications along US95 at non-signalized intersections to restrict turning movements.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3a- New signalized intersections at 1/2 mile spacing.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3b- New signalized intersections at 1/2 mile spacing and place turn restrictions at unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: _____

(Over)

RECEIVED
SEP 29 2008
SRTC

Alternative 4a- Relocate signals to 1/2 mile spacing south of Hayden, close median at Bosanko, and restrict turning movements at all other unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4b- Remove Bosanko signal, relocate Canfield signal to Wilbur, restrict turning movements at unsignalized intersections, close medians at Bosanko and Canfield. Construct Wilbur segment between US95 and Government Way.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 5- Remove 1/4 mile signals at Bosanko and Canfield. Place new signals only at 1/2 mile spacing and restrict turning movements at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Which alternative do you prefer? Alt. 1 Alt. 2 Alt. 3a Alt. 3b Alt. 4a Alt. 4b Alt. 5

Why? _____

What, if anything, would you change about this alternative? None

Additional Comments to consider? U Need to get The Traffic Moving N+S!!!



US95 Access Study, Public Open House
Comment Sheet
Sept. 9, 2008

RECEIVED
OCT 20 2008
SRTC

Name (Optional): Donald Email Address and/or Phone number: dalwing@adelphia.net

Alternative 1- Median closures at all non-signalized intersections along US95.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 2- Median modifications along US95 at non-signalized intersections to restrict turning movements.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3a- New signalized intersections at 1/2 mile spacing.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3b- New signalized intersections at 1/2 mile spacing and place turn restrictions at unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4a- Relocate signals to 1/2 mile spacing south of Hayden, close median at Bosanko, and restrict turning movements at all other unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4b- Remove Bosanko signal, relocate Canfield signal to Wilbur, restrict turning movements at unsignalized intersections, close medians at Bosanko and Canfield. Construct Wilbur segment between US95 and Government Way.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 5- Remove 1/4 mile signals at Bosanko and Canfield. Place new signals only at 1/2 mile spacing and restrict turning movements at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Which alternative do you prefer? Alt. 1 Alt. 2 Alt. 3a Alt. 3b Alt. 4a Alt. 4b Alt. 5

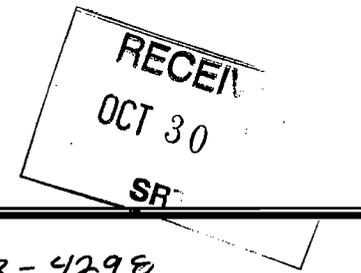
Why? _____

What, if anything, would you change about this alternative? _____

Additional Comments to consider? *sorry this is so late, don't agree with ^{any} of the above. money should not be spent for studies but used to fix lights*



US95 Access Study Public Open House
Comment Sheet
Sept. 9, 2008



Name (Optional): Ferry Turner Email Address and/or Phone number: 773-4298

Alternative 1- Median closures at all non-signalized intersections along US95.

- I love it It's okay I don't like it I hate it

Please explain: needs All to go the SAME speed,

Alternative 2- Median modifications along US95 at non-signalized intersections to restrict turning movements.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3a- New signalized intersections at 1/2 mile spacing.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3b- New signalized intersections at 1/2 mile spacing and place turn restrictions at unsignalized intersections.

- I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4a- Relocate signals to 1/2 mile spacing south of Hayden, close median at Bosanko, and restrict turning movements at all other unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4b- Remove Bosanko signal, relocate Canfield signal to Wilbur, restrict turning movements at unsignalized intersections, close medians at Bosanko and Canfield. Construct Wilbur segment between US95 and Government Way.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 5- Remove 1/4 mile signals at Bosanko and Canfield. Place new signals only at 1/2 mile spacing and restrict turning movements at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Which alternative do you prefer? Alt. 1 Alt. 2 Alt. 3a Alt. 3b Alt. 4a Alt. 4b Alt. 5

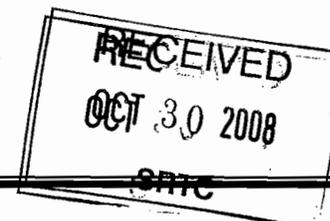
Why? n/a

What, if anything, would you change about this alternative? make all signal lights up to date.

Additional Comments to consider? all people to do same speed on #0595, ~~not~~ finish government way, MAKE Ramsey 40 mph.



US95 Access Study Public Open House
Comment Sheet
Sept. 9, 2008



Name (Optional): Carl Email Address and/or Phone number: cypherchill@yahoo.com

Alternative 1- Median closures at all non-signalized intersections along US95.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 2- Median modifications along US95 at non-signalized intersections to restrict turning movements.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3a- New signalized intersections at 1/2 mile spacing.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 3b- New signalized intersections at 1/2 mile spacing and place turn restrictions at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4a- Relocate signals to 1/2 mile spacing south of Hayden, close median at Bosanko, and restrict turning movements at all other unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 4b- Remove Bosanko signal, relocate Canfield signal to Wilbur, restrict turning movements at unsignalized intersections, close medians at Bosanko and Canfield. Construct Wilbur segment between US95 and Government Way.

I love it It's okay I don't like it I hate it

Please explain: _____

Alternative 5- Remove 1/4 mile signals at Bosanko and Canfield. Place new signals only at 1/2 mile spacing and restrict turning movements at unsignalized intersections.

I love it It's okay I don't like it I hate it

Please explain: _____

Which alternative do you prefer? Alt. 1 Alt. 2 Alt. 3a Alt. 3b Alt. 4a Alt. 4b Alt. 5

Why? _____

What, if anything, would you change about this alternative? Right hand turn lanes change lights
Have signs so people go 45 mph most drive 30

Additional Comments to consider? WAKE UP ITSD! NO MORE STUDS!

COMMENTS REGARDING US95 ACCESS STUDY

Traffic control is as much a matter of behavior modification as it is the application of traffic volume and velocity models. Drivers in the area between I-90 and Wyoming currently travel the shortest or most convenient route to reach customary, intended locations. When denied the shortest or most convenient route, alternate routes will be chosen which satisfies the need of the individual with the least amount of inconvenience. I believe this concept will apply to the US95 problem wherein denying or modifying some of the current access/egress options will cause drivers to find other routes. After an adjustment period, traffic patterns will develop which will identify those intersections which will require further modifications.

US95 was intended to be a high speed route to carry through traffic unimpeded north and south through the Coeur d'Alene/Hayden area. The ultimate goal of US95 between Appleway and Lancaster, in my opinion, should be the construction of full freeway-type interchanges at Neider, Kathleen, Dalton, Hanley, Prairie, Hayden, Wyoming, and Lancaster along with the closing of all other access to the highway. That being said, and acknowledging the current fiscal and political situation, I can support Alternatives 4b and 5, and would like to provide the following modifications/suggestions for the near term:

Remove the ¼ mile signals at Bosanko and Canfield and restrict turning movements at these intersections.

Do not relocate the Canfield signal to Wilbur and do not connect east Wilbur to US95. Relocating the signal to Wilbur and connecting Wilbur to US95 will only create another "choke point" where one does not exist and will only exacerbate the US95 traffic flow problem.

Close the median at Haycraft, Cherry Lane, Aqua, Dakota, Lacey, and Bentz, providing "right-in, right-out" access only.

Restrict turning movements at Boekel, Wyoming, Miles, Orchard, Wilbur, Canfield, and Bosanko.

Close access to US 95 at Sunset.

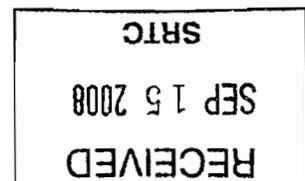
Prohibit future access to US95 between Wyoming and Lancaster. There is currently almost no development in this area. Future development needs to be required to provide frontage roads or other off-highway access, such as improving Government Way and extending Warren Street.

The near-term ideas outlined above should be considered "band-aid" fixes for now. They can be implemented at reasonable cost and will improve traffic flow on US95.

The current location of US 95 is logical, useful, acceptably aligned, and most importantly is paid for and under State ownership. The veritable abandonment of the current US95 right-of-way to the cities of Coeur d'Alene and Hayden for what is, essentially, a city arterial is not acceptable to me. Substantial and adequate funding must be aggressively pursued to construct the interchanges I have specified above to return US95 to the highway it was intended to be.

Sincerely,
David St.Amand, Post Falls

stdave @ icehouse.net





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

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

MEMORANDUM

DATE: September 25, 2008
TO: **US95 Steering Committee**
FROM: Carole Richardson
SUBJECT: US95 Access Study
Emergency Responder Feedback

On September 24, Marv Lekstrum, Mike Porcelli and I attended a meeting with the Local Emergency Planning Committee in Kootenai County to collect feedback from emergency responders on the various alternatives under consideration for US95.

After an overview of the study and the types of intersection treatments we're considering, we had a brief discussion with the group. This memo summarizes the notes I took on their comments with regard to safety.

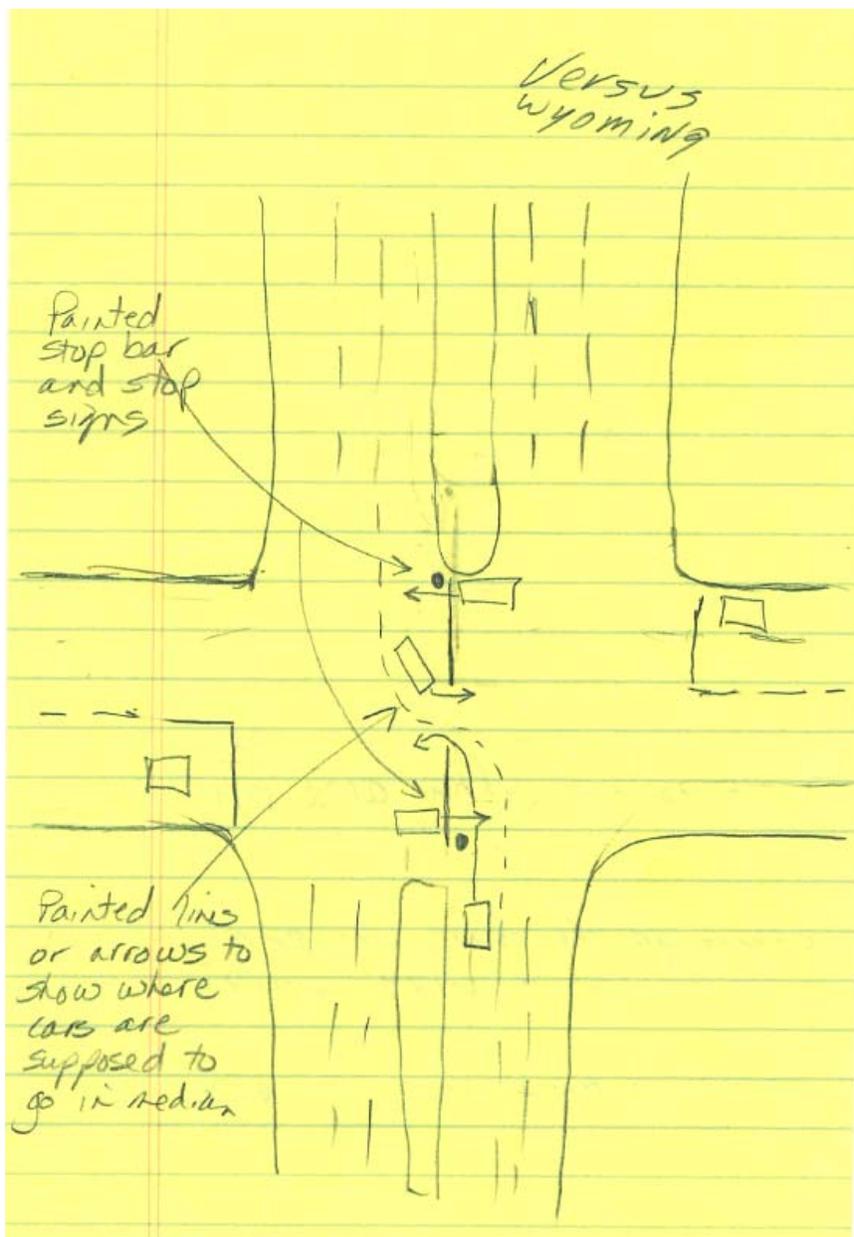
- One person stated that median closures seemed like a good idea, but that he was very concerned about additional traffic loading on Govt Way and Ramsey.
- The sherriff's office is opposed to median closures, but indicated that turn restrictions using painted markings have worked well at Haycraft. ITD Maintenance also endorsed the use of paint instead of physical barriers in the median. These comments resonated with other members of the group, but one or two expressed some skepticism that paint would actually stop drivers from making illegal turning moves.
- There appeared to be general support for new signals on half and one-mile points.
- Emergency responders felt that Hayden, Prairie, Dalton and Kathleen intersections are critical access points for them. They would not want to see the operational efficiency of those intersections reduced, and would welcome improvements.
- Several members expressed concern about additional traffic loading on local streets that could result under different alternatives. As the area has grown, emergency responders already have difficulty navigating through traffic on local streets. Adding more traffic to two lane roadways was of particular concern.

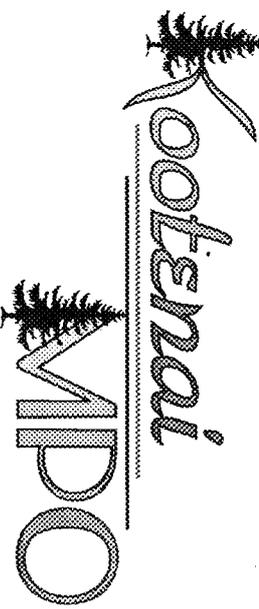
KOOTENAI METROPOLITAN PLANNING ORGANIZATION

221 W. First Avenue, Suite 310 Spokane, WA 99201
1-800-698-1927 fax: 1-509-343-6400 website: kmpo.net

- The Hayden intersection in particular was mentioned several times as an existing problem point for emergency responders.
- The configuration of driveway accesses on Hayden and Prairie near their intersections with US95 were viewed as a serious cause of congestion by several in the group.

After the meeting, one person provided a sketch showing a way that he felt the existing unsignalized intersections could be made safer. He suggests adding stop signs and stop bars along with painted lines or arrows so that drivers could figure out how to position themselves in the median. Mike Porcelli indicated that ITD had looked this concept in the past, however the median crossings don't appear to be wide enough for this to work. However, as an alternative, Mike noted that ITD is considering signs to advise drivers that only one car should be in the median at a time.





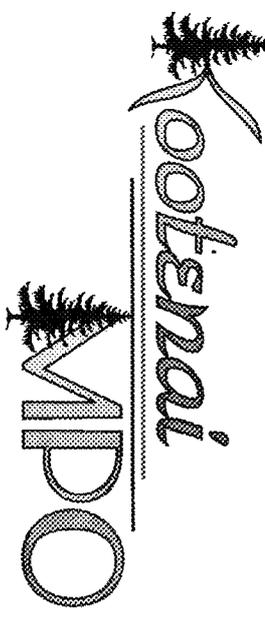
US95 ACCESS MANAGEMENT STUDY

ITD - DISTRICT 1

JANUARY 6, 2009

NAME	EMAIL	PHONE	GENDER*		DISABLED* Y/N	RACE*
			M	F		
Sally Miles		772-0502		<input checked="" type="checkbox"/>	N	W
Ken Bell		772-7232	<input checked="" type="checkbox"/>		N	W
April Sucka		292-5555		<input checked="" type="checkbox"/>	N	W
Steve Korblyff		772-6449	<input checked="" type="checkbox"/>		N	W
Tony Grocco		664-3767	<input checked="" type="checkbox"/>		N	S.
Dennis Montgomery		762-7091		<input checked="" type="checkbox"/>	N	human
Sheldon Jackson	sjackson@silkkre.com	509-462-9503	<input checked="" type="checkbox"/>		N	W
Monty Montgomery		762-7091	<input checked="" type="checkbox"/>		N	human
Dick Wankel		864-1052	<input checked="" type="checkbox"/>		N	W
Ronald B. McInure	Rmcinure@Soper1roads.net	772-5722	<input checked="" type="checkbox"/>		Y	W
Larry W. Irvine		772-5722	<input checked="" type="checkbox"/>		N	
Robt Marshall	robertmarshall@earthlink.net	765-7639	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	N	W
Robert Palus		773-4235	<input checked="" type="checkbox"/>		N	W
Neal Datta	fastlane@kootnail.com	765-1567	<input checked="" type="checkbox"/>		N	W
DAVE F. DEONISBY		462-0194	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	N	W
MIKE THE EARL	mthearl@krc.com	691-9703	<input checked="" type="checkbox"/>		N	W

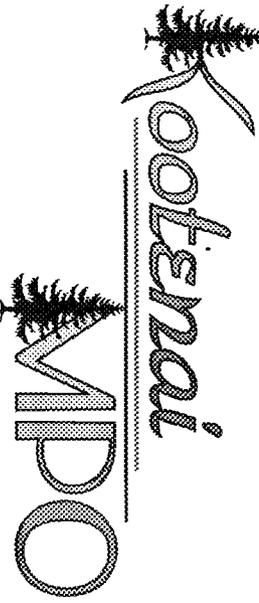
Optional information, you are not required to answer the last three columns if you do not wish to do so. This information will be used for Federal reporting purposes only and will not include name/address, etc.



US95 ACCESS MANAGEMENT STUDY
 ITD-DISTRICT 1
 JANUARY 6, 2009

NAME	EMAIL	PHONE	GENDER*		DISABLED*	RACE*
			M	F		
John Sawyers	jsawyers@unipole.com	509 833 2617	X		N	American
Denny Miller	20202	208-772-0500	X		Disable	American
Schelle Grubicki	mgraynicki@numericurf.com	(509) 536-6190		X	NO	American
Archie Rusk/H	stcarad@AOC.com	208-772-6449		X	NO	"
Alan Gaskill	alagaskill@tcfmail.com	660-3469		X		
SAUD YAHN		208-765-7659				CAUCASIAN
John Morey	RLRUSALES@RLRU.COM	208 772-7634	X			"
Wurtis Clark	clark73@gmail.com	(208) 772-6460	X		N	Caucasian
Bob Jones		208-(683-2591)	X		X	"
Howard + Robbie Wheeler	RobbieANews@AOL	667.2371	X	Y		
Wendy Lowery	Wendy@cypher.com	772-6753		X	N	C
KEU MCGUIRE	KEUMCGUIRE@USCO.COM	509-954-5258	X		N	C
George Reinwald		208-772-9729	X			C
Roger Saterfield	rsaterfield@roadrunner.net	772-6981	X			American
Eric Christensen		762-3742		X		C
Samuel Davis	3513 S. Chino Math	772-7721		X		C
Lisa Keel	Keel@cityofuspo.com	209-2021		X	Y	Wesley

Optional information, you are not required to answer the last three columns if you do not wish to do so. This information will be used for Federal reporting purposes only and will not include name/address, etc.



US95 ACCESS MANAGEMENT STUDY

ITD - DISTRICT 1

JANUARY 6, 2009

NAME	EMAIL	PHONE	GENDER*		DISABLED*	RACE*
			M	F		
DOUG NADVORNICK	DNADVORNICK@KPBX.ORG	208-667-8625	M			
Sam Ross	SRSS@KCGOV.US	446-1430	M			C
William Miles	wtmiles@verizon.net	762-7086	M			C
Lee Wheeler						C
Dwight McCar	d.mccar@peoplepc.com	667-5036	M			C
Peter Cooper	andesign@consteel.com	772-3124				
Glen Rothrock		762-2583				C
Ben Lanzer		509-455-818				C
Carol LaPan		664-6052				WHT
Steve Mace						W

*Voluntary information, you are not required to answer the last three columns if you do not wish to do so. This information will be used for Federal reporting purposes only and will not include name/address, etc.

US95 Access Management Study

Community Open House

January 6, 2009



Why another study?

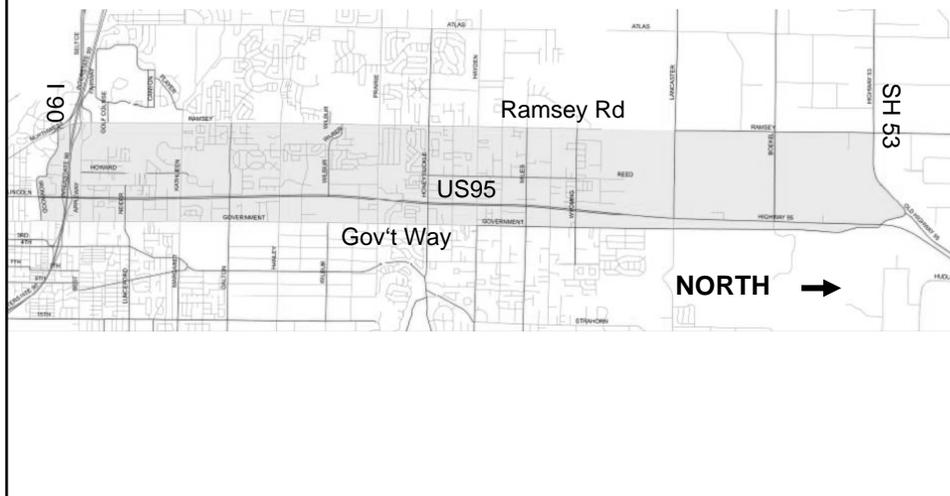
- In 2006, Idaho Transportation Board considered closing unsignalized median crossings

- Before taking action, IT Board asked KMPO to:
 - Evaluate the impacts of median closures
 - Look for ways to improve mobility on US95

KMPO's Approach

- A “system” approach.
- “US95 is not an island”. Efficient operation of supporting arterials and collectors is also important.
- Considers all highway users – through travelers as well as regional and community users.

Study Area



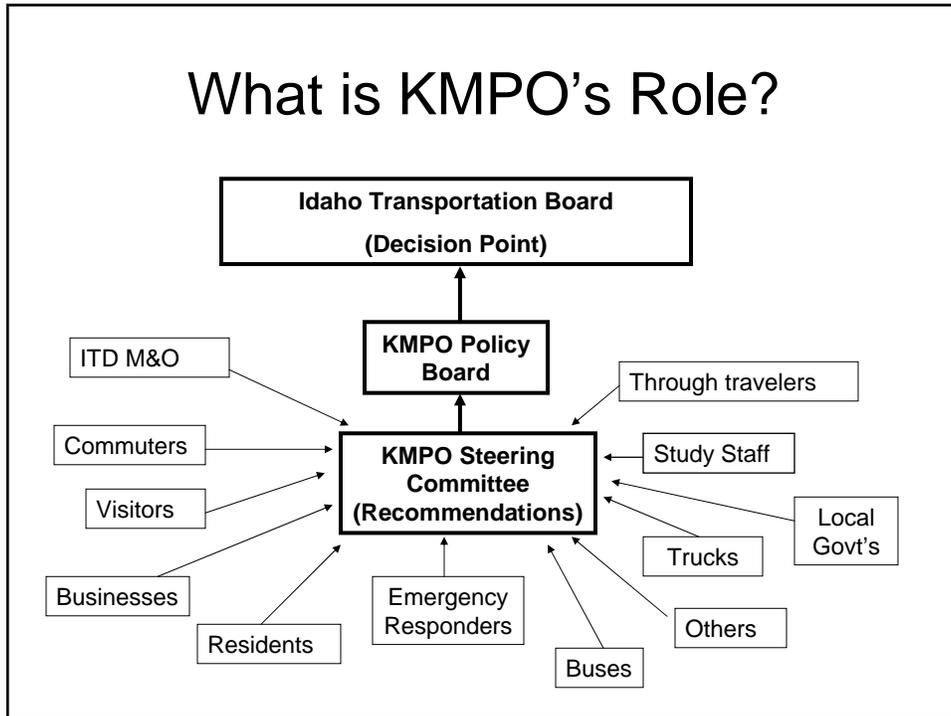
Study Goals

- Find practical, low-cost ideas to improve US95 operations.
- Manage and balance safety and mobility on US95, while providing essential community access to and from the highway.

Study Process

- Identify practical, low cost alternatives
- Develop evaluation measures
- Invite public participation
- Refine alternatives
- Recommend a master strategy for US95

What is KMPO's Role?



A collaborative approach was used for the study.

US95 Steering Committee

Lakes Highway District

City of CdA

City of Hayden

ITD

CdA Chamber

State Senate

Community Outreach

- Three community meetings
- Mailers to all addresses in the study area twice during the study
- Study info on KMPO Website
- Channel 19 program, press releases, news articles, KMPO Blog
- Business owner interviews

Alternatives

- 7 different alternatives evaluated
 - Combinations of:
 - Median closures
 - Turn restrictions
 - New signals
 - Removal or relocation of existing signals
- Alternatives focus on US95 intersections because this is where most of the accidents and delays occur.

Evaluation Criteria

- Is safety enhanced?
- Does delay increase or decrease?
- Do miles travelled increase or decrease?
- Is signal time used efficiently?
- Does US95 travel time increase or decrease?
- Intangible criteria: Community access, business needs, driver expectation, other.

Median Treatments: What we mean when we say...

“Closed Median”



Existing Sunset Ave Intersection

“Turn Restriction”



Turn Restriction Layout

Median treatments can dramatically affect safety.

Open
Median:
32 CROSSING
CONFLICT
POINTS

Turn
Restriction:
16 CROSSING
CONFLICT
POINTS



Why is Signal Spacing Important?

- If signals are spaced at even half-mile intervals, it is mathematically possible to reduce the overall cycle length for all of the signals.
- This means there could be more “green time” available for cross street traffic.
- ½-mile signal spacing has big benefits for the local system, and smaller benefits for through travellers on US95.

What about “Smart Signals?”

- “Adaptive” signal technology for US95 is already under consideration by ITD.
- “Smart signal” technology may enhance the recommended strategy, but is not a stand-alone alternative.

Recommended Strategy for US95

- Signals at ½-mile intervals between Appleway and Wyoming and a signal at Lancaster.
- Turn restrictions to improve safety at ¼ mile points (between signals)
- New right and left turn lanes as needed to improve intersection flow

Applying the Strategy

- Signal at Bosanko would be removed
- Signal at Canfield would be moved to Wilbur
- New signals at Miles and Wyoming
- Turn restrictions would be installed at Cherry, Bosanko, Canfield, Aqua, Orchard, Dakota, Lacey, and Boekel
- Most major intersections would receive geometric improvements

IMPROVEMENT STRATEGY

Remove or relocate signals and close or restrict turning movements at the medians along US-95 at signalized intersections that do not currently meet the 1/2 mile spacing requirement.

Intersection Control

- Existing Signal
- New Signal
- Remove Signal
- 2 Way Stop
- 4 Way Stop

Existing Functional Classification

- Major Arterial
- Minor Arterial
- Collector
- Local Road

Improvement Strategy

Remove quarter mile signals, install new signals at half and one-mile points, turn restrict unsignalized intersections.

Proposed changes

- Remove Bosanko signal
- Remove Canfield signal
- Close turn signals at Cherry, Bosanko, Miles, Wyoming and Lancaster
- Change Bannock and Mundy to right through
- Remove left turn signal on Highway 95 at all intersections at the signals at Cherry, Bosanko, Canfield, Aqua, Orchard, Dakota, Lacey and Boekel

IMPROVEMENT STRATEGY

Remove or relocate signals and close or restrict turning movements at the medians along US-95 at signalized intersections that do not currently meet the 1/2 mile spacing requirement.

Key Technical Findings

SAFETY

- Safety is improved at existing unsignalized intersections.
- Traffic existing to turn left onto or from across the highway is forced to signals.
- Additional traffic at the signals may increase the number of collisions there.
- New signals may reduce severity of collisions, but may increase the number of collisions.

USABILITY

- Total delay on US95 increases slightly (up to 10%).
- US95 travel time increases by about 95 seconds.

SYSTEMIC IMPACTS

- Total hours of driver delay for the entire study area is reduced by about 50%.
- Some signal coordination is possible due to evenly spaced signals on both sides and greenwave points. This could allow shorter signal cycle lengths, and more frequent green light for cross streets.
- No significant change to total delay at signals, however, replacement of events on some cross streets may improve with more frequent (but shorter) green light opportunities.

Please view exhibits around the room for details.

(Handouts also available -- see a study team member.)

Anticipated Benefits for ITD and US95

- Improved safety at unsignalized intersections
- US95 delay reduced about 5%
- Local agency agreement on future access restrictions and signal spacing

Anticipated Benefits for Cities and Local Streets

- Total delay throughout the study area reduced by over 70%. (Most of this benefit is on local street system.)
- Efficient use of signal “green band” means less wait time for drivers on cross streets.
- Consistent and predictable message from all government agencies to developers.

Anticipated Benefits for Everyone

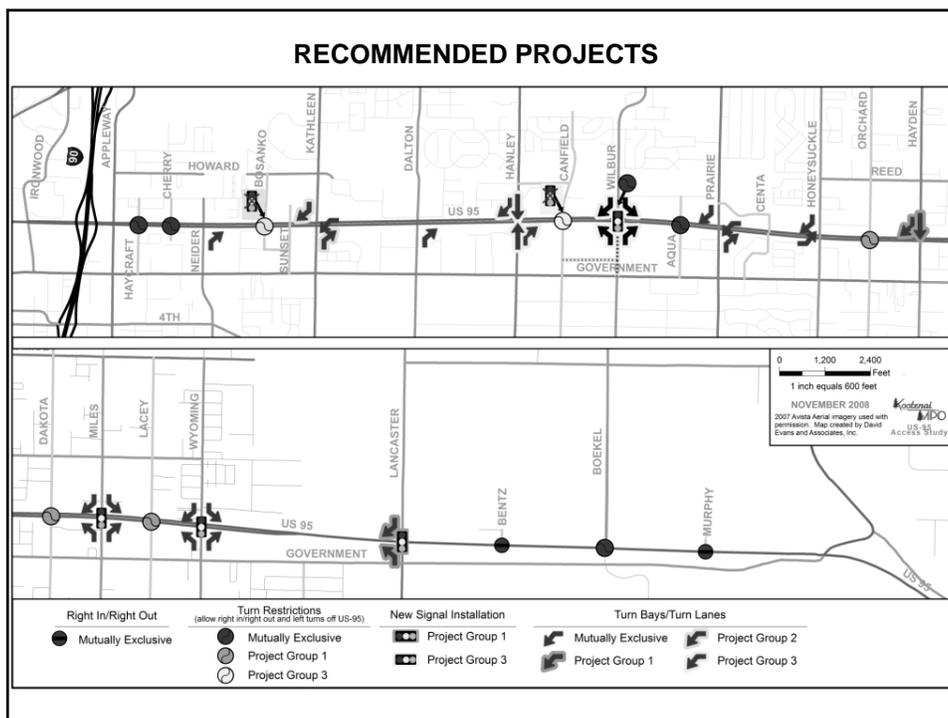
- Improved safety for people we care about: Friends, family members, employees and customers.
- Improved mobility and reduced delays means less time sitting in traffic.
- US95's "life" will be extended as long as possible, preserving scarce public funds for other important uses.

Anticipated Tradeoffs

- Access from US95 will remain unchanged in most cases. However access to US95 will change for some drivers.
- Additional right of way will be needed to add lanes at some intersections.
- Local agencies are encouraged to pursue complimentary access management measures and local system improvements.
- Some improvements will need to be development driven (and development funded.)

The Implementation “Menu”

- No strict priorities in the study recommendations.
- Study recommendations identify which projects are dependent on each other.
- Some projects are stand-alone projects that can be done at any time.
- Recommended projects are small enough that most could be accomplished within 5-years.
- The timing of some projects will depend on new development.



The Price Tag

- Costs of individual projects range from \$40,000 to \$500,000.
- Combined total for all recommendations is \$6.8 million

What's next?

- Business outreach continues through January.
- Following KMPO Board approval, recommendations will be forwarded to ITD.

QUESTIONS OR COMMENTS?

Please complete a comment form or talk
with a study team member.

THANK YOU for attending tonight!

US95 Access Study

Suggested Plan Adjustments from Open House Comments on 1-6-09

Proposal	Suggested by	Study Team Comments
Allow right in-right out access point on the ½ mile between Wyoming and Lancaster	Alan Golub, property owner	This request would be consistent with ITD’s access management policy, and it could be beneficial to establish right in-right out control (with a closed median) before development occurs.
No new traffic signals between Hayden and SH53	William Miles, Hayden resident	The ability to cross the highway safely in the northern part of Hayden will be important to the community. Open, unsignalized medians are not acceptable from a safety standpoint.
Postpone installation of new signals north of Honeysuckle until nearby development pays for them or there is otherwise a warrant.	Cecil Hathaway, CdA Resident	Study team has agreed that this is the correct approach. We may need to make it clearer in the report language.
Install physical barriers to restrict turn movements. Existing painted configuration at Haycraft appears to have high frequency of violation.	Robert Palus, CdA Resident and KCATT member	Study team has discussed painted v. physical barriers with emergency responders. This will largely be a design decision by ITD at the time of implementation; however it should be possible to provide more positive channelization and direction of cars without obstructing emergency vehicles.

Proposal	Suggested by	Study Team Comments
Eliminate left runs onto US95 at Kathleen – many times no one is in the left turn lane and one or more vehicles in the left turn lane block westbound traffic	Dwight McCain, CdA Resident	With changes proposed at Bosanko, it will be important to maintain a full movement intersection at Kathleen. Geometric improvements proposed at Kathleen and ability to provide more green time for cross movement after Bosanko signal is removed should resolve Mr. McCain's issues.
Install a signal at Lacey for the Caterpillar company	George Richmond, Hayden Resident	Lacey is at a quarter-mile point, so installing a signal there would be detrimental for corridor-wide operations. However, study team has met with Western Equipment (the Cat rental company) on Lacey and has discussed local system improvements needed to accommodate their large vehicles when turn restrictions are installed at Lacey. In the final recommendations, we will need to make sure the turn restrictions at Lacey are dependent on turning radius enhancements at Government Way/Lacey and Government Way/Wyoming.

Proposal	Suggested by	Study Team Comments
Leave Boekel as full-movement intersection	Verbal comment by ITD District 1 Staff	ITD would like to ensure full-movement access to a material source property. A future signal at this location would be consistent with ITD's access management policy, however local network connections between Lancaster and SH53 may also provide sufficient circulation.
Consider turn restrictions on Dalton at the entrance to frontage road on west side. Existing traffic often congests and local drivers perform regular dangerous and illegal maneuvers.	Robert Palus	Suggestion will be forwarded to the City of CdA for consideration.
Right in-right out access to Super 1 directly from Hwy 95 to remove traffic from Kathleen.	Dave Ormsby, CdA Resident	A new access point at this location would not be consistent with the state's access management policy. However, geometric improvements recommended for Kathleen along with suggested changes for access to Super 1 from Kathleen and a better local network connection between Kathleen and Dalton should help to alleviate Mr. Ormsby's concerns.

Proposal	Suggested by	Study Team Comments
<p>Provide dual left on WB Prairie by allowing left turns from the inside through lane.</p>	<p>Steve Meyer, Parkwood Properties</p>	<p>Interesting suggestion. However proposal would require a “split phase” signal configuration so that when left turns are happening they aren’t in conflict with through traffic coming from the other direction. Technical consultant advises that none of the split phase combinations tried work as well overall as current phasing scenario. Mitigation currently recommended in the study provides a LOS D for left turning traffic at this location, which is acceptable for urban conditions.</p>
<p>Before installing turn restrictions at US95 and Lacey, make radius improvements at the intersections of Reed & Lacey and Reed & Wyoming, to accommodate vehicles with trailers leaving R&L RV to go north on US 95.</p>	<p>Verbal comment by R&L RV</p>	<p>Request would provide the same accommodation for this business owner on the west side of US95 as we have recommended for Western Equipment on the east side. City of Hayden advises that heavy truck accommodation on Reed Road is not consistent with their current plans. However, City’s standard radius for collector routes is 30 feet, which should be adequate to accommodate RV’s.</p>

Proposal	Suggested by	Study Team Comments
Retain Bosanko Signal	Tony Orozco, business owner in Sunset Mall	<p>This suggestion was also voiced verbally by several other affected businesses in the Bosanko area. A followup meeting was held with the Bosanko business owners. Difficult situation. A change for a relatively small number of travelers at Bosanko can contribute to benefits for thousands of others who use the corridor. Study team cannot responsibly adjust their findings for the benefit of a localized area if it will be detrimental of the rest of the corridor. However, team suggested looking at new local roadway connections to further enhance the system overall and perhaps draw new customers from other areas.</p>



US 95 ACCESS STUDY
OPEN HOUSE
1-6-09



Name: Patti Ormsby E-mail: _____ Phone Number: 762-0194

Address: 3977 W. Lennox Lp Cda 83815

Comment: Changes are needed! Well done presentation
good staff participation everyone was very
helpful!



US 95 ACCESS STUDY
OPEN HOUSE
1-6-09



Name: Cecil Hathaway E-mail: cecilw@marawet.com Phone Number: 765-7639

Address: 5548 N. Pacific Ave CoA 83815

Comment: I assume the proposed additional restricted movements won't be implemented until there is a conspicuous warrant. Orchard works fine now for crossing U.S. 95. Others north of Honeysuckle probably have modest accident rates and do not need to be restricted to RIR. Several signals north of Honeysuckle likewise probably aren't warranted yet and should be postponed until there is nearby development to pay for the signal or there is otherwise a warrant.

Location of signals at uniform spacing is a must. That part looks good.

Please return to KMPO, 221 W. First Ave., Suite 310 ♦ Spokane, WA 99201-3613 ♦ 1-800-698-1927

(over)



US 95 ACCESS STUDY
OPEN HOUSE
1-6-09



Name: Alan Golub E-mail: idahoestates@hotmail Phone Number: 660-3469

Address: 1305 E Lancaster Rd Hayden

Comment:
Good work,
suggestion:
right in / right out $\frac{1}{2}$ north to south
of Lancaster Rd.

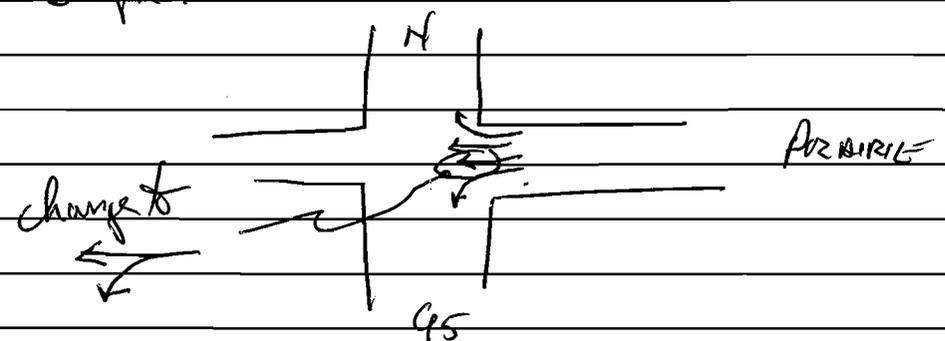


US 95 ACCESS STUDY
OPEN HOUSE
1-6-09



Name: Steve Meyer E-mail: SMeyer@ArzProperties.com Phone Number: 660-7763
Address: _____

Comment: Solve EB left turn capacity @ Prairie & 95
change design to allow 2 L turns





US 95 ACCESS STUDY
OPEN HOUSE
1-6-09



Name: William Miles E-mail: wtmiles@verizon.net Phone Number: 762-7086

Address: 11208 N. Cattle Drive Hayden, ID 83835

Comment: I like the ideas of proposed intersections and lengthening.

I donot like the traffic signals at miles, Lacy or Lancaster or any from Hayden Ave to Hwy 53 to Rathdrum.
Thanks.



US 95 ACCESS STUDY
OPEN HOUSE
1-6-09



Name: Lisa Kay E-mail: _____ Phone Number: _____

Address: _____

Comment: Staff and elected officials are
very impressed with the design.
We are very supportive of KMPO's
efforts



US 95 ACCESS STUDY
OPEN HOUSE
1-6-09



Name: Dwight McCain E-mail: d-mccan@peoplepc.com Phone Number: 667-3036

Address: 1130 Etlicher Ln #7 ODA 83815

Comment: EB + WB crossing 95 on Kathleen - could
be improved just by eliminating left turns onto 95
south/north from the center lanes.

Many times there is no one in the left turn lane
and one or more vehicles make left hand turns from the
center lane causing WB traffic to wait through one or more
signal cycles.

The WB signal time is the shortest of all.



US 95 ACCESS STUDY
OPEN HOUSE
1-6-09



Name: George Richmond E-mail: none Phone Number: 772-7727

Address: 171 W. LACEY AVE. HAYDEN, ID 83835

Comment: We have 9 acres zoned Commercial property
facing highway 95 (365 ft.) and Lacey ave.
directly across the street from the new Caterpillar
facility. There needs to be a signal light installed
at Lacey and Highway 95. The Caterpillar Co. has alot
of traffic coming in and out at all hours, with alot
of big box rigs. Have you done a traffic count on this
street? The traffic on Lacey ave. is much more

Please return to KMPO, 221 W. First Ave., Suite 310 ♦ Spokane, WA 99201-3613 ♦ 1-800-698-1927

than either W. Young or Miles Ave. George Richmond



US 95 ACCESS STUDY
OPEN HOUSE
1-6-09



Name: TOMX. OROZCO E-mail: DOMINGO 509 Phone Number: 509-7685354

Address: 296 W SUNSET AVE C.D.A.FO 83814

Comment: US 95 END BOSANKO ARE THE
#1 ENTRANCE TO SUNSET VILLAGE & LAS
CHAVALAS MEXICAN RESTAURANT 257-
COMB IN FROM SOUTH. 95 AFTER THE CHANGE
25% OF TRAFFIC HAS TO GO TO GOVERNMENT. WAY
OR TO KATHLEEN AND MAKE U.T. AT THE LIGHTS
25% TRAFFIC COMB FROM POST FALL RD. & SPOKANE
LIBERTY LAKE SO I AM OPST TO CHANGE

Please return to KMPO, 221 W. First Ave., Suite 310 ♦ Spokane, WA 99201-3613 ♦ 1-800-698-1927

A handwritten signature in black ink, appearing to be "Domingo", written over a horizontal line.



US 95 ACCESS STUDY
OPEN HOUSE
1-6-09



Name: Robert Palus E-mail: rpalus@postfallsidaho.org Phone Number: 667-0737

Address: 5403 N. PARKWOOD CIR Coeur d'Alene

Comment: Proposed improvement appear very reasonable as short term / cost effective solutions that will show noticeable improvements in levels of service and hopefully safety

1) would prefer to see ~~see~~ restricted movement w/ physical barriers in addition existing turn restriction @ Haycraft / 95 appears to have high frequency of violation

2) DALTON / US 95 the frontage road access on the west side should be considered for turn restrictions or preferably relocation further west
Existing traffic often congests and local drivers perform regular dangerous and illegal maneuvers
Please return to KMPO, 221 W. First Ave., Suite 310 ♦ Spokane, WA 99201-3613 ♦ 1-800-698-1927



US 95 ACCESS STUDY
OPEN HOUSE
1-6-09



Name: DAVE ORMSBY E-mail: DAVEORMSBY@VERIZON.NET Phone Number: 762 0194

Address: 3977 W. LENNOX LOOP CDA

Comment: LOOKS LIKE A WELL THOUGHT OUT PLAN. REMOVING THE CANFIELD LIGHT WILL CAUSE SOME INCONVENIENCE, BUT WILL REALLY HELP TRAFFIC FLOW.

I WOULD LIKE TO SEE THE FIRST ENTRANCE TO THE SUPER I STORE AT KATHLEEN BE CLOSED, MOVING LEFT TURNING TRAFFIC FURTHER DOWN KATHLEEN TO AVOID BLOCKING TRAFFIC ON HWY 95.

A RIGHT IN - RIGHT OUT ACCESS TO SUPER I DIRECTLY FROM HWY 95 WOULD REMOVE A LOT OF TRAFFIC ON KATHLEEN.

US95 Study - Business Interviews

Summary as of 1/19/2009 3:31 PM

Intersection	Name	Company	Phone	Meeting Date	Meeting Time	Meeting Location	Study Representatives	Notes
Bosanko	David Knoll	Black Sheep	208-762-8960	Via phone on 11-21			Carole	Discussed signal removal at Bosanko with Dave over the phone on 11-21-08. Mixed feelings about signal removal. Signal provides some exposure for business when cars are stopped. May be a benefit to removing and allowing lefts off the highway - probably quicker access for customers. Better to have lefts off only than no left turns at all. Emailed Dave exec summary on 11-25-08.
Bosanko	Dan Herman	Fred Meyer		Via phone			Gordon	Gordon left message with no response. Mailed briefing packet.
Bosanko	Mike Avilla	Sunset Mall (M&D Properties)		Via phone on 12-17			Carole	Mike called to confirm his understanding of the study recommendations. He understands that the recommendations mean customers will still be able to get to his property just as they do now, and that the only thing that will change is that people will not be able to cross Bosanko or turn left from Bosanko onto US95. He also said it would be good to have a few fewer signals in that area if possible. Overall he said he was fine with the plan.
Bosanko	Tony Orozcho	Las Chavelas, Sunset Village	509-768-5354	Via phone on 12-17			Carole	Tony concerned about the loss of the signal at Bosanko. Although customers would still be able to get to his restaurant just as they do today, he believes the signal is important to convenient access for his customers. His restaurant is doing pretty well despite the economic climate in the country, but profits are still down over last year and he is worried that the loss of the signal and the inconvenience for people that want to go south on US95 when leaving his restaurant will cause him to lose additional business.
Bosanko	Mark Wold	Fast Line Lube	208-765-1567	Via phone on 12-17			Carole	Mark very unhappy about the "closure" of Bosanko. Attempted to explain that Bosanko would be open to most movements except crossing and left turns onto the highway. Mark advised that from his perspective this was as bad as closing the intersection altogether. Also very unhappy about process used for the study. He does not read the paper and so missed public notices of past meetings and stories about the study as it was underway. I mentioned that we had also sent post card mailers to every address in the study area on two occasions. He advised he did not receive.
Bosanko	Dave Overstreet	AAA		Via phone on 12-23			Jeff Selle	Dave was contacted by his CdA office manager, Maryann Harlow, about removal of Bosanko signals and turn restrictions. He was told that left turns would not be allowed from US95 to Bosanko, which is incorrect. Jeff discussed study history and explained recommended strategy for US95, including issue with quarter-mile signal. Daves concerns mostly allayed, but he asked to be added to the email distribution list for future notices.
Bosanko	Sheldon Jackson Mark Wold Mike Threadgill Dean Boverg Todd Whipple John Sawyers Michelle Grabicki	Bosanko businesses, west side of US95		1/15/2009	10:00 AM	ITD District 1	Marv Lekstrum Mike Porcelli Gordon Dobler Carole Richardson Sean Hoisington Mazdur Rahman Jason Minzghor	Difficult situation. Business owners opposed to the elimination of the Bosanko signal. Although drivers could get to the Bosanko businesses just as they do today, business owners expressed concern that rerouting of traffic leaving their facilities could discourage customers from coming to them in the first place. Study team members asked if an analysis had been done by the businesses to support the concern. At the time of the meeting, this had not been done, however the business owners may ask Whipple Engineering to look into this. Study recommendations would result in a change for a relatively small number of travelers at Bosanko but would contribute to benefits for thousands of others who use the corridor. Study team cannot responsibly adjust their findings for a localized area if it will be detrimental of the rest of the corridor. However, team suggested looking at new local roadway connections to further enhance the system overall and perhaps draw new customers from other areas.
Bosanko/Kathleen	Jennifer Lehn	Numerica Credit Union		Via phone on 12-17			Carole	Jennifer called for information about the recommendations for the Bosanko area. Explained the recommendations and reason for the study. Also sent her a link to website for more detailed information.
Kathleen	Jim and Doug Parker	Parker Toyota	208-765-8228				Carole	Talked with Jim Parker briefly via phone on 11-25-08. He will be out of town for a while but asked to have info to review. Dropped off info packet at Parker Toyota on 12-01-08.
Dalton	John Robideaux	Robideaux Motors					Gordon	Gordon contacted on (date?). Mr. Robideaux requested a special briefing for businesses that he is in touch with regularly and offered to provide his facility for this purpose. Gordon will be working with him to set this up.
Canfield	Darrell Rheingans	Silver Lake Mall	208-762-2113	12/3/2008	11:00 AM	Spokane Valley Mall	Gordon Carole	Left phone message on 11-21. Dropped by on 11-25 but missed him -- left packet. Met with Darrell on 12-3/08. His concerns include potential impacts to Hanley intersection if Canfield signal is removed. Gordon and Carole explained benefits of reduced delay on Hanley if quarter-mile signals are eliminated, and discussed additional lanes proposed on Hanley to improve intersection function there. Darrell concerned about right of way impacts with proposed additional lanes at Hanley intersection. Also discussed local road connection that would be needed for access to Target mall with new signal at Wilbur. Timing of signal relocation to Wilbur is expected to depend on development in the Wilbur area. Darrell will share information with others in his company and may send a letter expressing concerns.
Canfield	Ryan Dungy	Target	208-772-7523				Marv Gordon Carole	Met with Ryan on 12/9/08. Explained strategy for corridor including relocation of Canfield signal and local network improvements in the Wilbur area. No opinion expressed. Ryan will pass info along to his corporate office.
Canfield		Orvis						Invite to open house
Canfield		Olive Garden						Invite to open house
Canfield		McKenzie River Pizza						Invite to open house

Canfield		Offices west of US95						Canvas with flyers for open house.
Wilbur	Jeanne DuPont	Hecla Mining	208-769-4100	12/1/2008	11am	Hecla, N. Mineral Dr	Marv Carole	Discussed changes to signal at Canfield. There are multiple ways into and out of the Mineral Drive area, so should not be significant impact. Hecla is no longer the land owner -- they've sold all their land and are now leasing back their building. Jeanne will pass along the US95 info packet to JDL Enterprises, who now owns the land and is developing the US Courthouse building.
Wilbur/Aqua	Charlie Nipp/Steve Meyer	Parkwood Properties	208-667-4086					Left voice mail with Charlie on 11-21. Left message with receptionist and cell phone voice mail for Steve on 12-17-08. No response...mailed briefing packet on 1-5-09.
Wilbur	Harlan Douglas			12/2/2008	8:30am	Pinnacle Realty S 9 Washington, Spokane	Carole	Met with Mary at Pinnacle Realty, who is marketing the property for Harlan Douglas, on 12/2. Explained proposed signal changes at Canfield/Wilbur. Mary will pass info packet along to her client.
Hayden		Rustler's Roost	772-6613					Invite to open house
Hayden	Ron McIntire	Super 1	208-772-5722	11/25/2008	afternoon	Hayden Super 1	Marv Jeff Carole	Met with on 11/25. Discussed overall strategy and localized access issues on Kathleen and Hayden. Seems okay with overall strategy for corridor - consistent with Hayden's adopted plan. Supportive of making new connection between Kathleen and Dalton via Crown/AutoCenter streets. Some of the access changes needed on Hayden, will be difficult to work out because of multiple private property interests.
Orchard/Hayden	Del Kerr / Dave Patzer	Kerr Oil	208-765-2266	12/1/2008	call		Carole	Called Dave on 11/21. Del gone until after Thanksgiving. Call back to schedule sometime the week of 12/1. Called and left another message with Dave on 12/1. No response as of 12-11-08 so mailed briefing packet.
Orchard	John Geddes / Mike Murphy	Triple Play	208-762-7529 x 20	11/24/2008	1pm	Triple Play	Carole	Met with on 11/24. Would prefer signal at Orchard, but proposed plan is better than original idea of closing all unsignalized median crossings.
Dakota		Shafer's Heating and Cooling	772-2815					Invite to open house
Dakota		There are about 18 businesses that access Dakota on Taryne St.						Canvas with flyers for open house.
Miles	Robert Oswald	LA Aluminum	208-772-3201					Left voice mail on 11-21. No response as of 12-11 so mailed briefing packet.
Miles		Pool Motors	772-7232					Invite to open house
Miles		BC Storage	773-6317					Invite to open house
Miles		Friends Church	772-7544					Invite to open house
Miles		Boat Sales						Invite to open house
Lacey	Merv Lewis	Western States Equipment	509-535-1744	11/24/2008	4:30pm	Hayden rental office	Marv Joe Jeff Carole	Met with on 11/24. Okay with proposed operational strategy for US95, but before restricting turning movements at Lacey, City of Hayden will need to address turning radii at intersections of Govt/Lacey and Govt/Wyoming. Best way out for big vehicles will be via Govt to Wyoming to US95.
Lacey		R+L RV	772-7634					Invite to open house
Wyoming	Ken Ela	Mid Mountain Land and Timber Company	208-660-7378	12/1/2008	12:15pm	Mid Mountain office Warren K Ind Park Tracey Rd	Marv Joe Carole	Met with Ken on 12/1. Explained study and corridor recommendations. Ken was involved in prior study of US95 and understands issues. Explained that signal is recommended at Wyoming but timing of installation would probably be development driven (and development funded.) Ken agrees signal needed at Wyoming, but believes gov't should install it asap rather than waiting for developer funding. Building and development has slowed, but 400 jobs currently in the industrial park - signal would improve safety and access for those existing employees.
Wyoming	Vern and Reid Ziegler	Ziggy's Building Supply	509-467-4960	11/25/2008	11am	Ziggy's	Carole	Talked with Reid via phone on 11/24 and 11/25. Emailed executive summary showing proposed signal at Wyoming. They're fine with proposal, but would not be supportive of an alternative that restricts turns at Wyoming even as an interim measure.
Wyoming	Tim Komberec / Greg Delavan	Empire Airlines	208-292-3850	12/4/2008	4pm	Empire Airlines		Met with Tim on 12/4/08. Explained study and recommendations. Interested in four-lane project from Wyoming to Lancaster and especially signal at Lancaster. Generally supports study recommendations.
Wyoming	Airport Board			12/10/2008	5:30 pm	10375 Sensor Avenue	Marv Carole	Gave powerpoint presentation. No objections to the recommendations were expressed, however there was some disagreement about whether signals were currently timed adequately. Discussion about potential for an economic stimulus act and whether recommendations from this study could be implemented in near term. Also discussion about adding capacity to existing US95 vs. new Huetter route. John Vaudreuil from ITD sits on this board and mentioned that ITD has cost savings from several recent bids that might be used to fund some of the recommended projects.
Wyoming	Dr. John Hintz		762-0202					Invite to open house
Lancaster	Glen Lanker	Artios	(509) 455-8180	12/18/2008	10:00 AM	SRTC		Office closed due to weather on the day of meeting. Left email with Glen to reschedule.
General	Bob Crump	Kootenai Electric	208-765-1200					Left voice mail on 11-21
General		Home Depot						Invite to open house
General	Scott Jamar	Hayden Chamber	208-762-3755	12/3/2008	9:45 AM	9494 Govt Way	Jeff Carole	Met with Scott on 12/3/08. Explained recommended strategy for corridor and asked Scott to disseminate as appropriate among Hayden Chamber members.
General	Dani Bielec Mike King Gary Schneidmiller	Coldwell Banker Schneidmiller Rlty	208-665-5285 509-994-3675(cell)	12/9/2008	10:00	2000 NW Boulevard		Met with Dani Bielec, Mike King and Gary Schneidmiller. Gave overview of study and explained recommendations. Discussed potential right of way impacts at Hanley Ave. Their agency has property on SW corner of Hanley and US95 listed. Mike will share study info with the listing realtor and other commercial brokers in their office.
General	Bill Robinette	Assoc Brokers NW	208-772-7578	12/3/2008	9:00 AM	E. 1677 Miles Ave, Hayden	Marv Jeff Carole	Met with Bill on 12/3/08. Discussed overall corridor strategy and asked Bill to share with clients as appropriate and other commercial brokers in his office.
General	Rick Vernon	CdA Assoc. of Realtors	208-667-0664					Emailed project info on 12/2/08. Rick responded saying he would disseminate among his association.