

MINUTES OF A CONTINUED MEETING OF THE CITY
COUNCIL OF THE CITY OF COEUR D'ALENE, IDAHO,
HELD AT THE LIBRARY COMMUNITY ROOM

October 27, 2025

The Mayor and Council of the City of Coeur d'Alene met in a continued session of said Council at the Coeur d'Alene City Library Community Room on October 27, 2025, at 12:00 p.m., there being present the following members:

Woody McEvers, Mayor

Christie Wood) Members of Council Present
Dan Gookin)
Kenny Gabriel)
Dan English)
Kiki Miller)
Amy Evans) Member of Council Absent

CALL TO ORDER: Mayor McEvers called the meeting to order.

Mayor McEvers noted that the purpose of the workshop was to provide an opportunity for Council to have a dialogue with the Idaho Transportation Department (ITD) regarding the US-95 Interchange Project.

PRESENTATION BY IDAHO TRANSPORTATION DEPARTMENT (ITD) REGARDING THE I-90, US-95 INTERCHANGE PROJECT: Joey Sprague, ITD Project Manager for US-95 Interchange project, noted that the I-90, US-95 interchange is expected to experience double the traffic volume in the next 20 years. Without improvements, traffic will back up past the interchange ramps and onto I-90 mainline, resulting in high-speed rear end collisions on the interstate. He recalled that the I-90, US-95 interchange project was previously presented to the City Council in February this year. Since then, a public open house was held on March 5, where significant feedback was received particularly concerning the proposed grade separation of US-95 over Appleway Avenue. The project focuses on improving the I-90 and US-95 interchange, a key part of the corridor from State Highway 41 to 15th Street in Coeur d'Alene. The main goals are to reduce back-ups on the US-95 interchange ramps, improve US-95 operations to efficiently move traffic away from the interchange, and address local road operations at US-95 intersections within the interchange's area of influence. After reassessing traffic data, it was confirmed that a bridge over Appleway Avenue is necessary, as the intersection is projected to fail within five years regardless of other improvements. In response to public concerns, especially from local businesses, new design concepts have been developed for the west side of US-95, which will be presented in the next open house on November 18.

Mr. Sprague explained the plan to widen both sides of US 95 starting at Emma Avenue, south of Ironwood, and continuing through a new interchange at I-90. This interchange would be a single-point urban interchange, centralizing traffic signals for improved flow. The proposal also includes

an overpass at Appleway and new access roads to address public concerns in the last open house. These roads would allow smoother transitions between Appleway Avenue, Haycraft Avenue, and Fruitland Lane, including a reoriented intersection and a half-signal to manage peak traffic.

Councilmember Dan English asked about maintaining direct routes like the one from Fred Meyer to Appleway Avenue, which Mr. Sprague confirmed would remain accessible with minor intersection adjustments. Councilmember Miller inquired about turn lanes and signals, and Mr. Sprague clarified the inclusion of a two-way left turn lane and selective traffic signals to facilitate movement onto and off of US 95, while noting that some left turns, such as at Cherry Lane, would be restricted due to a proposed median barrier.

Councilmember Gookin mentioned a private residence at the intersection of Fruitland and Haycraft and asked about ITD's plans. Mr. Sprague stated that the said property would be acquired for the project, explaining that the owner of the property had already been contacted and they will reach out to the neighborhood in the area. Mayor Woody McEvers asked for clarification and Mr. Sprague further explained acquiring the property through appraisal and offering fair market value. If the owner refuses, the state has the right to proceed with eminent domain. ITD Engineering Manager Erika Bowen explained that the ITD cannot independently condemn properties that are only being improved for the local road system. If the public supports the proposed plan at the upcoming open house, ITD would need to establish a cooperative agreement with the city to proceed with acquiring parcels related to the "jug handle" access roads. While ITD handles the legal documentation and condemnation process, they require the City's support. When Councilmember Wood asked if this requirement stems from state statute, Ms. Bowen noted that it's how similar cases have been handled across Idaho because it is a local road improvement, they cannot condemn without support from the City. Councilmember Gookin stated that the City Council would have to approve it. Ms. Bowen clarified that ITD would handle the legal process and documentation but would require the City's participation in the proceedings.

Councilmember Gookin asked about the comprehensive plan for the area, noting that there are around seven to nine homes and questioning whether the neighborhood is intended to remain residential or transition to commercial use. Ms. Bowen responded by emphasizing efforts to minimize right-of-way impacts, with most property owners only affected by temporary construction easements. Rusty Leahy, Project Manager of David Evans & Associates, explained that the intersection is being redesigned to improve traffic flow from Appleway to US 95 and discourage cut-through traffic on Fruitland, which affects residents. Councilmember Gookin requested current traffic counts for comparison be provided to the City.

Mr. Sprague discussed the east side of US 95, outlining eight design concept alternatives for a new city road that would connect Haycraft to Appleway. These options varied in their impact on properties owned by Union Gospel Mission and nearby businesses like Tomato Street and Capriotti's. Councilmember Gookin noted that Union Gospel Mission had already received permits for future development.

Ms. Bowen clarified that the ITD is not asking for immediate decisions from the City Council and is not presenting specific design concepts to the public yet. Instead, ITD plans to gather public feedback on whether direct connectivity from Haycraft to Appleway after exiting US 95 is

important. She emphasized that ITD is offering options to address public concerns and will work with the City to determine the best solution, especially since the roads in question are local and not part of the state highway system. Councilmember Gookin asked about the traffic impact at Appleway and Government Way, and Ms. Bowen noted that signalization would be required at Haycraft and Government Way. Councilmember Wood expressed concern about favoring certain businesses, preferring the option that avoids property impacts. She added that she appreciates ITD showing all the possible options. Ms. Bowen reiterated that ITD is presenting multiple options to address public concerns about connectivity between Haycraft and Appleway. She emphasized that ITD is willing to fund improvements but cannot make final decisions on local roads, which must be guided by City input and public feedback. Mr. Sprague confirmed ongoing discussions with affected property owners. Mayor McEvers asked about maintenance responsibilities, and Ms. Bowen clarified that while ITD would build the roads, the City would be responsible for the maintenance.

Councilmember Gookin asked if any properties on the south side of Appleway were being condemned. Mr. Sprague clarified that while condemnation isn't planned, access issues due to elevation changes may affect a gas station. A new road could preserve access, but all impacted property owners must agree to sell, or that option would not be available. Ms. Bowen explained that ITD wanted to share the full scope of the project with the Council first and emphasized that the designs are still flexible and dependent on public input.

Councilmember Gookin asked about a drainage swale that could affect the gas station, and Ms. Bowen confirmed its inclusion, explaining it could be relocated if the station remains. Mr. Sprague explained that the swale is necessary due to elevation changes from widening US 95. Councilmember Gookin also asked about the proposed Julia overpass, and Mr. Leahy confirmed it was included in traffic modeling but found it to have minimal impact on US 95's level of service.

Councilmember Kiki Miller asked if the public display at the upcoming open house would be influenced by meetings with property owners, especially regarding the future of the gas station. Mr. Sprague confirmed that while they are meeting with the gas station owner soon, the display boards are being finalized and will remain generic. Ms. Bowen added that the public will see the proposed west side jug handle from Fruitland to Haycraft, along with two east side options: one showing a placeholder box between Union Gospel Mission and the furniture store to indicate potential impacts, and another showing a route via Haycraft to Government Way with a new signal, allowing traffic to loop back to Appleway. The goal is to gather public input on their preferred option.

Councilmember Gookin asked for clarification about the bridge over Appleway, and Ms. Bowen explained that it is not changing. She explained that the updated traffic analysis showed the intersection at Appleway and US-95 will fail by 2030. The redesign is necessary to prevent traffic backups on I-90 ramps, which pose safety risks. She emphasized that grade separation at Appleway is essential and will move forward. When asked about the total project cost, Mr. Leahy stated the total project cost is approximately \$120 million, including property acquisition. Councilmember Wood noted current safety concerns at the I-90 westbound entrance and appreciated ITD's transparency. Councilmember Gookin also asked about the Prairie Trail, and Streets Department Director Todd Feusier clarified that while it's part of the contractor's project, the City is concerned

about its use for construction traffic, particularly north-south movement along the trail. A project meeting is scheduled tomorrow which he will attend.

Councilmember Gabriel inquired if there is a preferred option among the proposed concept designs. City Engineer Chris Bosley responded that while no single option has been chosen, several adjustments were made based on city staff input such as the curved connection from Fruitland to Haycraft, which helps reduce traffic on Fruitland despite impacting a corner property. On the east side, there are more concerns due to potential impacts on Union Gospel Mission. Mr. Bosley noted that sending traffic down Haycraft to Government Way is less ideal due to signal spacing issues and ongoing informal traffic through parking lots. He emphasized that formalizing access could help address these patterns and that ITD has been responsive to the City's input throughout the process.

Mr. Sprague reiterated that the upcoming open house will be held on Tuesday, November 18th from 4:00 p.m. to 7:00 p.m. at the Best Western Plus Inn.

ADJOURNMENT: Motion by Gookin, seconded by English that there being no other business, this meeting be adjourned. **Motion carried.**

The meeting adjourned at 12:46 p.m.