

RATHDRUM PRAIRIE
AREA TRANSPORTATION STUDY

Meeting Summary
Public Meeting #5

Level 3 Alternatives Screening Results

July 2026

Recommendations and planning products, such as the traffic modeling, purpose and need, and alternatives analysis, from the study and public and agency input may be adopted or incorporated into future National Environmental Policy Act (NEPA) studies, per 23 United States Code (USC) 168 or Federal Regulations (CFR) 450.212 and 450.318.

RATHDRUM PRAIRIE
AREA TRANSPORTATION STUDY

Executive Summary

This summary highlights the public engagement efforts completed by the Idaho Transportation Department and Kootenai Metropolitan Planning Organization during the final planning phase of the Rathdrum Prairie Area Transportation Study. The goal of the study is to improve safety, keep traffic moving efficiently, and make the system more reliable as Kootenai County continues to grow. Results from the study will guide future National Environmental Policy Act, or NEPA, evaluation and clear project(s) for federal funding, permitting, final design and construction.

In July 2026, ITD and KMPO held the fifth public meeting to share the Level 3 screening results and gather public input before finalizing the study. The in-person and online meetings provided multiple formats to review the information and provide public comment.

In total, ITD and KMPO received 106 comments. Public feedback from the meetings focused on improving traffic and congestion while balancing right of way and property impacts.

Introduction

Project Description

The Rathdrum Prairie Area Transportation Study focuses on improving safety, keeping traffic moving efficiently, and making the traffic system more reliable as Kootenai County continues to grow. During this final phase of the study, the project team evaluated four alternatives and four combinations of alternatives that included Element B as an element of some combinations to determine which should move forward for further evaluation and project development.

The study considers environmental, community and economic goals early in the planning process. This approach, outlined by the Federal Highway Administration, weighs:

- Transportation issues and priorities
- Environmental resources and concerns
- Stakeholder and public concerns

Recommendations from this study, shaped by public and agency input, could move forward to the federal NEPA review process. NEPA reviews are required before major transportation projects are built. In 2023, ITD hosted the first round of public meetings to ask for input on environmental concerns, growth, traffic congestion and other community issues.

Based on feedback from these meetings, ITD and KMPO started with 54 initial concepts during the Level 1 Screening. These were screened and presented in a second round of public meetings in June 2024. Those concepts, called Level 1 Concepts, were proposed to be carried forward, retained as an element or eliminated.

After receiving public comments, concepts that were carried forward were developed into 13 Level 2 Alternatives, which were presented at the third round of in-person and online public meetings in November 2024. In addition to presenting the 13 alternatives, the public meetings explained the evaluation criteria. At the fourth round of public meetings held in September 2025,

ITD shared the Level 2 evaluation results and presented preliminary recommendations for alternatives that could move forward to the next round of evaluation, called Level 3 Screening. To make meetings accessible for people across the Prairie ITD and KMPO hosted at venues in multiple locations including Coeur d'Alene, Post Falls, Hayden and Rathdrum.

In July 2026, ITD held a fifth public meeting to share the final four alternatives, along with combinations of the alternatives and an Element Alternative B, which would include a U.S. Highway 95 widening update which was included with some of those combinations. This fifth phase of public outreach shared the results of the Level 3 Screening process that compared each alternative and combinations of alternatives based on performance, impacts, benefits and implementation.

ITD and KMPO will complete the study report in fall 2026 and alternatives will move into the NEPA process. Currently, there is no funding beyond the NEPA process for preliminary design or future construction of any alternatives.

In-Person Meeting
ITD and KMPO invited the public to attend the in-person meeting at the Kootenai County Fairgrounds on July 8, 2026, from 4:30 to 7:00 p.m. Display boards and meeting materials showed Level 3 evaluation results and ITD and KMPO's recommendations to evaluate four alternatives, their combinations and Element B included in some combinations in the NEPA process. In total, 123 people signed in to the in-person meeting and 21 submitted comment forms.

View the sign-in sheets in Appendix D.

Online Meeting
The online meeting and comment period was open from July 8 through July 22, 2026, at itd.idaho.gov/project/rathdrum-prairie-pel-study/.

A total of 427 users visited the online meeting platform and 43 submitted comments through the online form.

Community Working Group Meeting

ITD and KMPO hosted the fifth Community Working Group Meeting on June 23, 2026, to update members about key study milestones, gather input and prepare for the upcoming public meeting. The meeting was held at the ITD District 1 Headquarters in Coeur d'Alene, with 26 participants attending in person or online.

Key Meeting Highlights
During the meeting project team members presented the alternatives and combinations reviewed in Level 3. The presentation also included figures showing how each alternative performs within the regional traffic models.

Future input: During the meetings some asked what the timeline would be for the selection of a preferred alternative, construction, and would there be time to make adjustments in the future. The project team explained how before anything can be constructed there will be further NEPA

review over the next few years, which will further refine designs and routes. Construction then could take place, but there is no set timeline for projects to break ground.

Future land use: Several comments and questions were raised about future land use and forthcoming developments across the Rathdrum Prairie and impacts of alternatives. The project team explained that the routes presented are still preliminary and

Alternatives not considered: Some asked, why did the combination of Alternatives N+B not make it to Level 3B screening when it appeared to perform “well” during the Level 3A analysis? Project team members explained that during Level 3A the top four scenarios were carried forward for more detailed analysis during Level 3B. Although the scenario comprised of Alternatives N+B performed relatively well, large portions of the study area would see no improvement with this combination. N+B also didn't perform as well as the scenarios that were advanced.

Revisions to materials: The working group made suggestions to adjust colors on some of the materials to improve readability. They also asked how the public could be made aware of city limits and how alternatives matched up. It was explained colors would be adjusted and that the online meeting provides maps with layers that can show the information requested.

Meeting Notification

Before the in-person and online meetings, ITD and KMPO notified the public, business and other stakeholders through multiple channels:

- **Postcards:** Mailed 54,200 postcards within the project area in Kootenai County and to other key stakeholders. Recipients were invited to attend in-person and online meetings and provide feedback during the public comment period, which ran from July 8 through 22.
- **Display advertisements:** Published ads in the *Coeur d’Alene Press* on July 1 to 7.
- **Billboard Ad:** Displayed a digital ad at the Kootenai Fairgrounds from July 1 through 8.
- **News release:** Issued a news release on July 1.
- **Digital advertisements:** Ran digital ads in the *Coeur d’Alene Press* from June 17 through July 8.
- **Email:** Sent Constant Contact emails on June 30, July 7 and 20.
- **Social media:** Published posts on X (formerly known as Twitter) and Facebook on July 1, 7 and 15**.**

Copies of notification materials are included in Appendix A.

Meeting Summary

In-Person Meeting

The in-person meeting followed an open house format, allowing attendees to review project information at their own pace and interact with staff to ask questions. Level 3 screening results were displayed on boards and included in handouts.

Display boards were placed around the perimeter of the room and roll plot maps of each alternative were set up in the center. This layout encouraged attendees to review the materials, leave comments or ask questions about each alternative.

A total of 123 people signed in at the meeting, with several opting out of providing their information. Roughly 160 people attended the meeting in person.

Staffing
Project team members in attendance:

- Ryan Hawkins, D1 District Engineer, ITD
- Jerry Wilson, Engineering Manager, ITD
- Carrie Ann Hewitt, Project Manager, ITD
- Robert Beachler, Planner, ITD
- Megan Jahns, Sr. Public Information Officer, ITD
- Heather McDaniel, Public Information Officer, ITD
- Stacey Simkins, Right of Way, ITD
- Michael Hartz, Sr. Environmental Planner, ITD
- Ali Marienau, Sr. Transportation Planner, KMPO
- Cameron Waite, Project Manager, HDR
- Daniel Baker, N. Idaho Transportation Lead, HDR
- Scott Marshall, Project Manager, HDR
- Phil Johnson, Traffic Lead, HDR
- Anna Marron, Public Involvement Lead, HDR
- Eric Grossarth, Sr. Communications Specialist, HDR
- Martin Plass, Project Engineer, DEA
- Rusty Leahy, Inland Northwest Market Leader, DEA

Online Meeting
ITD and KMPO presented the information online with an ArcGIS StoryMap. The meeting presented the same information as the in-person meeting with web-based maps that allowed users to explore the alternatives and information. The online meeting and public comment period were open from July 8 through July 22.

Analytics show 427 users visited the online meeting across 654 views. The average person viewed the online meeting for around three minutes.

A full breakdown of the analytics is provided in Appendix E.

Meeting Content

The following materials were presented to the public during the in-person and online meetings.

Display Boards

- Welcome
- Purpose of the Study

- What is the Evaluation Process?
- Level 3 Alternatives
- Alternatives
- Alternative Combinations
- Level 3A to 3B Screening
- Elements Retained During the Study
- Crash Countermeasures for Consideration
- Environmental Considerations
- Level 3 Alternative Impact Summary
- Level 3 Alternative Combinations Impact Summary
- Traffic Level of Service
- Performance: Traffic Benefits
- Travel Time Analysis
- Where Are We in the Process?
- What's Next
- Submit a Comment
- Thank you for Joining Today

Meeting displays are provided in Appendix C.

Meeting Handouts

1. Level 3 Alternatives Screening Results for Public Review and Input

This handout explained the screening process used to compare each alternative, including identifying where each alternative would be located and what they might look like. The handout also summarized each alternative, including the benefits, impacts and performance.

Following the public meeting, it was determined on July 13 that the original results indicated a substantial increase in crashes on US-95 Alternative B when transitioning from a 4-lane divided arterial to a 6-lane divided arterial. Because the reported increase was higher than expected, the analysis was reviewed again and the shoulder width input for the predictive models was corrected and updated. It was determined that the outside shoulder width was input as zero feet instead of 8 feet. The shoulder width was corrected, the analysis updated, and crashes predicted for Alternative B were corrected. An updated handout was published online with a note detailing the changes. The data was corrected during the online public comment period but after the in-person meeting was held.

Additionally, a data entry error in the "ability to reduce travel time on key corridors" data for Alternative N-H-B was corrected from 26,847 to 26,247 vehicle minutes.

2. Level 3 Screening Matrix and Traffic Analysis

This handout explained how to use the matrix to compare each alternative and included traffic analysis maps and tables showing how the alternatives were assessed.

Following the public meeting, it was determined on July 13 that the original results indicated a substantial increase in crashes on US-95 Alternative B when transitioning from a 4-lane divided arterial to a 6-lane divided arterial. Because the reported increase was higher than expected, the analysis was reviewed again and the shoulder width input for the predictive models was updated. It was determined that the outside shoulder width was input as zero feet instead of 8 feet. The shoulder width was corrected, the analysis reran, and crashes predicted for Alternative B were corrected. An updated handout was published online with a note detailing the changes. The data was corrected during the online public comment period but after the in-person meeting.

Following the public meeting the ranking scale colors in the Level 3B Comparative Screening Results Handout were revised for the criterion for ability to reduce segment crashes: Alternative D the color was changed from red (worst) to orange (negative), Alternative H the color was changed from yellow (neutral/medium) to orange (negative), Scenario N+D+B the color was changed from orange (negative) to yellow (neutral/medium), and Scenario N+H+B the color was changed from red (worst) to light green (better/good). The coloring for the criterion for ability to reduce severity of crashes was revised for Scenario N+H+B the color was changed from red (worst) to yellow (neutral/medium). Only the ranking scale colors were revised, no revisions were made to the crash metrics.

Additionally, a data entry error in the “ability to reduce travel time on key corridors” data for Alternative N-H-B was corrected from 26,847 to 26,247 vehicle minutes.

3. Table Maps

Large-format roll plots of each alternative were displayed on tables for review.

4. Comment Form

ITD and KMPO asked for feedback on recommendations for each Level 3 Alternative and their combinations and requested general feedback on the project.

Meeting handouts are provided in Appendix B.

Public Comments and Comment Themes

At the meetings, ITD and KMPO asked for feedback on the Level 3 Alternatives recommended to be carried forward into NEPA and collected input using ranked voting. Open-ended questions asked respondents to provide their rationale. The comment form also asked respondents to rank their priorities as projects advance.

The public shared feedback at both the in-person and online meetings. Comments were also submitted by email and mail. In total, ITD and KMPO received 106 comments:

- Online comment forms: 43
- In-person comment forms: 21
- Mailed comment forms: 2

- Email comments: 40

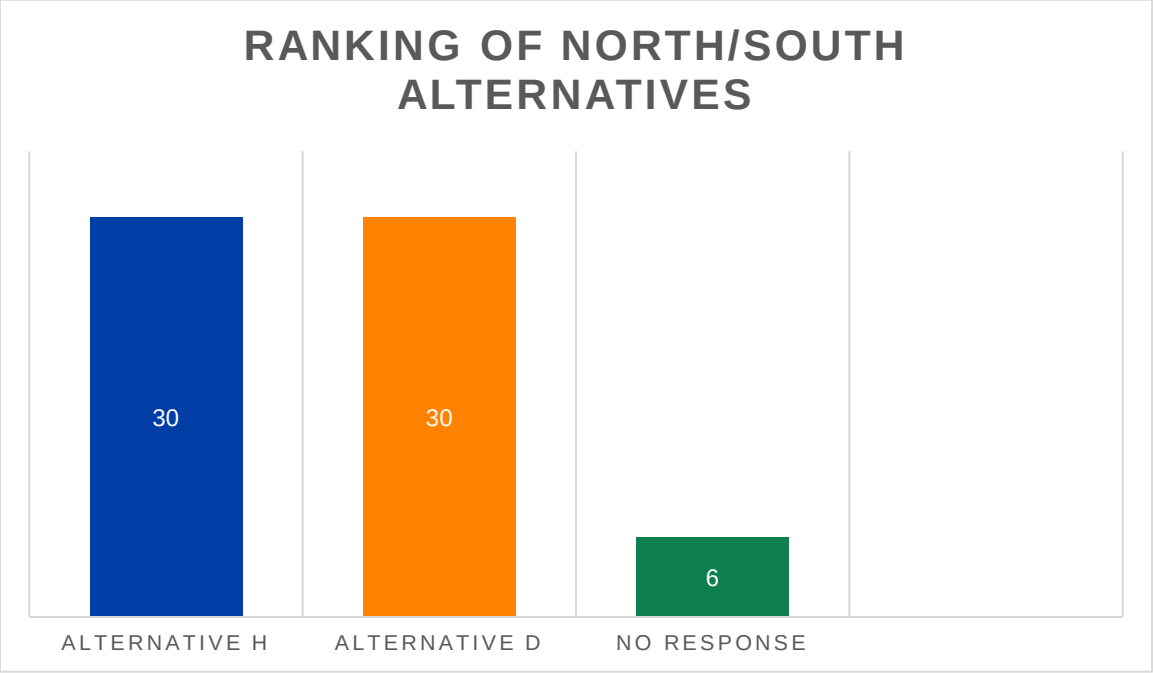
All comments can be found in Appendix F.

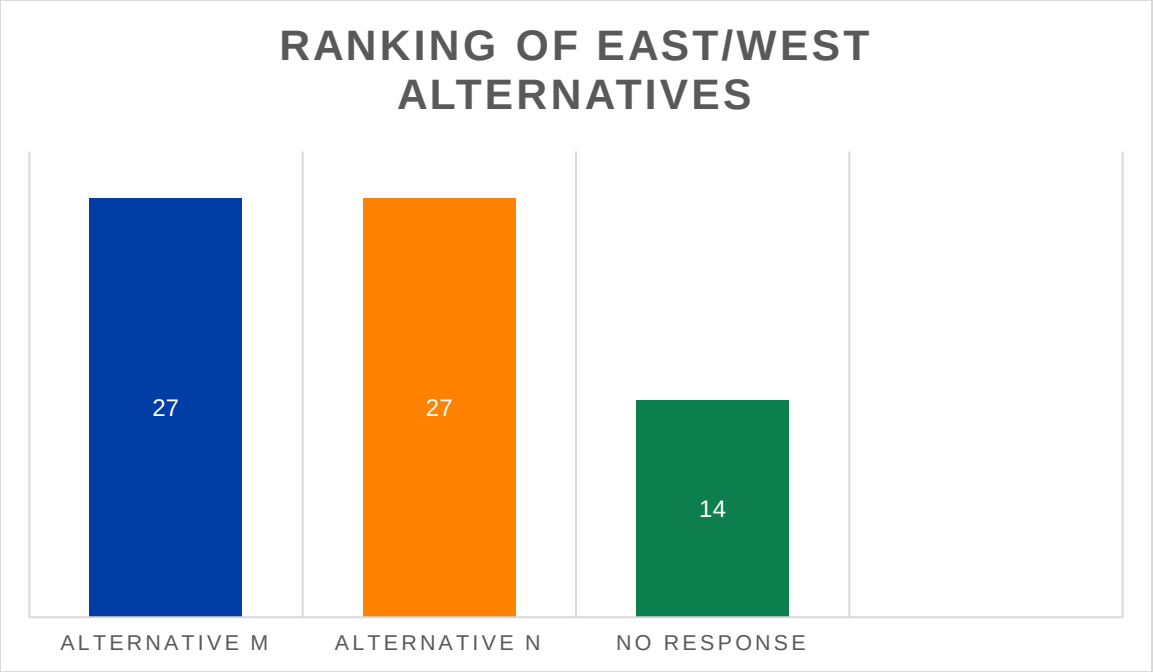
Summary of Ranked Alternatives (submitted via comment form)

Alternative	Top Preference
North/South Alternative	Tie: D (30) and H (30)
East/West Alternative	Tie: M (27) and N (27)
Standalone Alternative (1st Choice)	Tie: D (17) and H (17)
Combination Alternative (1st Choice)	N + D (20)
Most Rejected Combination (4th Choice)	N + H + B (24)

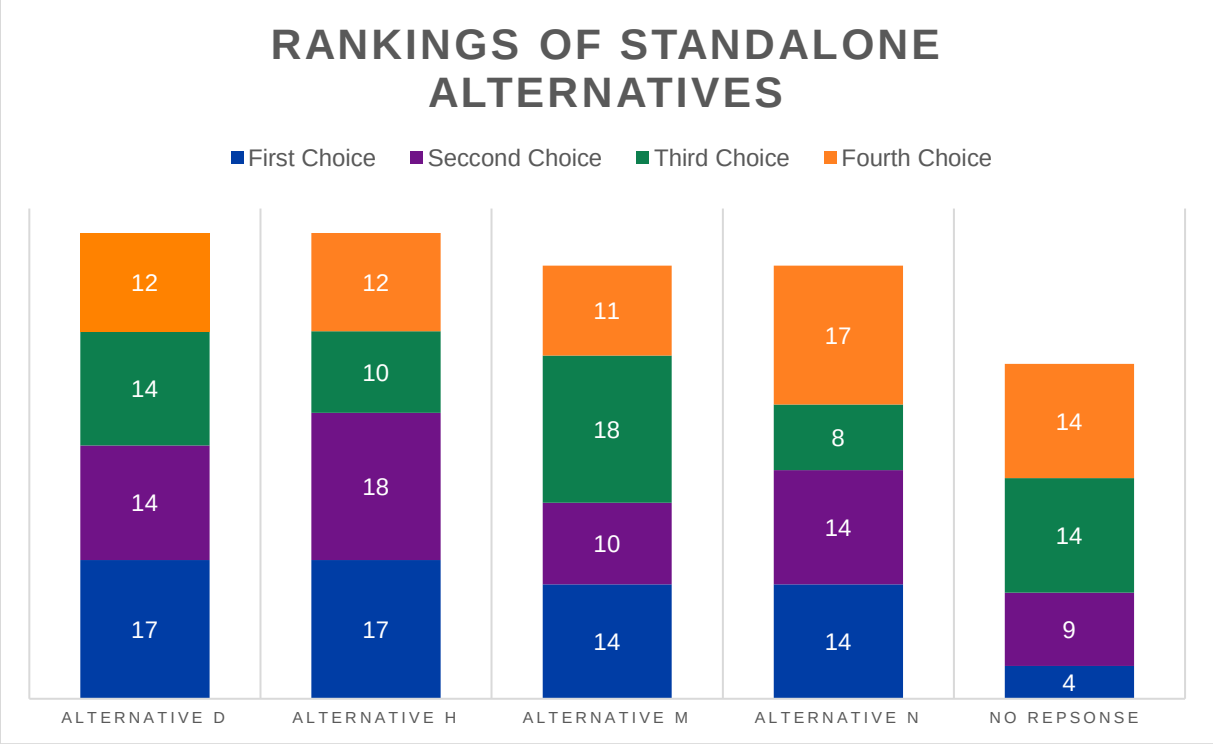
STANDALONE ALTERNATIVES

Respondents ranked their top choices of each standalone north/south alternative (Alternative H and Alternative D) and their top standalone east/west alternative (Alternative N and Alternative M). Respondents slightly preferred Alternative H and D over M and N. However, when respondents ranked individual north/south and east/west routes, the choices were evenly split. The charts below highlight the first, second, third and fourth choices of alternatives compared with one another.





Respondents also ranked the standalone alternatives (Alternatives D, H, N and M). Similar to the east and west alternative rankings and preferences were relatively evenly distributed. For the first choice, Alternative H and Alternative D received the most support followed by Alternative M and N. Four respondents did not rank a first choice.



Examples of Public Comments Received:

“I like H the best of the standalone choices. I think D by itself is a bad choice because it doesn't solve the problem in the long term.”

"Option D is not access-controlled, and would not in my opinion be enough to meet the north-south need, as it would have signals causing inefficient stop-and-go traffic. Highway 41 is already a disaster with far too many traffic signals interrupting north-south traffic flow. A freeway with no stops, instead with on/off ramps, is the solution I believe is needed."

“A quicker way to travel between Spokane and Sandpoint to Canada is needed. Traffic can be improved on the 95 with better planning on Alternative B.”

“H provides the most efficient and safest N-S route to the I-90 corridor.”

“Another arterial isn’t going to solve anything.”

“D is basically a bandaid and not a realistic option. H dramatically improves traffic flow and safety compared to D.”

“… This route will pass directly along my property which will substantially increase in noise and possibility for accidents at my corner of Huetter and Prairie lot. I saw no mention of plans for noise abatement which concerns me greatly. All of this said, I still prefer Alt D to Alt H. Alt H is a non-starter due to the same reasons I listed for Alt D but also because of the additional cost of building it and purchasing all of the needed property to construct it …”

“An access-controlled north-south route is very much needed in the prairie area. Of the alternatives suggested, option H seems to be the best to meet this need. Options M & N are extremely similar, and either one would provide some north-south option, but they are diagonal and so would not fully meet this need. Option D is not access-controlled, and would not in my opinion be enough to meet the north-south need, as it would have signals causing inefficient stop-and-go traffic.”

“These options are extremely similar and I only prefer option N's routing slightly more, as it deviates a bit more south, closer to some of my preferred destinations in the region. However, I'm sure either one would be a great help to traffic in general.”

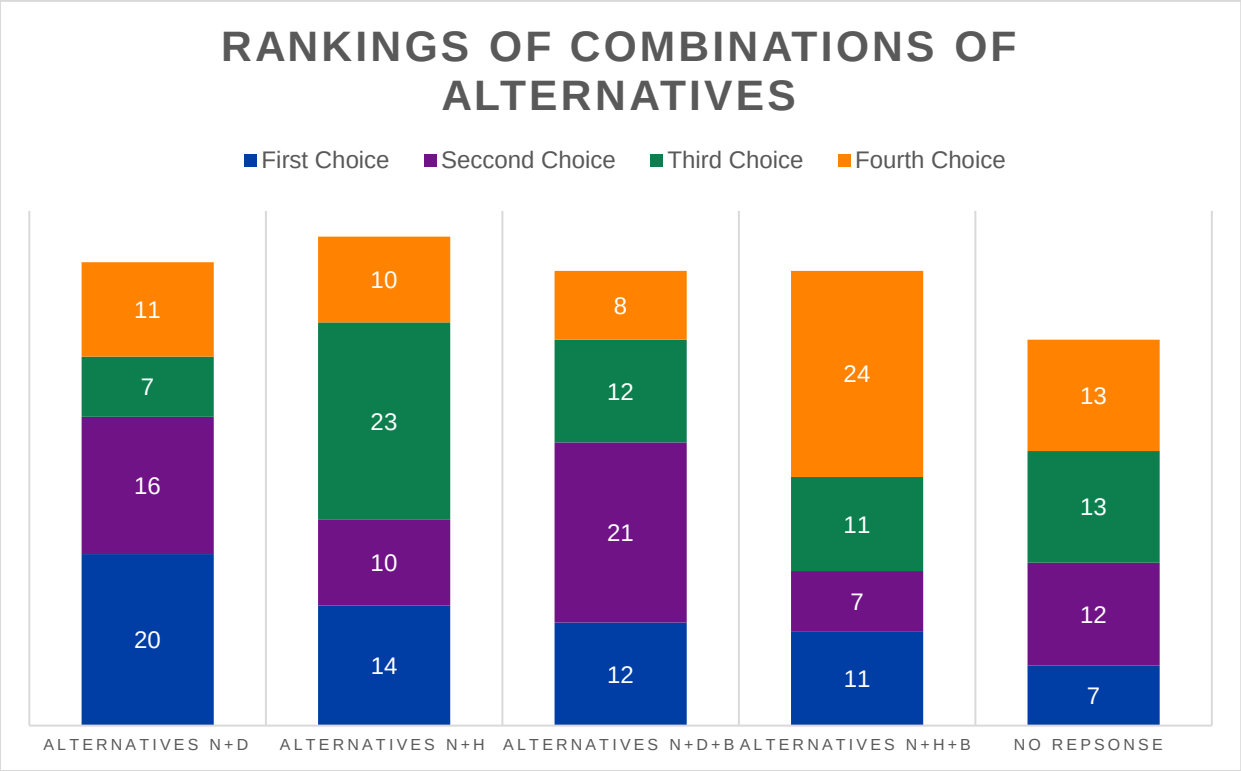
“Makes little sense using Huetter when Hwy 41 is a mile to the west. I feel residents in the Huetter are paying the price for extremely poor planning of Hwy 41. Huetter is soon to be a very densely populated neighborhood.”

COMBINATIONS

The comment form asked respondents to rank their top choices of each combination of alternatives presented (i.e., Alternatives N+D, Alternatives N+H, Alternatives N+D+B and Alternatives N+H+B).

The form also asked people to highlight any combinations of alternatives that were not presented but they wished were considered.

Most respondents listed Alternatives N+D as their preferred combination followed by Alternatives N+H. When looking at the second preferred option, N+D+B received significantly higher selections than N+H+B. The charts below highlight the first, second, third and fourth choices of alternatives compared with one another.



Examples of Public Comments Received:

"Any alternatives selected should include Alternative B as without B i think the other options will not do enough to alleviate traffic congestion on 95."

"Widening highway 95 seems like a no brainer to me as this is where all of the congestion is. Alt N has the best transit times and Alt D is less disruptive to families and new churches along the route than Alt H."

"H provides a necessary north-south freeway connection to handle future traffic and take pressure off existing US 95 and SH 41, while B is needed to add lanes to existing US 95. N would provide an east-west connection, but M and N should be scrapped in favor of widening existing Pleasant View Road and SH 53."

"Alternatives N(M) and H combined would be a game changer for our region. This combination would be the absolute best case scenario for at least a generation of North Idaho drivers. "

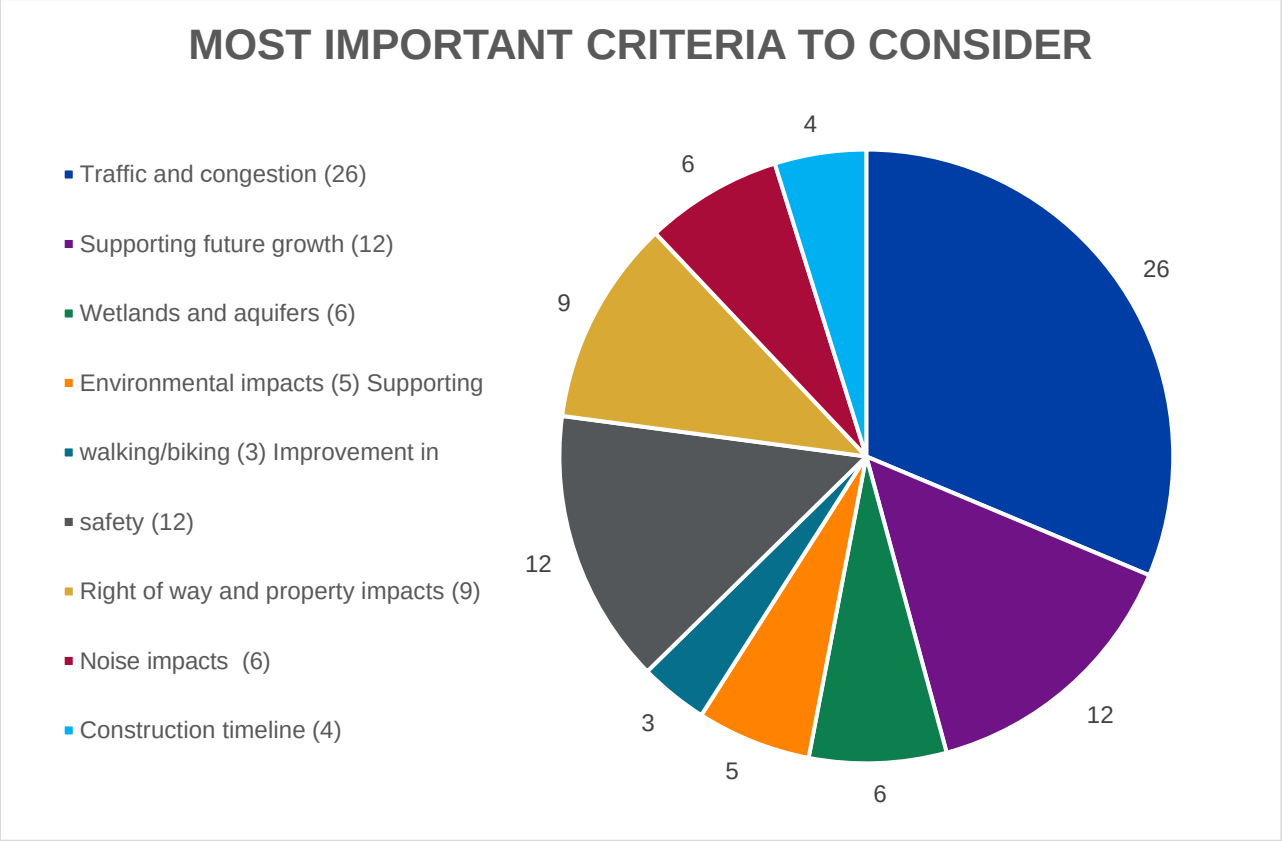
"Prefer the alignment of N + D + B over others due to consistency with existing road network alignments and minimal interruption of large agricultural areas, especially between Lancaster and US 95. As much as possible preference is to not divide large agricultural parcels but stay on the established transportation alignments.

"Expanding US-95 would not help in the long run. 95 should become a road that is more equitable for the residents of CDA and not just a highway that happens to go through"

MOST IMPORTANT CRITERIA TO CONSIDER

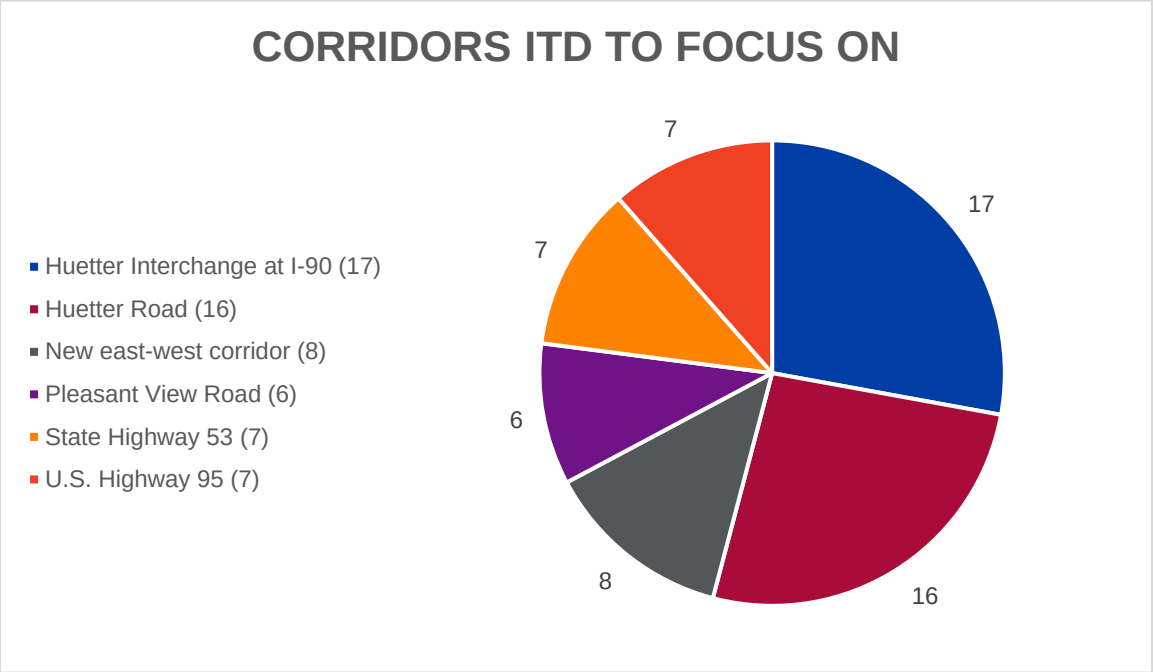
The comment form asked respondents, "When considering an alternative or a combination of alternatives, what are the most important criteria to consider?" People were asked to select their top three choices in no particular order. In total, 58 people responded to the question.

The top responses were traffic and congestion, improvement in safety, supporting future growth, and right of way and property impacts.



CORRIDORS FOCUS ON

The comment form asked respondents, “based on the standalone alternatives and combinations of alternatives presented, what should ITD focus on improving first?” Responses heavily favored Huetter Road and Huetter Interchange with Interstate 90. In total, 60 people provided responses to the question, with some mentioning multiple corridors.



Additional Comments and Themes

Open-ended comments varied widely across specific alternatives and their combinations. However, many comments focused on:

- Addressing congestion and promoting efficiency of the transportation system
- Supporting future growth
- Impacts on individuals’ properties
- Environmental and aquifer protection
- Safety improvements
- Cost
- Quality of life and noise impacts

Additionally, several people submitted comments via email. Emailed comments varied but most followed similar themes expressed in open-ended comment forms. One emailed form letter signed by 26 individuals shared strong opposition to the project, proposed alternatives and the process of the study. The letter suggests that ITD should no longer consider Alternatives D and H and efforts should concentrate on Alternatives B and N. Other emailed comments expressed the following when discussing alternative selection:

- 1 person prefers a north south alternative but did not specify which one.

- 1 person expressed a desire to widen US-95 to six lanes.
- 1 person shared ITD should widen US-95, Highway 41 and add better intersections
- 1 person recommended Huetter Road should be four lanes wide.
- 1 person said they prefer Alternative H.
- 1 person said they prefer Alternative D.
- 1 person said they prefer a combination of Alternatives H and D.
- 2 people said nothing should be done to Huetter Road.
- 1 person says to do a Huetter interchange at I-90.
- 1 person said they oppose Alternative H, but recommended adjustments to Alternative N and D.

While the public generally agrees that improvements to transportation are needed to address growth and congestion, most opposition to proposed alternatives centered on the desire to protect personal property, existing community and environmental resources.

Examples of Public Comments Received:

"Please ensure you are willing to compromise to get to the best alternative. Minimizing residential impact should be the top priority and finding an alternative that does this and still meets most of the goals for improving traffic flow should be possible."

"I don't feel like enough weight has been given to the planned Coeur Terre development and its potential impact on these alternatives."

"Do something sooner rather than later. This has been talked about for 30-years – do it!"

"In general, I think you guys are on the right track. People wanted improvements to accommodate the growth, but pick corridors that would least impact existing development, and I think you have done well."

"Thank you for taking the time to do this. Really hope we can all come to the best decision that truly realizes how much this is needed now, and more importantly, how important this is for the future of this area."

"The issue of noise mitigation did not seem to be addressed. Also, with regard to Alternative H specifically, the map does not show appropriate setbacks regarding current homes and private property."

"With all the new apartments going in on 53. The Meyer bypass is needed. Traffic needs diverted further away from the schools. I believe the Huetter interchange at I-90 would greatly improve the flow of traffic around I-90 and 95."

"This is a well developed plan with available options which won't please everyone, but addresses the problems with the best available solutions."

"I agree with the highway 53 expansion except the local access road. If residential properties and a few commercial businesses are still going to have 53 access why the need for a local access road?"

> "… it is the community's understanding that even if Alternative D is selected, ITD will request the same amount of land acquisition as in Alternative H. The concept of this is deeply concerning given how liberally the State has pushed for land acquisition when it has not been needed."

Frequently Asked Questions

Throughout the fifth round of public and CWG involvement, including the 2026 public open house, ITD identified these frequently asked questions.

What will ITD and KMPO do to protect aquifers and wetlands?
At this phase of the study, ITD and KMPO have looked at high-level impacts, including an overlay of proposed alternatives on sensitive aquifer areas.

As the alternatives and combinations continue into NEPA review, ITD and KMPO will conduct detailed analysis of aquifer impacts and mitigation. ITD and KMPO will also continue to meet with environmental stakeholders, including the Kootenai County Aquifer Protection Board and others, throughout the process.

Throughout future design processes, ITD and KMPO will follow established Department of Environmental Quality guidelines to protect aquifers and wetlands. This could include measures like drainage systems that capture and filter runoff before it could reach protected water sources.

A proposed alternative might affect my property. What happens next? Will ITD use eminent domain?

At this stage of the study, all proposed alternatives are preliminary. The exact location, footprint, and property impacts of each alternative have not yet been determined. If an alternative moves forward into the NEPA process, additional engineering and environmental analysis will further refine the design and identify any potential property impacts.

If a property could be affected, ITD will contact property owners directly and keep them informed throughout the process. Property owners will have opportunities to ask questions and understand how the project may affect their property as more detailed information becomes available.

If right of way property is ultimately needed, ITD's first approach is to work with property owners through voluntary, good-faith negotiations. This process includes an independent appraisal to determine fair market value before an offer is made to purchase any necessary land or easement. While eminent domain is a legal tool available to agencies for public projects, ITD views it as a last resort and uses it only when a mutually acceptable agreement cannot be reached.

When will the proposed alternatives be built?
At this time, no construction timeline has been established. Before any construction can begin, proposed alternatives must go through the NEPA review process as well as additional engineering and design work. This process can take multiple years.

How will the projects be funded?
Currently construction is not funded for this project. ITD and KMPO are exploring future funding options which could include state funding, federal funding, grants, or any combination of those funds.

Why is Alternative H being considered when Alternative D appears to have less property impacts?
ITD and KMPO are evaluating multiple alternatives. No alternatives, including Alternative H and Alternative D, have been selected for further design and construction. Further NEPA environmental reviews will evaluate potential impacts while weighing the overall benefit to transportation before any decisions are made. The project team evaluates each alternative based on several factors, including performance, cost, congestion, and redundancy. In addition to these factors, ITD and KMPO consider property impacts as one of many evaluation criteria. ITD and KMPO will continue to seek public input throughout the process, and that feedback will help inform final decisions.

How will proposed alternatives work around new developments?
ITD and KMPO evaluate alternatives using the best information available at the time. Throughout the Rathdrum Prairie Area Transportation Study, proposed alternatives can be adjusted to route around new developments as they are announced or constructed. Part of this process is to identify these long term corridor improvements to help minimize impacts on new developments. Once finalized, ITD and KMPO will provide the study to other local agencies and cities to incorporate into future land use planning. This will allow cities to consider and make decisions to avoid placing major developments on land slated for new and improved roads.

What will be done to address noise from the proposed alternatives?
At this stage of the study, the proposed alternatives are still preliminary, and there is not enough design detail to determine whether noise impacts would occur or whether noise mitigation would be warranted.

If an alternative moves forward through the NEPA process, ITD and KMPO will conduct a detailed traffic noise analysis in accordance with federal regulations and the ITD Noise Abatement Policy. The analysis evaluates nearby homes, businesses, and other sensitive locations -known as "receptors"- to determine whether future traffic noise would meet established impact thresholds.

If those thresholds are met, ITD will then evaluate potential noise mitigation measures, such as noise walls, to determine whether they are both feasible and reasonable under state and federal requirements. This evaluation considers factors such as engineering constraints, expected

noise reduction, cost effectiveness, and overall public benefit. Property owners who could be affected by a proposed noise wall would also be involved in that process.

Because the project is still in the early planning stages, it is too soon to determine whether noise mitigation will be recommended for any location. ITD follows this standardized, federally required process on every project to help ensure transportation funding is distributed consistently, equitably, and fairly across communities. Rather than relying on public preference alone, decisions about noise abatement are based on objective analysis, established policy, and funding eligibility.

Appendix: A Notification materials



RATHDRUM PRAIRIE
AREA TRANSPORTATION STUDY

Help shape the future of transportation across the Rathdrum Prairie.

ITD District 1
600 West Prairie Avenue
Coeur d'Alene, ID 83815-8764

Join us for the final public meeting of this phase to learn about the Rathdrum Prairie Area Transportation Study.

In-person meeting | July 8, 2026

4:30 – 7 p.m.
Kootenai County Fairgrounds – Building 3
4056 North Government Way
Coeur d'Alene, Idaho 83815

Drop in anytime to learn, ask questions and discuss study updates.

Questions?
Email info@rathdrumprairiepel.com

Working together for a safer, more connected future

The study is evaluating transportation solutions to:

- Address safety in areas with high numbers of crashes.
- Proactively plan for more traffic as the area grows.
- Create new, safer and better connections for drivers that also support walkers, bikers and transit users.



In-person meeting

July 8, 2026

4:30 – 7 p.m.

Kootenai County Fairgrounds – Building 3
4056 North Government Way
Coeur d'Alene, Idaho 83815

Participate online

July 8 through July 22

itd.idaho.gov/project/rathdrum-prairie-pel-study

Public comment period

Submit your feedback between July 8 and July 22. All comments will be documented and shared with the project team to help shape the study.

Individuals who need special accommodations should contact CivilRights@itd.idaho.gov or 208-334-8884. TTY/TDD users dial 711 to use the Idaho Relay System. Persons needing an interpreter should contact 208-334-8496.

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Help shape the future of transportation across the Rathdrum Prairie

Join us for the final public meeting of this planning process to learn about the Rathdrum Prairie Area Transportation Study.



In-Person

July 8, 2026
4:30 – 7 p.m.
Kootenai County Fairgrounds – Building 3
4056 North Government Way
Coeur d'Alene, Idaho 83815

Drop in anytime! Stop by at your convenience to learn about study updates.



Online

July 8 to July 22

Learn More

Your comments are always welcome, but to be included as part of the official record for public input, feedback must be received by **July 22, 2026**.

Questions?

Email the study team at **info@rathdrumprairiepel.com**.

What is the Rathdrum Area Transportation Study?



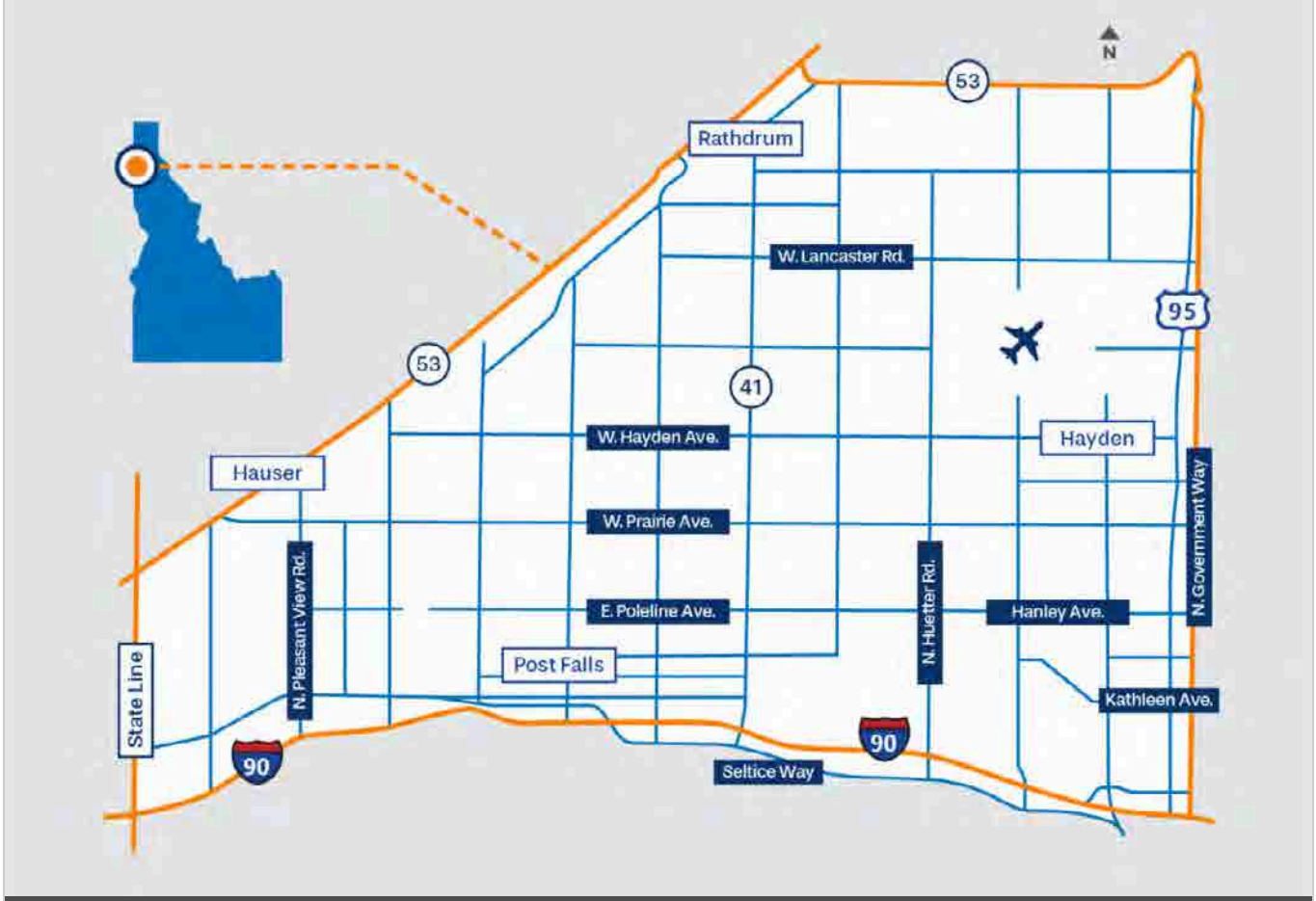
This is the fifth and final round of public meetings for the Rathdrum Prairie Area Transportation Study, which began in 2022 with more than 50 ideas for improving travel across the Rathdrum Prairie. Through multiple rounds of technical analysis, screening and public input, those concepts were refined into four final alternatives for consideration. These alternatives include combinations and modifications of earlier concepts, preserving the most effective elements while removing portions that did not meet screening criteria or transportation needs. The remaining alternatives represent the strongest options identified through the study process to improve safety, reduce congestion and support future growth.

Working together for a safer, more connected future

The study is evaluating transportation solutions to:

- Address safety in areas with high numbers of crashes.
- Proactively plan for more traffic as the area grows.
- Create new, safer and better connections for drivers that also support walkers, bikers and transit users.

Study area:



Project website

Sign up for study updates

Idaho Transportation Department | **itd.idaho.gov**

*Individuals who need special accommodations should contact **CivilRights@itd.idaho.gov** or 208-334-8884. TTY/TDD users dial 711 to use the Idaho Relay System. Persons needing an interpreter should contact 208-334-8496.*

Idaho Transportation Department | 600 W. Prairie Ave. | Coeur d'Alene, ID 83815 US

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RATHDRUM PRAIRIE
AREA TRANSPORTATION STUDY

MEETING REMINDER

Join us **TOMORROW** for the final public meeting of this planning process to learn about the Rathdrum Prairie Area Transportation Study.



In-Person

July 8, 2026
4:30 – 7 p.m.
Kootenai County Fairgrounds – Building 3
4056 North Government Way
Coeur d'Alene, Idaho 83815

Drop in anytime! Stop by at your convenience to learn about study updates.



Online

July 8 to July 22

Learn More

Your comments are always welcome, but to be included as part of the official record for public input, feedback must be received by **July 22, 2026**.

Questions?

Email the study team at **info@rathdrumprairiepel.com**.

What is the Rathdrum Area Transportation Study?



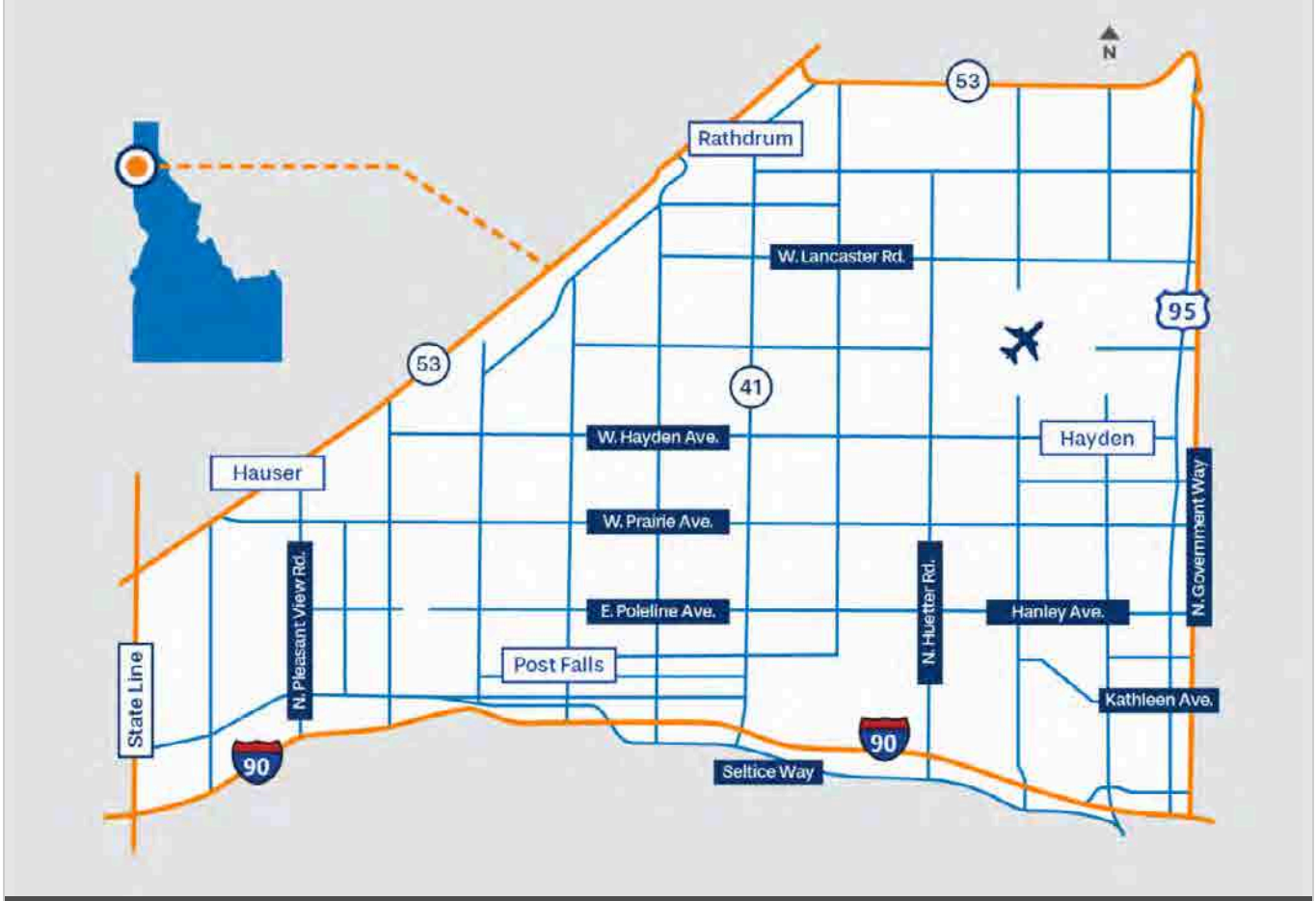
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RATHDRUM PRAIRIE
AREA TRANSPORTATION STUDY

Comment period ends July 22

If you missed our in-person public meeting or want another chance to look at the materials, visit the online meeting at the link below.

Online
July 8 to July 22

Go to the online meeting

Your comments are always welcome, but to be included as part of the official record for public input, feedback must be received by **July 22, 2026**.

Questions?
Email the study team at **info@rathdrumprairiepel.com**.

What is the Rathdrum Area Transportation Study?



This is the fifth and final round of public meetings for the Rathdrum Prairie Area Transportation Study, which began in 2022 with more than 50 ideas for improving travel across the Rathdrum Prairie. Through multiple rounds of technical analysis, screening and public input, those concepts were refined into four final alternatives for consideration. These alternatives include combinations and modifications of earlier concepts, preserving the most effective elements

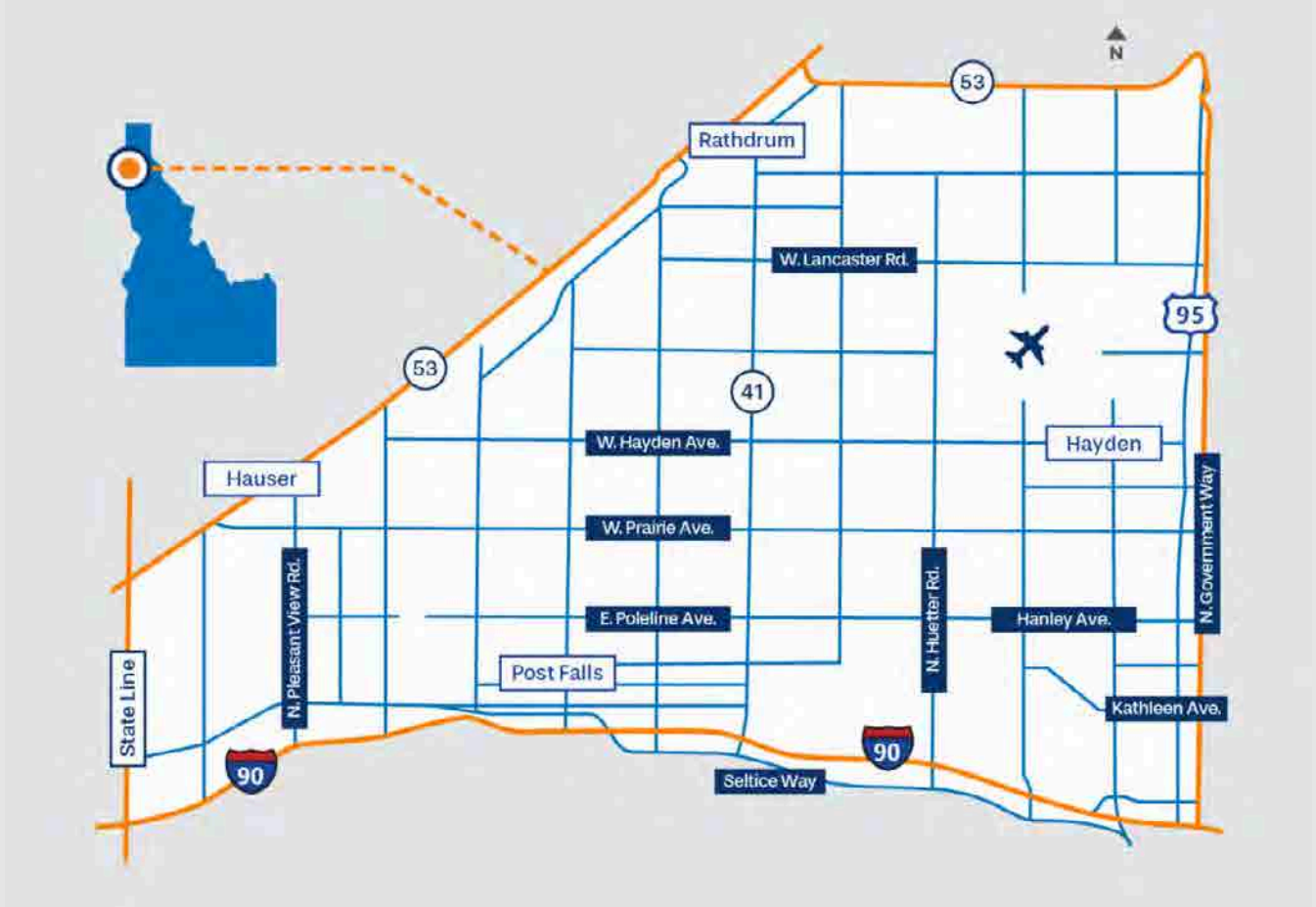
while removing portions that did not meet screening criteria or transportation needs. The remaining alternatives represent the strongest options identified through the study process to improve safety, reduce congestion and support future growth.

Working together for a safer, more connected future

The study is evaluating transportation solutions to:

- Address safety in areas with high numbers of crashes.
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Study area:



Project website

Sign up for study updates

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Idaho Transportation Department | 600 W. Prairie Ave. | Coeur d'Alene, ID 83815 US

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JOIN US!

RATHDRUM PRAIRIE

AREA TRANSPORTATION STUDY

Join us to learn more about the Rathdrum Prairie Area Transportation Study.

July 8, 2026 | 4:30–7 p.m.

Kootenai County Fairgrounds – Building 3
4056 North Government Way
Coeur d'Alene, Idaho 83815

Drop in anytime!
Learn about the study updates.

Share your feedback online!

July 8 – July 22
itd.idaho.gov/project/rathdrum-prairie-pel-study.

Public comment period

Submit your feedback July 8 through 22, 2026.
All comments will be documented and shared with the project team and help shape the study.

Questions?
Email info@rathdrumprairiepel.com

Individuals who need special accommodations should contact CivilRights@itd.idaho.gov or 208-334-8884. TTY/TDD users dial 711 to use the Idaho Relay System. Persons needing an interpreter should contact 208-334-8496.

Idaho Transportation Department
July 7 at 10:01 AM ·

Reminder! The in-person meeting for the Rathdrum Prairie Area Transportation Study is tomorrow!

🗓️ In-Person Meeting:
July 8, 2026
4:30 – 7 p.m.
Kootenai County Fairgrounds – Building 3
4056 North Government Way
Coeur d'Alene, Idaho, 83815

Drop in anytime! Free parking, family-friendly and open to all!

Prefer online? Visit the meeting before July 22: itd.idaho.gov/project/rathdrum-prairie-pel-study.



14 1 1

Idaho Transportation Department
July 1 at 2:01 PM ·

HEY NORTH IDAHO!

It's time for the final public meeting of this planning phase for the Rathdrum Prairie Area Transportation Study and we want YOU to tell us what you think!

After several rounds of evaluation and screening since 2022, ITD will present the final four alternatives and their combinations recommended to move forward into the formal environmental process.

🚗 Join us in-person!
July 8, 2026
4:30 – 7 p.m.
Kootenai County Fairgrounds – Building 3
4056 North Government Way
Coeur d'Alene, Idaho, 83815

Drop in anytime! Free parking, family-friendly and open to all!

Prefer online? Visit the website before July 22 to learn about the study and submit your feedback: itd.idaho.gov/project/rathdrum-prairie-pel-study.



46 21 23

Idaho Transportation Department
July 15 at 2:00 PM ·

Attention North Idaho! Just one more week to comment on the future of transportation in your community.

Online feedback for the Rathdrum Prairie Area Transportation Study closes July 22.

- Review transportation alternatives
- Share your ideas and priorities
- Help shape the future of transportation in our region

Visit: itd.idaho.gov/project/rathdrum-prairie-pel-study.



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RATHDRUM PRAIRIE
AREA TRANSPORTATION STUDY

JOIN US!

Public Meeting

July 8, 2026

Learn More »



RATHDRUM PRAIRIE
AREA TRANSPORTATION STUDY

JOIN US!

Help shape the future of transportation across the Rathdrum Prairie.

Join Us In Person

July 8, 2026
4:30-7 p.m.

Kootenai County Fairgrounds
Building 3
4056 North Government Way
Coeur d'Alene, Idaho 83815

Share your feedback online!
July 8 – July 22

Learn More »


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Public Meeting
July 8, 2026
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Public Meeting

July 8, 2026

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Public Meeting | July 8

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AREA TRANSPORTATION STUDY

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Help shape the future of transportation across the Rathdrum Prairie.

Public Meeting
July 8, 2026 | 4:30-7 p.m.

RATHDRUM PRAIRIE
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Help shape the future of transportation across the Rathdrum Prairie.

Public Meeting

July 8, 2026 | 4:30-7 p.m.



Help shape the future of transportation across the Rathdrum Prairie.

Public Meeting

July 8, 2026 | 4:30-7 p.m.

JOIN US!

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News Release

7/1/2026

Heather McDaniel
ITD Communication
208-772-8084
heather.mcdaniel@itd.idaho.gov

Public invited to final Rathdrum Prairie Area Transportation Study open house

COEUR d'ALENE — The Idaho Transportation Department invites the public to the final open house of this planning phase for the Rathdrum Prairie Area Transportation Study, which will help shape the future of roads and highways across the Rathdrum Prairie. This is the last major opportunity for community members to share input before the study moves into the next phase of environmental review.

At the event, community members can review the latest Rathdrum Prairie Area Transportation Study information and the final four transportation alternatives and their combinations. Project staff will be on site to provide explanations, answer questions and discuss solutions to transportation challenges. Feedback from this meeting will help guide further environmental review and development.

Meeting details
July 8, 2026
4:30 – 7 p.m.

Kootenai County Fairgrounds – Building 3
4056 North Government Way
Coeur d'Alene, Idaho, 83815

The Rathdrum Prairie Area Transportation Study began in 2022 with more than 50 ideas for improving travel across the prairie. Through earlier rounds of public input and technical review, those concepts have narrowed to four final alternatives and their combinations for consideration. These alternatives include combinations and modifications of earlier concepts, preserving the most effective elements while removing portions that did not meet screening criteria or transportation needs. These remaining alternatives represent the strongest options identified through the full study process to improve safety, reduce congestion and keep traffic moving as the region grows.

Attendees can drop in anytime during the open house and staff will be available to answer questions and gather feedback. The event is open to everyone and families are welcome.

Those who cannot attend in person can review the project information online from July 8 through July 22, 2026 and submit their feedback at https://itd.idaho.gov/project/rathdrum-prairie-pel-study/.

# # #

Appendix: B
Meeting handouts

RATHDRUM PRAIRIE
AREA TRANSPORTATION STUDY

Level 3 Alternatives Screening Results for Public Review and Input



Scan the QR code to visit the online meeting. Submit a comment between July 8-22, 2026, online or by mail to:

ITD District 1
Attn: Carrie Ann Hewitt, P.E.
600 W. Prairie Ave.
Coeur d'Alene, ID 83815-8764

Recommendations and planning products, such as the traffic modeling, purpose and need, and alternatives analysis, from the study and public and agency input may be adopted or incorporated into future National Environmental Policy Act (NEPA) studies, per 23 United States Code (USC) 168 or Federal Regulations (CFR) 450.212 and 450.318.

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RATHDRUM PRAIRIE
AREA TRANSPORTATION STUDY

Public Meeting #5

July 8, 2026

Level 3 Evaluation

Project Introduction

The Rathdrum Prairie Area Transportation Study evaluates ways to improve safety, keep traffic moving efficiently and make the system more reliable as Kootenai County continues to grow. The Idaho Transportation Department and Kootenai Metropolitan Planning Organization are planning for a transportation system that works for everyone—today and into the future.

This study aims to:

- **Address safety in areas with high numbers of crashes.**
- **Proactively plan for more traffic as the area grows.**
- **Create new, safer and better connections for drivers that also support walkers, bikers and transit users.**

The study considers environmental, community and economic goals early while planning future projects. This process is outlined by the Federal Highway Administration and weighs:

- **Transportation issues and priorities**
- **Environmental resources and impacts**
- **Stakeholder and public feedback**

Recommendations from this study, shaped by public and agency input, will move forward to the National Environmental Policy Act, or NEPA, review process, which is required before major transportation projects are built.

> *Your input helps shape solutions that reflect the needs of the whole community. We invite you to review the transportation improvement options that came out of the Level 3 evaluation review process and provide input in the final public comment period of this planning process.*

We Heard You

Since 2022, ITD and KMPO have gathered input from community members, stakeholders and agencies through interviews, workshops and public meetings. The feedback helped shape the current screening criteria, alternatives and recommendations. ITD and KMPO also formed the Community Working Group to bring together stakeholders from neighborhoods, agencies, organizations or employers as representatives of the larger community with a vested interest in the study.

The CWG meets with the study team in advance of public meetings to review screening analysis and findings, provide feedback and help ITD and KMPO formulate a strategy for conveying this information at public meetings. Members of the CWG also serve as ambassadors of the study to relay updated and accurate information to the groups they represent. The group has met five times since 2023.

Public and stakeholder input has helped refine, screen and inform recommendations. In fact, Alternatives M and N were originally suggested and drawn out by stakeholders in earlier rounds of public outreach.

RATHDRUM PRAIRIE
AREA TRANSPORTATION STUDY

Updates

7/13/2026 Update

ITD would like to provide an update to information presented at the July 8, 2026, public meeting regarding the predictive crash analysis for Alternative B.

The original results indicated a substantial increase in crashes on US-95 Alternative B when transitioning from a 4-lane divided arterial to a 6-lane divided arterial. Because the reported increase was higher than expected, the analysis was reviewed again and the shoulder width input for the predictive models was updated.

The revised results for crashes on US-95 for the Combined Alternatives are as follows:

For Alternative N-D-B:

- Total crashes on US-95 are predicted to increase by 1%.
- Fatal and injury crashes on US-95 are predicted to increase by 46%, going from 14.6 in the No Build to 21.4 in the combined alternative.

For Alternative N-H-B:

- Total crashes on US-95 are predicted to increase by 2%.
- Fatal and injury crashes on US-95 are predicted to increase by 46%, going from 14.6 in the No Build to 21.4 in the combined alternative.

9/10/2026 Update

Additionally, a data entry error in the “ability to reduce travel time on key corridors” data for Alternative N-H-B was corrected from 26,847 to 26,247 vehicle minutes.

The project team is committed to providing accurate information and transparency throughout the study process. We appreciate the opportunity to clarify these results and update the analysis. If you have questions, please contact the project team at info@rathdrumprairiepel.com.

We Heard You, cont.

Each public meeting has helped define needs and priorities as alternatives are developed and screened. In September 2025, the public provided the following feedback:

- **A desire to improve traffic flow and address congestion.**
- **Concerns about impacts to existing neighborhoods, farmlands and properties.**
- **Recognition that a combination of alternatives may best support both north-south and east-west travel.**
- **Opportunities for public transit should be considered.**

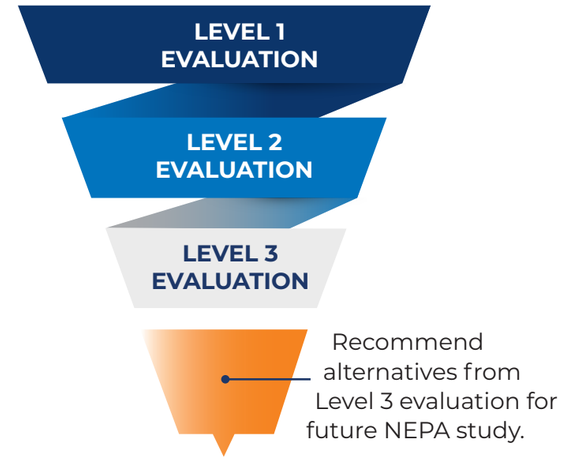
ITD and KMPO reviewed four alternatives and several combinations of alternatives during Level 3 screening. They are now sharing the results and preliminary recommendations for which options should move forward into NEPA evaluation.

Your feedback will help shape the final recommendations and decisions for the study.

Level 3 Screening Evaluation and Steps

Level 3 Screening continued and refined the evaluation from Level 2 Screening, including performance, impacts and benefits and implementation. Four combinations of alternatives were evaluated to determine the cumulative benefits of implementing alternatives together.

Each alternative and their combinations show significant travel time reductions along key roadways and highways throughout the study area, compared to ITD and KMPO taking no action (also known as the No-Build Alternative). The alternatives reduce roadway congestion and delays by providing new and expanded routes across the Rathdrum Prairie.





Alternative and Combination Descriptions

ITD and KMPO reviewed the following alternatives and combinations of alternatives, along with a U.S. Highway 95 widening update as part of combinations. When reviewing the descriptions below, it will help to understand that an **arterial alternative** will look like a highway with signals at major intersections. An **access-controlled highway** alternative would be more like a major freeway or interstate with on- and off-ramps at interchanges that allow continuous traffic flow through access points.

Alternatives

D H M N

Alternative D
Huetter Road widened arterial.

Alternative H
Access-controlled highway along Huetter Road.

Alternative M
Access-controlled highway along Pleasant View Road that then runs parallel to Hayden Avenue, Wyoming Avenue and Lancaster Road to connect with US-95, a widened State Highway 53, and a new Meyer Road Bypass.

Alternative N
Access-controlled highway along Pleasant View Road that then runs parallel to Hayden Avenue and Lancaster Road to connect with US-95, a widened SH-53, and a new Meyer Road Bypass.

> Alternatives M and N are very similar, with some differences in the potential new highway location between McGuire Road and Meyer Road. Since they both perform similarly, Alternative N was chosen for performance analysis of the alternative combinations as a representative for both because it has lower impacts. However, it's anticipated that both will be studied under NEPA review.
>
> Alternatives D and H both follow the same north-south route. Alternative D is an arterial road while Alternative H is an access-controlled highway. It's anticipated that both will be studied under NEPA review.

Element B: Combination-Only Alternative

Alternative B is not considered a stand-alone alternative but was retained as an element in combination with other alternatives. Presented in earlier meetings, it would widen US-95 to three lanes in each direction and improve intersections from Interstate 90 to SH-53. It didn't perform well for the whole study area on its own, but it does improve US-95 congestion and helps overall performance when combined with east-west alternatives.

Alternative Combinations

N-D N-D-B N-H N-H-B

Alternative N-D
Huetter Road widened arterial combined with an access-controlled highway along Pleasant View Road that then runs parallel to Hayden Avenue and Lancaster Road to connect with US-95, a widened SH-53, and a new Meyer Road Bypass.

Alternative N-D-B
Huetter Road widened arterial combined with an access-controlled highway along Pleasant View Road that then runs parallel to Hayden Avenue and Lancaster Road to connect with US-95, a widened SH-53, a new Meyer Road Bypass, and a widened US-95 highway.

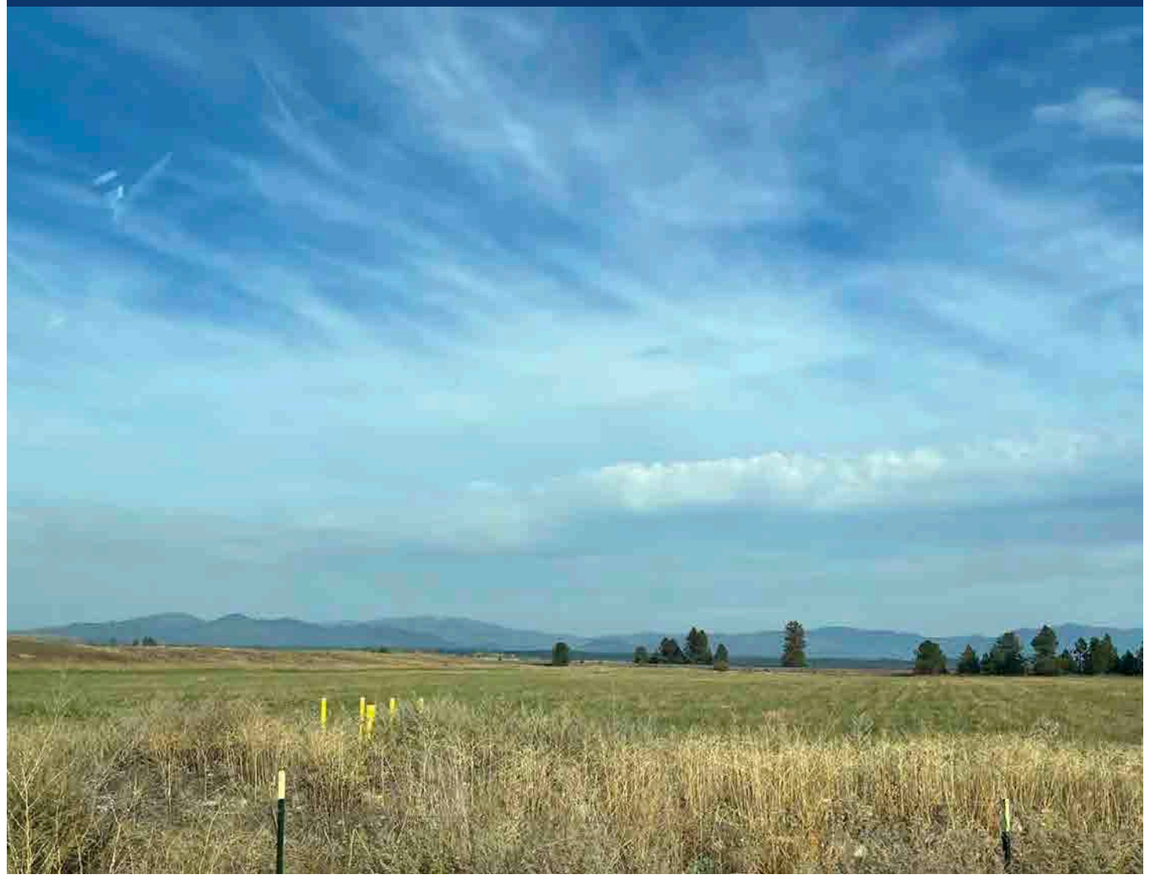
Alternative N-H
Access-controlled highway along Huetter Road that connects to an access-controlled highway along Pleasant View Road that then runs parallel to Hayden Avenue and Lancaster Road to connect with US-95, a widened SH-53, and a new Meyer Road Bypass.

Alternative N-H-B
Access-controlled highway along Huetter Road that connects to an access-controlled highway along Pleasant View Road that then runs parallel to Hayden Avenue and Lancaster Road to connect with US-95, a widened SH-53, a new Meyer Road Bypass, and a widened US-95.

> All alternative combinations include a multi-use path or space for a future path along improved corridors.

Level 3 Alternatives

Results for public comment



D Alternative D
Huetter Road widened arterial

North-South Route

Alternative D would widen Huetter Road to a four-lane road, known as an arterial road, with a median/turn lane and multi-use path, from I-90 to US-95.

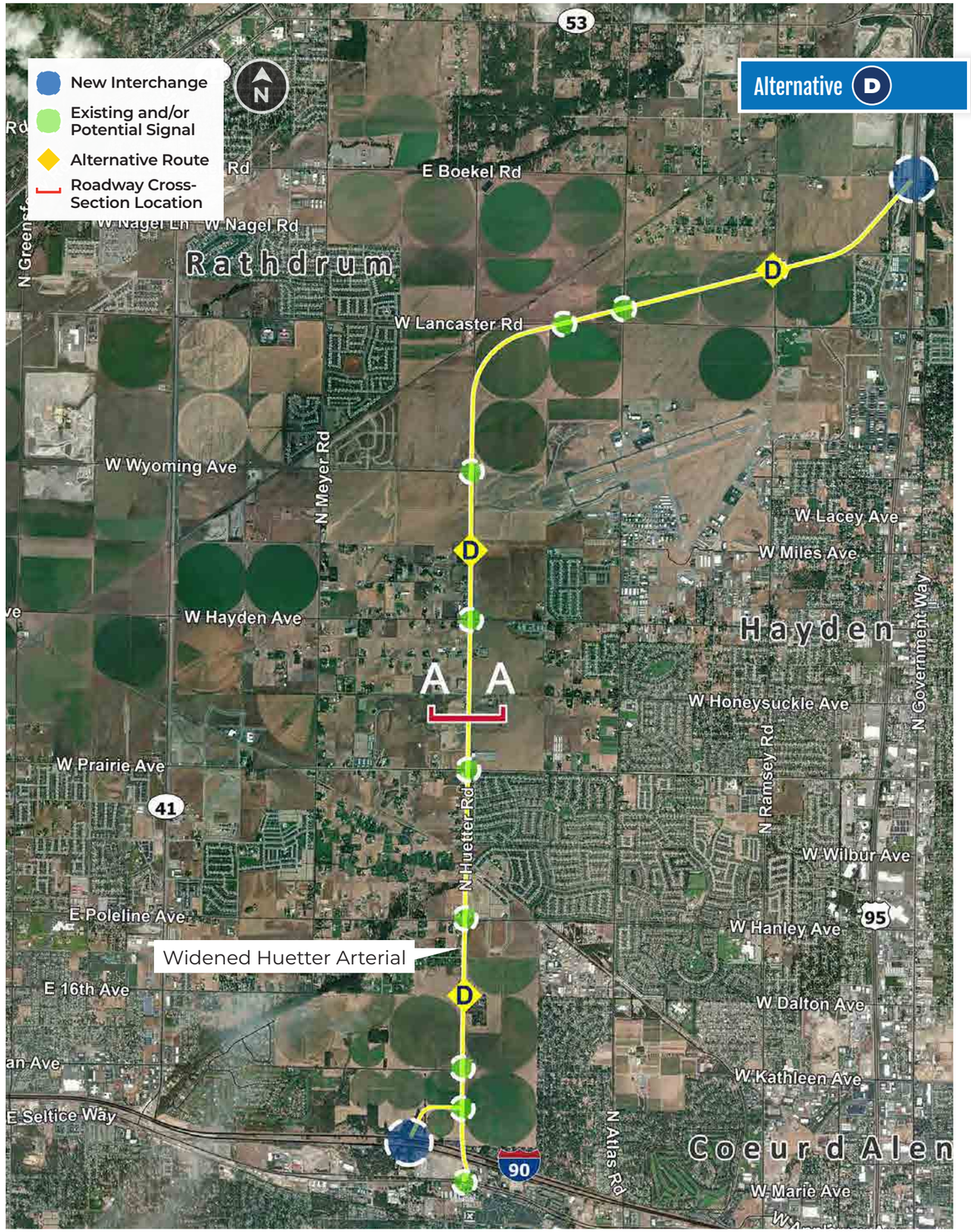
The alternative would have a 35 to 45 mph speed limit.

Section A-A on map

Typical Section

Widened Huetter Arterial





H Alternative H

Access-controlled highway, Huetter Road

North-South Route

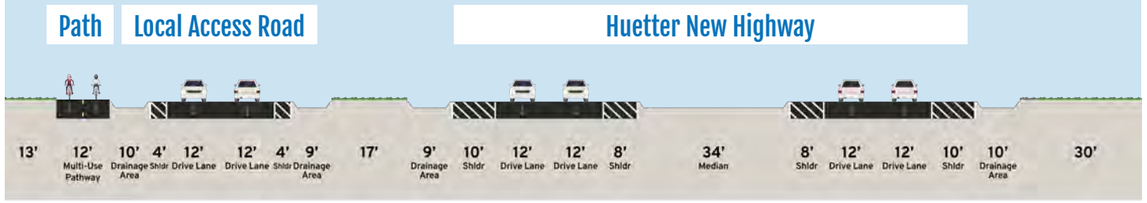
Alternative H would add an access-controlled highway, meaning it would be similar to a freeway with on- and off-ramps at interchanges at major crossroads, along Huetter Road from I-90 to Lancaster Road with adjacent frontage roads for local connectivity. This new highway would continue south of the Union Pacific Railroad line and connect with US-95 near Boekel Road.

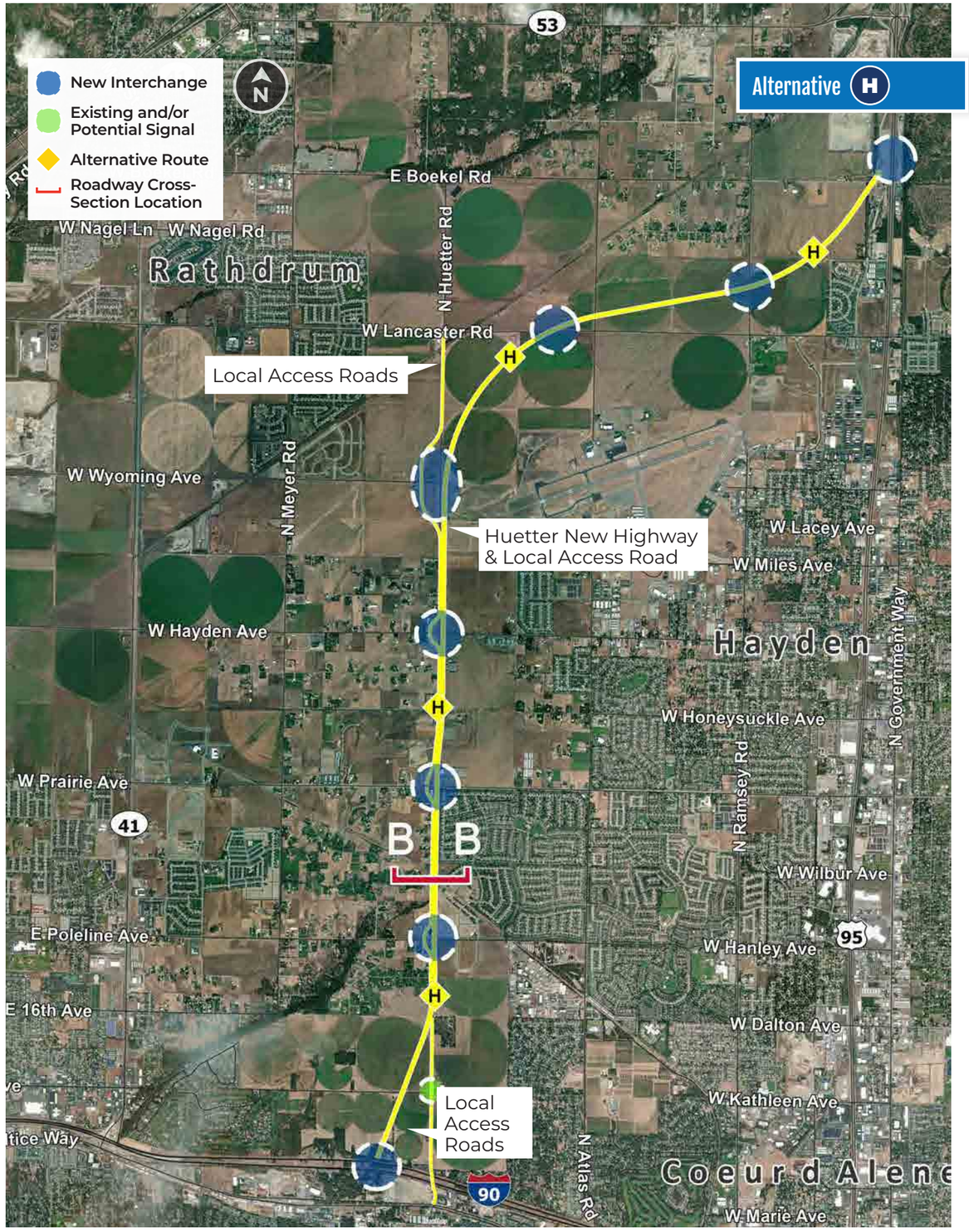
The new highway would have two lanes in each direction, with a center median and a speed limit of 55 to 65 mph. Space is provided within the median for future additional lanes or transit.

The existing Huetter Road would serve as a local access road to Lancaster Road with one lane in each direction, turn lanes at intersections and a speed limit of 35 to 45 mph. A multi-use path is proposed adjacent to the local access road from Seltice Way, through the new I-90 Huetter interchange to Lancaster Road.

Section B-B on map

Typical Section





Alternative M

Access-controlled highway, Pleasant View and parallel to Hayden Avenue, Wyoming Avenue and Lancaster Road, SH-53 expanded highway, Meyer Road Bypass

East-West Route

Alternative M would reconstruct Pleasant View Road as an access-controlled highway from I-90 to SH-53, meaning it would be similar to a freeway with on- and off-ramps at interchanges at major crossroads with adjacent local access roads for local connectivity. The footprint of this route includes space for a multi-use path.

The new access-controlled highway would also:

- Run parallel to the BNSF railroad line, then run parallel with Hayden Avenue until Idaho Road;
- Then follow a path to then run parallel to Wyoming Avenue from Greensferry Road to Meyer Road;
- Then follow a path to run parallel to Lancaster Road from Huetter Road to Ramsey Road;
- Then shift to a new northeast alignment south of the UPRR line and connect with US-95 near Boekel Road.

A new Meyer Road Bypass would connect to the new highway with an interchange, cross over the BNSF line and connect to State Highway 41 north of Rathdrum, and include a multi-use path.

Travel lanes and improved intersections would be added to SH-53 from the Pleasant View Road interchange to Rathdrum. This would include an interchange at McGuire Road to connect to the new highway. Local access roads would be added on the north side connecting existing roads to provide local access roughly parallel to SH-53. A multi-use path is proposed on the north side of SH-53.

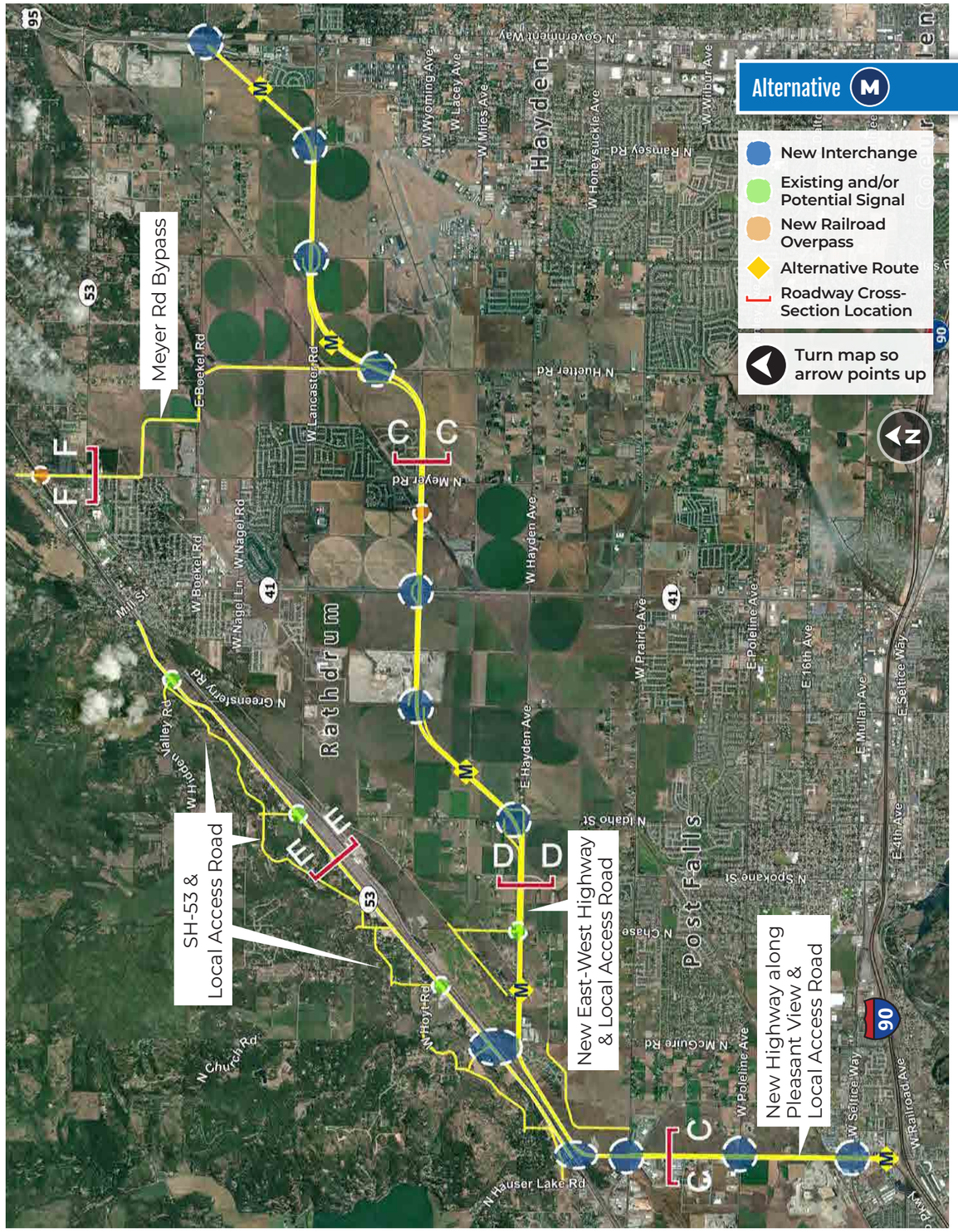
The reconstructed Pleasant View Highway and the new highway would both include two lanes in each direction, a center median and a 55 to 65 mph speed limit.

The local access roads would include one lane in each direction, turn lanes at intersections and a 35 to 45 mph speed limit.

SH-53 would include two lanes in each direction, a center turn lane and a 50 to 55 mph speed limit.

The Meyer Road Bypass would include one lane in each direction with turn lanes at intersections and a 35 to 45 mph speed limit.

Typical Sections **See page 18.**



Alternative N

Access-controlled highway, Pleasant View and parallel to Hayden and Lancaster, SH-53 expanded highway, Meyer Road Bypass

East-West Route

Alternative N would reconstruct Pleasant View Road as an access-controlled highway from I-90 to SH-53, meaning it would be similar to a freeway with on- and off-ramps at interchanges at major crossroads with adjacent local access roads for local connectivity. The route includes space for a multi-use path.

The new access-controlled highway would also:

- Run parallel to the BNSF railroad line, then run parallel with Hayden Avenue until nearing the UPRR line;
- Then run parallel to the UPRR line and cross it at Wyoming Avenue;
- Continue parallel to Wyoming Avenue from Huetter Road to Ramsey Road;
- Then shift to a new alignment south of the UPRR line and connect with US-95 near Boekel Road.

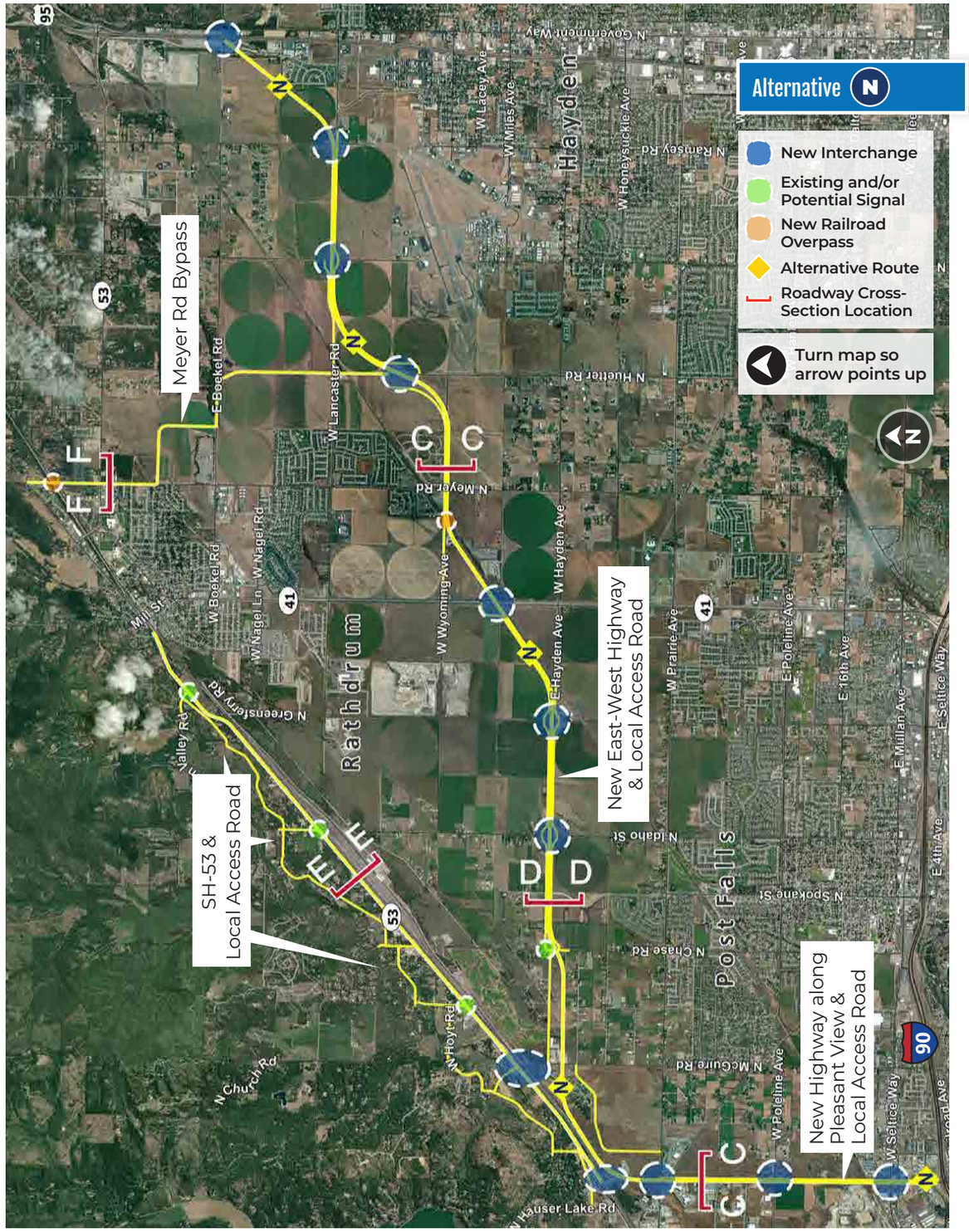
A new Meyer Road Bypass would connect to the new highway with an interchange, run over the BNSF line and connect to SH-41 north of Rathdrum, and include a multi-use path.

Travel lanes and improved intersections would be added on SH-53 from the Pleasant View Road interchange to Rathdrum. This would include an interchange at McGuire Road to connect to the new highway. Local access roads would be added on the north side connecting existing roads to provide local access roughly parallel to SH-53.

The reconstructed Pleasant View Highway and the new highway would both include two lanes in each direction, a center median and a 55 to 65 mph speed limit.

The local access roads would include one lane in each direction, turn lanes at intersections and a 35 to 45 mph speed limit.

Typical Sections **See page 18.**



Level 3 Alternative Impact Summary*

Impacts and Benefits (For more detail, see "Level 3 Screening Matrix & Traffic Analysis" handout)

		No-Build Alternative Existing Conditions	ALTERNATIVE D	ALTERNATIVE H	ALTERNATIVE M	ALTERNATIVE N
New I-90 Interchange access			Yes	Yes	No	No
Improved transit, bicycle and pedestrian corridor potential			1 corridor	1 corridor	3 corridors	3 corridors
Total right of way parcels potentially affected			78	112	385	380
Total right of way acres potentially acquired			100 acres	256 acres	565 acres	548 acres
Agriculture acres potentially acquired			60 acres	220 acres	317 acres	324 acres
Residential displacements			1 property	4 properties	19 properties	22 properties
Commercial displacements			0	0	6	6
Residential properties potentially impacted by noise			99	110	424	412
Flood plain impacts			None	None	3.5 acres	3.5 acres
Historic resource impacts			4	5	26	27
Conceptual cost			$252 million	$564 million	$1.05 billion	$1.04 billion
Performance			D	H	M	N
Number of intersections that will improve to Level of Service D or better compared to the No-Build Alternative (77 intersections analyzed in No-Build Alternative)**	AM	24 of 77: LOS E or F	7 » improved to LOS D or better	7 » improved to LOS D or better	7 » improved to LOS D or better	7 » improved to LOS D or better
	PM	51 of 77: LOS E or F	8 » improved to LOS D or better	12 » improved to LOS D or better	14 » improved to LOS D or better	15 » improved to LOS D or better
Average cumulative minutes saved during the morning and evening rush hours (minutes saved times the number of vehicles)***		0	10,076	15,586	13,862	15,390
Percent change from No-Build Alternative predictions for future predicted total segment-related crash frequencies	I-90	201 crashes/year	▼ - 10%	▼ - 9%	▼ - 4%	▼ - 4%
	SH-41	52 crashes/year	▼ - 18%	▼ - 26%	▼ - 22%	▼ - 25%
	SH-53: Pleasant View Road to SH-41	44 crashes/year	▬ 0%	▼ - 1%	▲ + 14%	▲ + 26%
	SH-53: SH-41 to US-95	15 crashes/year	▼ - 28%	▼ - 26%	▼ - 49%	▼ - 50%
	US-95	52 crashes/year	▼ - 5%	▼ - 6%	▼ - 4%	▬ 0%
Percent change from No-Build Alternative predictions for future predicted segment-related crash frequencies for fatal and injury crashes	I-90	63 crashes/year	▼ - 9%	▼ - 7%	▼ - 4%	▼ - 4%
	SH-41	15 crashes/year	▼ - 18%	▼ - 26%	▼ - 22%	▼ - 25%
	SH-53: Pleasant View Road to SH-41	13 crashes/year	▬ 0%	▼ -1%	▲ + 16%	▲ + 27%
	SH-53: SH-41 to US-95	4 crashes/year	▼ - 31%	▼ - 30%	▼ - 41%	▼ - 42%
	US-95	15 crashes/year	▼ - 5%	▼ - 6%	▼ - 4%	▬ 0%

* *All data is preliminary and may be refined during NEPA review.*
** *AM peak hours: 7-9 am / PM peak hours: 4-6 pm.*
*** *See "Level 3 Alternatives Traffic Analysis" handout for more detail.*

ALTERNATIVE D: Huetter Road widened arterial

ALTERNATIVE H: Access-Controlled highway, Huetter Road

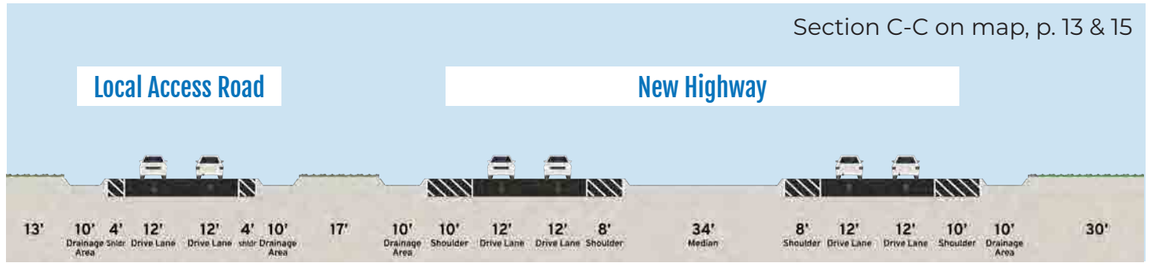
ALTERNATIVE M: Access-Controlled highway, Pleasant View and parallel to Hayden, Wyoming and Lancaster, SH-53 expanded highway, Meyer Road Bypass

ALTERNATIVE N : Access-Controlled highway, Pleasant View and parallel to Hayden and Lancaster, SH-53 expanded highway, Meyer Road Bypass

Typical Sections

Typical sections for Alternatives M, N

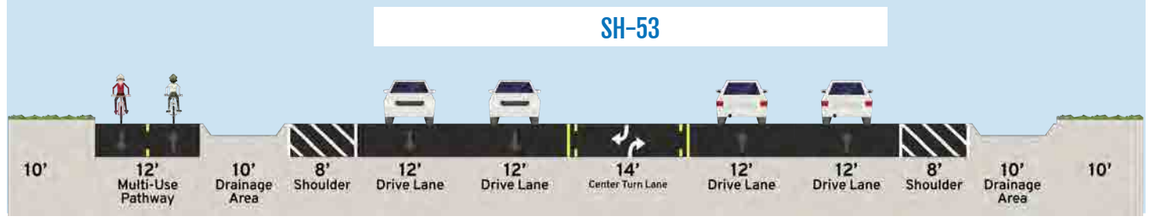
Section C-C on map, p. 13 & 15



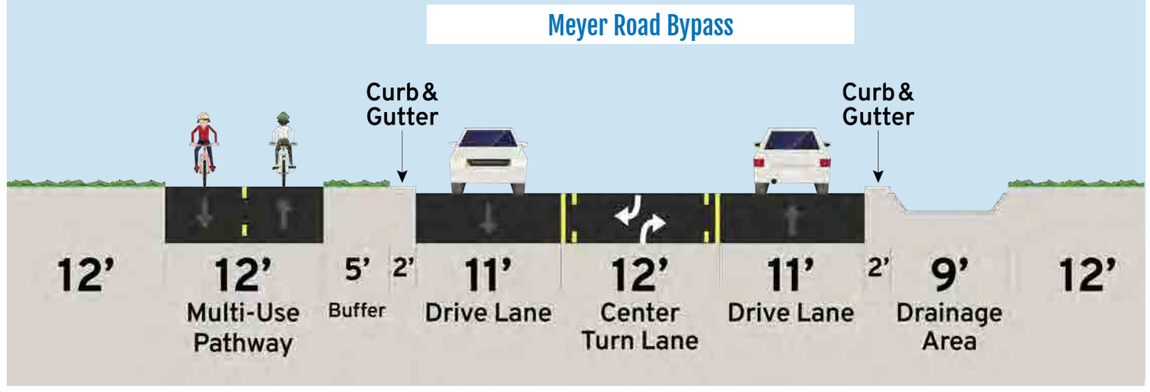
Section D-D on map, p. 13 & 15



Section E-E on map, p. 13 & 15



Section F-F on map, p. 13 & 15

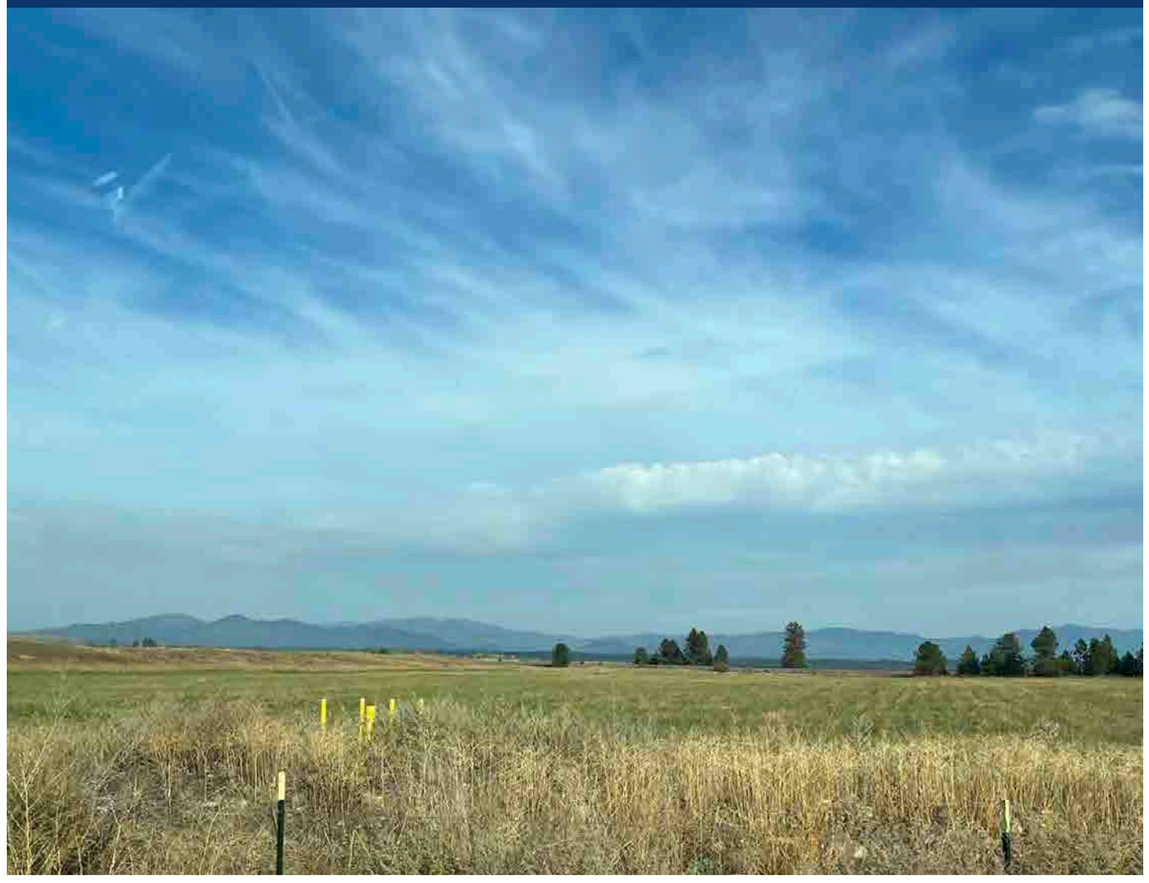


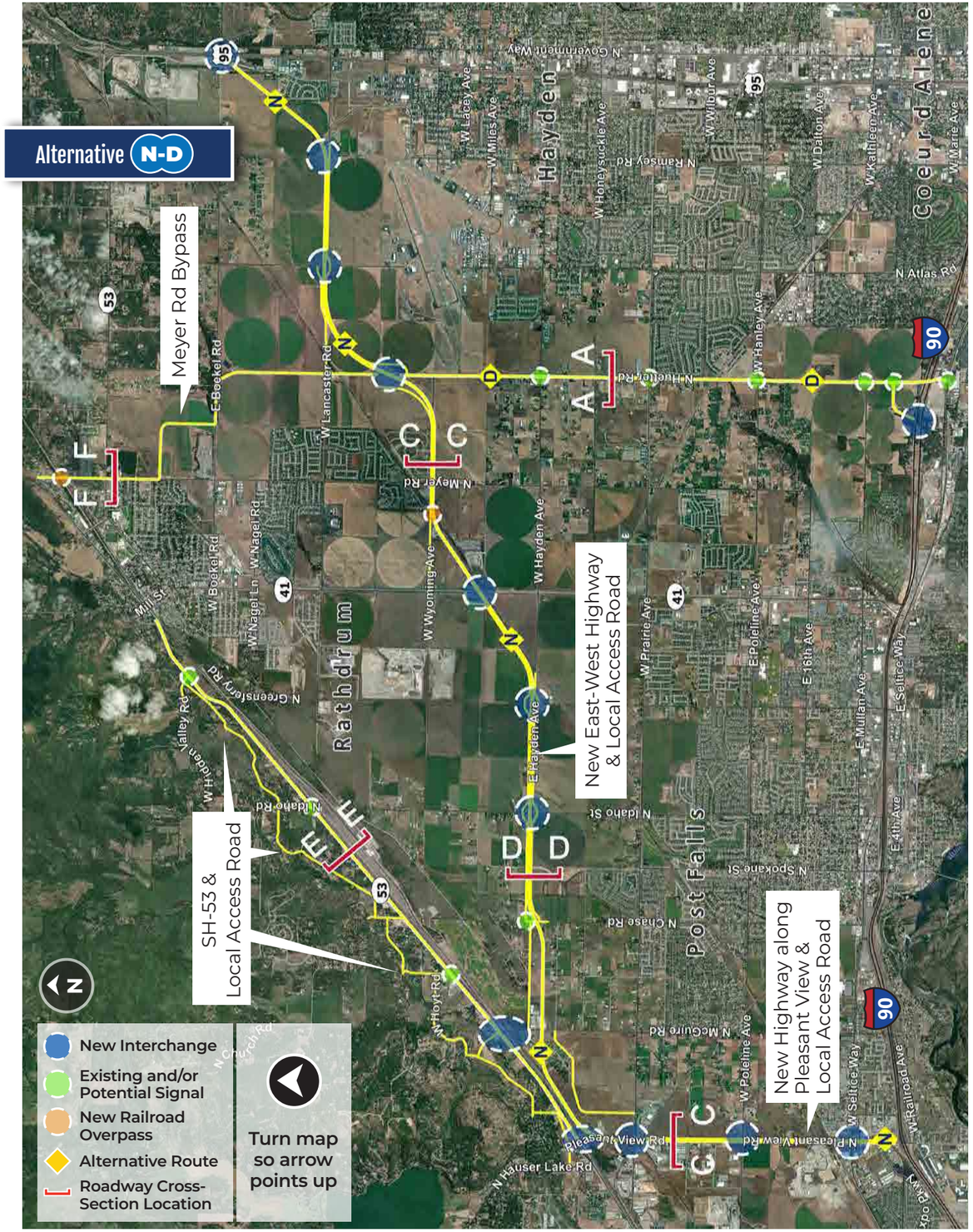
Alternative Combinations

Throughout the study, public feedback indicated that a combination of alternatives would best address traffic needs across the Rathdrum Prairie. The combinations address both north/south and east/west travel.

Combinations of alternatives with the best overall performance were assessed in the Level 3B Comparative Screening to show the overall tradeoffs between performance benefits and environmental impacts when alternatives are combined. Combinations not evaluated in Level 3B are not eliminated from future consideration.

The Level 3A Comparative Screening determined which alternatives were assessed in Level 3B. See "Level 3 Screening Matrix & Traffic Analysis" handout for more detail.





ALTERNATIVE N-D: Alternative N and Alternative D combined.

Typical Sections

Section A-A on map

Widened Huetter Arterial



Section C-C on map

Local Access Road — New Highway



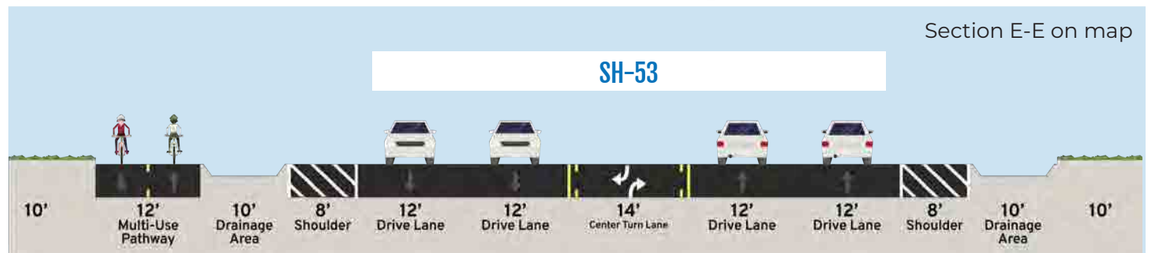
Section D-D on map

Local Access Road — New Highway — Local Access Road



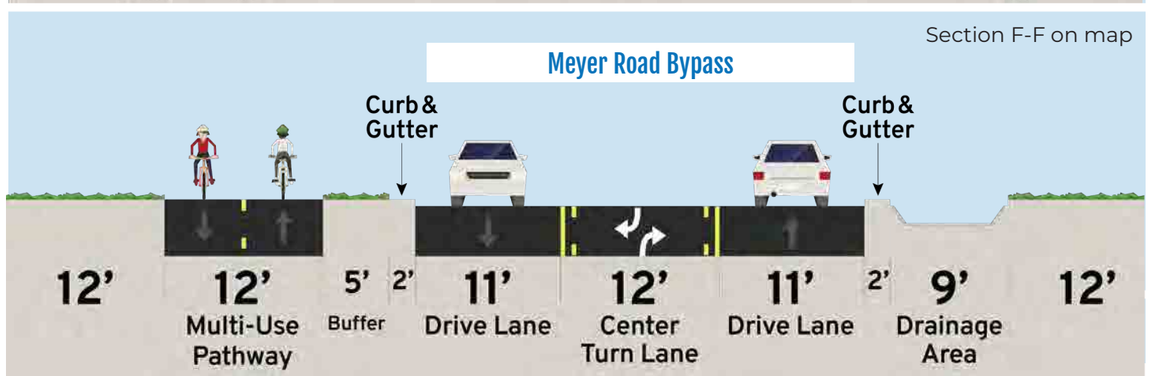
Section E-E on map

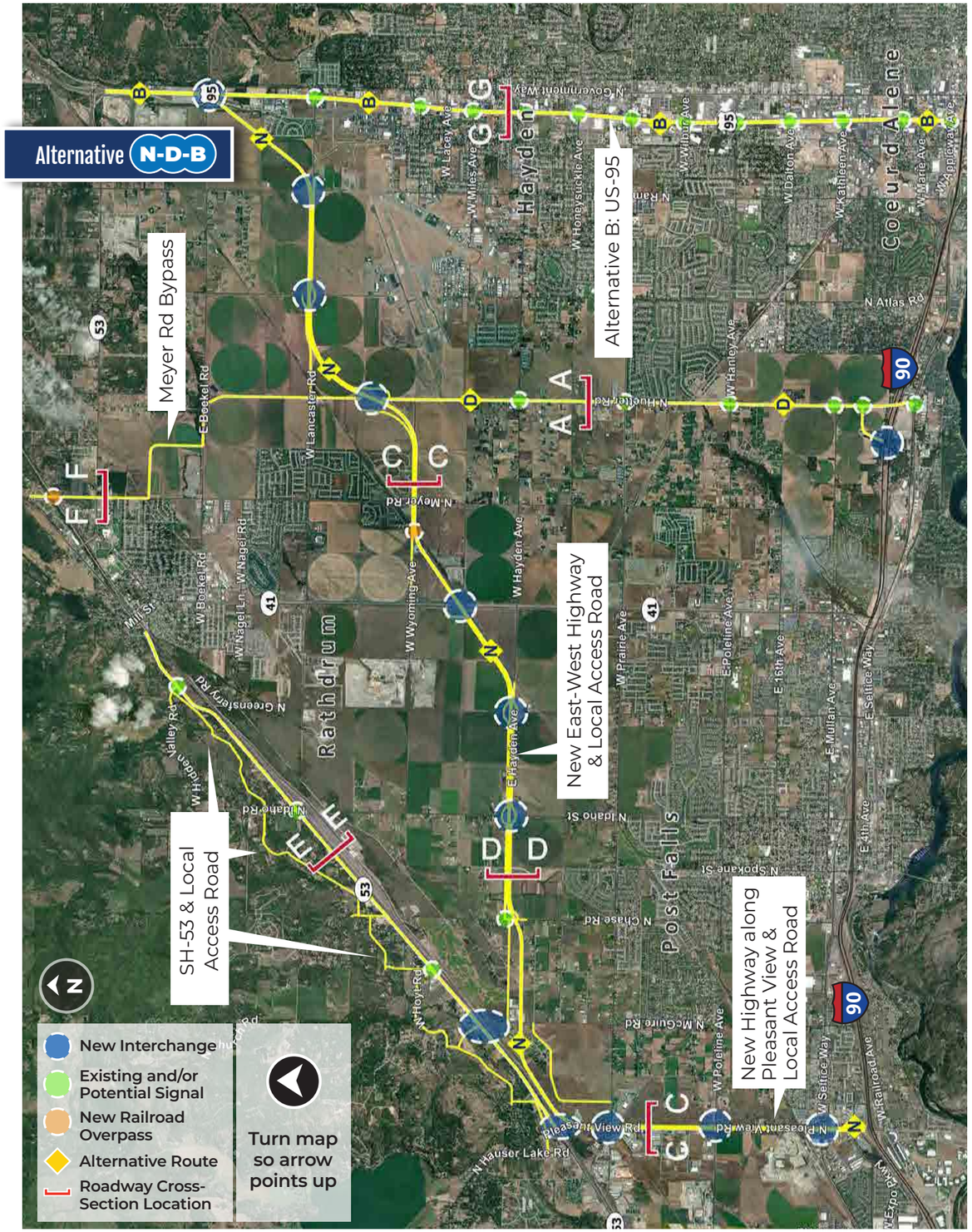
SH-53



Section F-F on map

Meyer Road Bypass



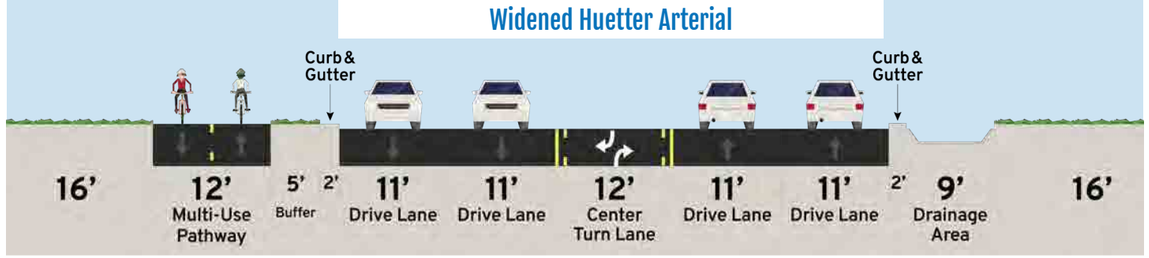


ALTERNATIVE N-D-B: Alternative N and Alternative D combined with US-95 widening.

Typical Sections

Section A-A on map

Widened Huetter Arterial



Section C-C on map

Local Access Road — New Highway



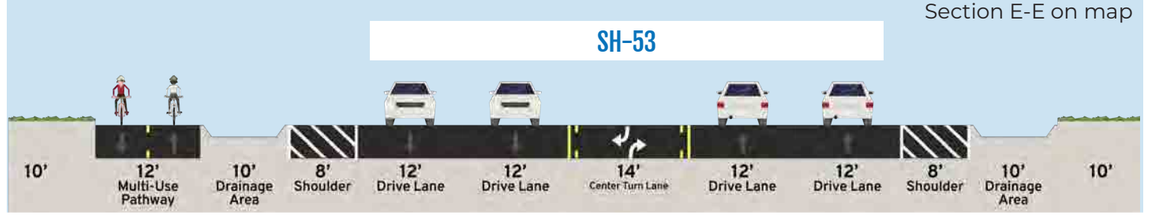
Section D-D on map

Local Access Road — New Highway — Local Access Road



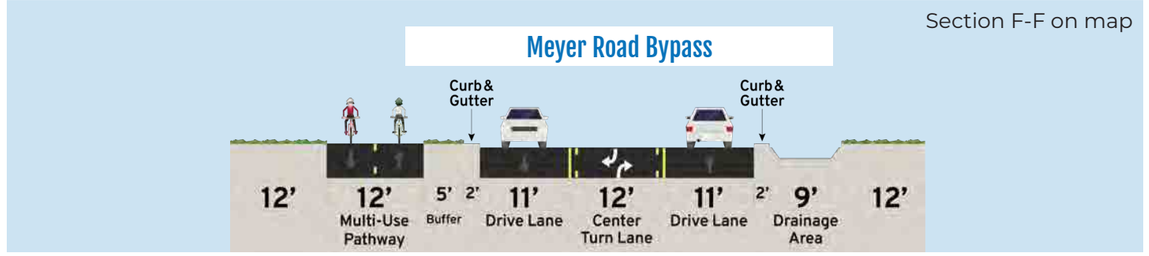
Section E-E on map

SH-53



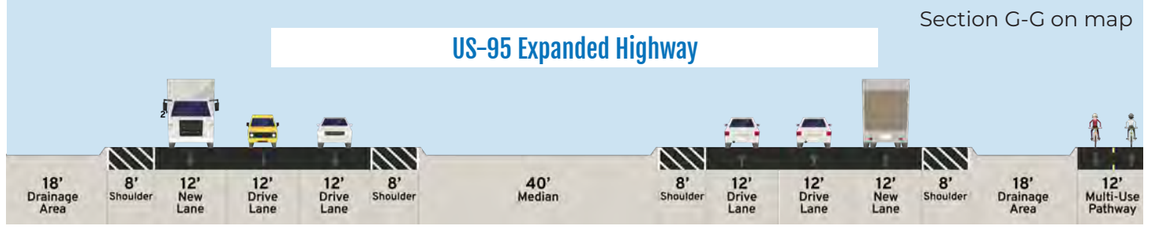
Section F-F on map

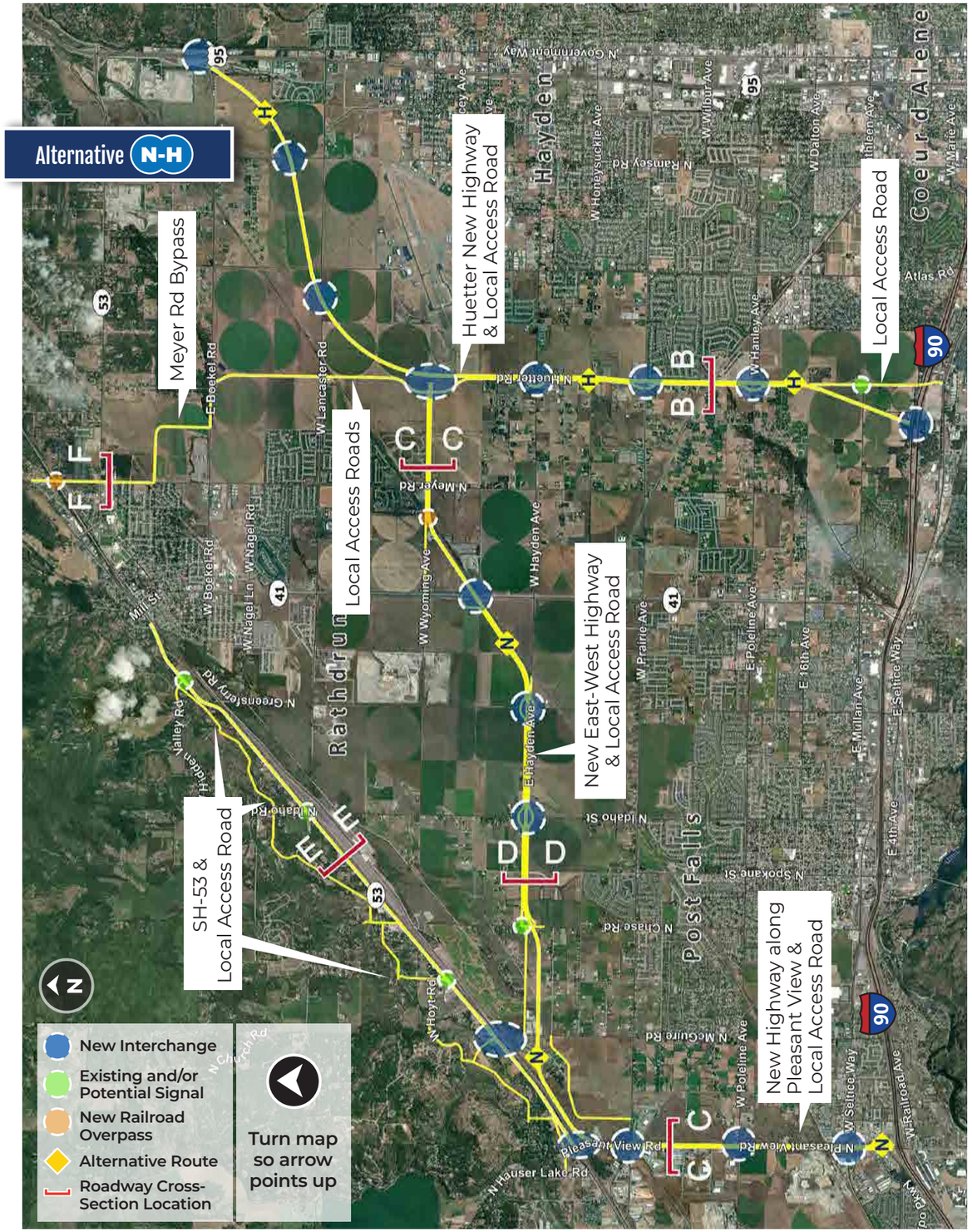
Meyer Road Bypass



Section G-G on map

US-95 Expanded Highway

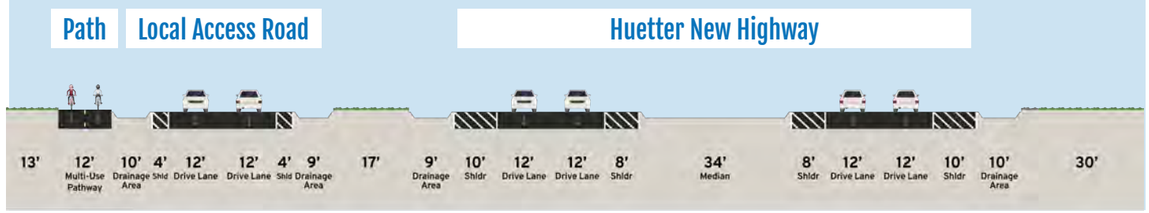




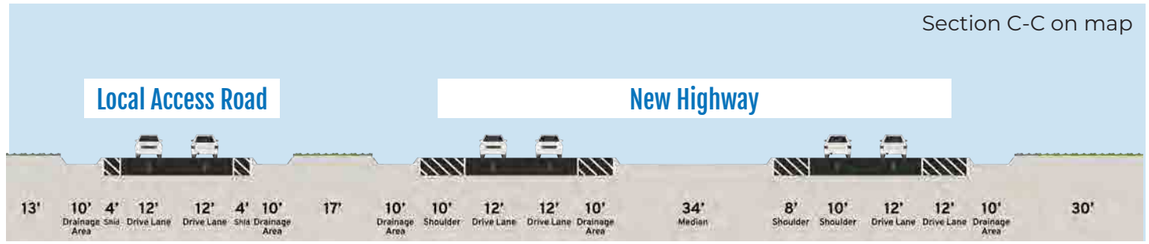
ALTERNATIVE N-H: Alternative N and Alternative H combined.

Typical Sections

Section B-B on map



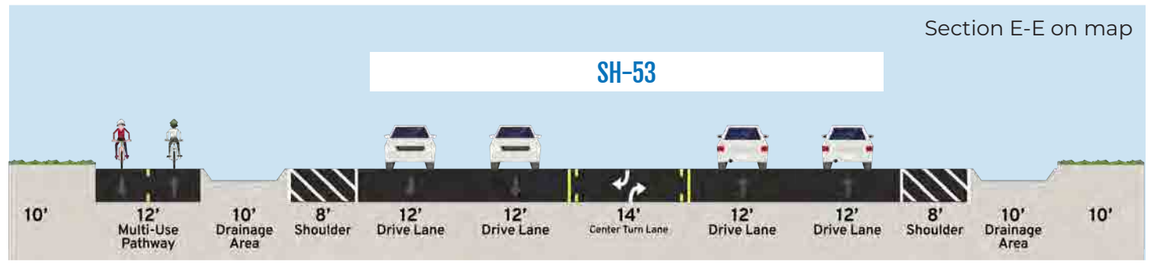
Section C-C on map



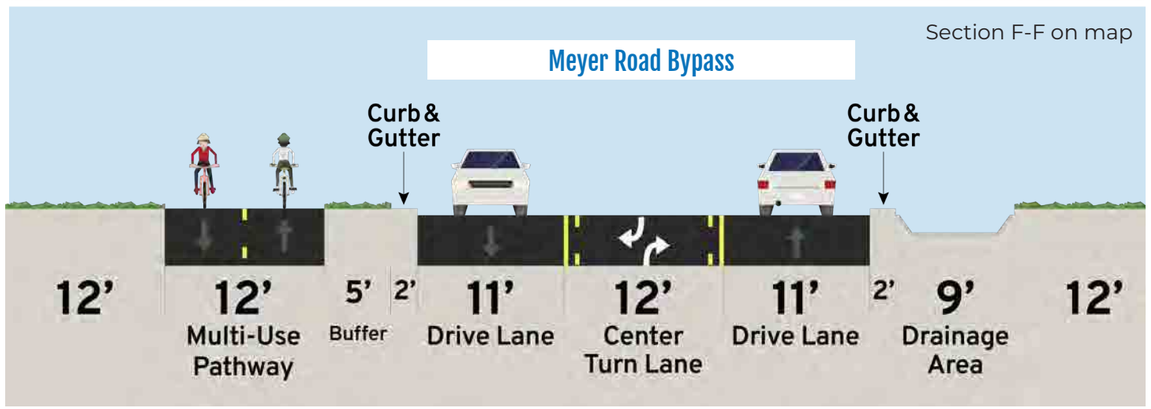
Section D-D on map

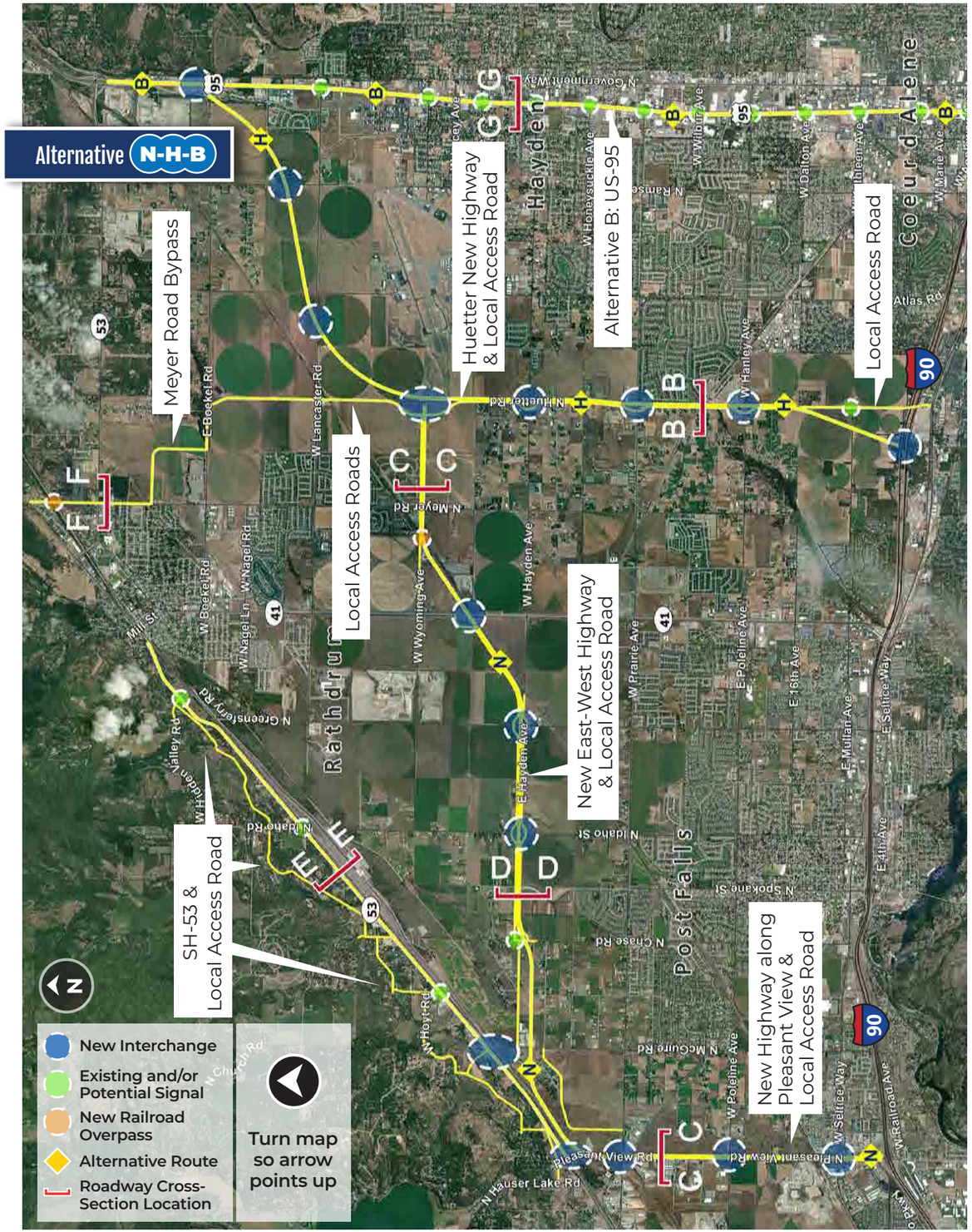


Section E-E on map



Section F-F on map

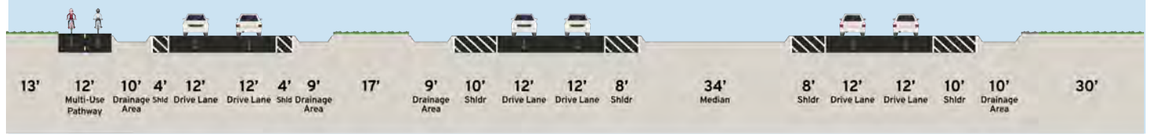




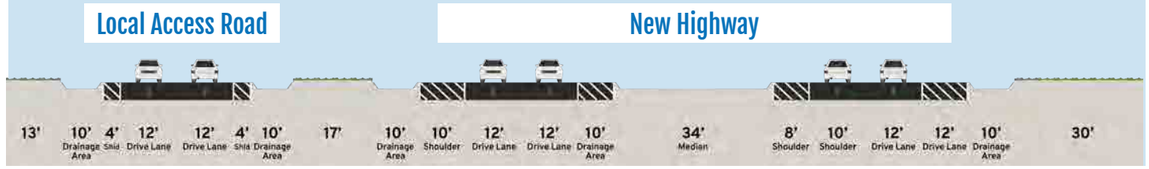
ALTERNATIVE N-H-B : Alternative N and Alternative H combined with US-95 widening.

Typical Sections

Section B-B on map



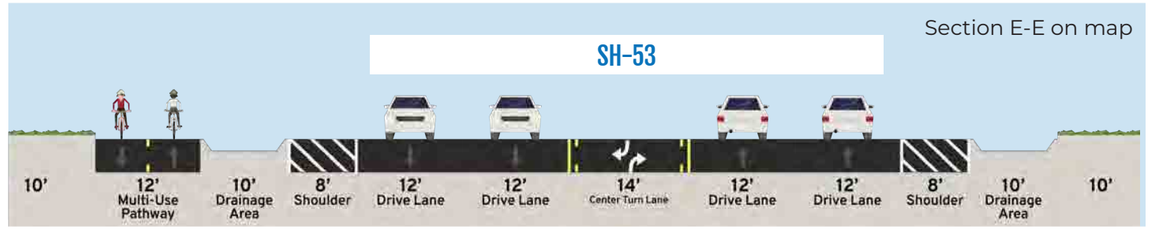
Section C-C on map



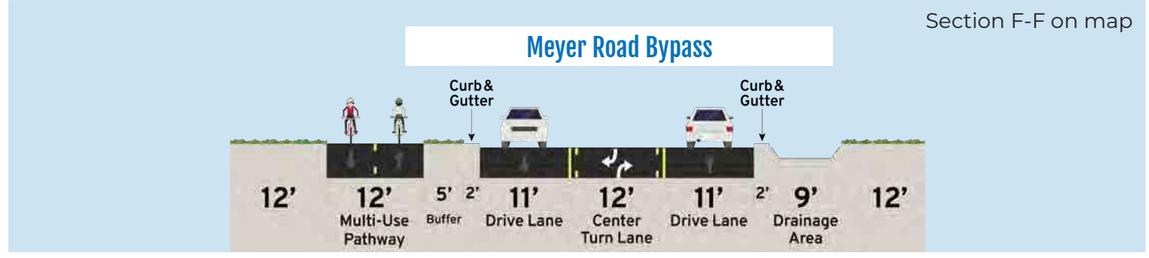
Section D-D on map



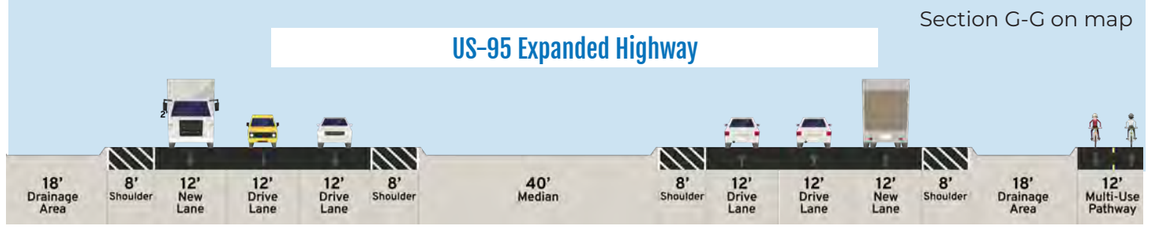
Section E-E on map



Section F-F on map



Section G-G on map



Level 3 Alternative Combinations Impact Summary*

Impacts and Benefits (For more detail, see "Level 3 Screening Matrix & Traffic Analysis" handout)

		ALTERNATIVE B	ALTERNATIVE N-D	ALTERNATIVE N-D-B	ALTERNATIVE N-H	ALTERNATIVE N-H-B
New I-90 Interchange access		No	Yes	Yes	Yes	Yes
Improved transit, bicycle and pedestrian corridor potential		1 corridor	4 corridors	5 corridors	4 corridors	5 corridors
Total right of way parcels potentially affected		0	446	446	470	470
Total right of way acres potentially acquired		0	598 acres	598 acres	655 acres	655 acres
Agriculture acres potentially acquired		0	364 acres	364 acres	411 acres	411 acres
Residential displacements		0	23 properties	23 properties	26 properties	26 properties
Commercial displacements		0	6	6	6	6
Residential properties potentially impacted by noise		162	513	675	519	681
Flood plain impacts		No	3.5 acres	3.5 acres	3.5 acres	3.5 acres
Historic resource impacts		0	29	30	29	30
Conceptual cost		0	$1.2 billion	$1.3 billion	$1.4 billion	$1.5 billion

Performance

		No-Build Alternative Existing Conditions	N-D	N-D-B	N-H	N-H-B
Number of intersections that will improve to Level of Service D or better compared to the No-Build Alternative (77 intersections analyzed in No-Build Alternative)**	AM	24 of 77: LOS E or F	14 » improved to LOS D or better	17 » improved to LOS D or better	14 » improved to LOS D or better	16 » improved to LOS D or better
	PM	51 of 77: LOS E or F	23 » improved to LOS D or better	30 » improved to LOS D or better	23 » improved to LOS D or better	30 » improved to LOS D or better
Average cumulative minutes saved during the morning and evening rush hours (minutes saved times the number of vehicles)***		0	19,460	24,953	22,818	26,247 ↻
Percent change from No-Build Alternative predictions for future predicted total segment-related crash frequencies	I-90	201 crashes/year	▼ - 14%	▼ - 14%	▼ - 12%	▼ - 13%
	SH-41	52 crashes/year	▼ -35%	▼ - 36%	▼ - 42%	▼ - 43%
	SH-53: Pleasant View Road to SH-41	44 crashes/year	▲ + 24%	▲ + 24%	▲ + 22%	▲ + 24%
	SH-53: SH-41 to US-95	15 crashes/year	▼ - 54%	▼ - 49%	▼ - 56%	▼ - 53%
	US-95	52 crashes/year	▼ - 9%	▲ + 1% ↻	▼ - 11%	▲ + 2% ↻
Percent change from No-Build Alternative predictions for future predicted segment-related crash frequencies for fatal and injury crashes	I-90	63 crashes/year	▼ - 12%	▼ - 13%	▼ - 10%	▼ - 11%
	SH-41	15 crashes/year	▼ -35%	▼ - 36%	▼ - 42%	▼ - 42%
	SH-53: Pleasant View Road to SH-41	13 crashes/year	▲ + 26%	▲ + 26%	▲ + 24%	▲ + 26%
	SH-53: SH-41 to US-95	4 crashes/year	▼ - 46%	▼ - 41%	▼ - 49%	▼ - 46%
	US-95	15 crashes/year	▼ - 9%	▲ + 46% ↻	▼ - 11%	▲ + 46% ↻

** All data is preliminary and may be refined during NEPA review.*
*** AM peak hours: 7-9 am / PM peak hours: 4-6 pm.*
**** See "Level 3 Screening Matrix & Traffic Analysis" handout for more detail.*

ALTERNATIVE N-D: Alternative N and Alternative D combined

ALTERNATIVE N-D-B: Alternative N and Alternative D combined with US-95 widening

ALTERNATIVE N-H: Alternative N and Alternative H combined

ALTERNATIVE N-H-B: Alternative N and Alternative H combined with US-95 widening

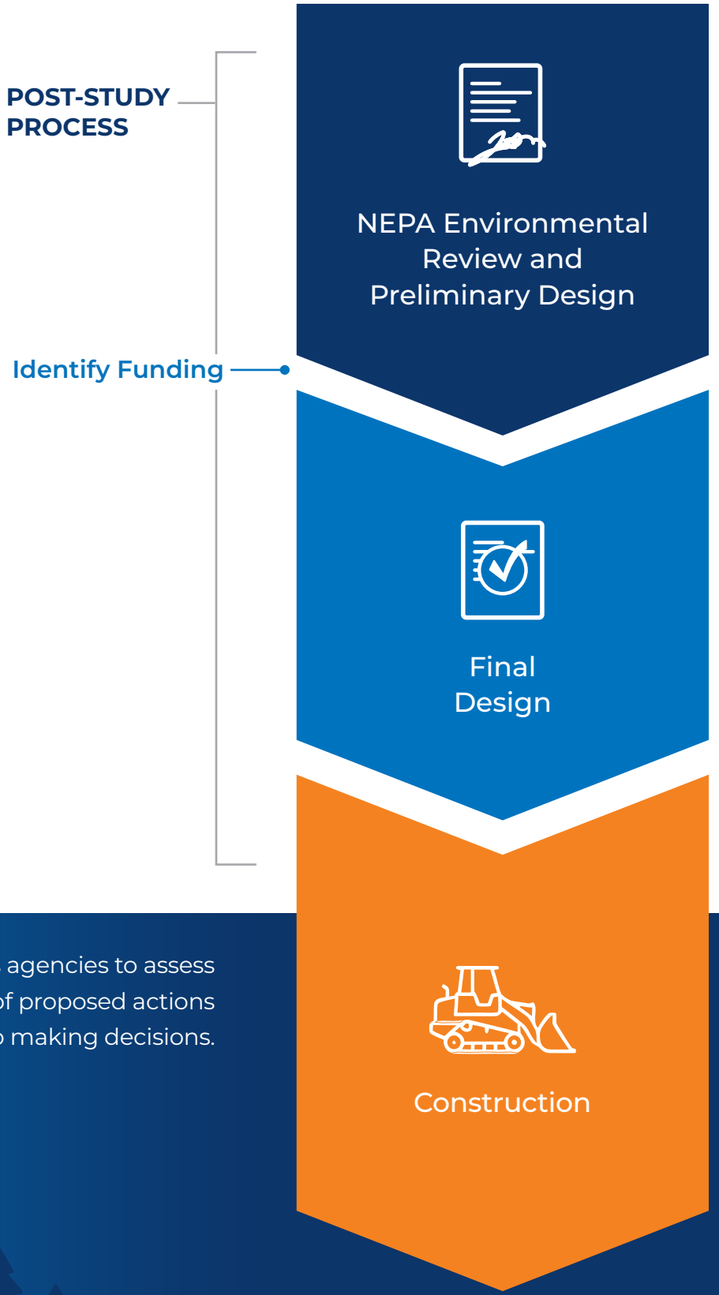
↻ Updated data. See page 4.

Next Steps

After considering the feedback received during the public comment period (July 8-22, 2026), ITD and KMPO will complete the study report in fall 2026 and the alternatives presented in this handout may move into NEPA analysis.

The final study report will be published at itdprojects.idaho.gov/project/rathdrum-prairie-pel-study.

Post-study process timeline is to be determined pending future funding.



NEPA requires agencies to assess environmental effects of proposed actions prior to making decisions.

Notes:

RATHDRUM PRAIRIE
AREA TRANSPORTATION STUDY

If you have questions, contact the study team at info@rathdrumprairiepel.com.

Share your input.

Scan the QR code to visit the online meeting. Submit a comment between July 8-22, 2026, online or by mail to:

ITD District 1
Attn: Carrie Ann Hewitt, P.E.
600 W. Prairie Ave.
Coeur d'Alene, ID 83815-8764

Feedback helps guide ITD's and KMPO's work, but the design team also considers safety, engineering, budget and other factors when making final decisions.



Level 3 Screening Matrix & Traffic Analysis

To compare alternatives and overall regional benefits, the team used data presented in the screening matrix, Level of Service maps and travel time tables. These tools allow the team to review the data in detail and see which options benefit the region overall.

Alternatives were screened for performance by estimating the effects of each alternative and combinations of alternatives on traffic conditions within the study area. Travel times along major corridors and certain travel paths were estimated, focusing on ITD facilities such as Interstate 90, U.S. Highway 95, State Highway 53, and State Highway 41. Congestion at select intersections within the study area is reported as a letter grade from A through F. This is known as the Level of Service, or LOS.

RATHDRUM PRAIRIE
AREA TRANSPORTATION STUDY

Travel Time Tables

In the travel time tables, each alternative was compared against five major corridors and four travel "paths" within the study area. These were analyzed to understand improvements in time during the morning and evening rush hours (7:00 – 9:00 a.m. and 4:00 – 6:00 p.m.) in the "forward," point A to point B direction, and in the "reverse," point B to point A direction *(See map on page 2)*.

Travel Times Along Major Corridors and Travel Paths (in minutes)		No-Build Alternative		Alternative D	
Corridor	Direction	Travel Times (AM Peak Hour)	Travel Times (PM Peak Hour)	Travel Times (AM Peak Hour)	Travel Times (PM Peak Hour)
US-95	NB	14.75	44.37	14.66	37.56
	SB	24.04	24.16	20.72	20.26
SH-41	NB	15.27	29.56	14.25	24.85
	SB	16.26	21.85	14.25	18.98
SH-53	EB	15.04	22.55	14.88	22.77
	WB	15.61	20.63	15.25	19.40
Prairie Ave.	EB	20.34	21.84	19.44	21.04
	WB	16.61	23.90	16.48	22.47
Seltice Way	EB	24.95	33.34	22.21	31.43
	WB	18.50	45.75	17.76	44.91
Path 1	(NB / EB)	24.26	55.12	23.60	47.98
	(SB / WB)	32.82	34.72	29.49	31.50
Path 2	(NB / EB)	24.17	36.77	24.00	32.25
	(SB / WB)	26.46	31.28	24.32	26.73
Path 3	(NB / EB)	-	-	-	-
	(SB / WB)	-	-	-	-
Path 4	(NB / EB)	-	-	21.84	23.14
	(SB / WB)	-	-	23.77	25.13

Greater improvements to travel time and congestion.

No-Build Alternative.

Worsened condition of travel time and congestion.

Major Corridors

US-95: Between I-90 and SH-53

SH-41: Between I-90 and SH-53

SH-53: Between Pleasant View Road and US-95

Prairie Avenue: Between Pleasant View Road and US-95

Seltice Way: Between Pleasant View Road and Northwest Boulevard

Travel Paths

Travel time along different routes between the southwest and northeast corners of the prairie.

Path 1: Existing I-90 and US-95

Path 2: Existing I-90, SH-41 and SH-53

Path 3: Proposed Alternative M or Alternative N alignment

Path 4: Existing I-90 and proposed Alternative D or Alternative H alignment

Color Coding

The tables show how each alternative could affect future traffic across the entire region, compared to doing nothing (i.e., No-Build Alternative). Green indicates improvements to travel times and congestion. The darker the green, the greater improvement. Red indicates a worsened condition of travel time and congestion.

Level of Service Maps

The change in Level of Service, or LOS, is determined by comparing the No-Build Alternative to future traffic conditions (in 2045) under each scenario.

- **Orange:** Intersections that were LOS E or F in the No-Build Alternative that remained LOS E or F with the alternative.
- **Yellow:** Intersections that were LOS D or better in the No-Build Alternative that remained LOS D or better with the alternative.
- **Dark green:** LOS improved from LOS D, E or F to LOS C or better with the alternative.
- **Light green:** LOS improved from LOS E or F to LOS D with the alternative.
- **Red:** LOS degraded from LOS D or better to LOS E or F with the alternative.
- **Blue:** Alternative alignment.



Screening Matrix

Think of this as a side-by-side representation of the tradeoffs for each alternative. It compares each alternative using data on safety, travel times, impacts to properties and the environment, and more. This shows how each option would perform if built.



Updates

RATHDRUM PRAIRIE
AREA TRANSPORTATION STUDY

7/13/2026 Update

ITD would like to provide an update to information presented at the July 8, 2026, public meeting regarding the predictive crash analysis for Alternative B.

The original results indicated a substantial increase in crashes on US-95 Alternative B when transitioning from a 4-lane divided arterial to a 6-lane divided arterial. Because the reported increase was higher than expected, the analysis was reviewed again and the shoulder width input for the predictive models was updated.

The revised results for crashes on US-95 for the Combined Alternatives are as follows:

For Alternative N-D-B:

» Total crashes on US-95 are predicted to increase by 1%.

» Fatal and injury crashes on US-95 are predicted to increase by 46%, going from 14.6 in the No Build to 21.4 in the combined alternative.

For Alternative N-H-B:

» Total crashes on US-95 are predicted to increase by 2%.

» Fatal and injury crashes on US-95 are predicted to increase by 46%, going from 14.6 in the No Build to 21.4 in the combined alternative.

9/10/2026 Update

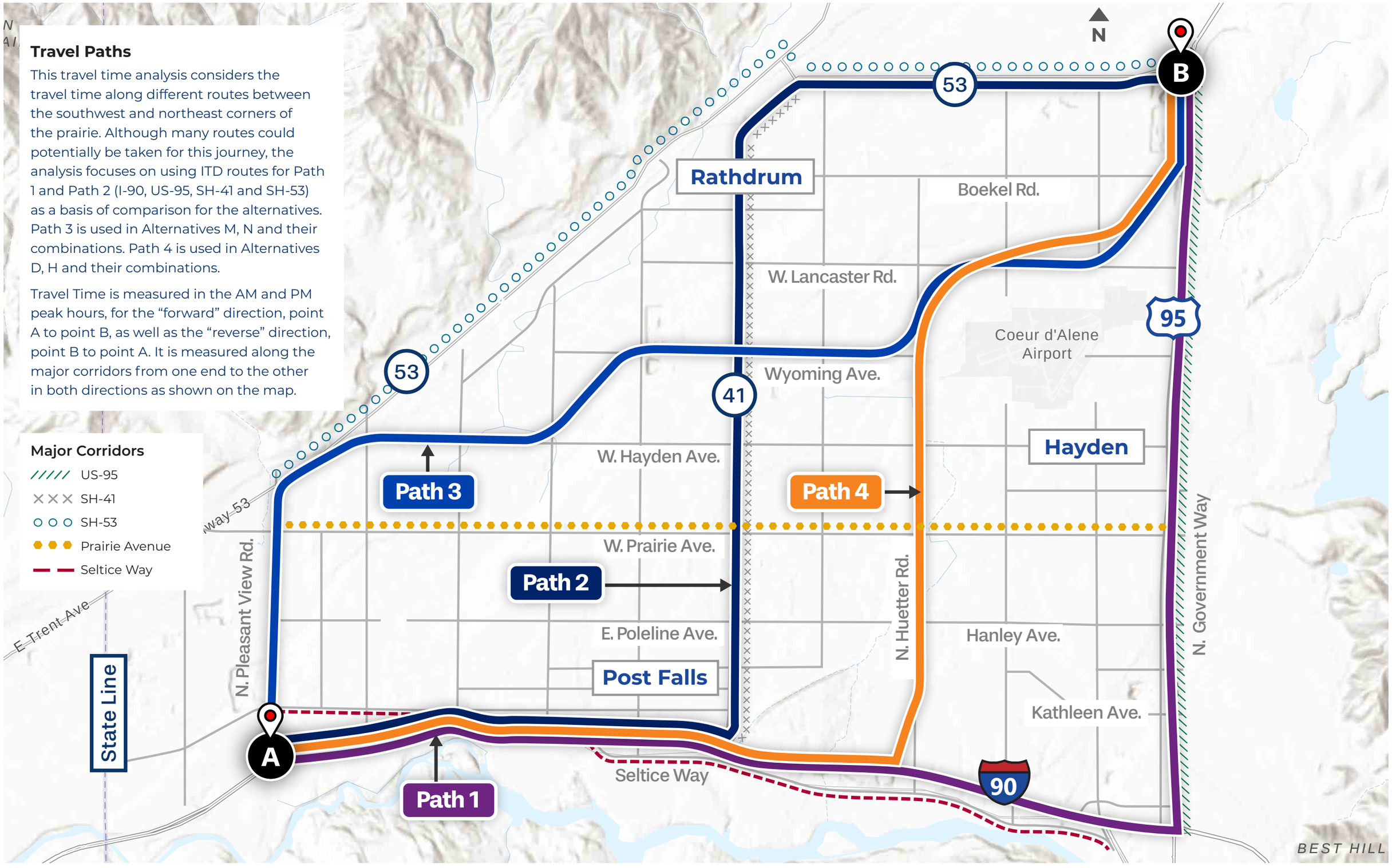
Additionally, a data entry error in the “ability to reduce travel time on key corridors” data for Alternative N-H-B was corrected from 26,847 to 26,247 vehicle minutes.

The project team is committed to providing accurate information and transparency throughout the study process. We appreciate the opportunity to clarify these results and update the analysis. If you have questions, please contact the project team at info@rathdrumprairiepel.com.

Travel Paths

This travel time analysis considers the travel time along different routes between the southwest and northeast corners of the prairie. Although many routes could potentially be taken for this journey, the analysis focuses on using ITD routes for Path 1 and Path 2 (I-90, US-95, SH-41 and SH-53) as a basis of comparison for the alternatives. Path 3 is used in Alternatives M, N and their combinations. Path 4 is used in Alternatives D, H and their combinations.

Travel Time is measured in the AM and PM peak hours, for the “forward” direction, point A to point B, as well as the “reverse” direction, point B to point A. It is measured along the major corridors from one end to the other in both directions as shown on the map.



Travel Times Along Major Corridors and Travel Paths (in minutes)

Corridor	Direction	NO-BUILD ALTERNATIVE		ALTERNATIVE D		ALTERNATIVE H		ALTERNATIVE M		ALTERNATIVE N	
		Travel Times (AM Peak Hour)	Travel Times (PM Peak Hour)	Travel Times (AM Peak Hour)	Travel Times (PM Peak Hour)	Travel Times (AM Peak Hour)	Travel Times (PM Peak Hour)	Travel Times (AM Peak Hour)	Travel Times (PM Peak Hour)	Travel Times (AM Peak Hour)	Travel Times (PM Peak Hour)
US-95	NB	14.75	44.37	14.66	37.56	14.24	31.36	14.84	40.53	14.81	34.41
	SB	24.04	24.16	20.72	20.26	20.13	20.97	23.33	22.79	22.90	22.03
SH-41	NB	15.27	29.56	14.25	24.85	14.17	23.60	13.32	17.37	13.53	17.64
	SB	16.26	21.85	14.25	18.98	13.64	18.75	14.22	15.08	14.22	15.30
SH-53	EB	15.04	22.55	14.88	22.77	14.82	22.80	15.02	16.01	14.85	15.90
	WB	15.61	20.63	15.25	19.40	15.14	19.49	15.01	15.74	14.95	15.97
Prairie Ave.	EB	20.34	21.84	19.44	21.04	17.46	19.50	20.30	22.92	20.41	22.18
	WB	16.61	23.90	16.48	22.47	15.91	19.99	16.39	21.41	16.37	22.01
Seltice Way	EB	24.95	33.34	22.21	31.43	23.29	30.74	24.09	21.54	24.17	21.27
	WB	18.50	45.75	17.76	44.91	18.36	45.29	17.42	38.16	17.36	38.11
Path 1	(NB / EB)	24.26	55.12	23.60	47.98	23.16	42.14	23.62	49.90	23.59	43.77
	(SB / WB)	32.82	34.72	29.49	31.50	29.36	32.57	31.87	33.52	31.36	32.68
Path 2	(NB / EB)	24.17	36.77	24.00	32.25	23.81	30.98	22.90	26.34	23.49	27.59
	(SB / WB)	26.46	31.28	24.32	26.73	23.84	26.25	24.19	25.65	24.15	25.99
Path 3	(NB / EB)	-	-	-	-	-	-	14.73	15.17	14.55	15.00
	(SB / WB)	-	-	-	-	-	-	15.01	14.89	14.92	14.85
Path 4	(NB / EB)	-	-	21.84	23.14	15.28	17.11	-	-	-	-
	(SB / WB)	-	-	23.77	25.13	15.40	16.50	-	-	-	-

Travel Times Along Major Corridors and Travel Paths (in minutes)

Corridor	Direction	NO-BUILD ALTERNATIVE		ALTERNATIVE N-D		ALTERNATIVE N-D-B		ALTERNATIVE N-H		ALTERNATIVE N-H-B	
		Travel Times (AM Peak Hour)	Travel Times (PM Peak Hour)	Travel Times (AM Peak Hour)	Travel Times (PM Peak Hour)	Travel Times (AM Peak Hour)	Travel Times (PM Peak Hour)	Travel Times (AM Peak Hour)	Travel Times (PM Peak Hour)	Travel Times (AM Peak Hour)	Travel Times (PM Peak Hour)
US-95	NB	14.75	44.37	14.71	32.56	13.91	21.78	14.62	27.21	14.25	20.28
	SB	24.04	24.16	20.14	19.78	15.96	16.94	20.78	17.56	16.26	17.85
SH-41	NB	15.27	29.56	13.19	15.25	13.17	14.92	12.86	14.19	13.46	14.41
	SB	16.26	21.85	13.52	14.53	13.54	14.46	13.53	14.42	13.45	14.58
SH-53	EB	15.04	22.55	14.81	15.83	14.83	15.77	14.90	15.65	14.80	15.47
	WB	15.61	20.63	15.43	16.39	14.97	15.87	14.27	14.78	13.46	14.34
Prairie Ave.	EB	20.34	21.84	18.61	21.16	18.42	22.02	17.97	19.82	17.88	19.05
	WB	16.61	23.90	16.25	20.78	15.54	21.20	16.07	18.60	15.37	17.88
Seltice Way	EB	24.95	33.34	21.59	20.25	20.67	19.19	22.04	19.95	22.39	19.89
	WB	18.50	45.75	17.13	37.75	16.77	35.27	17.12	36.97	17.09	36.32
Path 1	(NB / EB)	24.26	55.12	23.51	41.96	22.68	30.86	23.40	36.73	23.08	29.81
	(SB / WB)	32.82	34.72	28.62	30.76	24.17	27.71	29.26	28.47	24.66	28.76
Path 2	(NB / EB)	24.17	36.77	23.07	25.14	23.03	26.53	22.81	24.28	23.38	24.08
	(SB / WB)	26.46	31.28	23.50	25.16	23.51	25.13	23.34	24.67	23.42	25.15
Path 3	(NB / EB)	-	-	14.61	15.00	14.65	15.10	14.67	15.03	14.71	15.09
	(SB / WB)	-	-	15.06	14.89	15.04	14.91	14.81	14.77	14.83	15.24
Path 4	(NB / EB)	-	-	19.47	19.94	19.37	19.96	15.29	15.82	15.24	15.79
	(SB / WB)	-	-	21.30	22.13	20.54	22.36	15.13	15.35	15.02	15.74

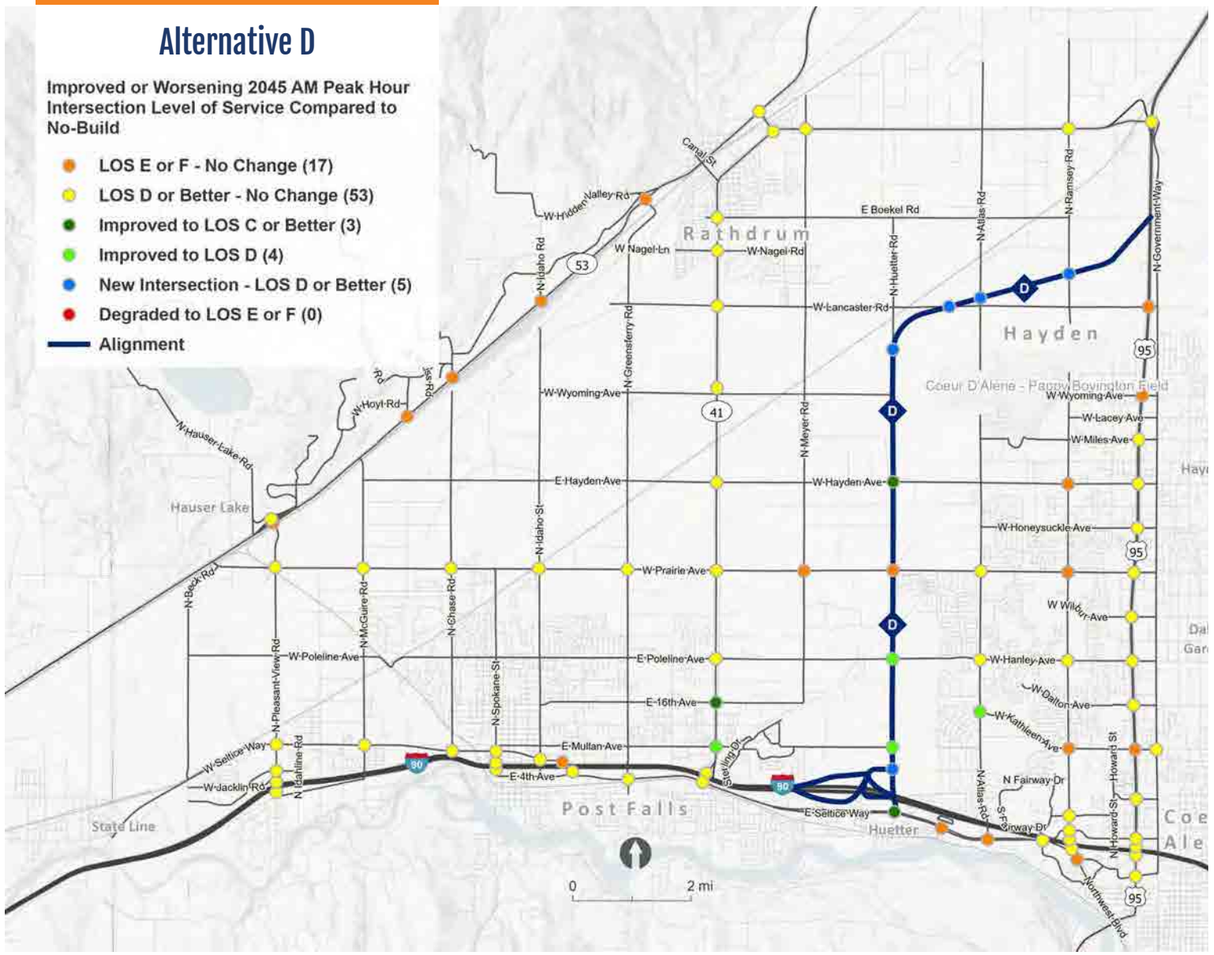
LEVEL OF SERVICE

D

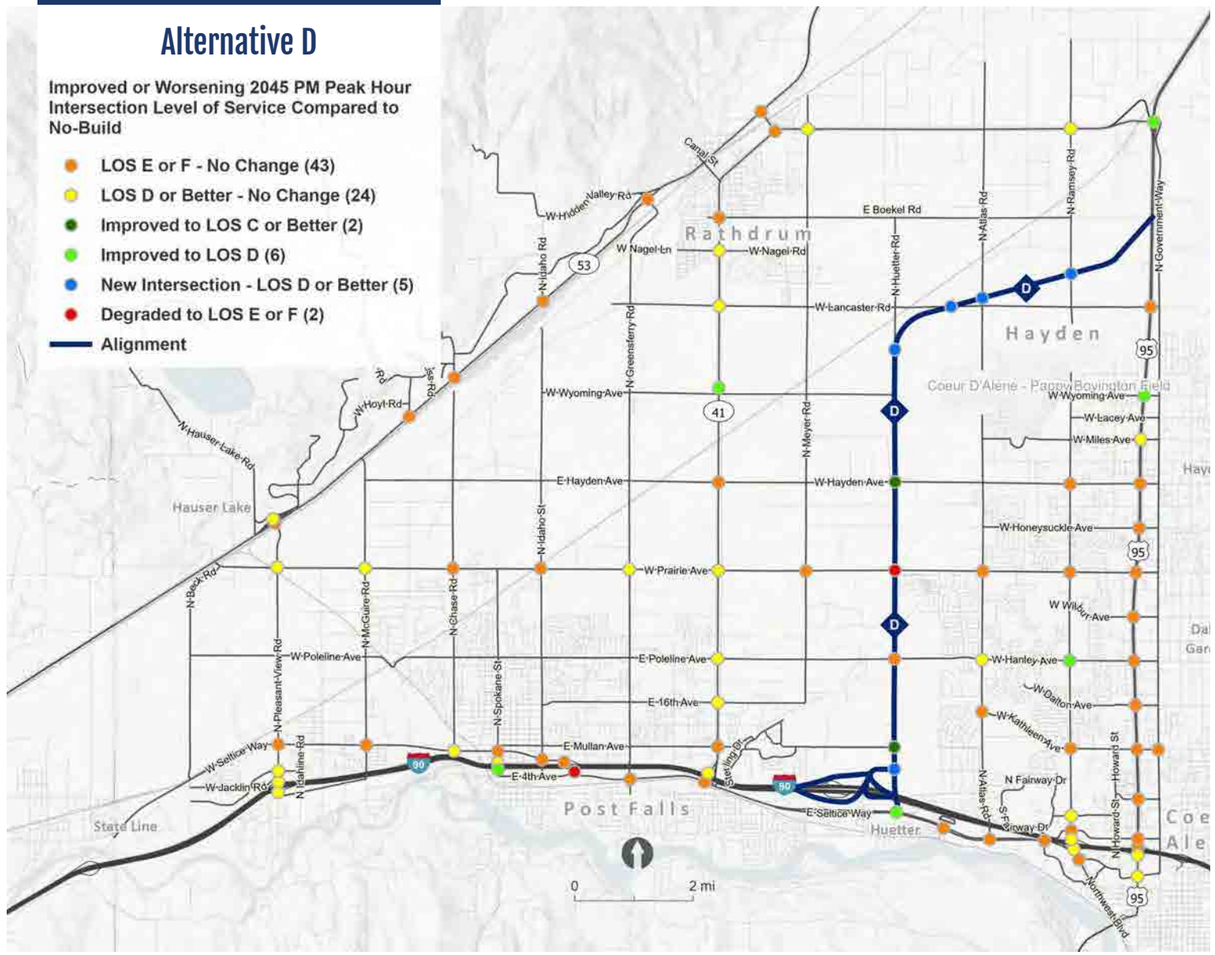
Alternative D
Huetter Road widened arterial

North-South Route

7:00 – 9:00 AM



4:00 – 6:00 PM



N

LEVEL OF SERVICE

Alternative H
Access-controlled highway, Huetter Road

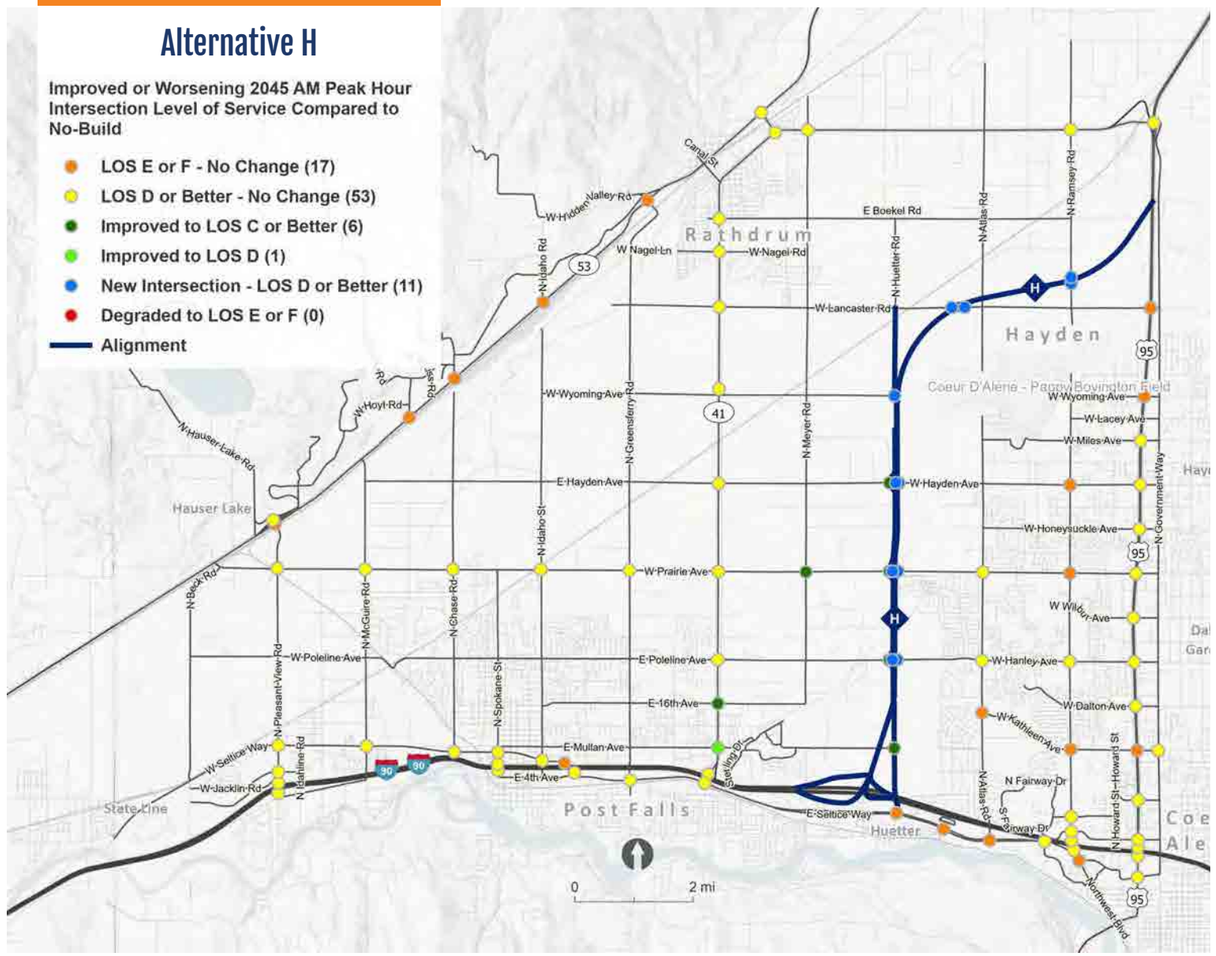
North-South Route

7:00 – 9:00 AM

Alternative H

Improved or Worsening 2045 AM Peak Hour Intersection Level of Service Compared to No-Build

- LOS E or F - No Change (17)
- LOS D or Better - No Change (53)
- Improved to LOS C or Better (6)
- Improved to LOS D (1)
- New Intersection - LOS D or Better (11)
- Degraded to LOS E or F (0)
- Alignment

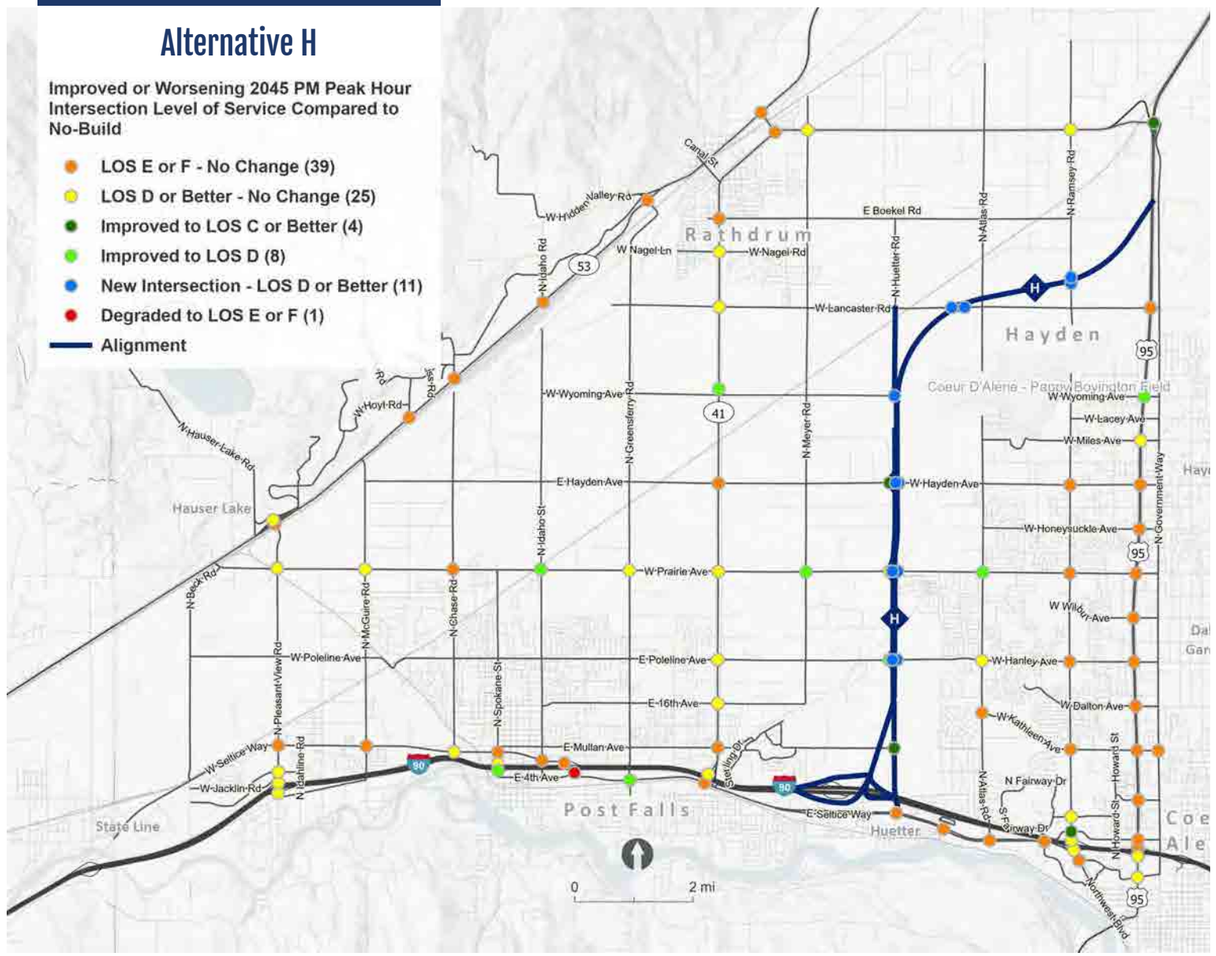


4:00 – 6:00 PM

Alternative H

Improved or Worsening 2045 PM Peak Hour Intersection Level of Service Compared to No-Build

- LOS E or F - No Change (39)
- LOS D or Better - No Change (25)
- Improved to LOS C or Better (4)
- Improved to LOS D (8)
- New Intersection - LOS D or Better (11)
- Degraded to LOS E or F (1)
- Alignment



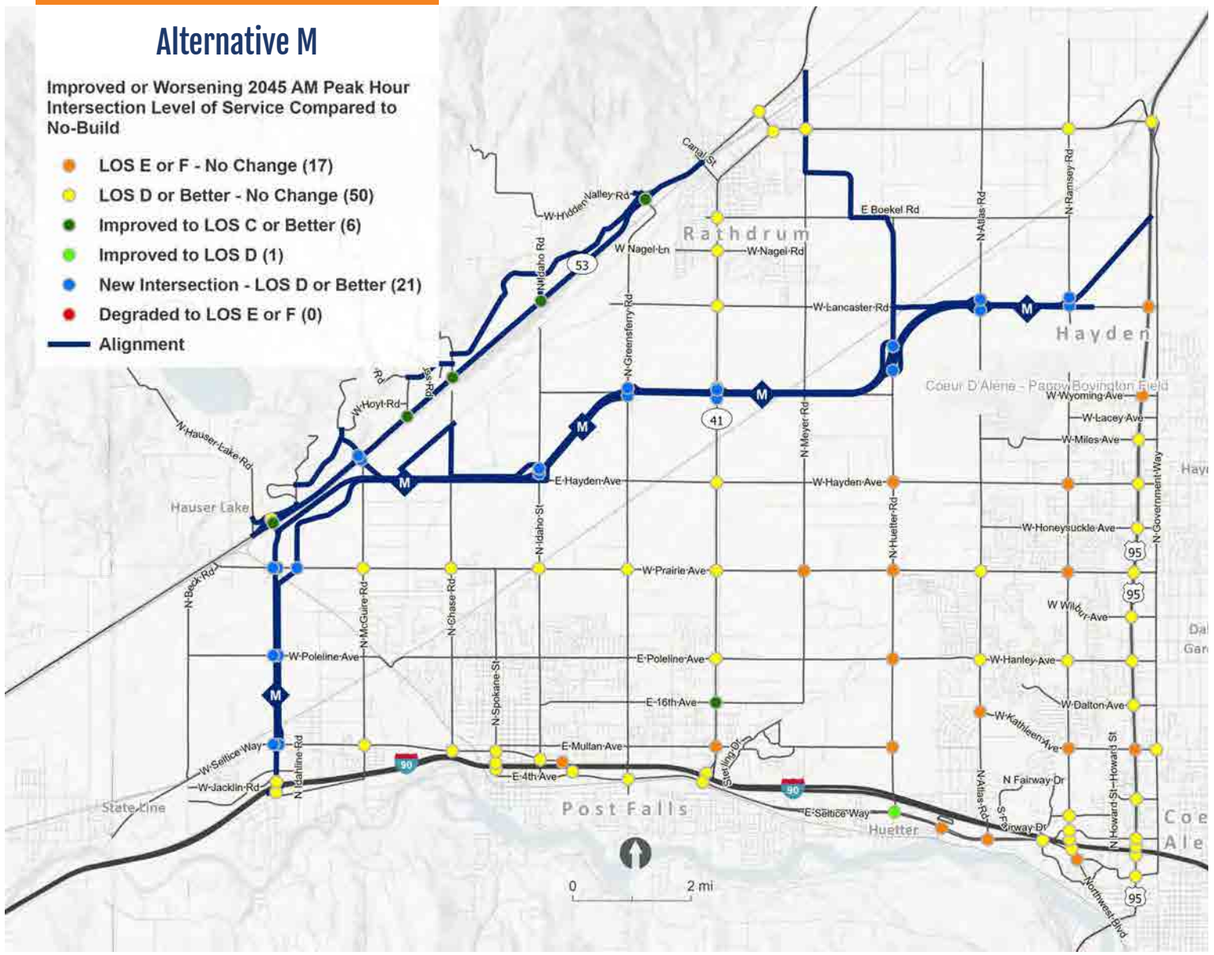
LEVEL OF SERVICE

Alternative M

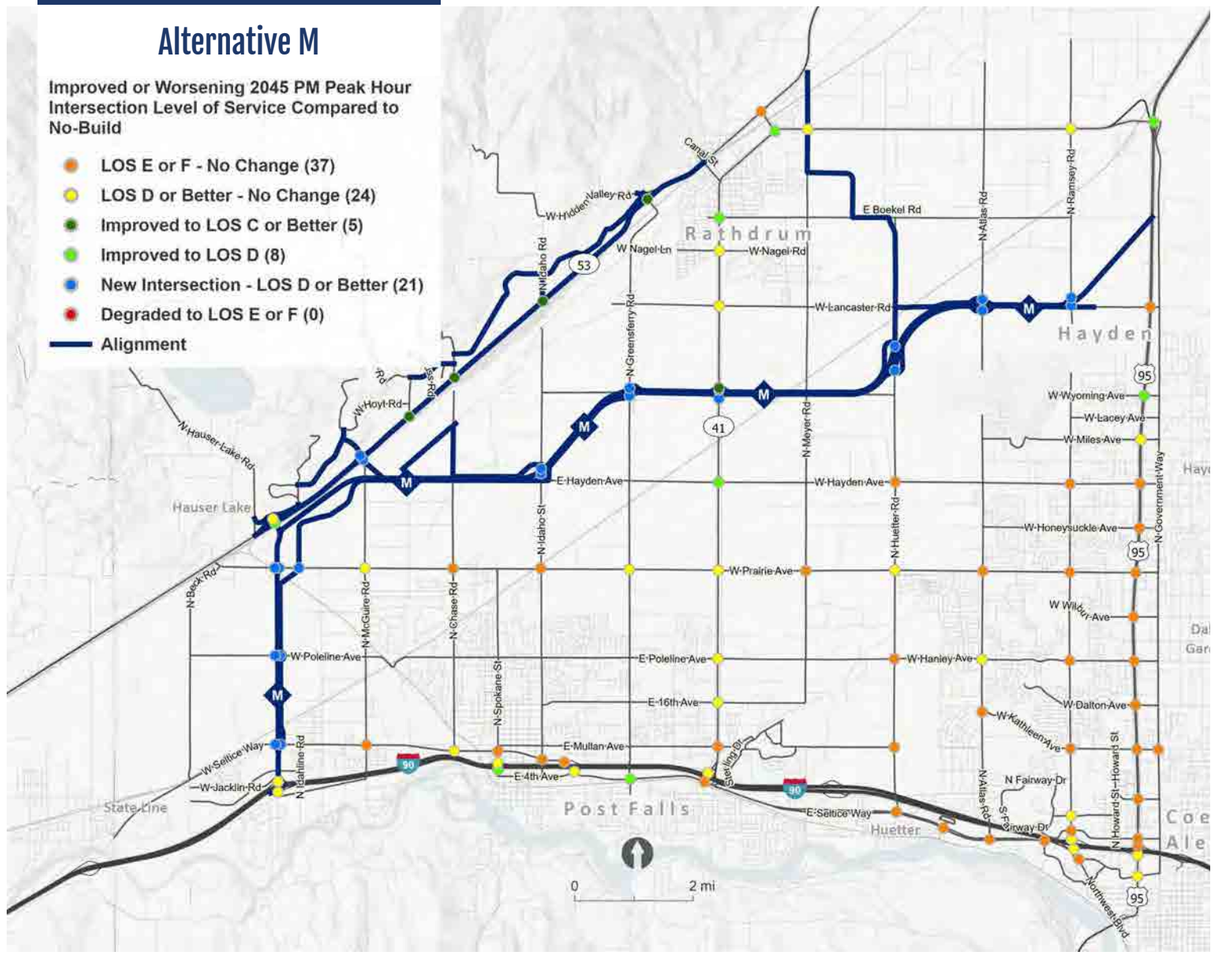
Access-controlled highway, Pleasant View and parallel to Hayden Avenue, Wyoming Avenue and Lancaster Road, expanded SH-53, Meyer Road Bypass

East-West Route

7:00 – 9:00 AM



4:00 – 6:00 PM



LEVEL OF SERVICE

Alternative N

Access-controlled highway, Pleasant View and parallel to Hayden and Lancaster, expanded SH-53, Meyer Road Bypass

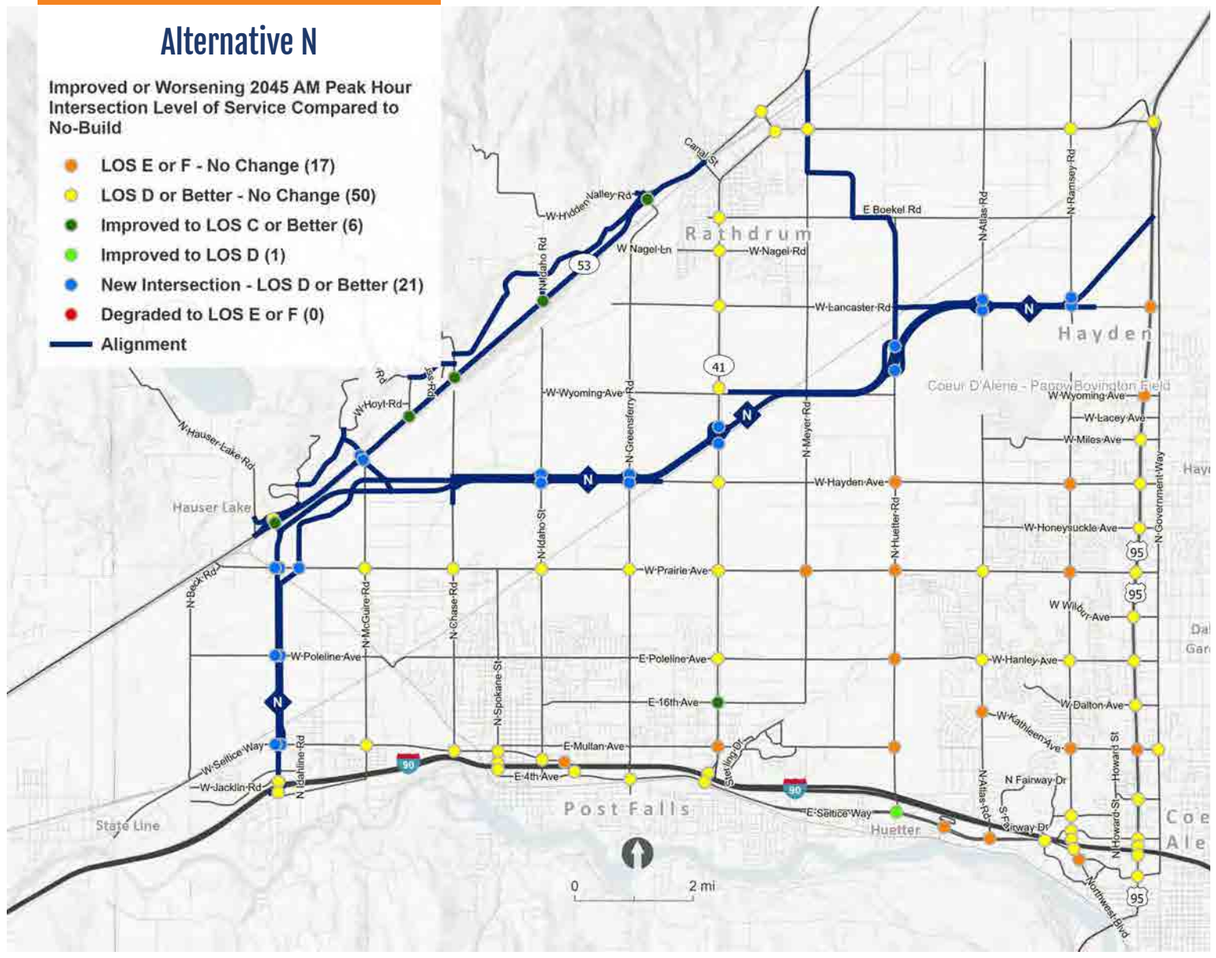
East-West Route

7:00 – 9:00 AM

Alternative N

Improved or Worsening 2045 AM Peak Hour Intersection Level of Service Compared to No-Build

- LOS E or F - No Change (17)
- LOS D or Better - No Change (50)
- Improved to LOS C or Better (6)
- Improved to LOS D (1)
- New Intersection - LOS D or Better (21)
- Degraded to LOS E or F (0)
- Alignment

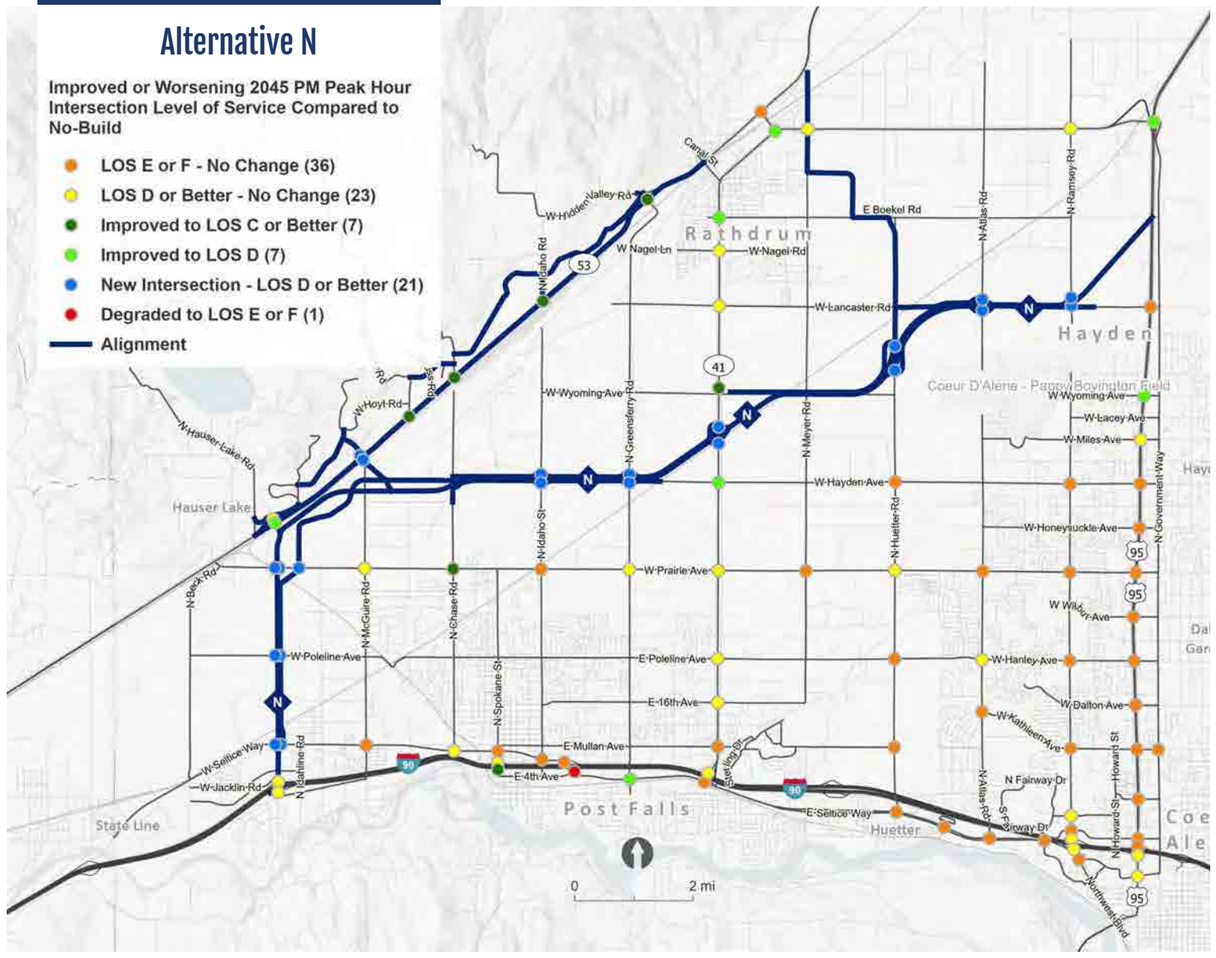


4:00 – 6:00 PM

Alternative N

Improved or Worsening 2045 PM Peak Hour Intersection Level of Service Compared to No-Build

- LOS E or F - No Change (36)
- LOS D or Better - No Change (23)
- Improved to LOS C or Better (7)
- Improved to LOS D (7)
- New Intersection - LOS D or Better (21)
- Degraded to LOS E or F (1)
- Alignment



LEVEL OF SERVICE

N-D

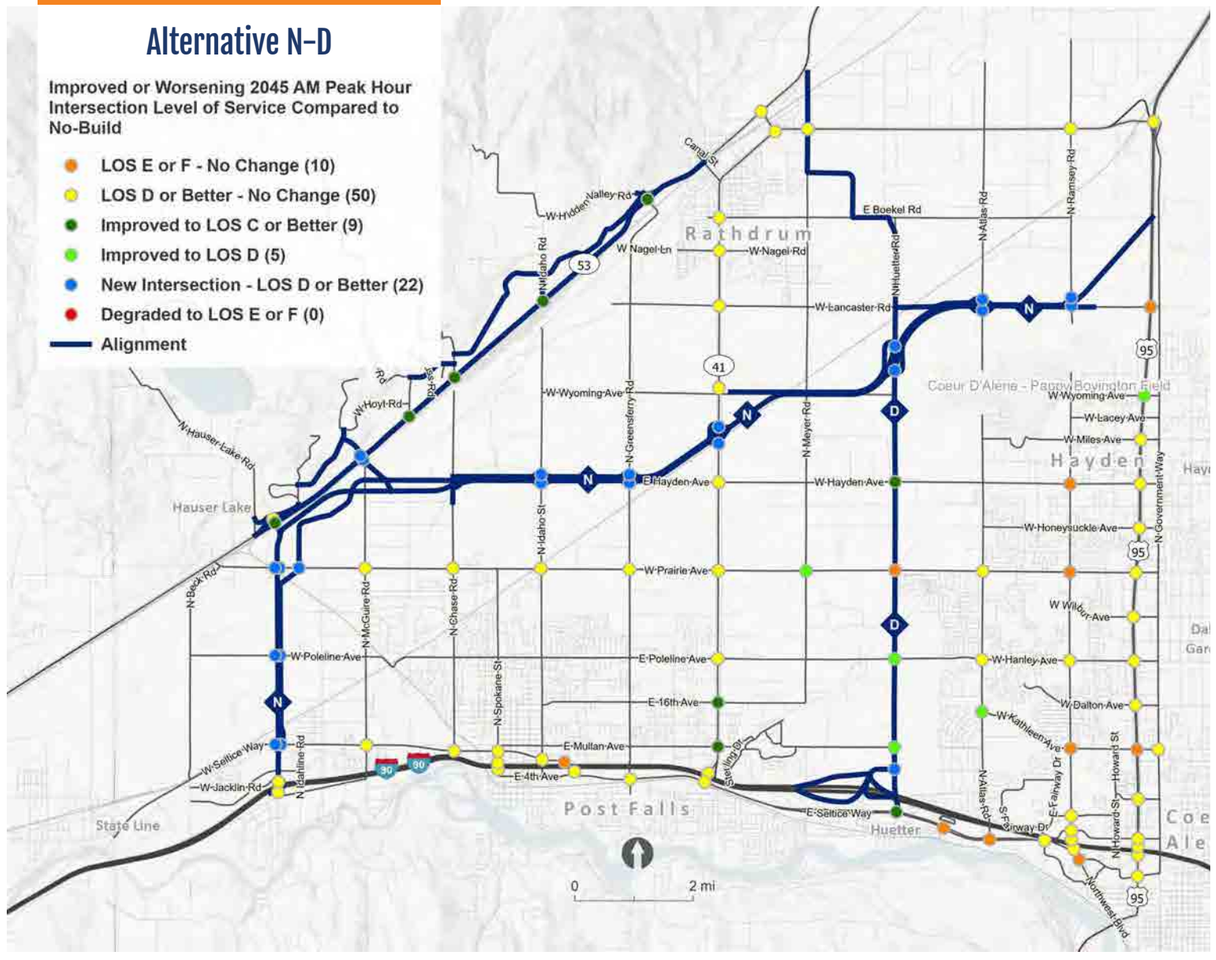
Alternative N-D
Alternative N and Alternative D combined

7:00 – 9:00 AM

Alternative N-D

Improved or Worsening 2045 AM Peak Hour Intersection Level of Service Compared to No-Build

- LOS E or F - No Change (10)
- LOS D or Better - No Change (50)
- Improved to LOS C or Better (9)
- Improved to LOS D (5)
- New Intersection - LOS D or Better (22)
- Degraded to LOS E or F (0)
- Alignment

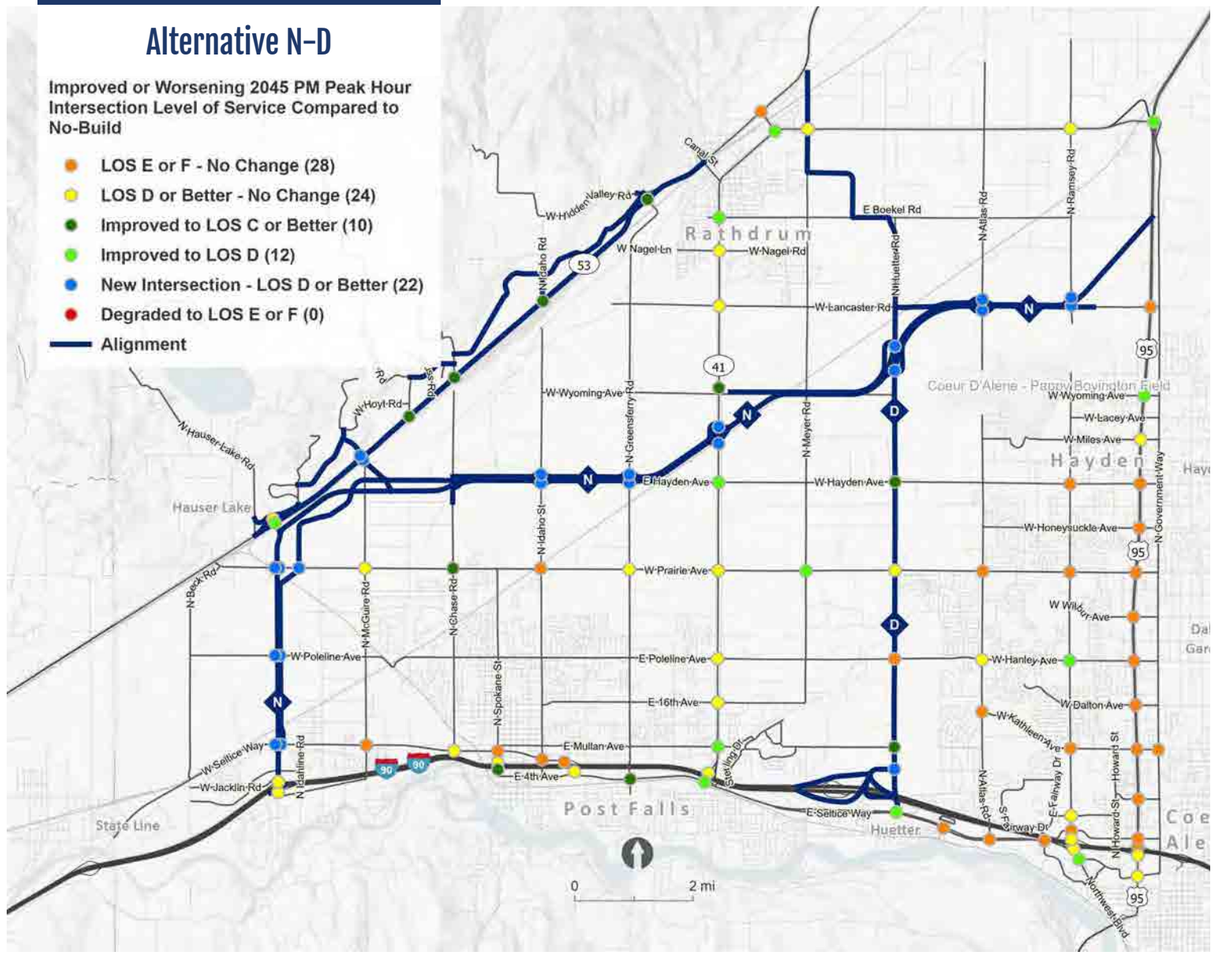


4:00 – 6:00 PM

Alternative N-D

Improved or Worsening 2045 PM Peak Hour Intersection Level of Service Compared to No-Build

- LOS E or F - No Change (28)
- LOS D or Better - No Change (24)
- Improved to LOS C or Better (10)
- Improved to LOS D (12)
- New Intersection - LOS D or Better (22)
- Degraded to LOS E or F (0)
- Alignment



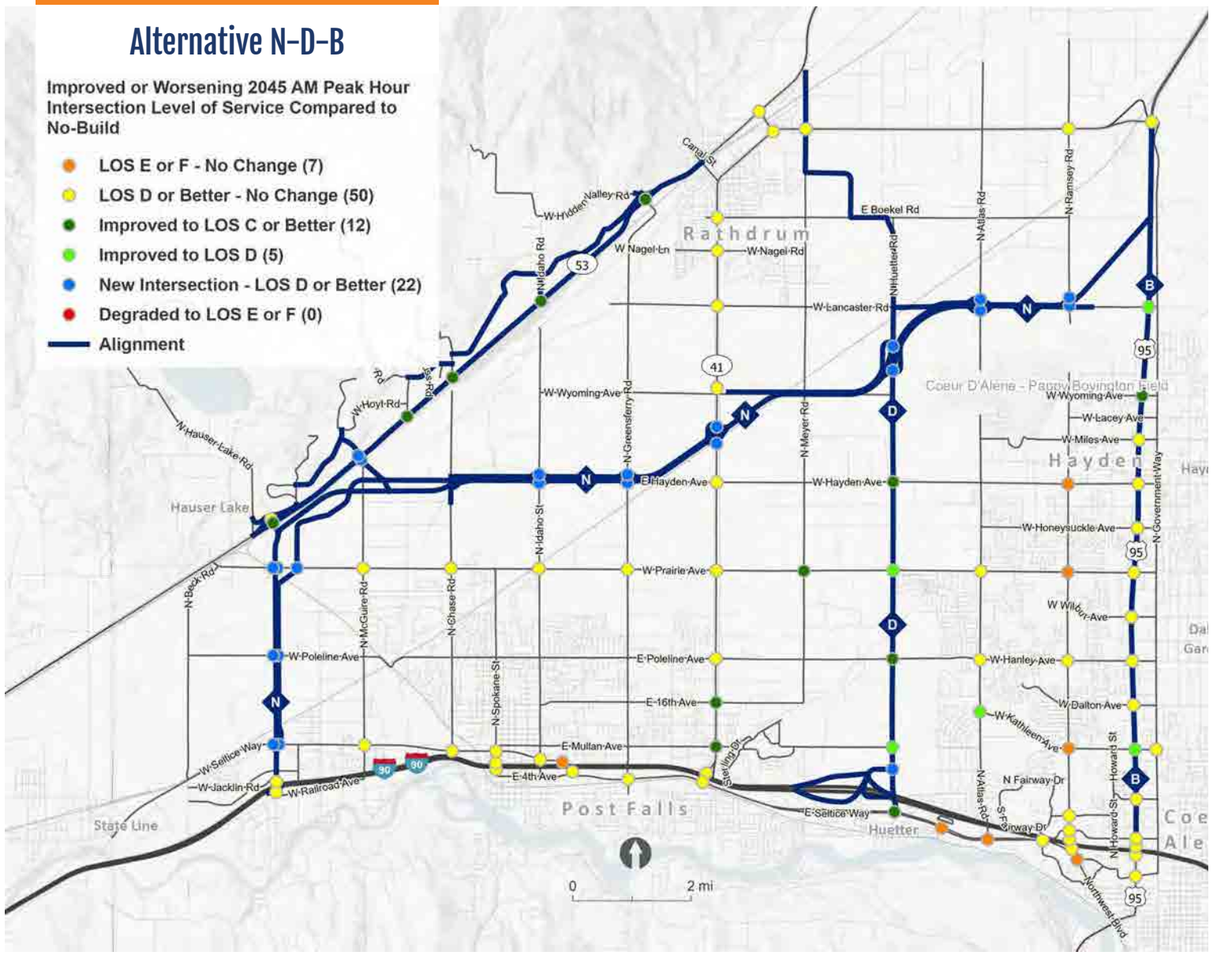
N

LEVEL OF SERVICE

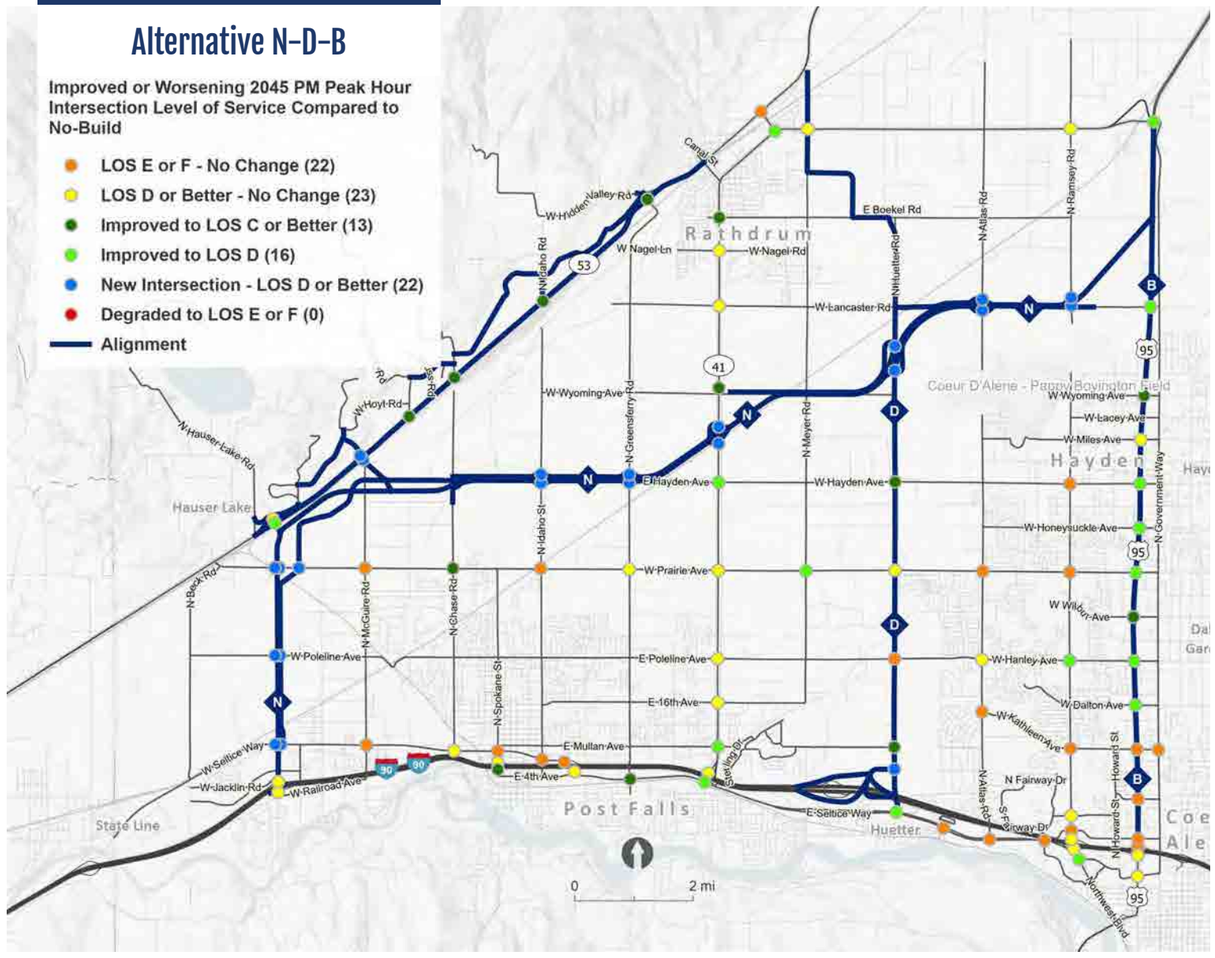
N-D-B

Alternative N-D-B
Alternative N and Alternative D combined with US-95 widening

7:00 – 9:00 AM



4:00 – 6:00 PM



N

LEVEL OF SERVICE

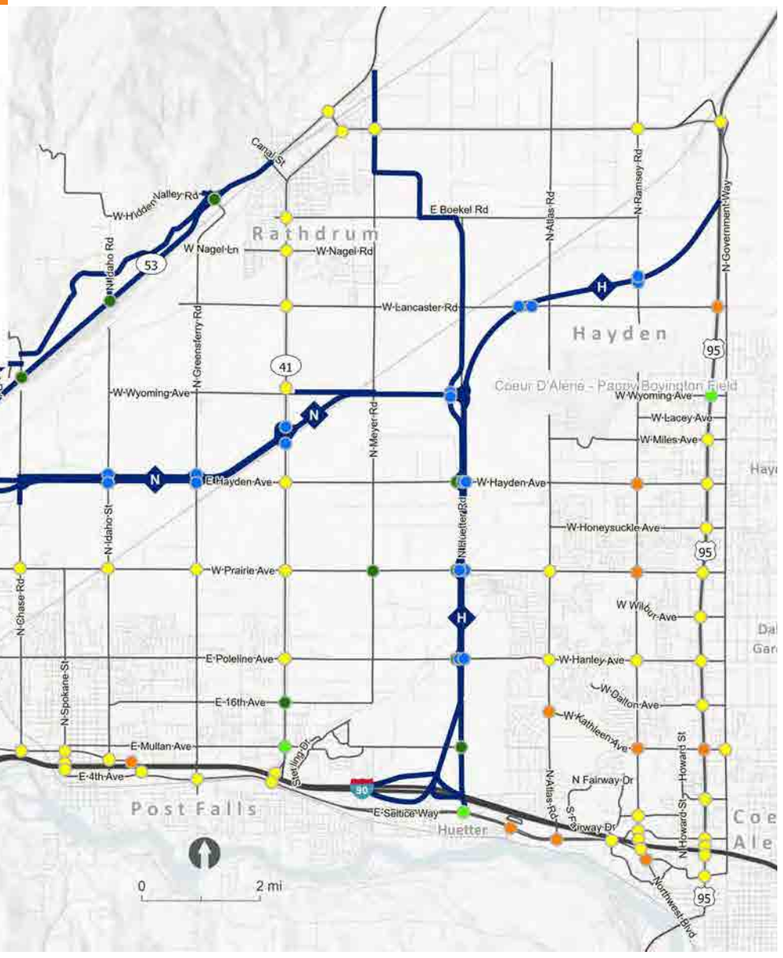
Alternative N-H
Alternative N and Alternative H combined

7:00 – 9:00 AM

Alternative N-H

Improved or Worsening 2045 AM Peak Hour Intersection Level of Service Compared to No-Build

- LOS E or F - No Change (10)
- LOS D or Better - No Change (50)
- Improved to LOS C or Better (11)
- Improved to LOS D (3)
- New Intersection - LOS D or Better (27)
- Degraded to LOS E or F (0)
- Alignment

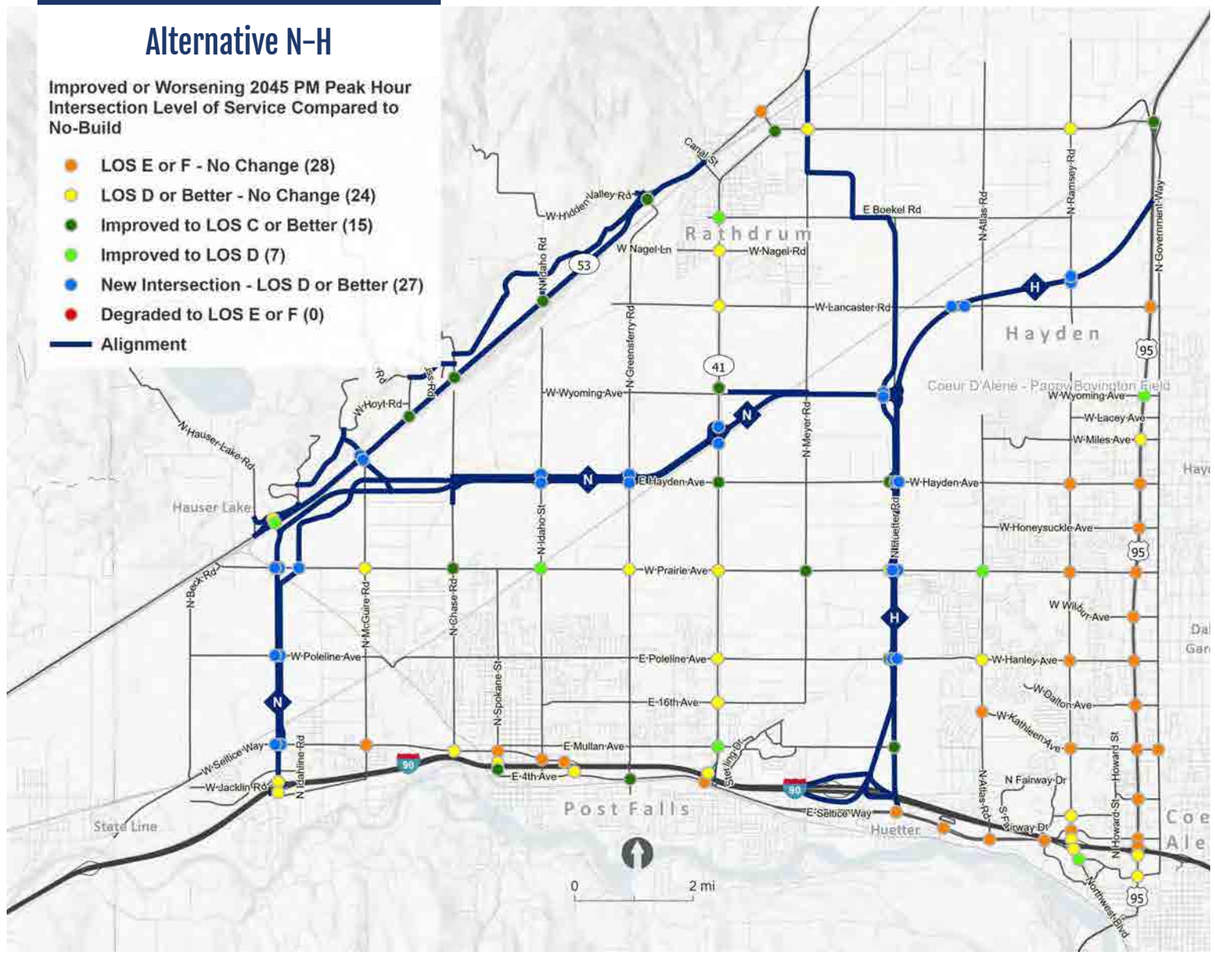


4:00 – 6:00 PM

Alternative N-H

Improved or Worsening 2045 PM Peak Hour Intersection Level of Service Compared to No-Build

- LOS E or F - No Change (28)
- LOS D or Better - No Change (24)
- Improved to LOS C or Better (15)
- Improved to LOS D (7)
- New Intersection - LOS D or Better (27)
- Degraded to LOS E or F (0)
- Alignment



LEVEL OF SERVICE

N-H-B

Alternative N-H-B
Alternative N and Alternative H combined with US-95 widening

7:00 – 9:00 AM

Alternative N-H-B

Improved or Worsening 2045 AM Peak Hour Intersection Level of Service Compared to No-Build

- LOS E or F - No Change (8)
- LOS D or Better - No Change (50)
- Improved to LOS C or Better (12)
- Improved to LOS D (4)
- New Intersection - LOS D or Better (27)
- Degraded to LOS E or F (0)
- Alignment

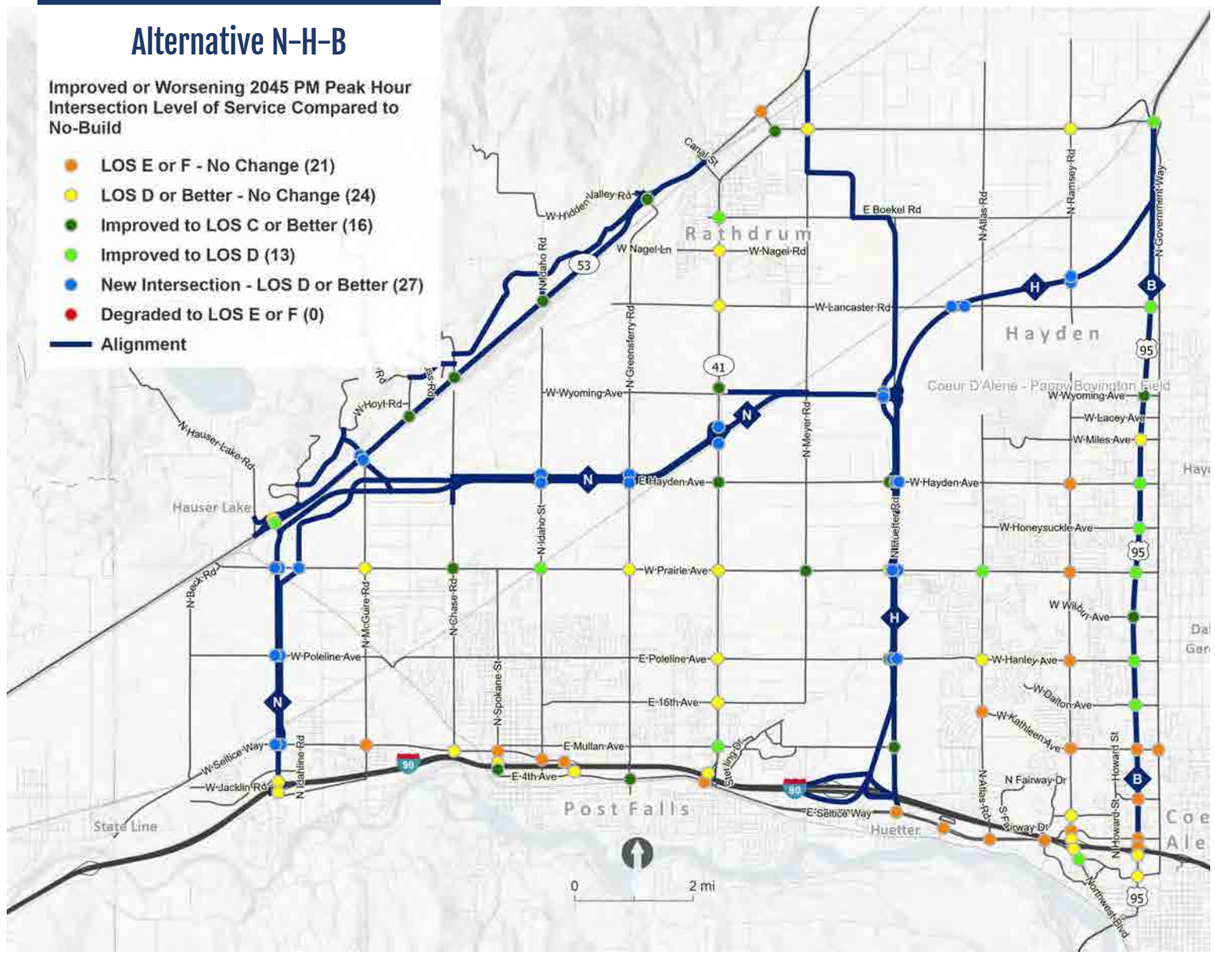


4:00 – 6:00 PM

Alternative N-H-B

Improved or Worsening 2045 PM Peak Hour Intersection Level of Service Compared to No-Build

- LOS E or F - No Change (21)
- LOS D or Better - No Change (24)
- Improved to LOS C or Better (16)
- Improved to LOS D (13)
- New Intersection - LOS D or Better (27)
- Degraded to LOS E or F (0)
- Alignment



N

LEVEL 3B COMPARATIVE SCREENING RESULTS

D H M N

Ranking Scale: Worst | Negative | Neutral/ Medium | Better/ Good | Best

CRITERIA	METRIC(S)	NO BUILD (REFERENCE)	B (ELEMENT)	D	H	M	N
Ability to reduce segment related crashes	Sum of percent change for I-90, SH-53, SH-41, US-95	N/A	N/A	-60	-69	-66	-53
Ability to reduce severity of crashes	Sum of percent change for I-90, SH-53, SH-41, US-95	N/A	N/A	-63	-71	-55	-44
Ability to address congestion on key corridors	Number of intersections that will improve to Level of Service D or better compared to the No-Build Alternative (77 intersections analyzed in No-Build Alternative). AM +PM.	24 AM, 51 PM: LOS E or F	N/A	15 (7 AM, 8 PM)	19 (7 AM, 12 PM)	21 (7 AM, 14 PM)	22 (7 AM, 15 PM)
Ability to reduce travel time on key corridors	AM+PM vehicle-minutes weighted by traffic	N/A	N/A	10076	15586	13862	15390
Ability to increase safety, mobility, and connections for bike/pedestrian users	Number of corridors improved	0	N/A	1	1	3	3
Ability to increase safety mobility and connections for transit users	Sum of LOS D or better or improved intersections	24 of 77: LOS E or F	N/A	15 (7 AM, 8 PM)	19 (7 AM, 12 PM)	21 (7 AM, 14 PM)	22 (7 AM, 15 PM)
General access changes that would impact existing properties and land uses	Relative level of increased access	No new access	N/A	New access to I-90, North-south corridor improvements.	New access to I-90, North-south corridor improvements.	Improved connection between I-90 and SH-53, Consolidated access on SH-53, New east-west corridor.	Improved connection between I-90 and SH-53, Consolidated access on SH-53, New east-west corridor.
Total ROW Parcels	Total parcels	0	0	78	112	385	380
Total ROW Acres	Total acres	0	0	100	256	565	548
Residential ROW Parcels	Total parcels	0	0	17	48	105	98
Residential ROW Acres	Total acres	0	0	14	36	95	108
Commercial ROW Parcels	Total parcels	0	0	13	15	113	104
Commercial ROW	Total acres	0	0	26	42	153	117
Agricultural ROW Parcels	Total parcels	0	0	48	53	167	178
Agricultural ROW	Total acres	0	0	60	220	317	324

LEVEL 3B COMPARATIVE SCREENING RESULTS, CONT. D H M N

Ranking Scale: Worst | Negative | Neutral/Medium | Better/Good | Best

CRITERIA	METRIC(S)	NO BUILD (REFERENCE)	B (ELEMENT)	D	H	M	N
Residential Displacements	Total displacements	0	0	1	4	19	22
Commercial Displacements	Total displacements	0	0	0	0	6	6
Community/Utility Displacements	Total displacements	0	0	0	1	2	0
Impervious Surface	acres	0	23	81	91	246	246
Sensitive Aquifer Recharge Areas	Intersect with priority area (Yes/No) and priority level.			Low	Low	Highest	Highest
Floodplain Impacts	acres	0	0	0	0	3.52	3.52
Wetlands and Waters of the U.S.	acres	0	0	0.20	1.33	2.36	1.68
Community Resources	Total impacted or displaced	0	0	2	2	5	4
Hazardous Materials	Number of sites.	0	0	1	1	12	11
Historic Resource Impacts	Listed, Eligible, or may be Eligible Resources	0	1	4	5	26	27
Potential Noise Receptors	Residential land use properties within 500 ft of alternative	0	162	99	110	424	412
Conceptual construction costs		0	N/A	$251,871,000	$564,156,000	$1,045,149,000	$1,038,116,000
Ability to proceed with phased implementation, reducing temporary impacts		0	Can mostly maintain existing number of through lanes in each direction during construction. Frequent access work and adjacent traffic not efficient and more disruptive to traveling public.	Can mostly maintain existing number of through lanes in each direction during construction. Frequent access work and adjacent traffic not efficient and more disruptive to traveling public.	Mostly offline construction and can be constructed around Huetter Road's lower volume of traffic with phased intersections and interchanges.	Typical highway widening. Two major maintenance of traffic phases. Can maintain existing 1-lane of traffic in each direction, may have to temporarily close turn lane. Other roadway/highway alignment work and interchanges could disrupt cross street traffic.	Typical highway widening. Two major maintenance of traffic phases. Can maintain existing 1-lane of traffic in each direction, may have to temporarily close turn lane. Other roadway/highway offline alignment work and interchanges could disrupt cross street traffic.

Updated data. See page 2.

LEVEL 3B COMPARATIVE SCREENING RESULTS

N-D N-D-B N-H N-H-B

Ranking Scale: Worst | Negative | Neutral/ Medium | Better/ Good | Best

CRITERIA	METRIC(S)	NO BUILD (REFERENCE)	B (ELEMENT)	N+D	N+D+B	N+H	N+H+B
Ability to reduce segment related crashes	Sum of percent change for I-90, SH-53, SH-41, US-95	N/A	N/A	-87	-74 (Updated data. See page 2.)	-99	-83 (Updated data. See page 2.)
Ability to reduce severity of crashes	Sum of percent change for I-90, SH-53, SH-41, US-95	N/A	N/A	-76	-18 (Updated data. See page 2.)	-88	-27 (Updated data. See page 2.)
Ability to address congestion on key corridors	Number of intersections that will improve to Level of Service D or better compared to the No-Build Alternative (77 intersections analyzed in No-Build Alternative). AM +PM.	24 AM, 51 PM: LOS E or F	N/A	37 (14 AM, 23 PM)	47 (17 AM, 30 PM)	37 (14 AM, 23 PM)	46 (16 AM, 30PM)
Ability to reduce travel time on key corridors	AM+PM vehicle-minutes weighted by traffic	N/A	N/A	19460	24953	22818	26247 (Updated data. See page 2.)
Ability to increase safety, mobility, and connections for bike/pedestrian users	Number of corridors improved	0	1	4	5	4	5
Ability to increase safety mobility and connections for transit users	Sum of LOS D or better or improved intersections	24 of 77: LOS E or F	N/A	37 (14 AM, 23 PM)	47 (17 AM, 30 PM)	37 (14 AM, 23 PM)	46 (16 AM, 30PM)
General access changes that would impact existing properties and land uses	Relative level of increased access	No new access	N/A	New access to I-90, Improved connection between I-90 and SH-53, Consolidated access on SH-53, New east-west corridor.	New access to I-90, Improved connection between I-90 and SH-53, Consolidated access on SH-53, New east-west corridor.	New access to I-90, Improved connection between I-90 and SH-53, Consolidated access on SH-53, New east-west corridor.	New access to I-90, Improved connection between I-90 and SH-53, Consolidated access on SH-53, New east-west corridor.
Total ROW Parcels	Total parcels	0	0	446	446	470	470
Total ROW Acres	Total acres	0	0	598	598	655	655
Residential ROW Parcels	Total parcels	0	0	114	114	143	143
Residential ROW Acres	Total acres	0	0	116	116	125	125
Commercial ROW Parcels	Total parcels	0	0	112	112	112	112
Commercial ROW	Total acres	0	0	118	118	119	119
Agricultural ROW Parcels	Total parcels	0	0	220	220	215	215
Agricultural ROW	Total acres	0	0	364	364	411	411

LEVEL 3B COMPARATIVE SCREENING RESULTS, CONT.

N-D N-D-B N-H N-H-B

Ranking Scale: Worst | Negative | Neutral/ Medium | Better/ Good | Best

CRITERIA	METRIC(S)	NO BUILD (REFERENCE)	B (ELEMENT)	N+D	N+D+B	N+H	N+H+B
Residential Displacements	Total displacements	0	0	23	23	26	26
Commercial Displacements	Total displacements	0	0	6	6	6	6
Community/Utility Displacements	Total displacements	0	0	0	0	1	1
Impervious Surface	acres	0	23	287	310	287	311
Sensitive Aquifer Recharge Areas	Intersect with priority area (Yes/No) and priority level.			Highest	Highest	Highest	Highest
Floodplain Impacts	acres	0	0	3.52	3.52	3.52	3.52
Wetlands and Waters of the U.S.	acres	0	0	2.01	2.01	2.97	2.97
Community Resources	Total impacted or displaced	0	0	6	6	6	6
Hazardous Materials	Number of sites.	0	0	12	12	12	12
Historic Resource Impacts	Listed, Eligible, or may be Eligible Resources	0	1	29	30	29	30
Potential Noise Receptors	Residential land use properties within 500 ft of alternative	0	162	513	675	519	681
Conceptual construction costs		0	N/A	$1,202,082,000	$1,321,671,000	$1,414,886,000	$1,534,474,000
Ability to proceed with phased implementation, reducing temporary impacts		0	Can mostly maintain existing number of through lanes in each direction during construction. Frequent access work and adjacent traffic not efficient and more disruptive to traveling public.	See N and D.	See N and D. Can mostly maintain existing number of through lanes in each direction during construction on US-95. Frequent access work and adjacent traffic not efficient and more disruptive to traveling public.	See N and H.	See N and H. Can mostly maintain existing number of through lanes in each direction during construction on US-95. Frequent access work and adjacent traffic not efficient and more disruptive to traveling public.

LEVEL 3A COMPARATIVE SCREENING RESULTS

Ranking Scale: Worst | Negative | Neutral/ Medium | Better/ Good | Best

CRITERIA	METRIC(S)	NO BUILD	NORTH-SOUTH		EAST-WEST		SCENARIOS										
			D	H	M	N	D+B	H+B	M+B	M+D	M+D+B	M+H	M+H+B	N+B	N+D	N+D+B	N+H	N+H+B
PERFORMANCE																		
Ability to address congestion throughout the study area (Volume to capacity ratio) (V/C ratio)	Number of segments on key corridors exceeding 0.9 V/C or Level of Service E across both AM and PM peak hours	43	31	27	23	26	29	26	23	14	12	14	14	23	12	12	14	14
Ability to improve travel times throughout the study area (Total Time Savings)	Average travel time savings compared to No-Build weighted by average corridor traffic volumes	N/A	2,427	1,941	10,325	10,910	3,912	2,927	11,262	12,144	13,126	11,283	12,140	11,954	12,768	13,642	11,767	12,590
Ability to improve travel efficiency within the study area (Vehicle-miles traveled for the network) (VMT)	Change in VMT from the No-Build across both AM and PM peak hours	1,169,993	1,169,980	1,176,564	1,168,884	1,168,018	1,171,943	1,177,504	1,169,794	1,167,794	1,169,741	1,175,280	1,176,212	1,169,515	1,169,174	1,170,299	1,173,457	1,174,477
Ability to improve travel efficiency within the study area (Vehicle-hours traveled for the network) (VHT)	Change in VHT from the No-Build across both AM and PM peak hours	50,720	48,753	48,517	44,890	44,691	48,303	48,020	44,166	43,326	43,060	43,212	42,821	44,137	43,292	42,836	43,209	42,837
How does the alternative effect local access to regional roadways (Based on adding more or improving existing conditions)	Assessment based on no change in access, improved access to existing facilities, or new access.	No improved access.	New access to I-90 for local areas north of I-90.	New access to I-90 for local areas north of I-90. Interchanges generally at existing local roadways.	Improved access between I-90 and SH-53. Improved east-west access near Post Falls, Rathdrum and Hayden.	Improved access between I-90 and SH-53. Improved east-west access near Post Falls, Rathdrum and Hayden.	Alternative D provides access improvement. Alternative B doesn't provide access improvements.	Alternative H provides access improvement. Alternative B doesn't provide access improvements.	Alternative M provides access improvement. Alternative B doesn't provide access improvements.	Alternative M provides access improvement. Alternative D provides new access.	Alternative M provides access improvement. Alternative D provides new access. Alternative B doesn't provide access improvements.	Alternative M provides access improvement. Alternative H provides new access.	Alternative M provides access improvement. Alternative H provides new access. Alternative B doesn't provide access improvements.	Alternative N provides access improvement. Alternative B doesn't provide access improvements.	Alternative N provides access improvement. Alternative D provides new access.	Alternative N provides access improvement. Alternative D provides new access. Alternative B doesn't provide access improvements.	Alternative N provides access improvement. Alternative H provides new access.	Alternative M provides access improvement. Alternative H provides new access. Alternative B doesn't provide access improvements.

LEVEL 3A COMPARATIVE SCREENING RESULTS, CONT.

Ranking Scale: Worst | Negative | Neutral/ Medium | Better/ Good | Best

			NORTH-SOUTH		EAST-WEST		SCENARIOS										
CRITERIA	METRIC(S)	NO BUILD	D	H	M	N	D+B	H+B	M+B	M+D	M+D+B	M+H	M+H+B	N+B	N+D	N+D+B	N+H	N+H+B
RIGHT OF WAY IMPACTS																		
Total ROW Parcels	Count	0	78	112	385	380	78	112	385	451	451	473	473	380	446	446	470	470
Total ROW Acres	Acres	0	100	256	565	548	100	256	565	614	614	662	662	548	598	598	655	655
Residential ROW Parcels	Count	0	17	48	105	98	17	48	105	121	121	148	148	98	114	114	143	143
Residential ROW Acres	Acres	0	14	36	95	108	14	36	95	102	102	112	112	108	116	116	125	125
Commercial ROW Parcels	Count	0	13	14	113	104	13	14	113	121	121	121	121	104	112	112	112	112
Commercial ROW	Acres	0	26	42	153	117	26	42	153	155	155	156	156	117	118	118	119	119
Agricultural ROW Parcels	Count	0	48	50	167	178	48	50	167	209	209	204	204	178	220	220	215	215
Agricultural ROW	Acres	0	60	179	317	324	60	179	317	357	357	394	394	324	364	364	411	411
Residential Displacements	Count	0	1	4	19	22	1	4	19	20	20	23	23	22	23	23	26	26
Commercial Displacements	Count	0	0	0	6	6	0	0	6	6	6	6	6	6	5	5	5	5
Community/Utility Displacements	Count	0	0	1	2	1	0	1	2	2	2	3	3	1	0	0	1	1
Community Resources (ROW Impact or Proximity)	Count	0	2	2	9	8	15	15	22	11	24	11	24	21	7	20	7	20

CRITERIA	METRIC(S)	NO BUILD	D	H	M	N	D+B	H+B	M+B	M+D	M+D+B	M+H	M+H+B	N+B	N+D	N+D+B	N+H	N+H+B
IMPLEMENTATION																		
Conceptual Cost estimate	Millions of 2026 Dollars	N/A	$252	$564	$1,045	$1,038	$371	$675	$1,165	$1,209	$1,329	$1,422	$1,542	$1,158	$1,202	$1,322	$1,415	$1,534
High-level BCA (Traffic Performance and Cost (including ROW and displacements)	Ratio	N/A	0.55	0.22	0.40	0.43	0.45	0.22	0.40	0.44	0.41	0.34	0.33	0.41	0.45	0.43	0.35	0.34

Appendix: C
Meeting displays



RATHDRUM PRAIRIE
AREA TRANSPORTATION STUDY

WELCOME!

Public Meeting #5

Thank you for your interest in the Rathdrum Prairie Area Transportation Study.

The purpose of the meeting is to share the alternatives recommended to be carried forward into the National Environmental Policy Act process after being screened through multiple levels of analysis for performance, impacts, benefits and implementation.

We welcome your input!

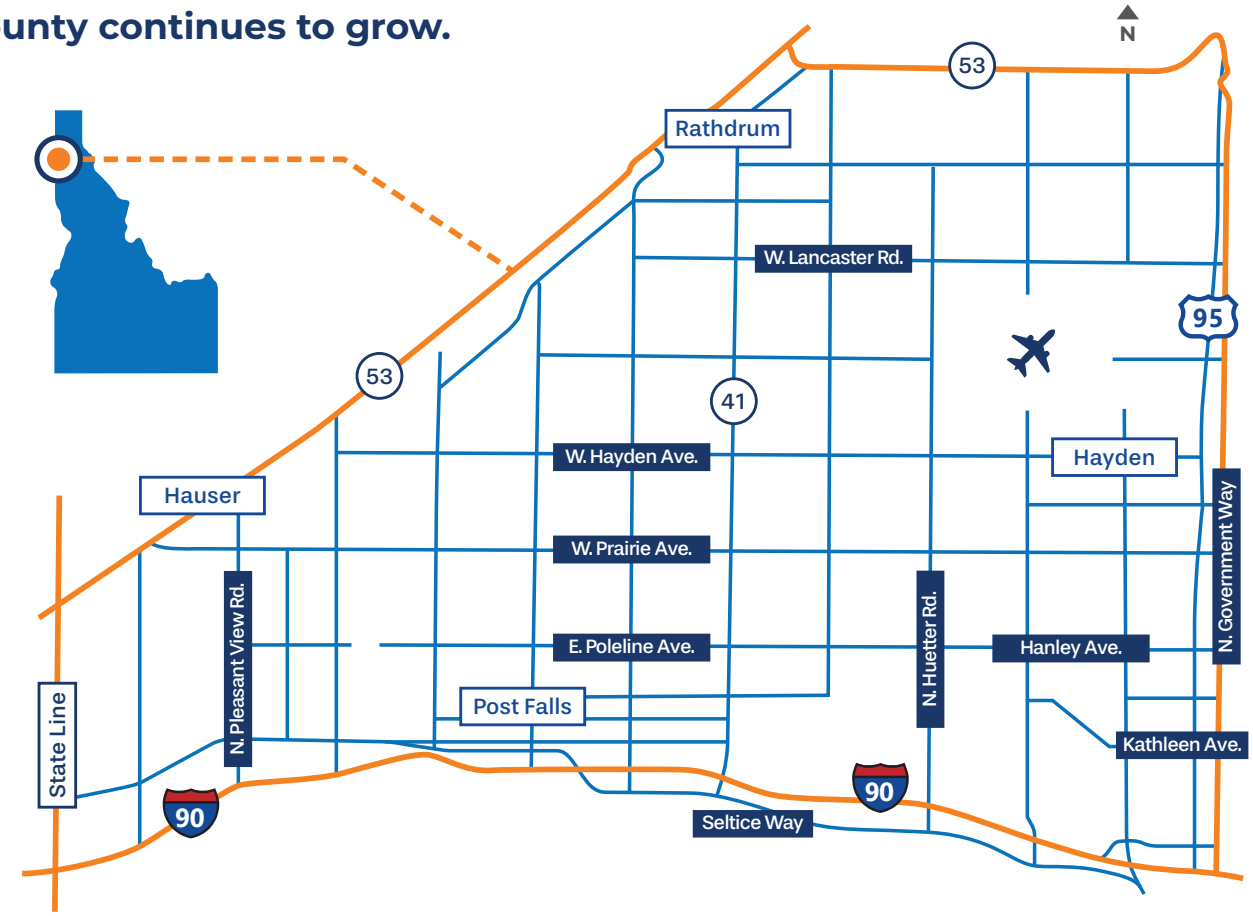
Purpose of the Study

The Rathdrum Prairie Area Transportation Study is looking at ways to improve safety, keep traffic moving efficiently and make the system more reliable as Kootenai County continues to grow.

Needs to be addressed:

- Address safety in areas with high numbers of crashes.
- Proactively plan for more traffic as the area grows.
- Create new, safer and better connections for drivers that also support walkers, bikers and transit users.

Through this study, environmental, community and economic impacts are being considered early in the planning process, before projects advance to formal federal review under NEPA.



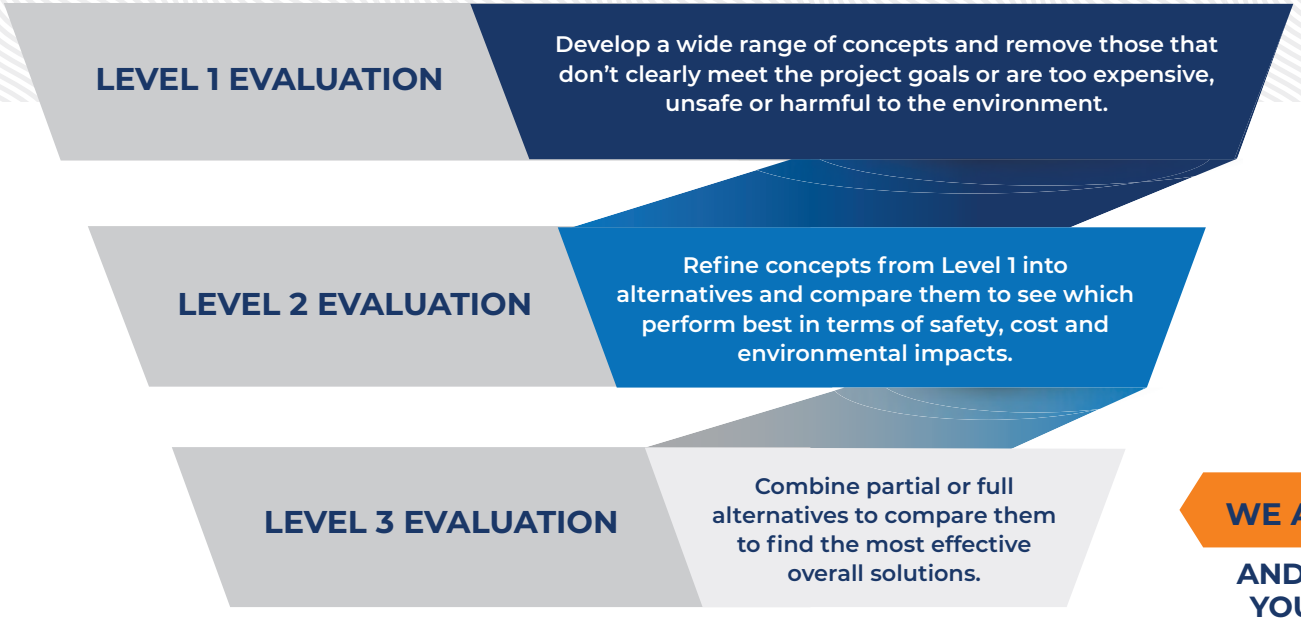
RATHDRUM PRAIRIE AREA TRANSPORTATION STUDY

RATHDRUM PRAIRIE AREA TRANSPORTATION STUDY

Recommendations and planning products, such as the traffic modeling, purpose and need, and alternatives analysis, from the study and public and agency input may be adopted or incorporated into future National Environmental Policy Act (NEPA) studies, per 23 United States Code (USC) 168 or Federal Regulations (CFR) 450.212 and 450.318.

JULY 2026

What is the Evaluation Process?



WE ARE HERE

AND WE NEED YOUR INPUT!

Recommend alternatives from Level 3 evaluation for future NEPA study.

NEPA analysis clears project(s) for federal funding and/or permits, right of way acquisition, final design and construction.

Level 3 Alternatives

The Idaho Transportation Department and the Kootenai Metropolitan Planning Organization gathered public input, used planning best practices, and collaborated with local jurisdictions to reduce 13 Level 2 Alternatives down to four Level 3 Alternatives, along with combinations of each and a US-95 widening element as part of those combinations.

The Level 3 screening process compared each alternative, and combinations of alternatives, based on performance, impacts, benefits and implementation.

For more information, view the "*Preliminary Level 3 Alternative Screening Results: Detailed Screening Matrix*," which includes criteria and rationale.



LEVEL 1

Unconnected concepts/ideas



LEVEL 2

Further developed and combined concepts/ideas into alternatives



LEVEL 3

Alternatives further developed and combined for north-south and east-west solutions.

RATHDRUM PRAIRIE AREA TRANSPORTATION STUDY

RATHDRUM PRAIRIE AREA TRANSPORTATION STUDY

Recommendations and planning products, such as the traffic modeling, purpose and need, and alternatives analysis, from the study and public and agency input may be adopted or incorporated into future National Environmental Policy Act (NEPA) studies, per 23 United States Code (USC) 168 or Federal Regulations (CFR) 450.212 and 450.318.

JULY 2026

Alternatives D H M N

ITD and KMPO reviewed the following alternatives and combinations of alternatives. When reviewing the descriptions below, it will help to understand that an **arterial road** will look like a highway with signals at major intersections. An **access-controlled highway** would be more like a major freeway or interstate with on- and off-ramps at interchanges that allow continuous traffic flow through access points.

Alternative D

Huetter Road widened arterial.

Alternative H

Access-controlled highway along Huetter Road.

Alternative M

Access-controlled highway along Pleasant View Road that then runs parallel to Hayden Avenue, Wyoming Avenue and Lancaster Road to connect with US-95, a widened State Highway 53, and a new Meyer Road Bypass.

Alternative N

Access-controlled highway along Pleasant View Road that then runs parallel to Hayden Avenue and Lancaster Road to connect with US-95, a widened SH-53, and a new Meyer Road Bypass.

Alternatives M and N are very similar, with some differences in the potential new highway location between McGuire Road and Meyer Road. Since they both perform similarly, Alternative N was chosen for performance analysis of the alternative combinations as a representative for both because it has lower impacts. However, it's anticipated that both will be studied under NEPA review.

Alternatives D and H both follow the same north-south route. Alternative D is an arterial road, while Alternative H is an access-controlled highway. It's anticipated that both will be studied under NEPA review.

Alternative Combinations N-D N-D-B N-H N-H-B

ITD and KMPO reviewed possible combinations of Alternatives D, H, M and N. The combinations that included both north-south and east-west alternatives provided the best performance; therefore, those combinations were carried forward.* In addition, each combination includes a multi-use path, or space for a future path, along improved corridors. Alternative B did not perform well for the whole study area on its own, but it does improve US-95 congestion and helps overall performance when combined with east-west alternatives.

ITD and KMPO reviewed the following combinations of alternatives.

Alternatives N-D

Huetter Road widened arterial combined with an access-controlled highway along Pleasant View Road that then runs parallel to Hayden Avenue and Lancaster Road to connect with US-95, a widened SH-53, and a new Meyer Road Bypass.

Alternatives N-H

Access-controlled highway along Huetter Road that connects to an access-controlled highway along Pleasant View Road that then runs parallel to Hayden Avenue and Lancaster Road to connect with US-95, a widened SH-53, and a new Meyer Road Bypass.

Alternatives N-D-B

Huetter Road widened arterial combined with an access-controlled highway along Pleasant View Road that then runs parallel to Hayden Avenue and Lancaster Road to connect with US-95, a widened SH-53, a new Meyer Road Bypass, and a widened US-95.

Alternatives N-H-B

Access-controlled highway along Huetter Road that connects to an access-controlled highway along Pleasant View Road that then runs parallel to Hayden Avenue and Lancaster Road to connect with US-95, a widened SH-53, a new Meyer Road Bypass, and a widened US-95.

Element B: Combination-Only Alternative

Alternative B is not considered a stand-alone alternative but was retained as an element in combination with other alternatives. Alternative B, presented in earlier meetings, would widen US-95 to three lanes in each direction and improve intersections from Interstate 90 to SH-53.

** For more detail, see "Level 3 Screening Matrix & Traffic Analysis" handout.*

Level 3A to 3B Screening

Criteria

- Volume to capacity ratio
- Travel time savings
- Vehicle miles traveled
- Vehicle hours traveled
- Access improvements
- Right of way impacts
- Cost estimate
- Benefit-cost analysis

Assessed in Level 3B

N-D

N-D-B

N-H

N-H-B

Lower performance benefits

D-B

H-B

M-B

N-B

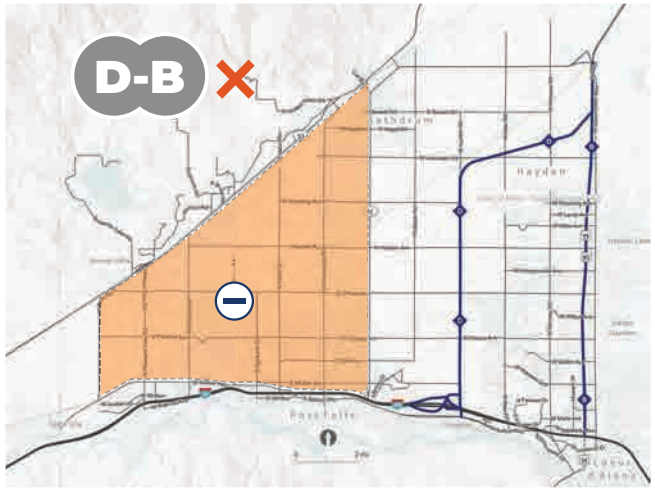
Alternative N used as proxy for Alternative M

M-D

M-D-B

M-H

M-H-B







= Indicates areas of the prairie that would not see significant benefits to travel times or congestion.

Elements Retained During the Study

Proposed improvements that would not individually meet the purpose and need alone but have either been incorporated into the alternatives, or combinations of alternatives or could be considered separately by ITD or local agencies in the future.



Prairie-Wide Elements:

- Consolidate railroad crossings and replace with overpasses
- Provide I-90 crossings for trails, bikes and pedestrians
- Update existing Non-Motorized Transportation Plans
- Expand public transit service (shorter wait times, more routes)
- Incorporate transit use and connections into project implementation
- Update signal timing plans for highways and arterials
- Create a Traffic Management Center and incorporate Intelligent Transportation Systems to help improve congestion
- Consolidate driveways and intersections on major arterial roadways



Location-Specific Elements:

- Pathway or trail extension: Hayden Avenue (from Huetter Road to Government Way)
- Consolidate driveways/intersections on SH-53
- Implement location-specific crash countermeasures (see *"Crash Countermeasures"* boards)
- Alternative B: Widen US-95 to three lanes in each direction and improve intersections from I-90 to SH-53.
- Widened or extended arterials
  - Prairie Avenue (two-lane from Beck Road to McGuire Road; four-lane from McGuire Road to SH-41)
  - Chase Road (four-lane from Seltice Way to Burlington Road)
  - Meyer Road (four-lane from Prairie Avenue to Wyoming Avenue)
  - Lancaster Road (four-lane from Huetter Road to US-95)
  - Hayden Avenue, phase 1 (four-lane from McGuire Road to US-95)
  - 16th Avenue, Post Falls (extended four-lane from Meyer Road to Huetter Road)

Crash Countermeasures for Consideration

During the study, the project team evaluated crash trends at key intersections and roadway segments and identified possible measures to address those trends. These elements have been retained for future consideration by ITD, KMPO and local agencies.

Intersections

Signing & warning enhancements

- **A** Install oversized advance intersection warning signs
- **B** Install oversized "Stop Ahead" warning signs & oversized "Stop" signs with flashing beacons
- **C** Install advance signal warning flashers for isolated signal

Intersection control changes

- **D** Convert intersection to roundabout

Signal improvements

- **E** Install reflective backgrounds on traffic signal heads
- **F** Update yellow signal times to reduce drivers running red lights
- **G** Improve signal timing progression

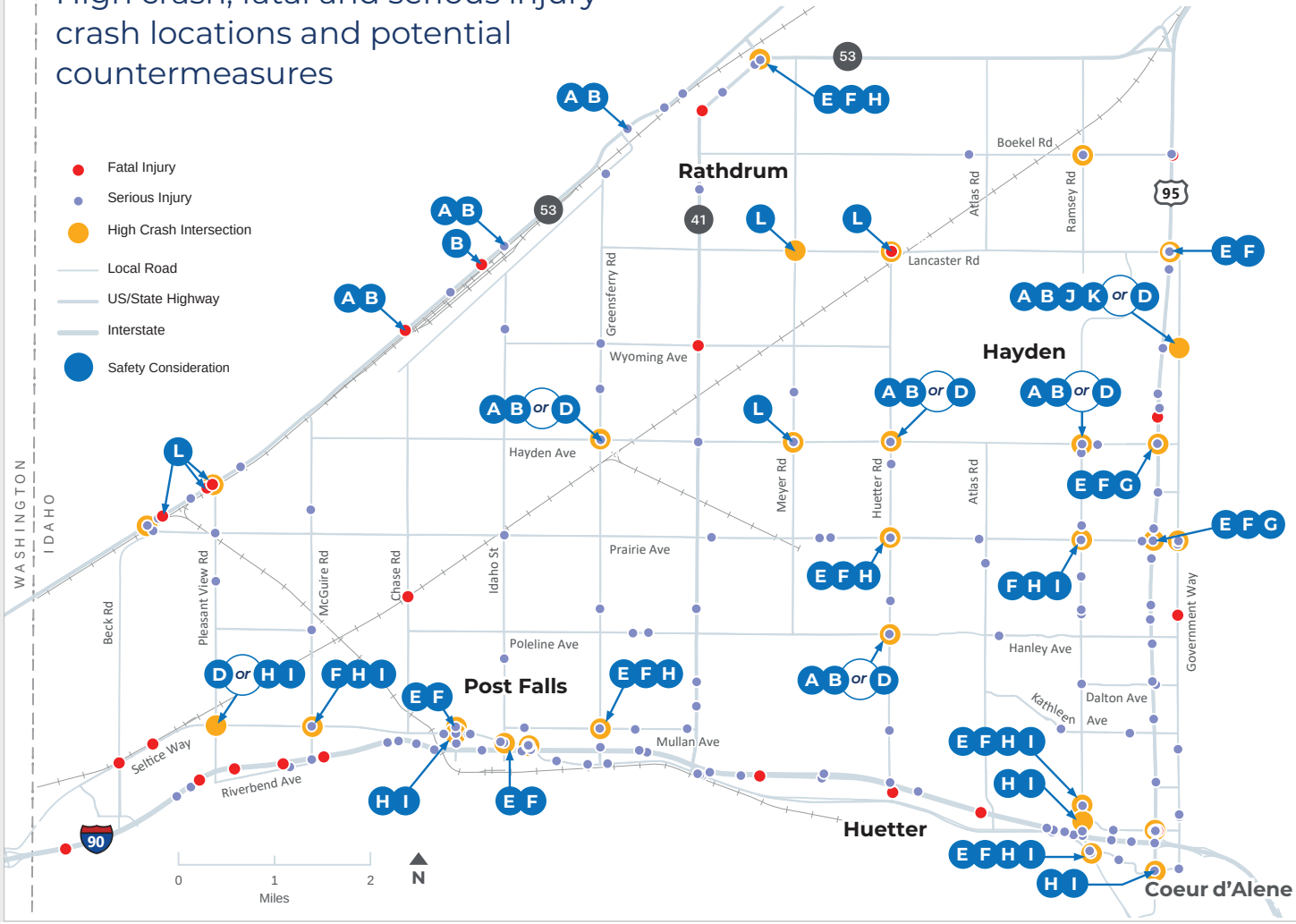
Left-turn safety improvements

- **H** Convert flashing yellow arrow left turn signals to green arrows
- **I** Install left turn lanes so drivers have better sight distance

Capacity improvements

- **J** Install left-turn and/or right-turn lanes on uncontrolled approaches
- **K** Provide adequate intersection sight distance
- **L** Improvements designed and/or constructed at this location since the study began

High crash, fatal and serious injury crash locations and potential countermeasures



Crash Countermeasures for Consideration

During the study, the project team evaluated crash trends at key intersections and roadway segments and identified possible measures to address those trends. These elements have been retained for future consideration by ITD, KMPO and local agencies.

Segments

Roadway lighting & visibility

1. Add street lighting
2. Add lighting at railroad crossing
3. Paint wider edge lines
4. Install advance curve warning signs and chevron signs on curve

Rumble strips & pavement treatments

5. Install shoulder and/or centerline rumble stripes
6. Remove drop-off from pavement edge

Roadside and cross-section improvements

7. Flatten roadside slope
8. Install guardrail
9. Widen lanes at railroad crossing

Access management

10. Restrict left turns at driveways
11. Combine or close redundant driveways

Pedestrian safety

12. Provide mid-block pedestrian crossings
13. Install crosswalk markings at stop-controlled intersections

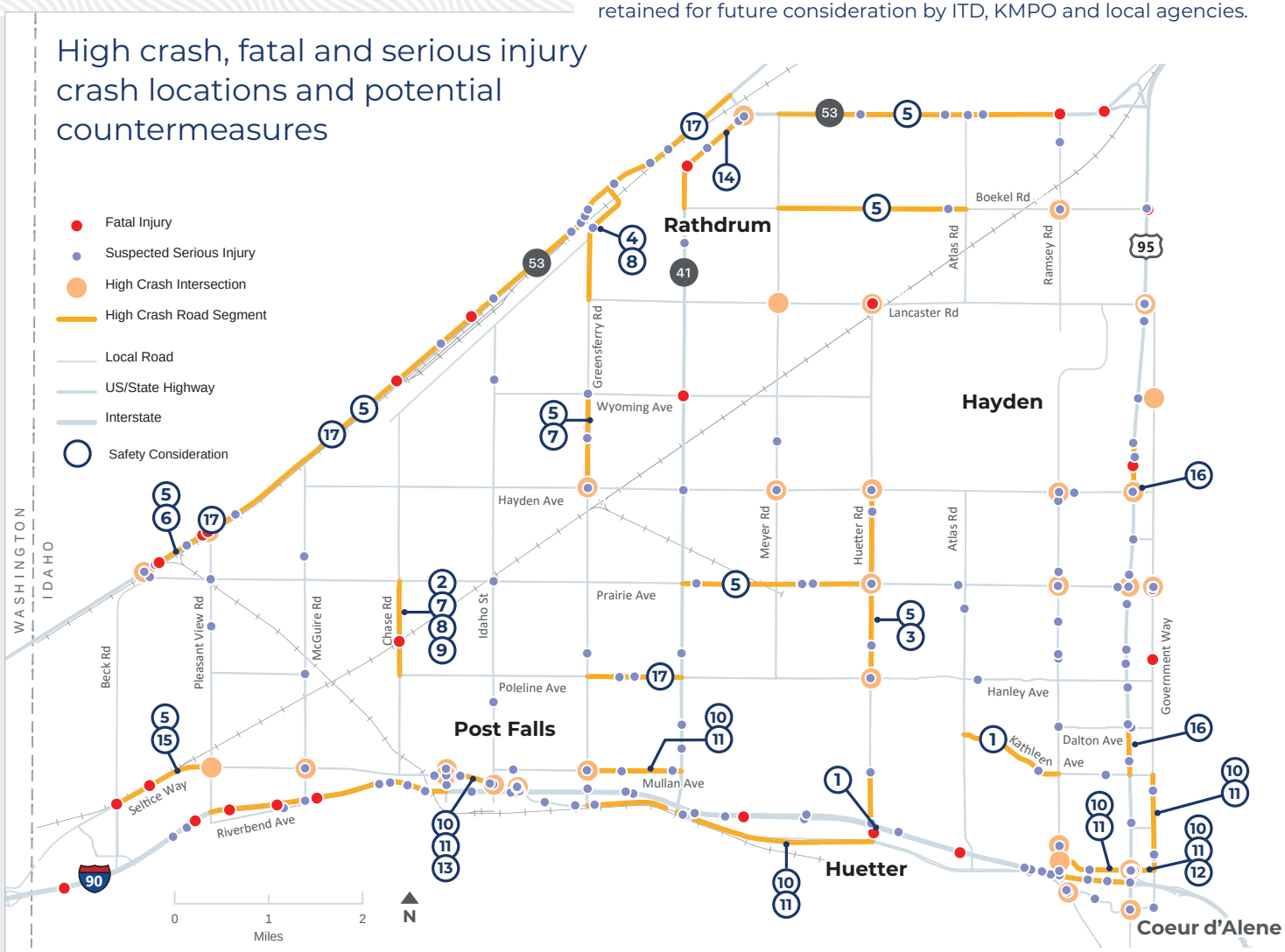
Roadway reconfiguration

14. Convert 2-lane undivided roadway to 3-lane with continuous two-way left-turn lane
15. Convert 4-lane undivided roadway to 4-lane divided roadway

Traffic operations

16. Improve signal timing progression
17. Improvements designed or constructed at this location since the study began

High crash, fatal and serious injury crash locations and potential countermeasures



Environmental Considerations

Alternatives were evaluated through a screening process to determine how well they meet the project's Purpose and Need. The screening process also included an initial review of environmental criteria in anticipation of a more in-depth NEPA review. The following criteria were considered:

Community resources

Cultural and historic resources

Floodplains

Hazards and hazardous materials

Increasing impervious surfaces and aquifer considerations

Land use and property impacts

- Agricultural
- Commercial
- Residential

Local and regional planning

Potential noise receptors

Wetlands and Waters of the U.S.





Level 3 Alternative Impact Summary*

For more detail, see *"Level 3 Screening Matrix & Traffic Analysis"* handout.

Impacts and Benefits

	ALTERNATIVE D	ALTERNATIVE H	ALTERNATIVE M	ALTERNATIVE N
New I-90 Interchange access	Yes	Yes	No	No
Improved transit, bicycle and pedestrian corridor potential	1 corridor	1 corridor	3 corridors	3 corridors
Total right of way parcels potentially affected	78	112	385	380
Total right of way acres potentially acquired	100 acres	256 acres	565 acres	548 acres
Agriculture acres potentially acquired	60 acres	220 acres	317 acres	324 acres
Residential displacements	1 property	4 properties	19 properties	22 properties
Commercial displacements	0	0	6	6
Residential properties potentially impacted by noise	99	110	424	412
Flood plain impacts	None	None	3.5 acres	3.5 acres
Historic resource impacts	4	5	26	27
Conceptual cost	$252 million	$564 million	$1.05 billion	$1.04 billion

Performance

		No-Build Alternative *Existing Conditions*	D	H	M	N
Number of intersections that will improve to Level of Service D or better compared to the No-Build Alternative (77 intersections analyzed in No-Build Alternative)**	AM	24 of 77: LOS E or F	7 » improved to LOS D or better	7 » improved to LOS D or better	7 » improved to LOS D or better	7 » improved to LOS D or better
	PM	51 of 77: LOS E or F	8 » improved to LOS D or better	12 » improved to LOS D or better	14 » improved to LOS D or better	15 » improved to LOS D or better
Average cumulative minutes saved during the morning and evening rush hours (minutes saved times the number of vehicles)***		0	10,076	15,586	13,862	15,390
Percent change from No-Build Alternative predictions for future predicted total segment-related crash frequencies	I-90	201 crashes/year	▼ - 10%	▼ - 9%	▼ - 4%	▼ - 4%
	SH-41	52 crashes/year	▼ - 18%	▼ - 26%	▼ - 22%	▼ - 25%
	SH-53: Pleasant View Road to SH-41	44 crashes/year	▬ 0%	▼ - 1%	▲ + 14%	▲ + 26%
	SH-53: SH-41 to US-95	15 crashes/year	▼ - 28%	▼ - 26%	▼ - 49%	▼ - 50%
	US-95	52 crashes/year	▼ - 5%	▼ - 6%	▼ - 4%	▬ 0%
Percent change from No-Build Alternative predictions for future predicted segment-related crash frequencies for fatal and injury crashes	I-90	63 crashes/year	▼ - 9%	▼ - 7%	▼ - 4%	▼ - 4%
	SH-41	15 crashes/year	▼ - 18%	▼ - 26%	▼ - 22%	▼ - 25%
	SH-53: Pleasant View Road to SH-41	13 crashes/year	▬ 0%	▼ -1%	▲ + 16%	▲ + 27%
	SH-53: SH-41 to US-95	4 crashes/year	▼ - 31%	▼ - 30%	▼ - 41%	▼ - 42%
	US-95	15 crashes/year	▼ - 5%	▼ - 6%	▼ - 4%	▬ 0%

* *All data is preliminary and may be refined during NEPA review.*
** *AM peak hours: 7-9 am / PM peak hours: 4-6 pm.*
*** *See "Level 3 Alternatives Traffic Analysis" handout for more detail.*

RATHDRUM PRAIRIE AREA TRANSPORTATION STUDY

RATHDRUM PRAIRIE AREA TRANSPORTATION STUDY

Recommendations and planning products, such as the traffic modeling, purpose and need, and alternatives analysis, from the study and public and agency input may be adopted or incorporated into future National Environmental Policy Act (NEPA) studies, per 23 United States Code (USC) 168 or Federal Regulations (CFR) 450.212 and 450.318.

JULY 2026

Level 3 Alternative Combinations Impact Summary*

For more detail, see *"Level 3 Screening Matrix & Traffic Analysis"* handout.

Impacts and Benefits

	ALTERNATIVE B	ALTERNATIVE N-D	ALTERNATIVE N-D-B	ALTERNATIVE N-H	ALTERNATIVE N-H-B
New I-90 Interchange access	No	Yes	Yes	Yes	Yes
Improved transit, bicycle and pedestrian corridor potential	1 Corridor	4 corridors	5 corridors	4 corridors	5 corridors
Total right of way parcels potentially affected	0	446	446	470	470
Total right of way acres potentially acquired	0	598 acres	598 acres	655 acres	655 acres
Agriculture acres potentially acquired	0	364 acres	364 acres	411 acres	411 acres
Residential displacements	0	23 properties	23 properties	26 properties	26 properties
Commercial displacements	0	6	6	6	6
Residential properties potentially impacted by noise	162	513	675	519	681
Flood plain impacts	No	3.5 acres	3.5 acres	3.5 acres	3.5 acres
Historic resource impacts	0	29	30	29	30
Conceptual cost	0	$1.2 billion	$1.3 billion	$1.4 billion	$1.5 billion

Performance

		No-Build Alternative *Existing Conditions*	N-D	N-D-B	N-H	N-H-B
Number of intersections that will improve to Level of Service D or better compared to the No-Build Alternative (77 intersections analyzed in No-Build Alternative)**	AM	24 of 77: LOS E or F	14 » improved to LOS D or better	17 » improved to LOS D or better	14 » improved to LOS D or better	16 » improved to LOS D or better
	PM	51 of 77: LOS E or F	23 » improved to LOS D or better	30 » improved to LOS D or better	23 » improved to LOS D or better	30 » improved to LOS D or better
Average cumulative minutes saved during the morning and evening rush hours (minutes saved times the number of vehicles)***		0	19,460	24,953	22,818	26,847
Percent change from No-Build Alternative predictions for future predicted total segment-related crash frequencies	I-90	201 crashes/year	▼ - 14%	▼ - 14%	▼ - 12%	▼ - 13%
	SH-41	52 crashes/year	▼ -35%	▼ - 36%	▼ - 42%	▼ - 43%
	SH-53: Pleasant View Road to SH-41	44 crashes/year	▲ + 24%	▲ + 24%	▲ + 22%	▲ + 24%
	SH-53: SH-41 to US-95	15 crashes/year	▼ - 54%	▼ - 49%	▼ - 56%	▼ - 53%
	US-95	52 crashes/year	▼ - 9%	▲ + 8%	▼ - 11%	▲ + 35%
Percent change from No-Build Alternative predictions for future predicted segment-related crash frequencies for fatal and injury crashes	I-90	63 crashes/year	▼ - 12%	▼ - 13%	▼ - 10%	▼ - 11%
	SH-41	15 crashes/year	▼ -35%	▼ - 36%	▼ - 42%	▼ - 42%
	SH-53: Pleasant View Road to SH-41	13 crashes/year	▲ + 26%	▲ + 26%	▲ + 24%	▲ + 26%
	SH-53: SH-41 to US-95	4 crashes/year	▼ - 46%	▼ - 41%	▼ - 49%	▼ - 46%
	US-95	15 crashes/year	▼ - 9%	▲ + 56%	▼ - 11%	▲ + 95%

* *All data is preliminary and may be refined during NEPA review.*
** *AM peak hours: 7-9 am / PM peak hours: 4-6 pm.*
*** *See "Level 3 Screening Matrix & Traffic Analysis" handout for more detail.*

Traffic Level of Service

Level of Service	What This Looks Like	Descriptions
A		Highest level of service. Traffic flows freely with little or no restrictions on maneuverability. **No Delays**
B		Traffic flows freely, but drivers have slightly less freedom to maneuver. **No Delays**
C		Density becomes noticeable with ability to maneuver limited by other vehicles. **Minimal Delays**
D		Speed and ability to maneuver is severely restricted by increasing density of vehicles. **Minimal Delays**
E		Unstable traffic flow. Speeds vary greatly and are unpredictable. **Moderate Delays**
F		Traffic flow is unstable, with brief periods of movement followed by forced stops. **Significant Delays**

Source: 2000 HCM, Exhibit 21-3, Speed-Flow Curves with LOS Criteria for Multi-Lane Highways.

- Anticipated traffic congestion was measured at select intersections throughout the study area by assigning a letter grade, A through F, where A is the least congested, and F is the most congested.
- Generally, ITD and KMPO seek to achieve a Level of Service C or D in the future analysis year. This reflects a deliberate balance between mobility and cost; avoiding the high expense of building and maintaining oversized facilities to accommodate Level of Service A or B while still providing reliable and reasonably consistent mobility for drivers.

Performance: Traffic Benefits

As part of screening alternatives for performance, ITD and KMPO estimated benefits to travel time and congestion. A supplemental handout* is available at this meeting with graphics for each alternative that show the following:

Level of Service Maps



The change in Level of Service, or LOS, is determined by comparing the No-Build Alternative to future traffic conditions (in 2045) under each scenario.

- **Orange:** Intersections that were LOS E or F in the No-Build Alternative that remained LOS E or F with the alternative.
- **Yellow:** Intersections that were LOS D or better in the No-Build Alternative that remained LOS D or better with the alternative.
- **Dark green:** LOS improved from LOS D, E or F to LOS C or better with the alternative.
- **Light green:** LOS improved from LOS E or F to LOS D with the alternative.
- **Red:** LOS degraded from LOS D or better to LOS E or F with the alternative.
- **Blue:** Alternative alignment.

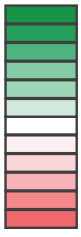
Travel Time Tables



Travel Times Along Major Corridors and Travel Paths (in minutes)		No-Build Alternative		Alternative D	
Corridor	Direction	Travel Times (AM Peak Hour)	Travel Times (PM Peak Hour)	Travel Times (AM Peak Hour)	Travel Times (PM Peak Hour)
US-95	NB	14.75	44.37	14.66	37.56
	SB	24.04	24.16	20.72	20.26
SH-41	NB	15.27	29.56	14.25	24.85
	SB	16.26	21.85	14.25	18.98
SH-53	EB	15.04	22.55	14.88	22.77
	WB	15.61	20.63	15.25	19.40
Prairie Ave.	EB	20.34	21.84	19.44	21.04
	WB	16.61	23.90	16.48	22.47
Seltice Way	EB	24.95	33.34	22.21	31.43
	WB	18.50	45.75	17.76	44.91
Path 1	(NB / EB)	24.26	55.12	23.60	47.98
	(SB / WB)	32.82	34.72	29.49	31.50
Path 2	(NB / EB)	24.17	36.77	24.00	32.25
	(SB / WB)	26.46	31.28	24.32	26.73
Path 3	(NB / EB)	-	-	-	-
	(SB / WB)	-	-	-	-
Path 4	(NB / EB)	-	-	21.84	24.14
	(SB / WB)	-	-	23.77	29.13

Travel times and travel time changes on study routes were compared to future travel time estimates (in 2045) if no additional improvements were made (also known as the No-Build Alternative).

- Green indicates improvements to travel times and congestion. The darker the green, the greater the improvement.
- Red indicates a worsened condition of travel time and congestion.



← **Greater improvements** to travel time and congestion.

← No-Build Alternative.

← **Worsened condition** of travel time and congestion.

* See handout, *"Level 3 Screening Matrix and Traffic Analysis."*

Travel Time Analysis

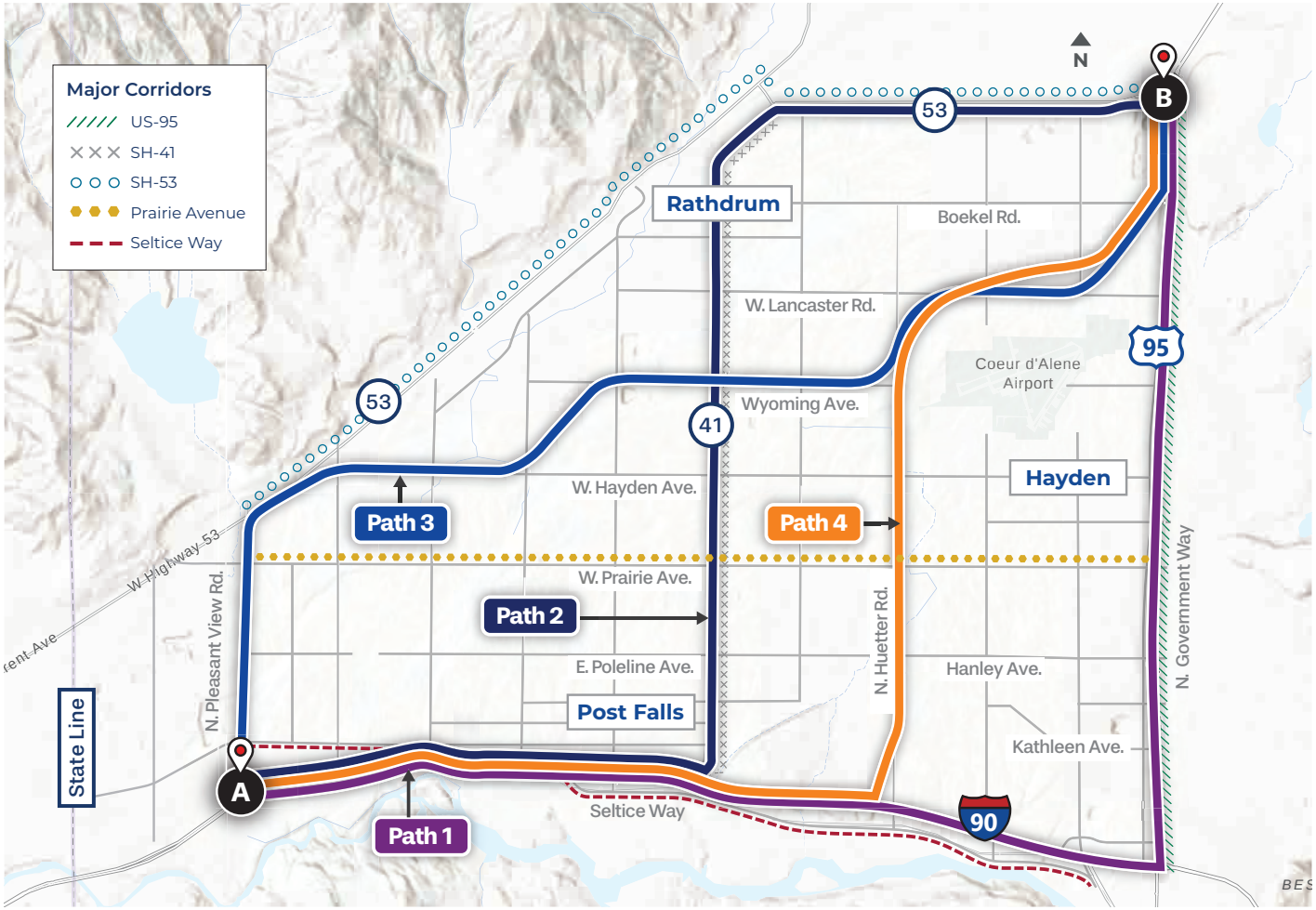
In the travel time tables, each alternative was compared against five major corridors and four travel "paths" within the study area. These were analyzed to understand improvements in time during the morning and evening rush hours (7 – 9 a.m. and 4 – 6 p.m.) in the "forward," point A to point B direction, and in the "reverse," point B to point A direction. Refer to the ***"Level 3 Screening Matrix & Traffic Analysis"**** for detailed travel time savings information.

Path 1: Existing I-90, US-95

Path 2: Existing I-90, SH-41 and SH-53

Path 3: Proposed Alternative M or Alternative N alignment

Path 4: Existing I-90 and proposed Alternative D or Alternative H alignment

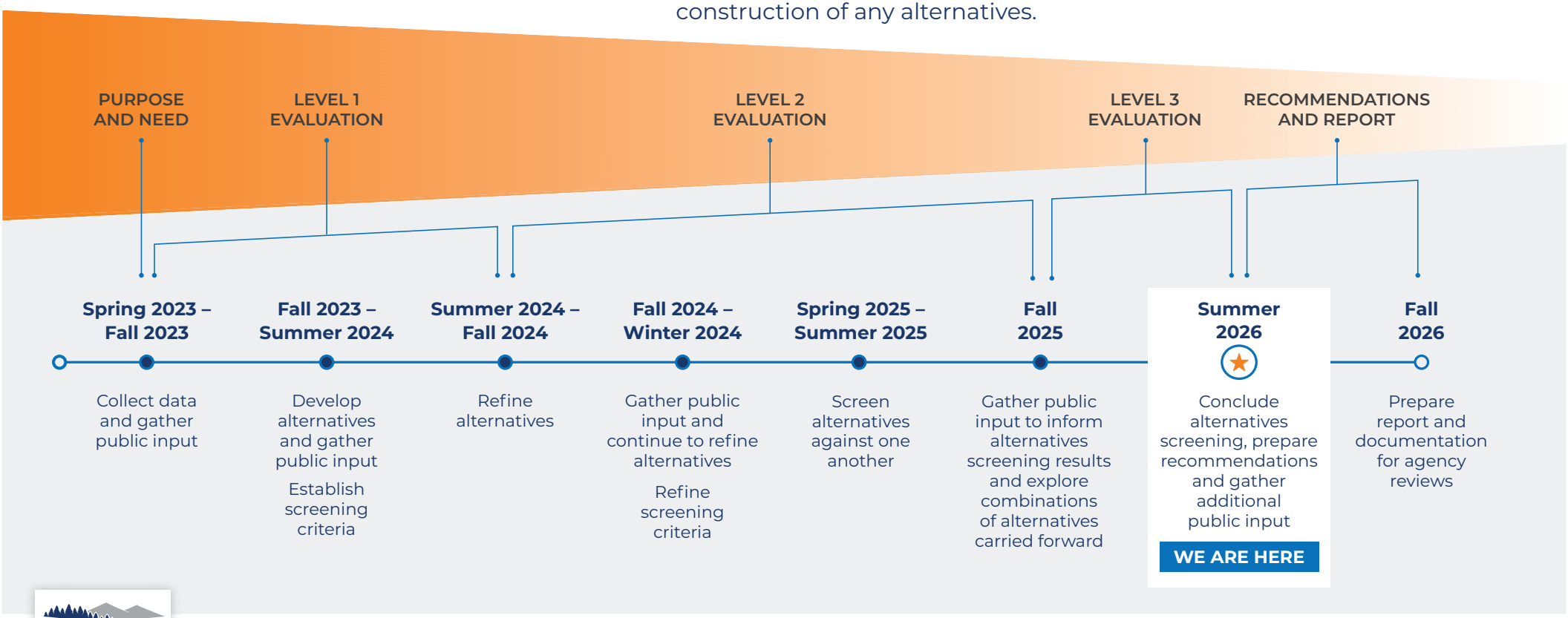


* Available as a handout.

Where Are We in the Process?

ITD and KMPO initiated the study in 2022 and began collecting data, evaluating alternatives and engaging the public. Since then, the study has gone through three rounds of screening and technical review with public input helping shape options along the way.

Now, in 2026, is the final opportunity for public involvement and feedback as part of this study. Public comment received during this phase will help shape the final study recommendations before the report is complete this fall. Right now, there is no funding beyond the NEPA process for further preliminary design or future construction of any alternatives.



RATHDRUM PRAIRIE AREA TRANSPORTATION STUDY

RATHDRUM PRAIRIE AREA TRANSPORTATION STUDY

Recommendations and planning products, such as the traffic modeling, purpose and need, and alternatives analysis, from the study and public and agency input may be adopted or incorporated into future National Environmental Policy Act (NEPA) studies, per 23 United States Code (USC) 168 or Federal Regulations (CFR) 450.212 and 450.318.

JULY 2026

What's Next

ITD and KMPO will complete the study report in fall 2026 and the alternatives may move into the NEPA process. The final report will be published at itdprojects.idaho.gov/project/rathdrum-prairie-pel-study.

POST-STUDY PROCESS



NEPA requires agencies to assess environmental effects of proposed actions prior to making decisions.

Submit a Comment



Public input has been a key part of this study and will continue to help guide decisions through the NEPA process. The feedback will be considered alongside technical, environmental and engineering information and best practices.

Please fill out a comment form and place it in the comment box, or scan the QR code to comment online.

*While your comments are always welcome, only comments received by **July 22** will be considered official feedback as part of this round of public involvement.*

RATHDRUM PRAIRIE
AREA TRANSPORTATION STUDY

Thank You for Joining Today!

ITD and KMPO are actively working with the public and encourage your input. To stay involved, sign up for email updates on the website.

Contact Us

For questions, comments or to reach the study team:

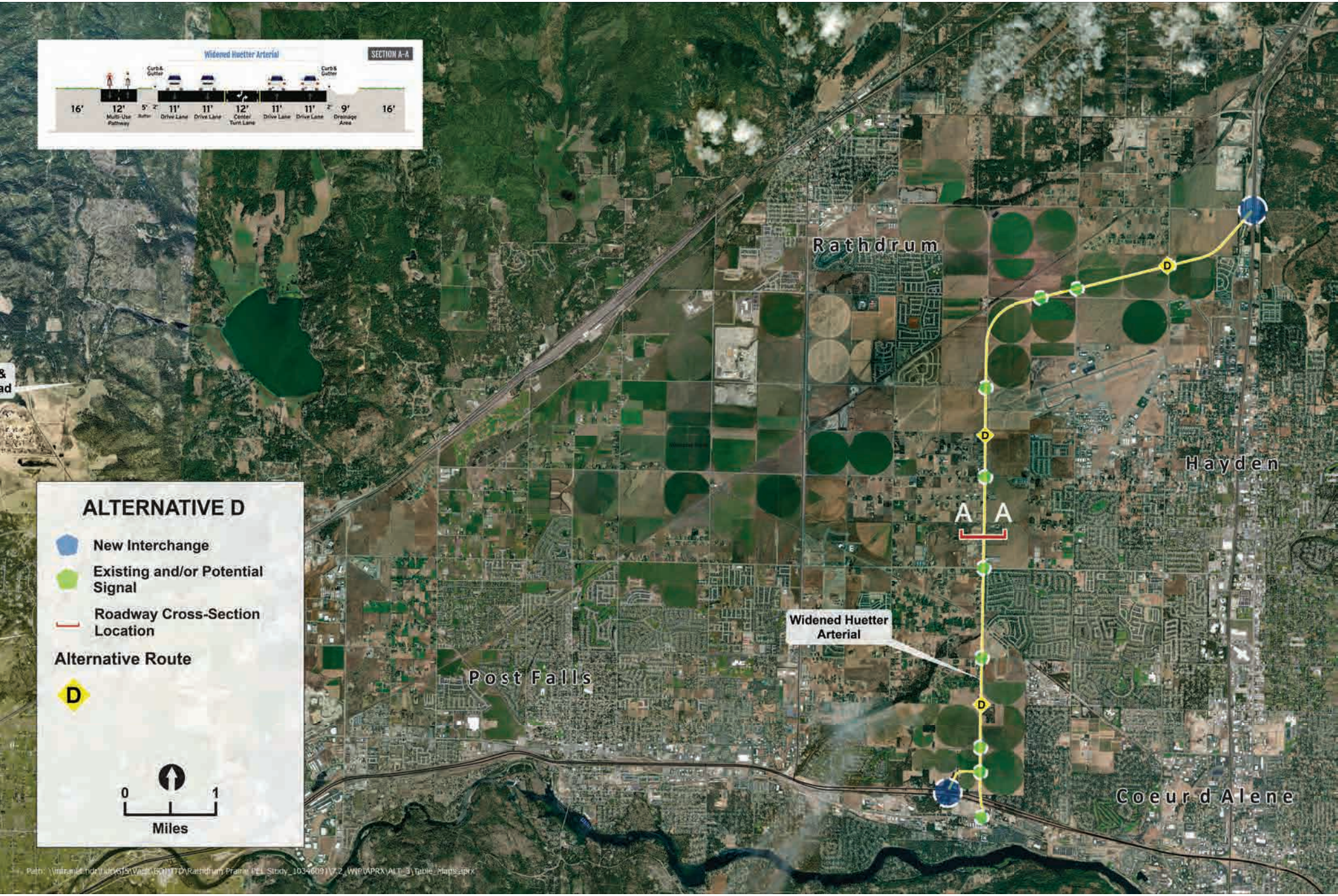
Call: 208-772-1230

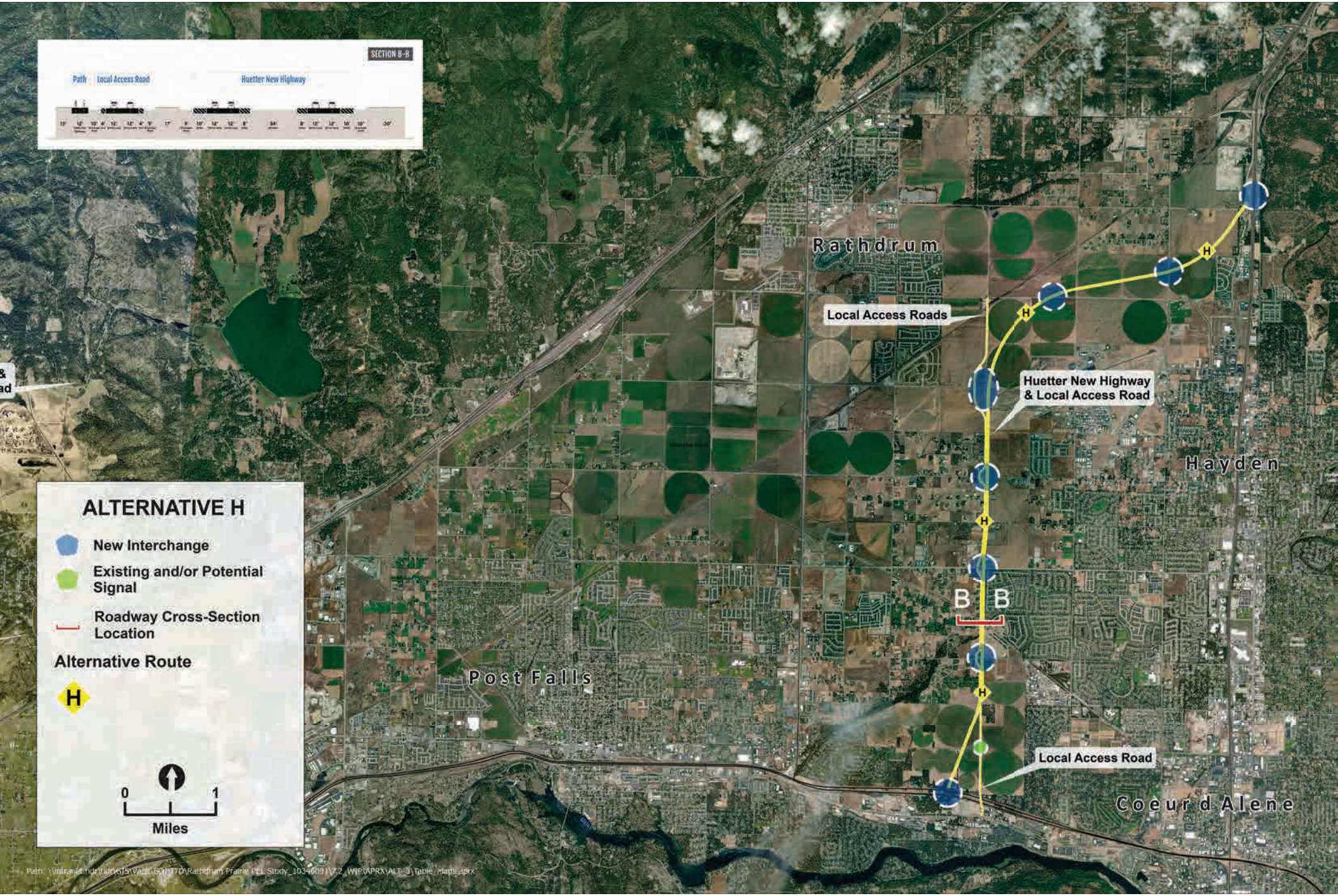
Email: info@rathdrumprairiepel.com

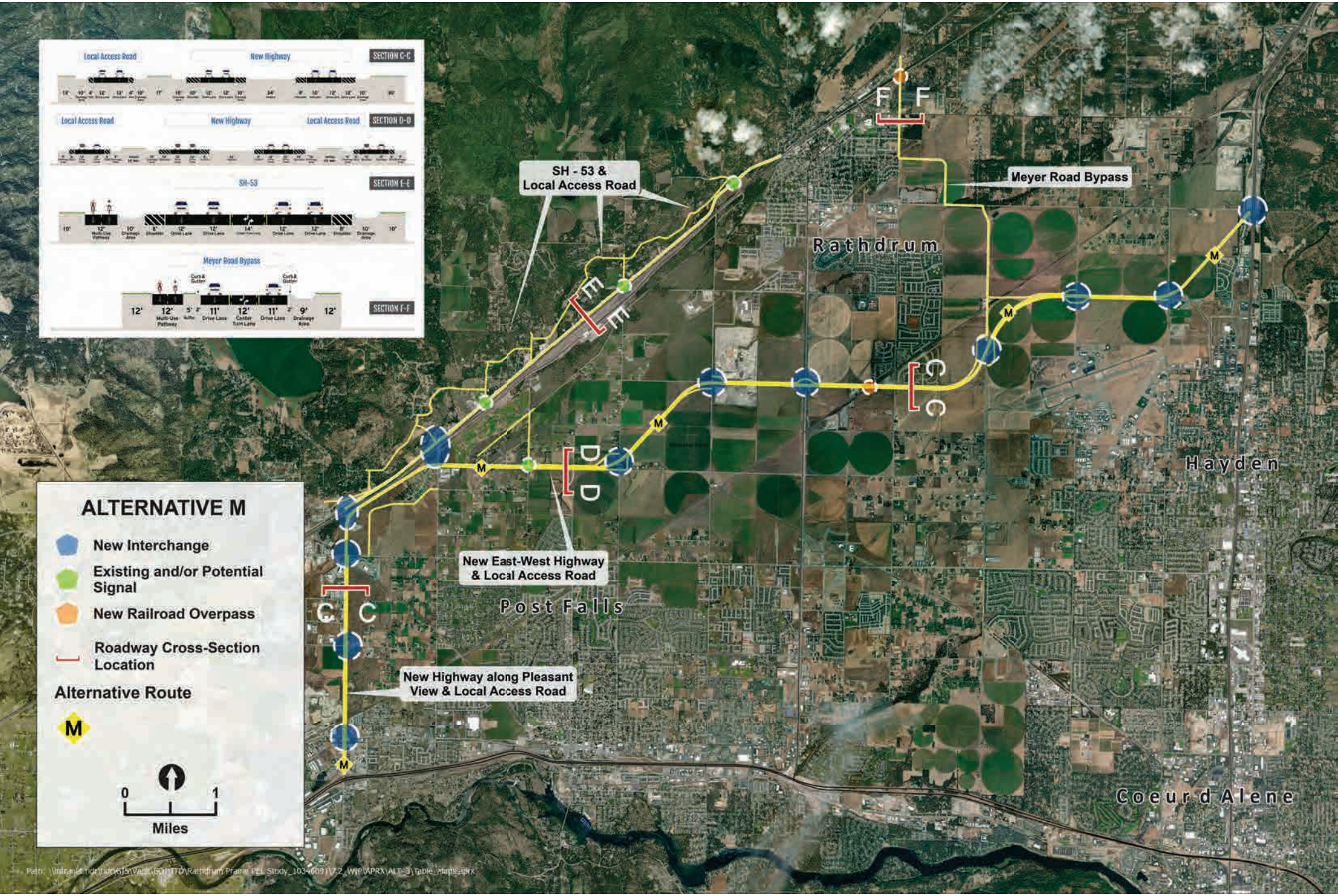
Website: itdprojects.idaho.gov/pages/rathdrum-prairie-pel
Track the study's progress online.

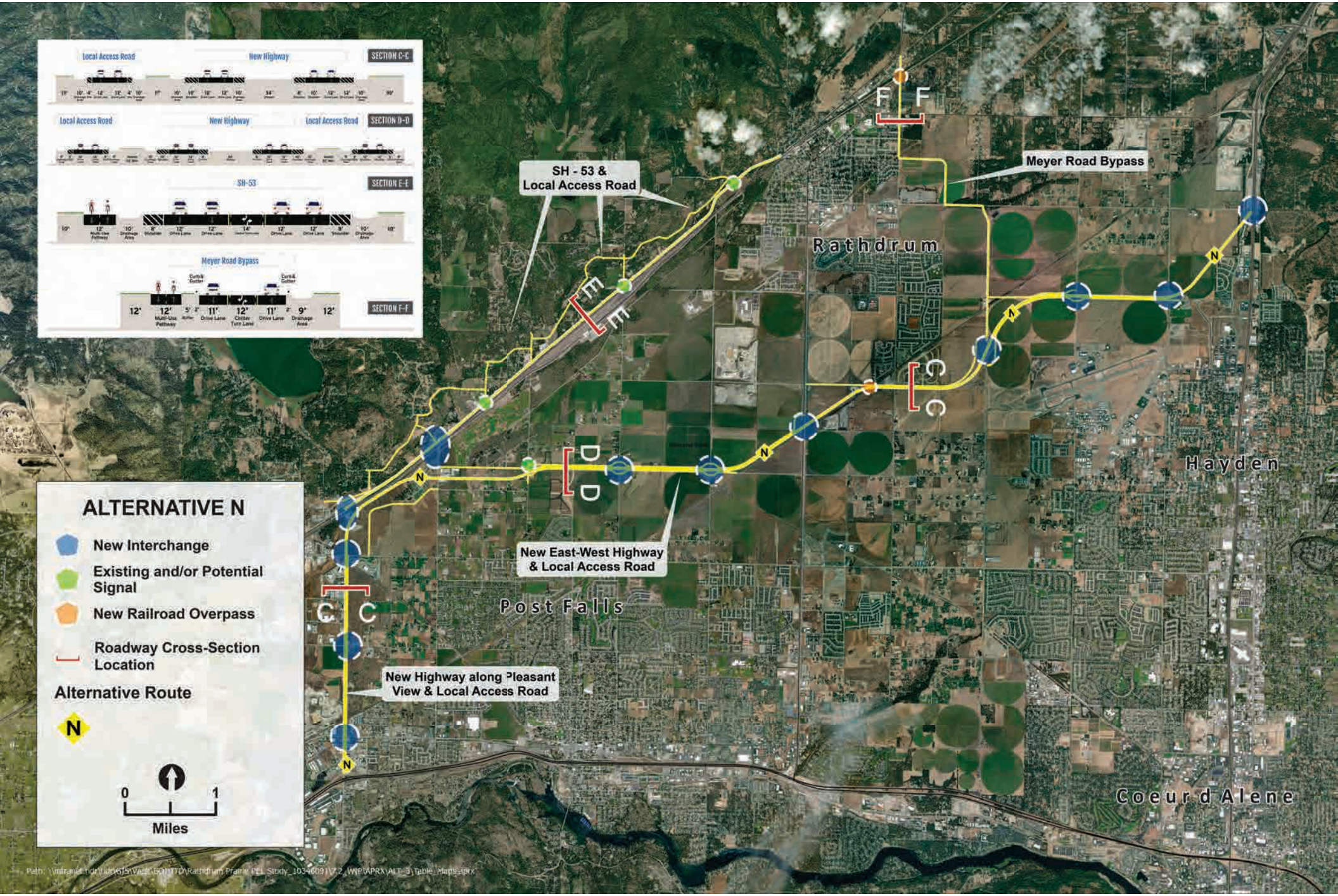
Mail: ITD District 1
Attn: Carrie Ann Hewitt, P.E.
600 W. Prairie Ave.
Coeur d'Alene, ID 83815-8764

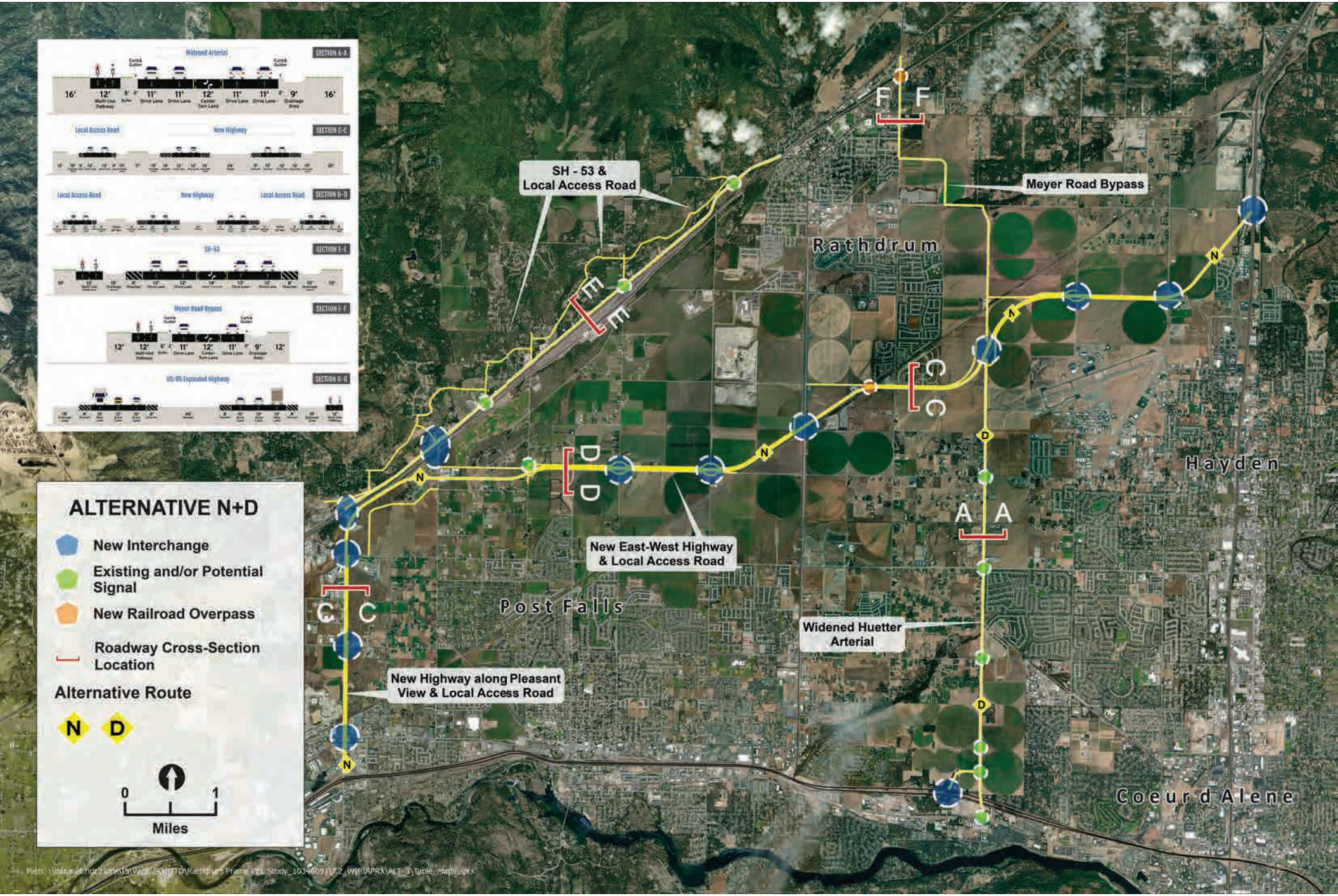
« *Scan the QR code to visit the project webpage.*

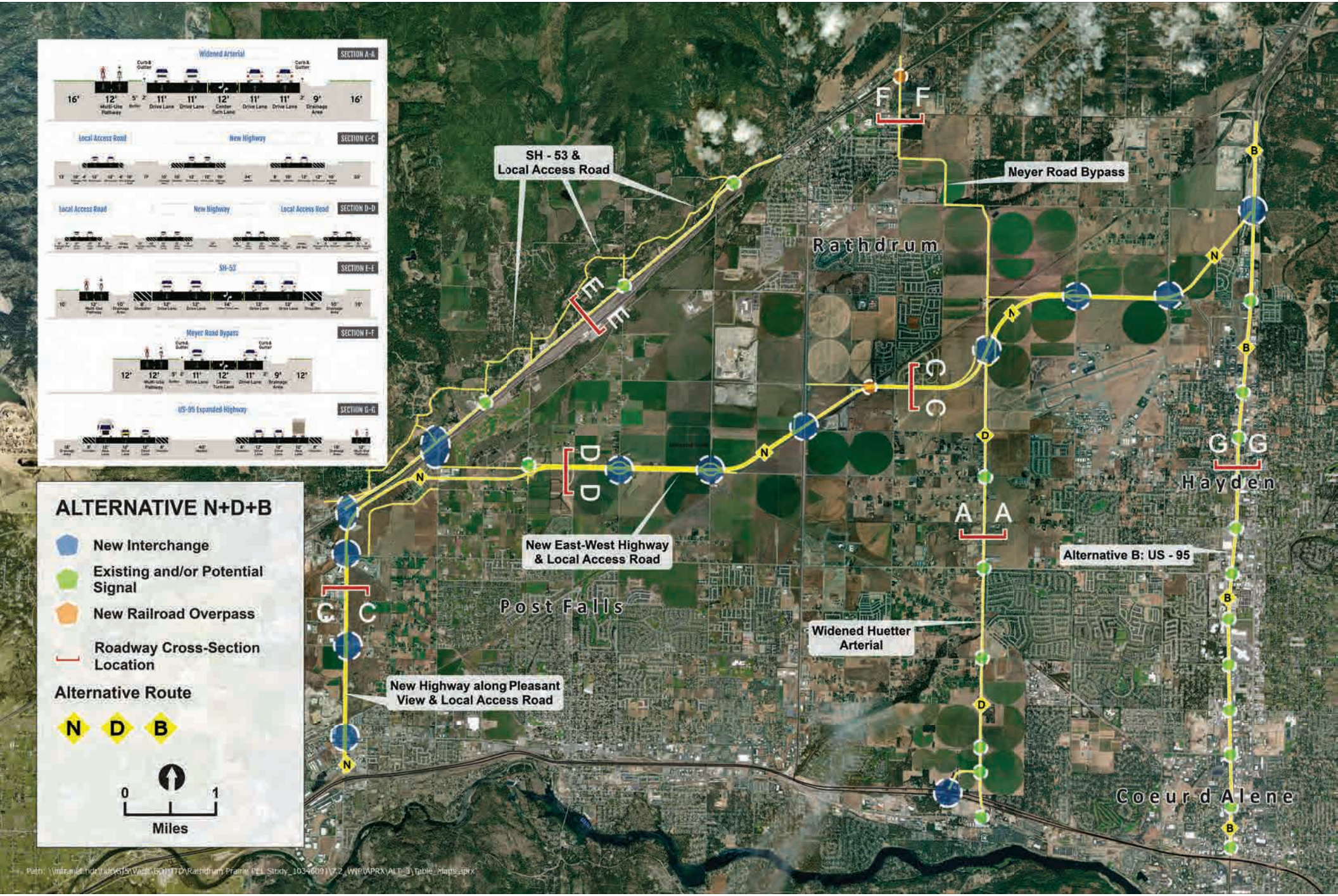

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11' Drive Lane
12' Center Turn Lane
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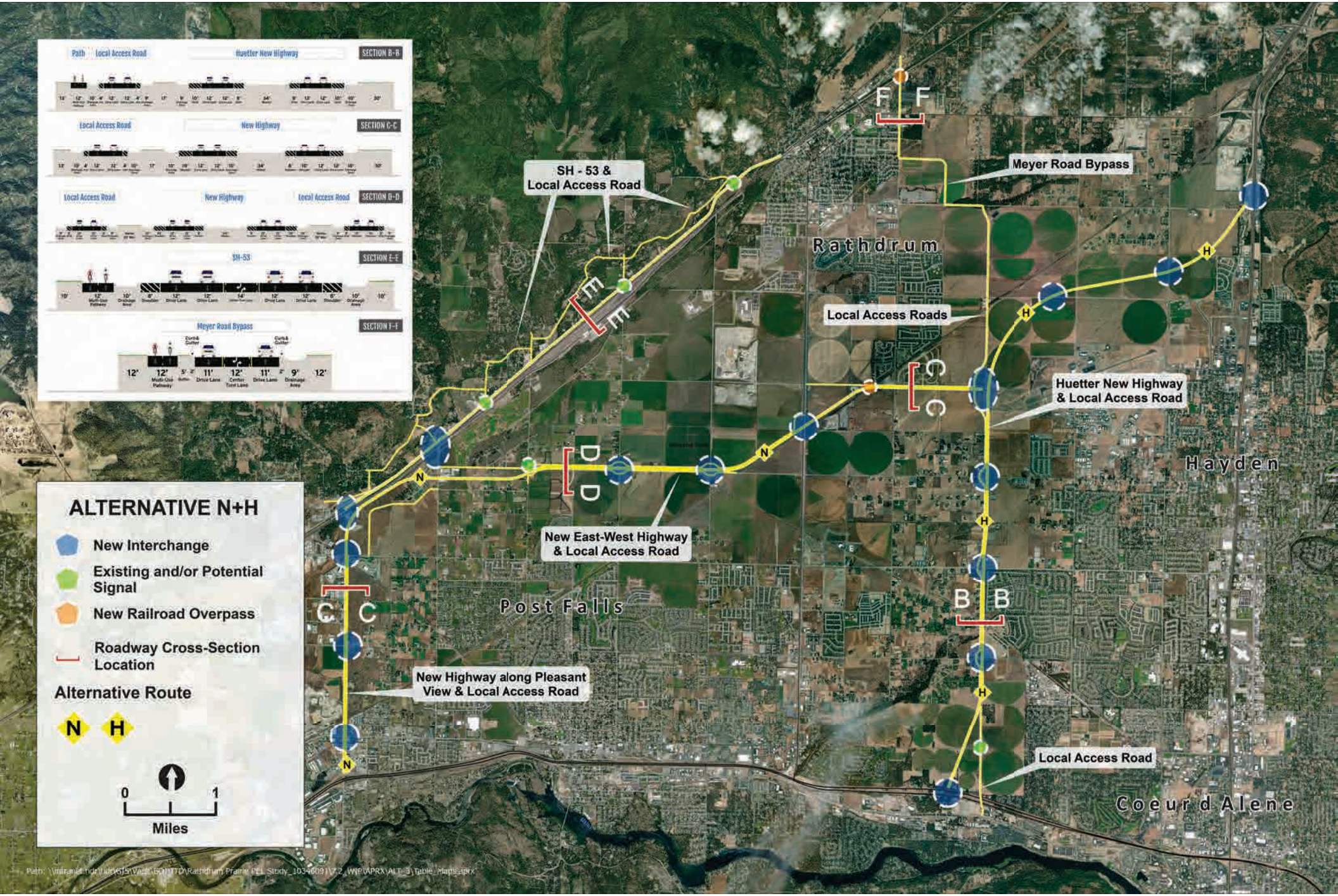

SECTION B-B
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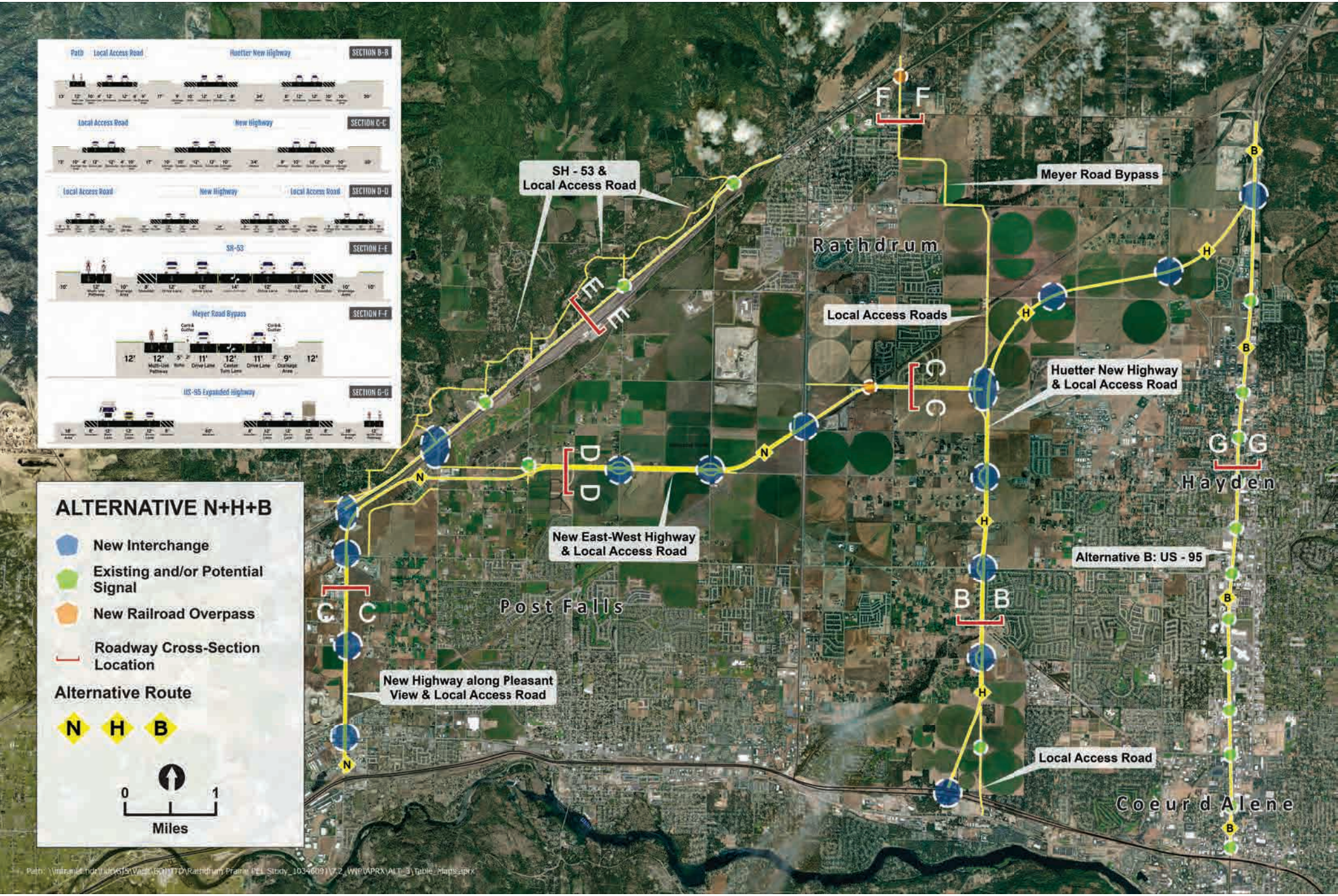

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SECTION D-D
SH-53
SECTION E-E
Meyer Road Bypass
SECTION F-F
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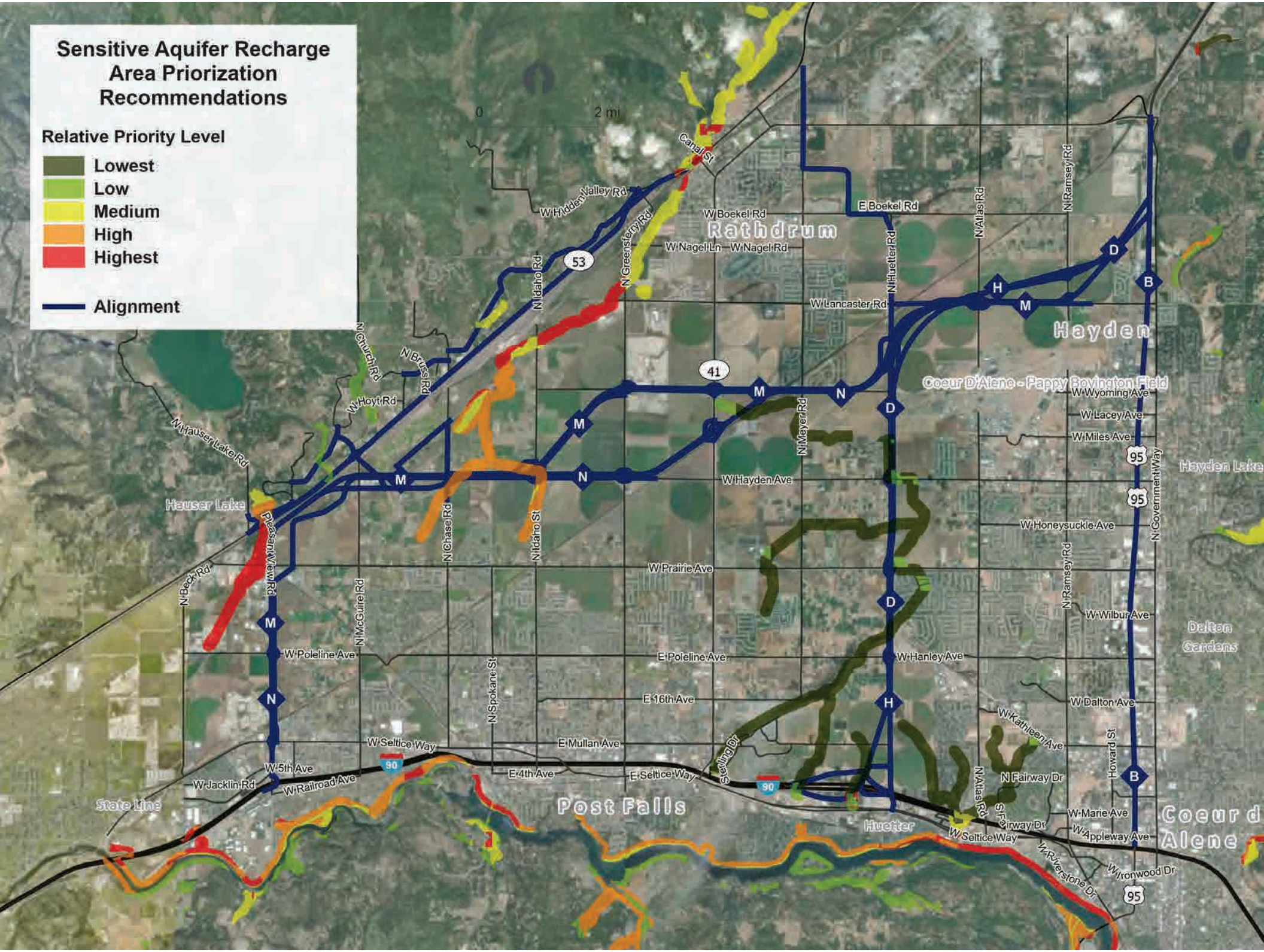

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Hayden
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Sensitive Aquifer Recharge Area Priorization Recommendations
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W Lacey Ave
W Miles Ave
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N Idaho St
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N Pleasant View Rd
N Beck Rd
W Prairie Ave
N Ramsey Rd
W Wilbur Ave
N McGuire Rd
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W Poleline Ave
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W Hanley Ave
N Spokane St
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W Dalton Ave
W Kathleen Ave
W Seltice Way
E Mullan Ave
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W Seltice Way
W Appleway Ave
W Riverstone Dr
W Ironwood Dr
Coeur d Alene

Appendix: D
Sign-in sheets



Idaho Transportation Department Sign-In Sheet

Rathdrum Prairie Area Transportation Study Public Meeting #5 | Kootenai County Fairgrounds, 4056 N Government Way , Coeur d'Alene, ID | Wednesday, July 8, 4:30 p.m. - 7:00 p.m.

Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
RICHARD RUESS		[redacted]	Phone / Email	Male / Female; Person with a disability; American Indian (Tribal Native)/ Alaskan Native; Native Hawaiian and other Pacific Islander; Black; Asian; White; Hispanic
Tim Miller			Phone / Email	Male / Female; Person with a disability; American Indian (Tribal Native)/ Alaskan Native; Native Hawaiian and other Pacific Islander; Black; Asian; White; Hispanic
WILLIAM HAINES	LEXIE HAINES		Phone / Email	Male / Female; Person with a disability; American Indian (Tribal Native)/ Alaskan Native; Native Hawaiian and other Pacific Islander; Black; Asian; White; Hispanic
Ken & Therese Johnstone			Phone / Email	Male / Female; Person with a disability; American Indian (Tribal Native)/ Alaskan Native; Native Hawaiian and other Pacific Islander; Black; Asian; White; Hispanic
Mike Claflin			Phone / Email	Male / Female; Person with a disability; American Indian (Tribal Native)/ Alaskan Native; Native Hawaiian and other Pacific Islander; Black; Asian; White; Hispanic
MARK HUGHES	HUGHES FARM DEVELOPMENT Co		Phone / Email	Male / Female; Person with a disability; American Indian (Tribal Native)/ Alaskan Native; Native Hawaiian and other Pacific Islander; Black; Asian; White; Hispanic
JEFF PETERS	RESIDENT		Phone / Email	Male / Female; Person with a disability; American Indian (Tribal Native)/ Alaskan Native; Native Hawaiian and other Pacific Islander; Black; Asian; White; Hispanic
Raquel Lins	Resident		Phone / Email	Male / Female; Person with a disability; American Indian (Tribal Native)/ Alaskan Native; Native Hawaiian and other Pacific Islander; Black; Asian; White; Hispanic
DAN LINS	RESIDENT		Phone / Email	Male / Female; Person with a disability; American Indian (Tribal Native)/ Alaskan Native; Native Hawaiian and other Pacific Islander; Black; Asian; White; Hispanic

Name (please print) | Title/Representing | Address | Contact Information | Please check appropriate boxes

This information will only be used to monitor attendance at public meetings and for data collection purposes, as specified by law (CFR 23 200.9(4)). Sign-in sheets will become part of the public record for this project, though personally identifiable information will be redacted. Your information may be added to the stakeholder database for the project, though you may unsubscribe from updates at any time.

Idaho Transportation Department Sign-In Sheet

Rathdrum Prairie Area Transportation Study Public Meeting #5 | Kootenai County Fairgrounds, 4056 N Government Way , Coeur d'Alene, ID | Wednesday, July 8, 4:30 p.m. - 7:00 p.m.

Name (please print)	Title/Representing	Address	Contact Information		Please check appropriate boxes		
Kimberly Reeves		[redacted]	Phone	[redacted]	[redacted]	[redacted]	[redacted]
			Email				
PATRICK LAIR			Phone				
			Email				
Sherry Ransier			Phone				
			Email				
Greg Sheldon			Phone				
			Email				
Pearl McConnell			Phone				
			Email				
Tom Houghton			Phone				
			Email				
Stephenie Wolf			Phone				
			Email				
COLE Warrick	STRATA		Phone				
			Email				
Jeff Haerner	City of Hauser		Phone				
			Email				
Name (please print)	**Title/Representing**	**Address**	**Contact Information**		**Please check appropriate boxes**		

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Name (please print)	Title/Representing	Address	Contact Information		Please check appropriate boxes
Nick Hyering		[redacted]	Phone	[redacted]	[redacted]
			Email		
NJ LaRock			Phone		
			Email		
Ronda Davis			Phone		
			Email		
Paul Kienbaum			Phone		
			Email		
Mat Noble			Phone		
			Email		
Mike Noble			Phone		
			Email		
Steve Johnson			Phone		
			Email		
Sara Bennett			Phone		
			Email		
Rich Bennett			Phone		
			Email		
Name (please print)	**Title/Representing**	**Address**	**Contact Information**		**Please check appropriate boxes**

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Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Ron Harvey		[redacted]	Phone Email	[redacted]
Tabitha Anthony			Phone Email	
[illegible]			Phone Email	
Heather Reese			Phone Email	
Leon Duce	City Admin City of Rathdrum		Phone Email	
DUANE GROSS			Phone Email	
Todd Brownke			Phone Email	
B FARLEY			Phone Email	
Wendy Smith			Phone Email	

Name (please print) | Title/Representing | Address | Contact Information | Please check appropriate boxes

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Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Bob Seale	Community Development Director City of Post Falls	[redacted]	Phone Email	[redacted]
Salem Sylte	Sylte Ranch		Phone Email	
BRIAN LAMB	Twin Lakes Golf Village		Phone Email	
Cindy Conover	Hayden Ave farmer		Phone Email	
Emily Herzog			Phone Email	
John Herzog			Phone Email	
L. Lutz W. Meyer			Phone Email	
Carolyn Dee			Phone Email	
John & Ronda Smithson			Phone Email	
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Gerald Olson	Home owner	[redacted]	Phone / Email	[redacted]
CHRIS JESSEE	HOMEOWNER		Phone / Email	
Catherine Bannister	Homeowner		Phone / Email	
Alex Hinojosa	Home owner		Phone / Email	
WES & Laura Somerton	Home Owner		Phone / Email	
Charles Husband	Home Owner		Phone / Email	
SADAMI OGDEN	HOME OWNER		Phone / Email	
Gemma Puddy	Homeowners		Phone / Email	
MARVIN LAYSON			Phone / Email	
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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Name (please print)	Title/Representing	Address	Contact Information		Please check appropriate boxes
Melissa Wells		[redacted]	Phone	[redacted]	
			Email		
Michelle Mace			Phone		
			Email		
Brian Rogers			Phone		
			Email		
RUSSELL HEISTUMAN			Phone		
			Email		
Don McGhee			Phone		
			Email		
Ron McGhee			Phone		
			Email		
[illegible] SMITH			Phone		
			Email		
Susan Vendetti			Phone		
			Email		
Mark Groot			Phone		
			Email		
Name (please print)	**Title/Representing**	**Address**	**Contact Information**		**Please check appropriate boxes**

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Idaho Transportation Department Sign-In Sheet

Rathdrum Prairie Area Transportation Study Public Meeting #5 | Kootenai County Fairgrounds, 4056 N Government Way , Coeur d'Alene, ID | Wednesday, July 8, 4:30 p.m. - 7:00 p.m.

Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Kelly Heck		[redacted]	Phone / Email	[redacted]
Kyle Bozarth			Phone / Email	
Greg Munden			Phone / Email	
Russ Husbay			Phone / Email	
Terry Frei			Phone / Email	
RAY DREXLER			Phone / Email	
Martha Goss			Phone / Email	
Scott Clarkson			Phone / Email	
T. Brumback			Phone / Email	

Name (please print) | Title/Representing | Address | Contact Information | Please check appropriate boxes

This information will only be used to monitor attendance at public meetings and for data collection purposes, as specified by law (CFR 23 200.9(4)). Sign-in sheets will become part of the public record for this project, though personally identifiable information will be redacted. Your information may be added to the stakeholder database for the project, though you may unsubscribe from updates at any time.

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Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Kellen McKenzie		[redacted]	Phone	[redacted]
			Email	
Hayley Lake			Phone	
			Email	
LYNN FLEMING			Phone	
			Email	
Jeff Baltzell			Phone	
			Email	
Chris Concotelli			Phone	
			Email	
Ed + Heather Bueser			Phone	
			Email	
Stephanie Fritts			Phone	
			Email	
Matt Fritts			Phone	
			Email	
Jennie Rhuston			Phone	
			Email	
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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Name (please print)	Title/Representing	Address	Contact Information		Please check appropriate boxes
Lisa Llewellyn		[redacted]	Phone	[redacted]	[redacted]
			Email		
Kevin Kirlin			Phone		
			Email		
Mary Ann + Don Garringer			Phone		
			Email		
Laura Burgan			Phone		
			Email		
Charlayne Streeter			Phone		
			Email		
Heidi Rockstrom			Phone		
			Email		
Carl Rockstrom			Phone		
			Email		
Doris Dreger			Phone		
			Email		
David Haberer			Phone		
			Email		
Name (please print)	**Title/Representing**	**Address**	**Contact Information**		**Please check appropriate boxes**

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Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
BRETT HANDY	COMMUNITY	[redacted]	Phone / Email	
Taylor Leavitt	Property Reserve		Phone / Email	
Katherine Sheehan			Phone / Email	
Tammi Kerr			Phone / Email	
Ted Burnside			Phone / Email	
Petrit Xhuto			Phone / Email	
Steven Skreenock			Phone / Email	
John McGuire			Phone / Email	
John Stolpp			Phone / Email	

Name (please print) | Title/Representing | Address | Contact Information | Please check appropriate boxes

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Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Robert Farr		[redacted]	Phone Email	[redacted]
Nick Vendetti			Phone Email	
Todd Tindell			Phone Email	
Bob Sleger			Phone Email	
Chris Schneider	City of Post Falls		Phone Email	
Lori Brooks			Phone Email	
Annette Sandberg	Twin Lakes Village		Phone Email	
Eric S. Knutson			Phone Email	
Skye Hagen			Phone Email	
Name (please print)	**Title/Representing**	**Address**	**Contact Information**	**Please check appropriate boxes**

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Rathdrum Prairie Area Transportation Study Public Meeting #5 | Kootenai County Fairgrounds, 4056 N Government Way , Coeur d'Alene, ID | Wednesday, July 8, 4:30 p.m. - 7:00 p.m.

Name (please print)	Title/Representing	Address	Contact Information		Please check appropriate boxes		
Beth Osborne		[redacted]	Phone	[redacted]			
			Email				
Iain Fisher			Phone				
			Email				
Kevin Price			Phone				
			Email				
LARRY Moore			Phone				
			Email				
			Phone		☐ Male ☐ Female	☐ Person with a disability	☐ American Indian (Tribal Native)/ Alaskan Native ☐ Native Hawaiian and other Pacific Islander ☐ Black ☐ Asian ☐ White ☐ Hispanic ☐ _____
			Email				
			Phone		☐ Male ☐ Female	☐ Person with a disability	☐ American Indian (Tribal Native)/ Alaskan Native ☐ Native Hawaiian and other Pacific Islander ☐ Black ☐ Asian ☐ White ☐ Hispanic ☐ _____
			Email				
			Phone		☐ Male ☐ Female	☐ Person with a disability	☐ American Indian (Tribal Native)/ Alaskan Native ☐ Native Hawaiian and other Pacific Islander ☐ Black ☐ Asian ☐ White ☐ Hispanic ☐ _____
			Email				
			Phone		☐ Male ☐ Female	☐ Person with a disability	☐ American Indian (Tribal Native)/ Alaskan Native ☐ Native Hawaiian and other Pacific Islander ☐ Black ☐ Asian ☐ White ☐ Hispanic ☐ _____
			Email				
			Phone		☐ Male ☐ Female	☐ Person with a disability	☐ American Indian (Tribal Native)/ Alaskan Native ☐ Native Hawaiian and other Pacific Islander ☐ Black ☐ Asian ☐ White ☐ Hispanic ☐ _____
			Email				
Name (please print)	Title/Representing	Address	Contact Information		Please check appropriate boxes		

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Rathdrum Prairie Area Transportation Study Public Meeting #5 | Kootenai County Fairgrounds, 4056 N Government Way , Coeur d'Alene, ID | Wednesday, July 8, 4:30 p.m. - 7:00 p.m.

Name (please print)	Title/Representing	Address	Contact Information		Please check appropriate boxes			
Matthew Kopper		[redacted]	Phone	[redacted]	[redacted]			
			Email					
Bob Reish			Phone					
			Email					
Sue Kopper			Phone					
			Email					
John Burke			Phone					
			Email					
			Phone		☐ Male ☐ Female	☐ Person with a disability	☐ American Indian (Tribal Native)/ Alaskan Native ☐ Native Hawaiian and other Pacific Islander	☐ Black ☐ Asian ☐ White ☐ Hispanic ☐ _____
Keaton Chesley			Email					
			Phone		☐ Male ☐ Female	☐ Person with a disability	☐ American Indian (Tribal Native)/ Alaskan Native ☐ Native Hawaiian and other Pacific Islander	☐ Black ☐ Asian ☐ White ☐ Hispanic ☐ _____
			Email					
			Phone		☐ Male ☐ Female	☐ Person with a disability	☐ American Indian (Tribal Native)/ Alaskan Native ☐ Native Hawaiian and other Pacific Islander	☐ Black ☐ Asian ☐ White ☐ Hispanic ☐ _____
			Email					
			Phone		☐ Male ☐ Female	☐ Person with a disability	☐ American Indian (Tribal Native)/ Alaskan Native ☐ Native Hawaiian and other Pacific Islander	☐ Black ☐ Asian ☐ White ☐ Hispanic ☐ _____
			Email					
			Phone		☐ Male ☐ Female	☐ Person with a disability	☐ American Indian (Tribal Native)/ Alaskan Native ☐ Native Hawaiian and other Pacific Islander	☐ Black ☐ Asian ☐ White ☐ Hispanic ☐ _____
			Email					
			Phone		☐ Male ☐ Female	☐ Person with a disability	☐ American Indian (Tribal Native)/ Alaskan Native ☐ Native Hawaiian and other Pacific Islander	☐ Black ☐ Asian ☐ White ☐ Hispanic ☐ _____
			Email					
Name (please print)	Title/Representing	Address	Contact Information		Please check appropriate boxes			

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Appendix: E
Online meeting website metrics

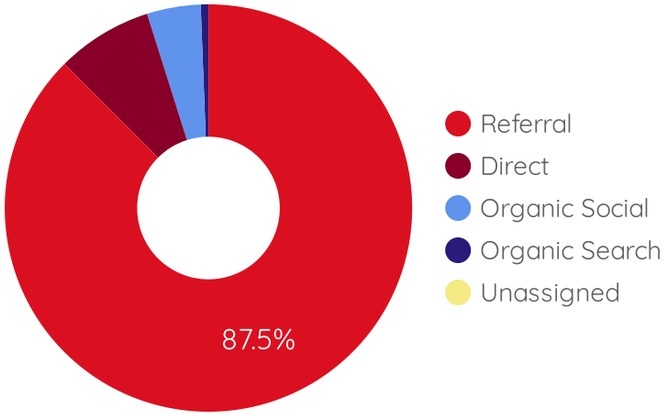
Rathdrum Prairie Area Transportation Study Story Map Analytics

Jul 8, 2026 - Jul 22, 2026

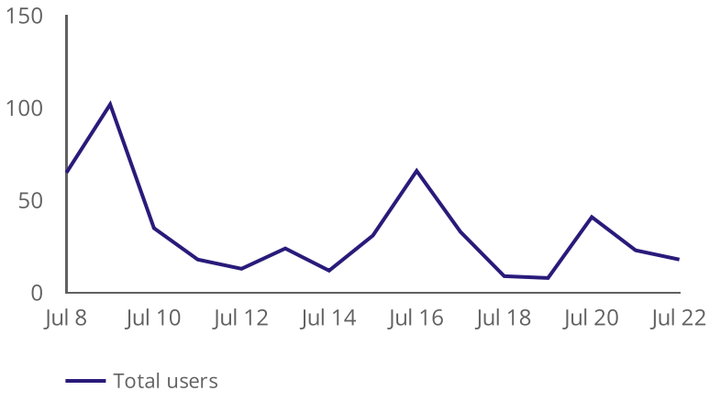
Website was launched July 1, 2026.

Total users	New users	Engaged sessions	Views	Average Session Duration
427	423	328	654	00:02:49

Sessions by Acquisition Type



Users per Day



Referrals & Social Media Sources

	Session source	Engaged sessions
1.	itd.idaho.gov	277
2.	facebook.com	6
3.	rathdrum.gov	4
4.	teams.public.onecdn....	4
5.	l.facebook.com	3
6.	m.facebook.com	3
7.	lm.facebook.com	2

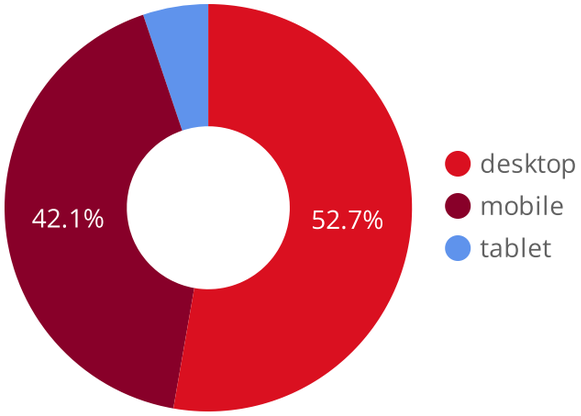
1 - 9 / 9

Sessions by Regional Cities

	City	Engaged sessions	Total users
1.	Coeur ...	70	98
2.	Seattle	70	105
3.	Post Falls	41	53
4.	(not set)	22	23
5.	Hayden	22	31

1 - 5 / 68

Sessions by Device Type



Views by Page

	Page path	Views
1.	/stories/3fa1d99fa29...	6

1 - 1 / 1

For a comprehensive glossary on Google Analytics definitions, refer to this guide.

Appendix: F Comments



Public Comment Form

The comment period is open until midnight on July 22, 2026. Submit comments via mail or email to:

ITD District 1
Attn: Carrie Ann Hewitt, P.E.
600 W. Prairie Ave.
Coeur d'Alene, ID 83815-8764
info@rathdrumprairiepel.com

Name: Beth Haines

Email: [redacted]

Address: [redacted]

City [redacted] State [redacted] Zip [redacted]

Public input has been a key part of this study and will continue to help guide decision-making as we move through the alternatives evaluation. The feedback we receive will be considered alongside technical, environmental, and engineering information and best practices to help shape the best solutions.

All recommendations are preliminary, for public review and comment. Public comments will be reviewed and considered before recommendations from the Level 3 Screening are made final.

Your comments and contact information become part of the permanent record for this project. Contact information will be redacted prior to publishing any records.

You will find more space for comments on the back page.

Questions

The following questions focus on Level 3 Alternatives and Combinations of Alternatives described in the *Level 3 Alternatives Screening Results for Public Review and Input* document available as a handout at the public meeting and link on the online meeting.

1. Please rank the following standalone alternatives, with "1" being your most preferred preference:

_____ **Alternative D**

_____ **Alternative H**

_____ **Alternative M**

_____ **Alternative N**

Please explain your ranking:

_____

_____

_____

_____

2. Please rank the following standalone north/south alternatives, with "1" being your most preferred preference:

_____ Alternative D

_____ Alternative H

Please explain your ranking:

_____

_____

_____

_____

3. Please rank the following standalone east/west alternatives, with "1" being your most preferred preference:

_____ Alternative M

_____ Alternative N

Please explain your ranking:

_____
_____
_____
_____

4. The study shows that a combination of alternatives would best address the traffic challenges facing the Rathdrum Prairie. Please rank the following combinations of alternatives, with "1" being your most preferred preference.

Note: Alternatives M and N are very similar, and Alternative N was selected as a representative for the analysis of combinations of alternatives, though both are expected to be evaluated further moving forward.

_____ N+D

_____ N+D+B

_____ N+H

_____ N+H+B

Please explain your ranking:

_____
_____
_____
_____
_____

5. Were there any combinations of alternatives considered during Level 3A and not assessed in the Level 3B evaluation you feel should be considered further?

- ◯ No
- ◯ D+B
- ◯ H+B
- ◯ N+B or M+B

Please explain your selection:

_____
_____
_____
_____
_____

6. When considering an alternative or a combination of alternatives, what are the most important criteria to consider? Select your top three choices.

- ◯ Traffic and congestion
- ◯ Improvement in safety
- ◯ Supporting walking/biking
- ◯ Right of way and property impacts
- ◯ Costs
- ◯ Environmental Impacts
- ◯ Noise impacts
- ◯ Wetlands and aquifers
- ◯ Supporting future growth
- ◯ Construction timeline

7. Based on the standalone alternatives and combinations of alternatives presented, what should ITD focus on improving first?

- ◯ Pleasant View Road
- ◯ State Highway 53
- ◯ New east-west corridor
- ◯ Huetter Road
- ◯ Huetter Interchange at I-90
- ◯ U.S. Highway 95
- ◯ Other _____

8. Do you have any additional comments for the Rathdrum Prairie Area Transportation Study?

If there is no way to make that HWY 41 safe (IE putting crash protectors in) then lower the speed the entire way!

FOR GODS SAKE KEEP OUR Children SAFE!

Put Women on Your Commitee so that our Children are protected, before you build a major Highway.

FYI - I am Lexie Taylor Haines Picchione's Grandmother!

I do not care, if travel takes longer, put police on the road to slow pp/ down

General Questions

1. Would you like to be added to our mailing list? If so, please enter your email address below. By including your email address, you are giving ITD permission to send you updates on this project.

- ◯ Yes; email address: _____
- ◯ No

2. How did you hear about this project? Check all that apply.

- ◯ Postcard
- ◯ Coverage by local news media
- ◯ *Coeur d'Alene Press* newspaper ad
- ◯ Email
- ◯ Social media
- ◯ Word of mouth (i.e., from your neighbor, friends, or family)
- ◯ Other _____

3. Please let us know the best way to communicate with you.

- ◯ Postcard
- ◯ Newspaper ad
- ◯ Email
- ◯ Social media
- ◯ Meetings
- ◯ Other Text

Optional Demographic Questions

Your responses to the following questions are completely optional and will not affect how your comments are considered. All feedback is welcome and valued, whether you choose to answer this section or not.

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1. Please check the appropriate box.

- ○ Male
- ○ Female

2. Are you disabled?

- ○ Yes
- ○ No

3. Please identify your ethnicity. Check all that apply.

- ○ American Indian (Tribal Native)/Alaska Native
- ○ Native Hawaiian and other Pacific Islander
- ○ Black
- ○ Asian
- ○ Hispanic
- ○ White
- ○ Ethnicity not listed

Thank you for your interest in the Rathdrum Prairie Area Transportation Study!

To follow the study or join the online meeting, scan the QR code or visit itd.idaho.gov/project/rathdrum-prairie-pel-study/

If you have a question email the project team at info@rathdrumprairiepel.com.

Public Comment Form

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ITD District 1
Attn: Carrie Ann Hewitt, P.E.
600 W. Prairie Ave.
Coeur d'Alene, ID 83815-8764
info@rathdrumprairiepel.com

Name: Kyle Bozarth

Email: [redacted]

Address: [redacted]

City: [redacted] State: [redacted] Zip: [redacted]

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You will find more space for comments on the back page.

Questions

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1. Please rank the following standalone alternatives, with "1" being your most preferred preference:

4 **Alternative D**

1 **Alternative H**

2 **Alternative M**

3 **Alternative N**

Please explain your ranking:

Controlled Access Is most Important for the County and State Hwy. System. Alt. H and Alt N. Allow for best balance and Growth.

2. Please rank the following standalone north/south alternatives, with "1" being your most preferred preference:

2 Alternative D

1 Alternative H

Please explain your ranking:

Alt H Provides most Redundancy and provides Best Use of money for ~~[illegible]~~ future exspansion.

3. Please rank the following standalone east/west alternatives, with "1" being your most preferred preference:

1 Alternative M

2 Alternative N

Please explain your ranking:

Alt M follows the best path and creates access for the surrounding cities.

4. The study shows that a combination of alternatives would best address the traffic challenges facing the Rathdrum Prairie. Please rank the following combinations of alternatives, with "1" being your most preferred preference.

Note: Alternatives M and N are very similar, and Alternative N was selected as a representative for the analysis of combinations of alternatives, though both are expected to be evaluated further moving forward.

4 N+D

3 N+D+B

2 N+H

+1 N+H+B

Please explain your ranking:

Alt H should be funded and constructed first
Alt N/M should be constructed second.
No changes to Alt B should be constructed until after other projects! disruption to business and current commuting is severe! with Alt B

5. Were there any combinations of alternatives considered during Level 3A and not assessed in the Level 3B evaluation you feel should be considered further?

- ◉ No
- ○ D+B
- ○ H+B
- ○ N+B or M+B

Please explain your selection:

Your current path is correct.

6. When considering an alternative or a combination of alternatives, what are the most important criteria to consider? Select your top three choices.

- 1 ◉ Traffic and congestion
- ○ Improvement in safety
- ○ Supporting walking/biking
- ○ Right of way and property impacts
- ○ Costs
- ○ Environmental Impacts
- ○ Noise impacts
- ○ Wetlands and aquifers
- 2 ◉ Supporting future growth
- 3 ◉ Construction timeline

7. Based on the standalone alternatives and combinations of alternatives presented, what should ITD focus on improving first?

- ○ Pleasant View Road
- ○ State Highway 53
- ○ New east-west corridor
- ◉ Huetter Road
- ◉ Huetter Interchange at I-90
- ○ U.S. Highway 95
- ○ Other _____

8. Do you have any additional comments for the Rathdrum Prairie Area Transportation Study?

Alt H can support a Complete vison of Hwy 95 Running accross the State as Idahos Full state Hwy system A Bridge over Spokane River Connecting Huetter to Hwy 95 near Cougar Gultch South of Coeur d'Alene Creates an continuious Hwy system Through Kootenai County.

General Questions

1. Would you like to be added to our mailing list? If so, please enter your email address below. By including your email address, you are giving ITD permission to send you updates on this project.

- ☑ Yes; email address: _____
- ○ No

2. How did you hear about this project? Check all that apply.

- ☑ Postcard
- ○ Coverage by local news media
- ○ *Coeur d'Alene Press* newspaper ad
- ☑ Email
- ○ Social media
- ☑ Word of mouth (i.e., from your neighbor, friends, or family)
- ○ Other _____

3. Please let us know the best way to communicate with you.

- ☑ Postcard
- ○ Newspaper ad
- ○ Email
- ☑ Social media
- ☑ Meetings
- ○ Other _____

Optional Demographic Questions

Your responses to the following questions are completely optional and will not affect how your comments are considered. All feedback is welcome and valued, whether you choose to answer this section or not.

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ITD District 1
Attn: Carrie Ann Hewitt, P.E.
600 W. Prairie Ave.
Coeur d'Alene, ID 83815-8764
info@rathdrumprairiepel.com

Name: Catherine Bannister

Email: [redacted]

Address: [redacted]

City: [redacted] State: [redacted] Zip: [redacted]

Public input has been a key part of this study and will continue to help guide decision-making as we move through the alternatives evaluation. The feedback we receive will be considered alongside technical, environmental, and engineering information and best practices to help shape the best solutions.

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1. Please rank the following standalone alternatives, with "1" being your most preferred preference:

____ **Alternative D**

2 **Alternative H**

____ **Alternative M**

1 **Alternative N**

Please explain your ranking:

I Like N-H minus Hwy 53

2. Please rank the following standalone north/south alternatives, with "1" being your most preferred preference:

____ Alternative D

____ Alternative H

Please explain your ranking:

3. Please rank the following standalone east/west alternatives, with "1" being your most preferred preference:

_____ Alternative M

_____ Alternative N

Please explain your ranking:

_____

_____

_____

_____

4. The study shows that a combination of alternatives would best address the traffic challenges facing the Rathdrum Prairie. Please rank the following combinations of alternatives, with "1" being your most preferred preference.

Note: Alternatives M and N are very similar, and Alternative N was selected as a representative for the analysis of combinations of alternatives, though both are expected to be evaluated further moving forward.

_____ N+D

_____ N+D+B

✓ N+H

_____ N+H+B

Please explain your ranking:

minus Hwy 53

_____

_____

_____

_____

5. Were there any combinations of alternatives considered during Level 3A and not assessed in the Level 3B evaluation you feel should be considered further?

- ○ No
- ○ D+B
- ○ H+B
- ○ N+B or M+B

Please explain your selection:

_____
_____
_____
_____
_____

6. When considering an alternative or a combination of alternatives, what are the most important criteria to consider? Select your top three choices.

- ○ Traffic and congestion
- ○ Improvement in safety
- ○ Supporting walking/biking
- ○ Right of way and property impacts
- ○ Costs
- ○ Environmental Impacts
- ○ Noise impacts
- ○ Wetlands and aquifers
- ○ Supporting future growth
- ○ Construction timeline

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- ○ U.S. Highway 95
- ○ Other _____

8. Do you have any additional comments for the Rathdrum Prairie Area Transportation Study?

General Questions

1. Would you like to be added to our mailing list? If so, please enter your email address below. By including your email address, you are giving ITD permission to send you updates on this project.

- ◯ Yes; email address: _____
- ◉ No

2. How did you hear about this project? Check all that apply.

- ☑ Postcard
- ◯ Coverage by local news media
- ◯ *Coeur d'Alene Press* newspaper ad
- ◯ Email
- ◯ Social media
- ◯ Word of mouth (i.e., from your neighbor, friends, or family)
- ◯ Other _____

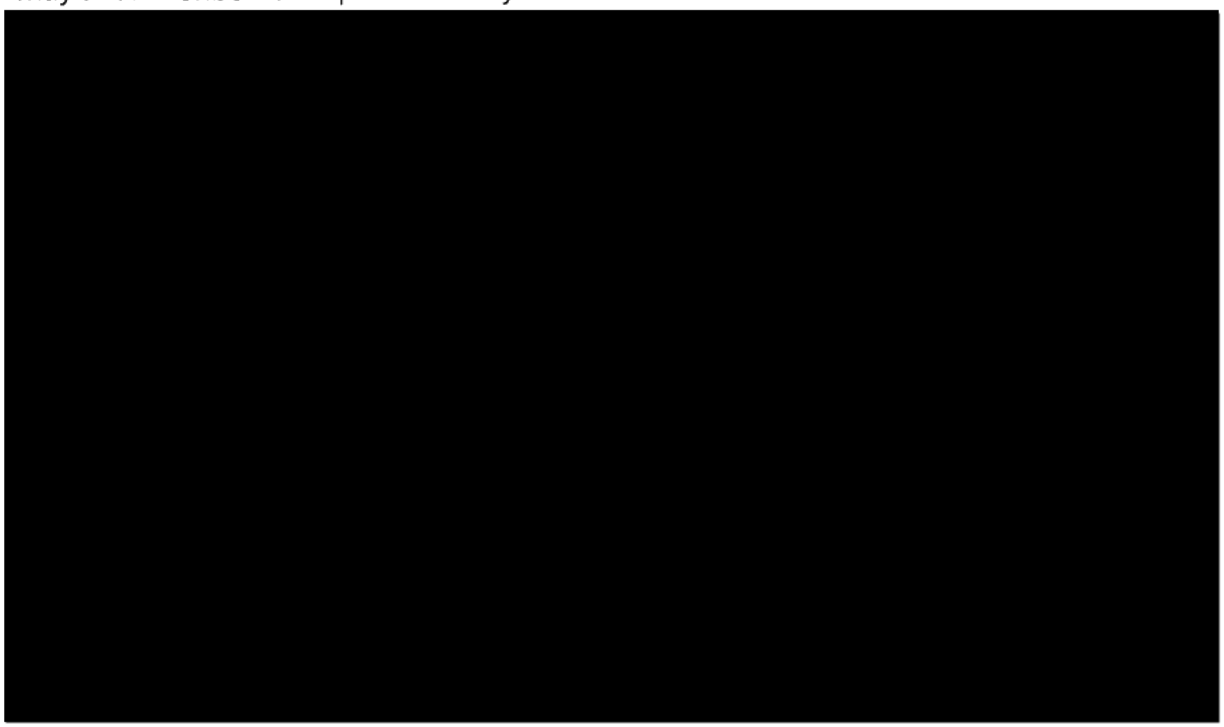
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- ◯ Email
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ITD District 1
Attn: Carrie Ann Hewitt, P.E.
600 W. Prairie Ave.
Coeur d'Alene, ID 83815-8764
info@rathdrumprairiepel.com

Name: Cindy Conover

Email: [redacted]

Address: [redacted]

City [redacted] State: [redacted] Zip: _____

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1. Please rank the following standalone alternatives, with "1" being your most preferred preference:

____ **Alternative D**

____ **Alternative H**

__1__ **Alternative M**

____ **Alternative N**

Please explain your ranking:
Furthest impact on hayden & Huetter where I farm

2. Please rank the following standalone north/south alternatives, with "1" being your most preferred preference:

____ Alternative D

____ Alternative H

Please explain your ranking:
Neither Stay away from airport + Huetter + Hayden

3. Please rank the following standalone east/west alternatives, with "1" being your most preferred preference:

1 Alternative M

____ Alternative N

Please explain your ranking:
Furthest from Hewlett & Hayden

4. The study shows that a combination of alternatives would best address the traffic challenges facing the Rathdrum Prairie. Please rank the following combinations of alternatives, with "1" being your most preferred preference.

Note: Alternatives M and N are very similar, and Alternative N was selected as a representative for the analysis of combinations of alternatives, though both are expected to be evaluated further moving forward.

____ N+D

1 N+D+B

____ N+H

____ N+H+B

Please explain your ranking:

5. Were there any combinations of alternatives considered during Level 3A and not assessed in the Level 3B evaluation you feel should be considered further?

- [x] No
- [ ] D+B
- [ ] H+B
- [ ] N+B or M+B

Please explain your selection:

_____
_____
_____
_____
_____

6. When considering an alternative or a combination of alternatives, what are the most important criteria to consider? Select your top three choices.

- [ ] Traffic and congestion
- [ ] Improvement in safety
- [ ] Supporting walking/biking
- [x] Right of way and property impacts
- [x] Costs
- [ ] Environmental Impacts
- [ ] Noise impacts
- [x] Wetlands and aquifers
- [ ] Supporting future growth
- [ ] Construction timeline

7. Based on the standalone alternatives and combinations of alternatives presented, what should ITD focus on improving first?

- [x] Pleasant View Road
- [x] State Highway 53
- [ ] New east-west corridor
- [ ] Huetter Road
- [ ] Huetter Interchange at I-90
- [ ] U.S. Highway 95
- [ ] Other _____

8. Do you have any additional comments for the Rathdrum Prairie Area Transportation Study?

When we return in the fall for the next update there should be estimated cost for each option as of today costs. That will help public decide practicality of options. I'm glad some costly bones have been eliminated

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1. Please check the appropriate box.

- ○ Male
- ○ Female

2. Are you disabled?

- ○ Yes
- ○ No

3. Please identify your ethnicity. Check all that apply.

- ○ American Indian (Tribal Native)/Alaska Native
- ○ Native Hawaiian and other Pacific Islander
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- ○ White
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info@rathdrumprairiepel.com

Name: Ed

Email: _____

Address: _____

City: [redacted] State: _____ Zip: _____

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1. Please rank the following standalone alternatives, with "1" being your most preferred preference:

3 **Alternative D**

5 **Alternative H**

1 **Alternative M**

2 **Alternative N**

Please explain your ranking:

Any form of D/H infringes on existing residential too much
M/N, if secured before development, does not infringe on existing residential
The gap between Hauser & Pleasant View is too wide. 41, which basically
splits 95 | Pleasant View should have been the primary N/S leg of the Project

2. Please rank the following standalone north/south alternatives, with "1" being your most preferred preference:

1 Alternative D

2 Alternative H

Please explain your ranking:

None. Hauser should not be the primary element to mitigate the traffic.

3. Please rank the following standalone east/west alternatives, with "1" being your most preferred preference:

2 Alternative M

1 Alternative N

Please explain your ranking:

N is a more direct route

4. The study shows that a combination of alternatives would best address the traffic challenges facing the Rathdrum Prairie. Please rank the following combinations of alternatives, with "1" being your most preferred preference.

Note: Alternatives M and N are very similar, and Alternative N was selected as a representative for the analysis of combinations of alternatives, though both are expected to be evaluated further moving forward.

1 N+D

2 N+D+B

4 N+H

3 N+H+B

Please explain your ranking:

Anything more than five lanes of Huetter (2 ea way w/ turn) is too much on Huetter.

5. Were there any combinations of alternatives considered during Level 3A and not assessed in the Level 3B evaluation you feel should be considered further?

- [x] No
- [ ] D+B
- [ ] H+B
- [ ] N+B or M+B

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_____
_____
_____
_____
_____

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- [x] Improvement in safety
- [ ] Supporting walking/biking
- [x] Right of way and property impacts
- [x] Costs
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- [ ] Huetter Interchange at I-90
- [ ] U.S. Highway 95
- [ ] Other _____

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Too late now, but 41 should have been the primary N/S (ex that connected diagonals from Pleasant View and 95. Find the path that displaces the fewest existing residential structures.
Consult with the city councils, mayors, etc... whose cities will be affected by these options.

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- ✓ No

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- ◯ Email
- ◯ Social media
- ◯ Word of mouth (i.e., from your neighbor, friends, or family)
- ◯ Other I've followed for years.

3. Please let us know the best way to communicate with you.

- ◯ Postcard
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Attn: Carrie Ann Hewitt, P.E.
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Coeur d'Alene, ID 83815-8764
info@rathdrumprairiepel.com

Name: Martha Goss

Email: _____

Address: [redacted]

City: [redacted] State: [redacted] Zip: [redacted]

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1 **Alternative D**

4 **Alternative H**

3 **Alternative M**

2 **Alternative N**

Please explain your ranking:

I am for the by pass that will move traffic away from Rathdrum and Hwy 41 north of Rathdrum

2. Please rank the following standalone north/south alternatives, with "1" being your most preferred preference:

2 Alternative D

1 Alternative H

Please explain your ranking:

3. Please rank the following standalone east/west alternatives, with "1" being your most preferred preference:

1 Alternative M

2 Alternative N

Please explain your ranking:

_____

_____

_____

_____

4. The study shows that a combination of alternatives would best address the traffic challenges facing the Rathdrum Prairie. Please rank the following combinations of alternatives, with "1" being your most preferred preference.

Note: Alternatives M and N are very similar, and Alternative N was selected as a representative for the analysis of combinations of alternatives, though both are expected to be evaluated further moving forward.

4 N+D

3 N+D+B

1 N+H

2 N+H+B

Please explain your ranking:

_____

_____

_____

_____

_____

5. Were there any combinations of alternatives considered during Level 3A and not assessed in the Level 3B evaluation you feel should be considered further?

- (●) No
- ( ) D+B
- ( ) H+B
- ( ) N+B or M+B

Please explain your selection:

_____
_____
_____
_____
_____

6. When considering an alternative or a combination of alternatives, what are the most important criteria to consider? Select your top three choices.

- (●) Traffic and congestion
- ( ) Improvement in safety
- ( ) Supporting walking/biking
- ( ) Right of way and property impacts
- ( ) Costs
- ( ) Environmental Impacts
- ( ) Noise impacts
- ( ) Wetlands and aquifers
- (●) Supporting future growth
- (●) Construction timeline

7. Based on the standalone alternatives and combinations of alternatives presented, what should ITD focus on improving first?

- (●) Pleasant View Road
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- ( ) Huetter Interchange at I-90
- ( ) U.S. Highway 95
- ( ) Other _____

8. Do you have any additional comments for the Rathdrum Prairie Area Transportation Study?

Do something sooner rather than later !! This has been talked about for 30 yrs - do it!

General Questions

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- ○ Asian
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- ○ White
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Attn: Carrie Ann Hewitt, P.E.
600 W. Prairie Ave.
Coeur d'Alene, ID 83815-8764
info@rathdrumprairiepel.com

Name: WILLIAM HAINES

Email: [redacted]

Address: [redacted]

City: [redacted] State: [redacted] Zip: [redacted]

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_____ **Alternative D**

_____ **Alternative H**

_____ **Alternative M**

_____ **Alternative N**

Please explain your ranking:

_____

_____

_____

_____

2. Please rank the following standalone north/south alternatives, with "1" being your most preferred preference:

_____ Alternative D

_____ Alternative H

Please explain your ranking:

_____

_____

_____

_____

3. Please rank the following standalone east/west alternatives, with "1" being your most preferred preference:

_____ Alternative M

_____ Alternative N

Please explain your ranking:

_____
_____
_____
_____

4. The study shows that a combination of alternatives would best address the traffic challenges facing the Rathdrum Prairie. Please rank the following combinations of alternatives, with "1" being your most preferred preference.

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_____ N+D

_____ N+D+B

_____ N+H

_____ N+H+B

Please explain your ranking:

_____
_____
_____
_____
_____

5. Were there any combinations of alternatives considered during Level 3A and not assessed in the Level 3B evaluation you feel should be considered further?

- ◯ No
- ◯ D+B
- ◯ H+B
- ◯ N+B or M+B

Please explain your selection:

_____
_____
_____
_____
_____

6. When considering an alternative or a combination of alternatives, what are the most important criteria to consider? Select your top three choices.

- ◯ Traffic and congestion
- ◯ Improvement in safety
- ◯ Supporting walking/biking
- ◯ Right of way and property impacts
- ◯ Costs
- ◯ Environmental Impacts
- ◯ Noise impacts
- ◯ Wetlands and aquifers
- ◯ Supporting future growth
- ◯ Construction timeline

7. Based on the standalone alternatives and combinations of alternatives presented, what should ITD focus on improving first?

- ◯ Pleasant View Road
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- ◯ Huetter Interchange at I-90
- ◯ U.S. Highway 95
- ◯ Other _____

8. Do you have any additional comments for the Rathdrum Prairie Area Transportation Study?

This comment/suggestion is concerning the crash on HWY 41 & WYOMING on 6/6/26. It was my grand-daughter that lost her life. I'm suggesting a crash cushion/attenuator be installed in front of the traffic light pole that is a non-breakaway pole. I have submitted this to the proper channels.

Thank You,
WILLIAM HAINES

R.E. LEXIE TAYLOR HAINES

General Questions

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info@rathdrumprairiepel.com

Name: MARK HUGHES

Email: [redacted]

Address: [redacted]

City: [redacted] State: [redacted] Zip: [redacted]

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_____ **Alternative D**

_____ **Alternative H**

_____ **Alternative M**

_____ **Alternative N**

Please explain your ranking:

EITHER D OR H HUETTER IS THE BEST OPTION TO ADDRESS NORTH-SOUTH TRAFFIC AND ADDRESS THE ANTICIPATED INFILL/GROWTH

2. Please rank the following standalone north/south alternatives, with "1" being your most preferred preference:

_____ Alternative D

_____ Alternative H

Please explain your ranking:

*

3. Please rank the following standalone east/west alternatives, with "1" being your most preferred preference:

_____ Alternative M

_____ Alternative N

Please explain your ranking: OK w/ EITHER

4. The study shows that a combination of alternatives would best address the traffic challenges facing the Rathdrum Prairie. Please rank the following combinations of alternatives, with "1" being your most preferred preference.

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_____ N+D

_____ N+D+B

_____ N+H

_____ N+H+B

Please explain your ranking:

5. Were there any combinations of alternatives considered during Level 3A and not assessed in the Level 3B evaluation you feel should be considered further?

- ○ No
- ○ D+B
- ○ H+B
- ○ N+B or M+B

Please explain your selection:

_____
_____
_____
_____
_____

6. When considering an alternative or a combination of alternatives, what are the most important criteria to consider? Select your top three choices.

- ☒ Traffic and congestion
- ○ Improvement in safety
- ○ Supporting walking/biking
- ○ Right of way and property impacts
- ○ Costs
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- ☒ Huetter Interchange at I-90
- ○ U.S. Highway 95
- ○ Other _____

8. Do you have any additional comments for the Rathdrum Prairie Area Transportation Study?

NO. FROM WHAT I HAVE SEEN OVER THE PAST SEVERAL YEARS RE THESE STUDIES AND OPPORTUNITIES FOR PUBLIC INPUT .... YOU ALL ARE DOING A VERY GOOD, THOROUGH JOB.

General Questions

1. Would you like to be added to our mailing list? If so, please enter your email address below. By including your email address, you are giving ITD permission to send you updates on this project.

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- ○ Asian
- ○ Hispanic
- ○ White
- ○ Ethnicity not listed

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ITD District 1
Attn: Carrie Ann Hewitt, P.E.
600 W. Prairie Ave.
Coeur d'Alene, ID 83815-8764
info@rathdrumprairiepel.com

Name: Ken & Therese Johnstone

Email: [redacted]

Address: [redacted]

City: [redacted] State: [redacted] Zip: [redacted]

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1. Please rank the following standalone alternatives, with "1" being your most preferred preference:

✓ **Alternative D**

____ **Alternative H**

____ **Alternative M**

____ **Alternative N**

Please explain your ranking:

Huetter needs access to the free way to move traffic.

Round abouts remove left hand collision & ecconomic to build

2. Please rank the following standalone north/south alternatives, with "1" being your most preferred preference:

1 Alternative D

____ Alternative H

Please explain your ranking:

Move traffic to & from freeway.

3. Please rank the following standalone east/west alternatives, with "1" being your most preferred preference:

_____ Alternative M

_____ Alternative N

Please explain your ranking:

_____
_____
_____
_____

4. The study shows that a combination of alternatives would best address the traffic challenges facing the Rathdrum Prairie. Please rank the following combinations of alternatives, with "1" being your most preferred preference.

Note: Alternatives M and N are very similar, and Alternative N was selected as a representative for the analysis of combinations of alternatives, though both are expected to be evaluated further moving forward.

_____ N+D

_____ N+D+B

_____ N+H

_____ N+H+B

Please explain your ranking:

_____
_____
_____
_____
_____

5. Were there any combinations of alternatives considered during Level 3A and not assessed in the Level 3B evaluation you feel should be considered further?

- [x] No
- [ ] D+B
- [ ] H+B
- [ ] N+B or M+B

Please explain your selection:

_____
_____
_____
_____
_____

6. When considering an alternative or a combination of alternatives, what are the most important criteria to consider? Select your top three choices.

- [x] Traffic and congestion
- [ ] Improvement in safety
- [ ] Supporting walking/biking
- [ ] Right of way and property impacts
- [x] Costs
- [ ] Environmental Impacts
- [x] Noise impacts
- [ ] Wetlands and aquifers
- [ ] Supporting future growth
- [ ] Construction timeline

7. Based on the standalone alternatives and combinations of alternatives presented, what should ITD focus on improving first?

- [ ] Pleasant View Road
- [ ] State Highway 53
- [ ] New east-west corridor
- [x] Huetter Road
- [x] Huetter Interchange at I-90
- [ ] U.S. Highway 95
- [ ] Other _____

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Name: Taylor Leavitt

Email: [redacted]

Address: [redacted]

City: [redacted] State: [redacted] Zip: [redacted]

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4 **Alternative D**

3 **Alternative H**

1 **Alternative M**

2 **Alternative N**

Please explain your ranking:

M & N address more of the prairie

2. Please rank the following standalone north/south alternatives, with "1" being your most preferred preference:

2 Alternative D

1 Alternative H

Please explain your ranking:

Another arterial isn't going to solve anything

3. Please rank the following standalone east/west alternatives, with "1" being your most preferred preference:

_____ Alternative M

_____ Alternative N

Please explain your ranking:

_____

_____

_____

_____

4. The study shows that a combination of alternatives would best address the traffic challenges facing the Rathdrum Prairie. Please rank the following combinations of alternatives, with "1" being your most preferred preference.

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4 N+D

2 N+D+B

3 N+H

1 N+H+B

Please explain your ranking:

Alignment of H is too sweeping and affects too many Ag properties. I'd be more in favor of those combinations if they followed existing ROW's more

5. Were there any combinations of alternatives considered during Level 3A and not assessed in the Level 3B evaluation you feel should be considered further?

- ◯ No
- ◯ D+B
- ◯ H+B
- ◯ N+B or M+B

Please explain your selection:

_____
_____
_____
_____
_____

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- ◯ Supporting walking/biking
- ◯ Right of way and property impacts
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- ◯ Huetter Interchange at I-90
- ◯ U.S. Highway 95
- ◯ Other _____

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Just an emphasis on D & H following Lancaster instead of going diagonally through 100's of acres of Ag fields

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info@rathdrumprairiepel.com

Name: DAN LINS

Email: [redacted]

Address [redacted]

City: [redacted] State: [redacted] Zip: [redacted]

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Please explain your ranking:

_____

_____

_____

_____

2. Please rank the following standalone north/south alternatives, with "1" being your most preferred preference:

1 Alternative D

2 Alternative H

Please explain your ranking:

_____

_____

_____

_____

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1 Alternative N

Please explain your ranking:

_____

_____

_____

_____

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1 N+D

_____ N+D+B

_____ N+H

_____ N+H+B

Please explain your ranking:
LEAST IMPACTFUL TO HOST, COST EFFECTIVE COMPARATIVELY

_____

_____

_____

_____

5. Were there any combinations of alternatives considered during Level 3A and not assessed in the Level 3B evaluation you feel should be considered further?

- ◯ No
- ◯ D+B
- ◯ H+B
- ◯ N+B or M+B

Please explain your selection:

_____
_____
_____
_____
_____

6. When considering an alternative or a combination of alternatives, what are the most important criteria to consider? Select your top three choices.

- ◯ Traffic and congestion
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- ◯ Supporting walking/biking
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- ◯ Noise impacts
- ◯ Wetlands and aquifers
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Attn: Carrie Ann Hewitt, P.E.
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Coeur d'Alene, ID 83815-8764
info@rathdrumprairiepel.com

Name: Raquel Lins

Email: [redacted]

Address: [redacted]

City: [redacted] State: [redacted] Zip: [redacted]

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1 **Alternative D**

2 **Alternative H**

4 **Alternative M**

3 **Alternative N**

Please explain your ranking:
To direct more traffic the least impact is Hwy 41 alteration/widening & cost effective.

2. Please rank the following standalone north/south alternatives, with "1" being your most preferred preference:

1 Alternative D

2 Alternative H

Please explain your ranking:
Homes located on Hwy 41

3. Please rank the following standalone east/west alternatives, with "1" being your most preferred preference:

1 Alternative M

2 Alternative N

Please explain your ranking:

4. The study shows that a combination of alternatives would best address the traffic challenges facing the Rathdrum Prairie. Please rank the following combinations of alternatives, with "1" being your most preferred preference.

Note: Alternatives M and N are very similar, and Alternative N was selected as a representative for the analysis of combinations of alternatives, though both are expected to be evaluated further moving forward.

_____ N+D

_____ N+D+B

_____ N+H

_____ N+H+B

Please explain your ranking:

I can't rank because these options are the most expensive & impactful to land + homes.

5. Were there any combinations of alternatives considered during Level 3A and not assessed in the Level 3B evaluation you feel should be considered further?

- ◉ No
- ○ D+B
- ○ H+B
- ○ N+B or M+B

Please explain your selection:

_____
_____
_____
_____
_____

6. When considering an alternative or a combination of alternatives, what are the most important criteria to consider? Select your top three choices.

- ○ Traffic and congestion
- ○ Improvement in safety
- ○ Supporting walking/biking
- ○ Right of way and property impacts
- ◉ Costs
- ○ Environmental Impacts
- ◉ Noise impacts
- ◉ Wetlands and aquifers
- ○ Supporting future growth
- ○ Construction timeline

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- ◉ Huetter Interchange at I-90
- ○ U.S. Highway 95
- ○ Other _____

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If the goal is to help traffic on 90/95 - ↓ much traffic on 53 than widening Huetter, is the least expensive & cheapest option

General Questions

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Name: Lisa Llewellyn

Email: [redacted]

Address: [redacted]

City: [redacted] State: [redacted] Zip: [redacted]

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4 **Alternative D**

2 **Alternative H**

3 **Alternative M**

1 **Alternative N**

Please explain your ranking:

I like the idea of being able to get to 95 from I-90 without as much hassle. Alternatively it helps to fix issues along Huetter and hopefully mitigate accidents.

2. Please rank the following standalone north/south alternatives, with "1" being your most preferred preference:

2 Alternative D

1 Alternative H

Please explain your ranking:

I like the idea of an access controlled route on Huetter better than it just being a widened arterial.

3. Please rank the following standalone east/west alternatives, with "1" being your most preferred preference:

2 Alternative M

1 Alternative N

Please explain your ranking:

N seems easier to access more areas I use frequently in my travels

4. The study shows that a combination of alternatives would best address the traffic challenges facing the Rathdrum Prairie. Please rank the following combinations of alternatives, with "1" being your most preferred preference.

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2 N+D

4 N+D+B

1 N+H

3 N+H+B

Please explain your ranking:

I believe that N+H will solve a lot of the access and congestion issues in our area.

5. Were there any combinations of alternatives considered during Level 3A and not assessed in the Level 3B evaluation you feel should be considered further?

- (●) No
- ( ) D+B
- ( ) H+B
- ( ) N+B or M+B

Please explain your selection:

_____
_____
_____
_____
_____

6. When considering an alternative or a combination of alternatives, what are the most important criteria to consider? Select your top three choices.

- (●) Traffic and congestion
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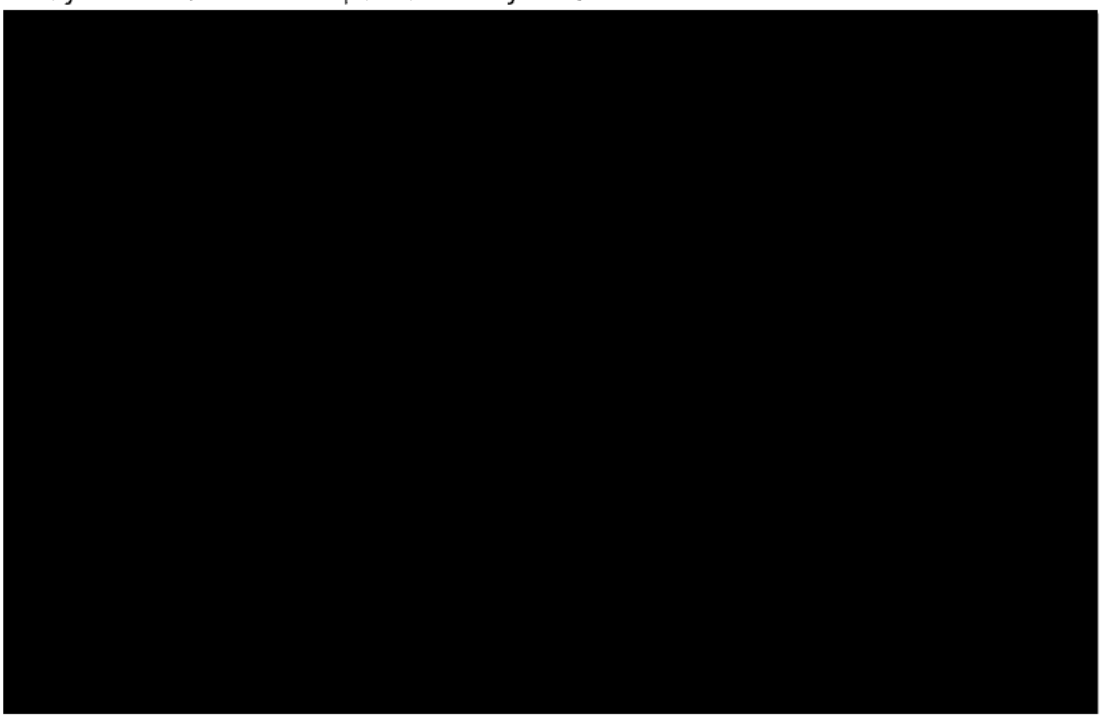
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Name: Meyer

Email: [redacted]

Address: [redacted]

City: _____ State: _____ Zip: [redacted]

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1. Please rank the following standalone alternatives, with "1" being your most preferred preference:

3 **Alternative D**
4 **Alternative H**
1 **Alternative M**
2 **Alternative N**

Please explain your ranking:

_____

_____

_____

_____

2. Please rank the following standalone north/south alternatives, with "1" being your most preferred preference:

2 Alternative D
1 Alternative H

Please explain your ranking:

_____

_____

_____

_____

3. Please rank the following standalone east/west alternatives, with "1" being your most preferred preference:

1 Alternative M
2 Alternative N

Please explain your ranking:

_____
_____
_____
_____

4. The study shows that a combination of alternatives would best address the traffic challenges facing the Rathdrum Prairie. Please rank the following combinations of alternatives, with "1" being your most preferred preference.

Note: Alternatives M and N are very similar, and Alternative N was selected as a representative for the analysis of combinations of alternatives, though both are expected to be evaluated further moving forward.

1 N+D
2 N+D+B
4 N+H
3 N+H+B

Please explain your ranking:

_____
_____
_____
_____
_____

5. Were there any combinations of alternatives considered during Level 3A and not assessed in the Level 3B evaluation you feel should be considered further?

- ○ No
- ○ D+B
- ○ H+B
- ○ N+B or M+B

Please explain your selection:

_____
_____
_____
_____
_____

6. When considering an alternative or a combination of alternatives, what are the most important criteria to consider? Select your top three choices.

- ○ Traffic and congestion
- ○ Improvement in safety
- ○ Supporting walking/biking
- ○ Right of way and property impacts
- ○ Costs
- ○ Environmental Impacts
- ○ Noise impacts
- ○ Wetlands and aquifers
- ○ Supporting future growth
- ○ Construction timeline

7. Based on the standalone alternatives and combinations of alternatives presented, what should ITD focus on improving first?

- ○ Pleasant View Road Since it has a new exchange at 53
- ○ State Highway 53
- ○ New east-west corridor
- ○ Huetter Road
- ○ Huetter Interchange at I-90
- ○ U.S. Highway 95
- ○ Other _____

8. Do you have any additional comments for the Rathdrum Prairie Area Transportation Study?

Thank you for asking for input.
Very appreciated!

General Questions

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- [ ] No

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ITD District 1
Attn: Carrie Ann Hewitt, P.E.
600 W. Prairie Ave.
Coeur d'Alene, ID 83815-8764
info@rathdrumprairiepel.com

Name: Annette Sandberg

Email: [redacted]

Address: [redacted]

City: [redacted] State: [redacted] Zip: [redacted]

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____ **Alternative D**

__X__ **Alternative H**

____ **Alternative M**

____ **Alternative N**

Please explain your ranking:

lower impact - will help more truck traffic to I-90 from the N

2. Please rank the following standalone north/south alternatives, with "1" being your most preferred preference:

____ Alternative D

__X__ Alternative H

Please explain your ranking:

Same as above - limited access better

3. Please rank the following standalone east/west alternatives, with "1" being your most preferred preference:

_____ Alternative M

_____ Alternative N Neither

Please explain your ranking:

_____

_____

_____

_____

4. The study shows that a combination of alternatives would best address the traffic challenges facing the Rathdrum Prairie. Please rank the following combinations of alternatives, with "1" being your most preferred preference.

Note: Alternatives M and N are very similar, and Alternative N was selected as a representative for the analysis of combinations of alternatives, though both are expected to be evaluated further moving forward.

_____ N+D

_____ N+D+B None

_____ N+H

_____ N+H+B

Please explain your ranking:

_____

_____

_____

_____

_____

5. Were there any combinations of alternatives considered during Level 3A and not assessed in the Level 3B evaluation you feel should be considered further?

- ○ No
- ○ D+B
- ○ H+B
- ○ N+B or M+B

NO

Please explain your selection:

_____

_____

_____

_____

_____

6. When considering an alternative or a combination of alternatives, what are the most important criteria to consider? Select your top three choices.

- ⊗ Traffic and congestion
- ⊗ Improvement in safety
- ○ Supporting walking/biking
- ○ Right of way and property impacts
- ○ Costs
- ⊗ Environmental Impacts
- ○ Noise impacts
- ○ Wetlands and aquifers
- ○ Supporting future growth
- ○ Construction timeline

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- ○ Pleasant View Road
- ○ State Highway 53
- ○ New east-west corridor
- ⊗ Huetter Road
- ⊗ Huetter Interchange at I-90
- ○ U.S. Highway 95
- ○ Other _____

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No

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- ○ Yes; email address: I Am already on the list
- ○ No

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Attn: Carrie Ann Hewitt, P.E.
600 W. Prairie Ave.
Coeur d'Alene, ID 83815-8764
info@rathdrumprairiepel.com

Name: Katherine Sheehan

Email: [redacted]

Address [redacted]

City: [redacted] State: [redacted] Zip: [redacted]

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____ **Alternative D**
____ **Alternative H**
____ **Alternative M**
____ **Alternative N**

N-D Combination

Please explain your ranking:

(N) Widening Huetter to 4 lanes with on/off ramps to I-90 will alleviate traffic from Coeur d'Terre area traveling thru current residential areas.
(N)(D) Will prevent the necessity of widening I-95

2. Please rank the following standalone north/south alternatives, with "1" being your most preferred preference:

1 Alternative D

2 Alternative H

Please explain your ranking:

D should be the first phase

3. Please rank the following standalone east/west alternatives, with "1" being your most preferred preference:

____ Alternative M
____ Alternative N

Neither affect me much.

Please explain your ranking:

4. The study shows that a combination of alternatives would best address the traffic challenges facing the Rathdrum Prairie. Please rank the following combinations of alternatives, with "1" being your most preferred preference.

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1 N+D
2 N+D+B
3 N+H
4 N+H+B

Please explain your ranking:
N + D are the most logical & crucial to reduce & improve traffic

5. Were there any combinations of alternatives considered during Level 3A and not assessed in the Level 3B evaluation you feel should be considered further?

- (●) No
- ( ) D+B
- ( ) H+B
- ( ) N+B or M+B

Please explain your selection:

Options are well thought-out.

6. When considering an alternative or a combination of alternatives, what are the most important criteria to consider? Select your top three choices.

- (●) Traffic and congestion
- ( ) Improvement in safety
- ( ) Supporting walking/biking
- (●) Right of way and property impacts
- ( ) Costs
- ( ) Environmental Impacts
- ( ) Noise impacts
- (●) Wetlands and aquifers
- ( ) Supporting future growth
- ( ) Construction timeline

7. Based on the standalone alternatives and combinations of alternatives presented, what should ITD focus on improving first?

- ( ) Pleasant View Road
- ( ) State Highway 53
- ( ) New east-west corridor
- ( ) Huetter Road
- (●) Huetter Interchange at I-90
- ( ) U.S. Highway 95
- ( ) Other I have thought this for many years!!!

8. Do you have any additional comments for the Rathdrum Prairie Area Transportation Study?

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- ○ Male
- ○ Female

2. Are you disabled?

- ○ Yes
- ○ No

3. Please identify your ethnicity. Check all that apply.

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- ○ Native Hawaiian and other Pacific Islander
- ○ Black
- ○ Asian
- ○ Hispanic
- ○ White
- ○ Ethnicity not listed

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Coeur d'Alene, ID 83815-8764
info@rathdrumprairiepel.com

Name: Laura Somerton

Email: [redacted]

Address: [redacted]

City: [redacted] State: [redacted] Zip: [redacted]

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1 **Alternative D**

4 **Alternative H**

____ **Alternative M**

____ **Alternative N**

Please explain your ranking:

M + N look the same to me.
D keeps traffic from at a slower speed

2. Please rank the following standalone north/south alternatives, with "1" being your most preferred preference:

1 Alternative D

2 Alternative H

Please explain your ranking:

See above

3. Please rank the following standalone east/west alternatives, with "1" being your most preferred preference:

_____ Alternative M

_____ Alternative N

Please explain your ranking:

They look the same to me

4. The study shows that a combination of alternatives would best address the traffic challenges facing the Rathdrum Prairie. Please rank the following combinations of alternatives, with "1" being your most preferred preference.

Note: Alternatives M and N are very similar, and Alternative N was selected as a representative for the analysis of combinations of alternatives, though both are expected to be evaluated further moving forward.

1 N+D

3 N+D+B

2 ~~3~~ N+H

4 N+H+B

Please explain your ranking:

Once Huetter is operational it may take traffic off 95. 95 should be last choice for where dollars are allocated

5. Were there any combinations of alternatives considered during Level 3A and not assessed in the Level 3B evaluation you feel should be considered further?

- (●) No
- ( ) D+B
- ( ) H+B
- ( ) N+B or M+B

Please explain your selection:

_____
_____
_____
_____
_____

6. When considering an alternative or a combination of alternatives, what are the most important criteria to consider? Select your top three choices.

- (●) Traffic and congestion
- ( ) Improvement in safety
- ( ) Supporting walking/biking
- ( ) Right of way and property impacts
- ( ) Costs
- ( ) Environmental Impacts
- ( ) Noise impacts
- (●) Wetlands and aquifers
- (●) Supporting future growth
- ( ) Construction timeline

7. Based on the standalone alternatives and combinations of alternatives presented, what should ITD focus on improving first?

- ( ) Pleasant View Road
- ( ) State Highway 53
- ( ) New east-west corridor
- (●) Huetter Road
- ( ) Huetter Interchange at I-90
- ( ) U.S. Highway 95
- ( ) Other _____

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Huetter has more traffic on it daily.
Something needs to be done to keep traffic safe,
while protecting the aquafer.

thank you for letting us have input.

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- ( ) No

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Coeur d'Alene, ID 83815-8764
info@rathdrumprairiepel.com

Name: NICK VENDETTI

Email: [redacted]

Address: [redacted]

City: [redacted] State: [redacted] Zip: [redacted]

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✓ **Alternative D**

_____ **Alternative H**

_____ **Alternative M**

_____ **Alternative N**

Please explain your ranking:

LEAST IMPACTFUL

2. **Please rank the following standalone north/south alternatives, with "1" being your most preferred preference:**

_____ Alternative D

_____ Alternative H

Please explain your ranking:

3. Please rank the following standalone east/west alternatives, with "1" being your most preferred preference:

_____ Alternative M

_____ Alternative N

Please explain your ranking:

_____
_____
_____
_____

4. The study shows that a combination of alternatives would best address the traffic challenges facing the Rathdrum Prairie. Please rank the following combinations of alternatives, with "1" being your most preferred preference.

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_____ N+D

_____ N+D+B

_____ N+H

_____ N+H+B

Please explain your ranking:

_____
_____
_____
_____
_____

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- ○ D+B
- ○ H+B
- ○ N+B or M+B

Please explain your selection:

_____
_____
_____
_____
_____

6. When considering an alternative or a combination of alternatives, what are the most important criteria to consider? Select your top three choices.

- ● Traffic and congestion
- ● Improvement in safety
- ○ Supporting walking/biking
- ○ Right of way and property impacts
- ● Costs
- ○ Environmental Impacts
- ○ Noise impacts
- ○ Wetlands and aquifers
- ○ Supporting future growth
- ○ Construction timeline

7. Based on the standalone alternatives and combinations of alternatives presented, what should ITD focus on improving first?

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- ○ Huetter Road
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- ○ Other _____

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- ○ Yes
- ○ No

3. Please identify your ethnicity. Check all that apply.

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- ○ Hispanic
- ○ White
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Name: Susan Vendetti

Email: [redacted]

Address: [redacted]

City: [redacted] State: [redacted] Zip: _____

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__1__ **Alternative D**

_____ **Alternative H**

_____ **Alternative M**

_____ **Alternative N**

Please explain your ranking:

least financial impact & looks to be workable to local folk.

2. Please rank the following standalone north/south alternatives, with "1" being your most preferred preference:

__✓__ Alternative D

_____ Alternative H

Please explain your ranking:

same as above

3. Please rank the following standalone east/west alternatives, with "1" being your most preferred preference:

_____ Alternative M

_____ Alternative N

Please explain your ranking:

_____
_____
_____
_____

4. The study shows that a combination of alternatives would best address the traffic challenges facing the Rathdrum Prairie. Please rank the following combinations of alternatives, with "1" being your most preferred preference.

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_____ N+D

_____ N+D+B

_____ N+H

_____ N+H+B

Please explain your ranking:

_____
_____
_____
_____
_____

5. Were there any combinations of alternatives considered during Level 3A and not assessed in the Level 3B evaluation you feel should be considered further?

- ○ No
- ○ D+B
- ○ H+B
- ○ N+B or M+B

Please explain your selection:

_____
_____
_____
_____
_____

6. When considering an alternative or a combination of alternatives, what are the most important criteria to consider? Select your top three choices.

- ● Traffic and congestion
- ● Improvement in safety
- ○ Supporting walking/biking
- ● Right of way and property impacts
- ○ Costs
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- ○ New east-west corridor
- ○ Huetter Road
- ○ Huetter Interchange at I-90
- ○ U.S. Highway 95
- ○ Other _____

8. Do you have any additional comments for the Rathdrum Prairie Area Transportation Study?

General Questions

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- ◯ No

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- ◯ Social media
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- ◯ Other _____

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- ◯ Male
- ◯ Female

2. Are you disabled?

- ◯ Yes
- ◯ No

3. Please identify your ethnicity. Check all that apply.

- ◯ American Indian (Tribal Native)/Alaska Native
- ◯ Native Hawaiian and other Pacific Islander
- ◯ Black
- ◯ Asian
- ◯ Hispanic
- ◯ White
- ◯ Ethnicity not listed

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If you have a question email the project team at info@rathdrumprairiepel.com.

Public Comment Form

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ITD District 1
Attn: Carrie Ann Hewitt, P.E.
600 W. Prairie Ave.
Coeur d'Alene, ID 83815-8764
info@rathdrumprairiepel.com

Name: Stephanie K. Wolf

Email: [redacted]

Address: [redacted]

City: [redacted] State: [redacted] Zip: [redacted]

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1. Please rank the following standalone alternatives, with "1" being your most preferred preference:

3 **Alternative D**

4 **Alternative H**

1 **Alternative M**

2 **Alternative N**

Please explain your ranking:

Makes little Sense using Huetter when Hwy 41 is a mile to the west. I feel residents in the Huetter are paying the price for extremely poor planning of Hwy 41. Huetter is soon to be a very densely populated neighborhood.

2. Please rank the following standalone north/south alternatives, with "1" being your most preferred preference:

1 Alternative D

2 Alternative H

Please explain your ranking:

H is very expensive and completely convoluted in its design. It's poor planning at its finest.

3. Please rank the following standalone east/west alternatives, with "1" being your most preferred preference:

2 Alternative M

1 Alternative N

Please explain your ranking:

_____

_____

_____

_____

4. The study shows that a combination of alternatives would best address the traffic challenges facing the Rathdrum Prairie. Please rank the following combinations of alternatives, with "1" being your most preferred preference.

Note: Alternatives M and N are very similar, and Alternative N was selected as a representative for the analysis of combinations of alternatives, though both are expected to be evaluated further moving forward.

1 N+D

2 N+D+B

3 N+H

4 N+H+B

Please explain your ranking:

_____

_____

_____

_____

_____

5. Were there any combinations of alternatives considered during Level 3A and not assessed in the Level 3B evaluation you feel should be considered further?

- ○ No
- ○ D+B
- ○ H+B
- ○ N+B or M+B

Please explain your selection:

_____
_____
_____
_____
_____

6. When considering an alternative or a combination of alternatives, what are the most important criteria to consider? Select your top three choices.

- ○ Traffic and congestion
- ○ Improvement in safety
- ○ Supporting walking/biking
- ● Right of way and property impacts
- ○ Costs
- ● Environmental Impacts
- ● Noise impacts
- ● Wetlands and aquifers
- ○ Supporting future growth
- ○ Construction timeline

7. Based on the standalone alternatives and combinations of alternatives presented, what should ITD focus on improving first?

- ○ Pleasant View Road
- ○ State Highway 53
- ○ New east-west corridor
- ○ Huetter Road
- ○ Huetter Interchange at I-90
- ● U.S. Highway 95
- ○ Other _____

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2. Are you disabled?

- ◯ Yes
- ◯ No

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RECEIVED
JUL 20 2026

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Attn: Carrie Ann Hewitt, P.E.
600 W. Prairie Ave.
Coeur d'Alene, ID 83815-8764
info@rathdrumprairiepel.com

Name: CHARLES HUSBAND

Email: [redacted]

Address: [redacted]

City: [redacted] State: [redacted] Zip: [redacted]

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1. Please rank the following standalone alternatives, with "1" being your most preferred preference:

____ **Alternative D**

2 **Alternative H**

1 **Alternative M**

____ **Alternative N**

Please explain your ranking:

M - USE C-C CONTINUES TO 95 USE F-F ON 53
H - TIE INTO M

2. Please rank the following standalone north/south alternatives, with "1" being your most preferred preference:

____ Alternative D

1 Alternative H

Please explain your ranking:

NEEDED TO HELP ON 95 IN CDA

3. Please rank the following standalone east/west alternatives, with "1" being your most preferred preference:

1 Alternative M

____ Alternative N

Please explain your ranking:

SEE QUESTION 1

4. The study shows that a combination of alternatives would best address the traffic challenges facing the Rathdrum Prairie. Please rank the following combinations of alternatives, with "1" being your most preferred preference.

Note: Alternatives M and N are very similar, and Alternative N was selected as a representative for the analysis of combinations of alternatives, though both are expected to be evaluated further moving forward.

2 N+D

____ N+D+B

1 N+H

____ N+H+B

Please explain your ranking:

M-H AS NOTED

5. Were there any combinations of alternatives considered during Level 3A and not assessed in the Level 3B evaluation you feel should be considered further?

- [x] No
- [ ] D+B
- [ ] H+B
- [ ] N+B or M+B

Please explain your selection:

_____

_____

_____

_____

_____

6. When considering an alternative or a combination of alternatives, what are the most important criteria to consider? Select your top three choices.

- [x] Traffic and congestion
- [x] Improvement in safety
- [ ] Supporting walking/biking
- [ ] Right of way and property impacts
- [ ] Costs
- [ ] Environmental Impacts
- [ ] Noise impacts
- [ ] Wetlands and aquifers
- [x] Supporting future growth
- [ ] Construction timeline

7. Based on the standalone alternatives and combinations of alternatives presented, what should ITD focus on improving first?

- [ ] Pleasant View Road
- [ ] State Highway 53
- [ ] New east-west corridor
- 1 [x] Huetter Road W/ MEYER RD BYPASS
- [ ] Huetter Interchange at I-90
- [ ] U.S. Highway 95
- [ ] Other 2 - EAST-WEST CORRIDOR

8. Do you have any additional comments for the Rathdrum Prairie Area Transportation Study?

SH-53 + LOCAL ACCESS ROAD NOT NEEDED NEAR Greensferry RD WITH 53 USING F-F CLOSER TO N. IDAHO RD MAYBE. IS ROAD NEEDED FOR PLANED SUBDIVISONS? PUTTING IN THIS LOCAL ACCESS ARE YOU PLANNING INSTALLING WATER & SEWER? PUTTING IN ACCESS ROAD REMOVES PROPERTIES FROM becoming COMMERCIAL. BOTTLENECKS IN RATHDRUM? WITH "N" AS NOTED ONLY TRAFFIC GOING TO RATHDRUM would be ON HWY 53. OF COURSE MY Property AND MY NEIGHBORS Property values would be MUCH LESS. I HAVE PUT UP with NOISE FROM HWY 53 AND Railroad. I would HAVE HWY NOISE ON BOTH SIDES! ALL PRIVACY GONE. ACCESS TO CDA? G-G MIGHT STILL BE NEEDED

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[redacted]

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JUL 20 2026

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Attn: Carrie Ann Hewitt, P.E.
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Coeur d'Alene, ID 83815-8764
info@rathdrumprairiepel.com

Name: Russell Husband

Email: [redacted]

Address: [redacted]

City: [redacted] State: [redacted] Zip: [redacted]

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2 **Alternative D**

1 **Alternative H**

____ **Alternative M**

____ **Alternative N**

Please explain your ranking:

I cant vote for the other alternatives because the hwy 53 portion directly affects me

2. Please rank the following standalone north/south alternatives, with "1" being your most preferred preference:

2 Alternative D

1 Alternative H

Please explain your ranking:

3. Please rank the following standalone east/west alternatives, with "1" being your most preferred preference:

____ Alternative M

____ Alternative N

Please explain your ranking:

I vote no on any alternatives that include the highway 53 expansion as drawn.

4. The study shows that a combination of alternatives would best address the traffic challenges facing the Rathdrum Prairie. Please rank the following combinations of alternatives, with "1" being your most preferred preference.

Note: Alternatives M and N are very similar, and Alternative N was selected as a representative for the analysis of combinations of alternatives, though both are expected to be evaluated further moving forward.

____ N+D

____ N+D+B

____ N+H

____ N+H+B

Please explain your ranking:

I like N+D but without the highway 53 local access road

5. Were there any combinations of alternatives considered during Level 3A and not assessed in the Level 3B evaluation you feel should be considered further?

- ○ No
- ○ D+B
- ○ H+B
- ○ N+B or M+B

Please explain your selection:

_____

_____

_____

_____

_____

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I agree with the highway 53 expansion except the local access road. If residental propertys and a few commercial buisness are still going to have 53 access why the need for a local access road? Particularly the section between Greensferry and N idaho road. The skeet (church) or are they going to sell to a devolper? I thought the skeet wasn't suppose to be a high traffic type church. I don't think, with a new east/west highway that, any expansion of 53 is needed. Your own data shows a lot of accidents at the curve on 53 at Honu ct. So why wasn't 53 straightened? Why are there no options for 53 only designs that we didn't vote on in the last round?

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- ☒ Other By mail because the project directly affects my property

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Roads Kootenai County

From TOWetzel [redacted]
To info@rathdrumprairiepel.com <info@rathdrumprairiepel.com>
Date 2026-07-07 19:09

We need a North / South highway or freeway without signals. Hwy 95 is not covering our population any longer.

Thank You,
Greg Wetzel
Director of Emergency Services

[redacted]

Hwy 95

From Donna H. [redacted]
To <info@rathdrumprairiepel.com>
Date 2026-07-08 11:33

the answer to Hwy 95 which needs to be six lanes is putting it up and over CdA. You already own the land 95 is on, you just need to build up and over CdA and then make the road 6 lanes like Hwy 5 going from Portland to the south.
Seattle, Spokane, Portland and numerous other cities have gone up and over busy areas. I think from Ironwood to Hayden Ave or possibly further as 95 can be solid with traffic north of Prairie and up to Hayden Ave.
Donna Harvey

Praire Highway ITD Engagement

From Zander Kerns [redacted]
To <info@rathdrumprairiepel.com>
Date 2026-07-09 13:24

Good Afternoon,

I was unfortunately unable to make it to the open house inviting residents to speak on the issue of the roadway inclusion across the prairie.

I wanted to highlight an important question as I have grown up in Hayden, Idaho purchasing my first home now off Meyer Rd. The considered options would directly affect my home value and my value of day to day life next to a highway.

Problem: As a frequent user of Highway 41 I find there were benefits to expanding 41 but have yet to see the roadway face real congestion in comparison to US95. While I know the image isn't solely for today's issues but the future, we should include today's problems as consideration for the solution.

I'd like to understand how the observed travel patterns after the Highway 41 improvements informed the current traffic model. If the majority of regional commuters continue choosing US-95 because their destinations are concentrated in Coeur d'Alene and Hayden, please explain how the proposed new corridor will materially change those travel choices. Please provide projected traffic volumes on US-95, SH-41, and the proposed corridor under the same future growth scenario.

Solution: I think the ultimate solution will probably be a combination of:

- Widening US-95 in key locations.
- Completing Highway 41 improvements.
- Building selected new connections rather than one entirely new freeway.
- Improving major intersections and railroad crossings.

That's because US-95 will almost certainly remain the primary north-south road. Even ITD describes it as the singular primary north-south highway in North Idaho.

A new corridor may absorb some future growth, but it's unlikely to replace US-95 as the preferred route for most trips to Coeur d'Alene.

Thank you for your consideration!

Roundabouts



From Rick Alexander [redacted]
To <info@rathdrumprairiepel.com>
Date 2026-07-09 17:14

Is there plans for more roundabouts in the Post Falls area ?

Rathdrum Prairie Road Study

From Don McNett [redacted]
To info@rathdrumprairiepel.com <info@rathdrumprairiepel.com>
Date 2026-07-09 14:05

I was unable to attend the prior workshops in Post Falls or Rathdrum, but wish to offer some thoughts on the future transportation problems facing the Rathdrum Prairie.

I have lived in this area since 1949, over those many years I have witnessed the evaporation of the farm lands into non-agriculture development. Even though most of us would not like to see it, growth is unavoidable for many reasons. When the Hwy 95 project to develop into 4 lanes, it was proposed to be limited access and traffic lights no less than a mile apart to access frontage road on east and west sides. So much for that plan. Over the last few years, the idea of creating a new north / south corridor to reroute Hwy 95 from the Spokane River north to connect somewhere near Hwy 53 using Huetter Rd.. To procure the property necessary, along with bridge and Highway construction costs would be unimaginable.

The current and proposed housing developments and the accompanying commercial development on the prairie that always follows, along with future development that Post Falls, Hayden, Rathdrum and Coeur d'Alene predict will only cause more congestion. My thoughts are that in the end, if Hwy 53, Prairie Ave, Hayden Ave., and Lancaster Rd. were 4 lane roads providing east / west routes, and Heuter Rd. was 4 lane with an interchange at I-90 to allow another north / south access to I 90 ; it would not only provide access to commuters to I 90, but also reduce a lot of the congestion from Hwy. 95. These changes / improvements could be phased as growth expands.

Thank You for the opportunity to offer input.

Donald R. McNett
[redacted]

From: Suzanne Scheidt [redacted]
Sent: Thursday, July 9, 2026 11:38 AM
To: Carrie Ann Hewitt <CarrieAnn.Hewitt@itd.idaho.gov>
Cc: Paul Tucker [redacted]
Subject: ITD PEL Study | Rathdrum Prairie Area Transportation Study | Lancaster public drinking water system wellfield location

CAUTION: This email originated outside the State of Idaho network. Verify links and attachments BEFORE you click or open, even if you recognize and/or trust the sender. Contact your agency service desk with any concerns.

Good morning, Carrie Ann, thank you for taking the time to speak with me yesterday regarding the RPA Transportation Study and the crossing of the high priority level sensitive aquifer recharge areas at Chase and North Idaho Roads. I will be following up with Aquifer Protection District cooperating agencies at next Wednesday's meeting and circle back with you afterward.

Thank you also for hearing North Kootenai Water District's concerns regarding a proposed crossing depicted east of the Lancaster and Ramsey Road intersection identified as section "M" on the attached exhibit. Proposed crossing "M" cuts across three wells producing 4500 gpm and drawing from the RPA to supply the District's Rimrock Service Area public drinking water system that supplies 3,500 people east of Highway 95. The wellfield property boundary is identified by the red dot on the attached map with lat/long coordinates.

The District's urges that the proposed segment "H" is evaluated exclusively over proposed segment "M" for protection of this public potable water supply.

Please advise if the district should provide additional comment to ITD via a formal process.

Thank you,

Suzanne Scheidt, Chief Operating Officer
[redacted]

Huetter Plan D and H

From Virginia Balser [redacted]
To <info@rathdrumprairiepel.com>
Reply-To [redacted]
Date 2026-07-10 13:16

We live at 4941 W Hayden Ave which is just West of Huetter Ave. Alternative D would have little to no direct impact on our home. Alternative H would take our neighbors field and perhaps part of our little corral. Obviously, our choice would be #D rather than H. If you choose H, why would you put the exit/entrance on the West side of Huetter Rd rather than on the East side where it would have no affect on anything but empty ground. It might be more of a pain to put it on the East side, but no one would loose

a field where horses now live. Leaving it on the West would require the neighbor to have to move to be able to still have his horses.

Please let us know the reasoning on the exit/entrance being on the West side of Huetter rather than the East side where it belongs.

Robert L. and Virginia R. Balser

[redacted]

[redacted]

Preferred Alternative for Rathdrum Prairie

From Lynn Fleming [redacted]
To <info@rathdrumprairiepel.com>
Date 2026-07-13 18:04

I want to register my preference for the Alternative N-H that achieves higher safety and transit benefits overall. Acquisition of acreage is better done sooner than later as we keep expanding.

I am sorry we did not jump on the Huetter Interchange during the current construction with land preparation.

Lynn Fleming [redacted]

Transportation feedback

From Jennifer Jordan [redacted]
To <info@rathdrumprairiepel.com>
Date 2026-07-17 20:11

Hi!

I figure I'd at least say my peace. We live at Ramsey and Dalton. Walmart trucks avoiding 95 come through day and night, sometimes sounding like a jet is going to land in our house, they're going so fast. Motorcycles rev their engines ant the light and use it as an unchecked racetrack at night. It used to be seasonal, and only until about 10pm and now it's all year, all night almost.

Accidents keep happening with no turn signal at the intersection of Ramsey and Dalton and I saw it was indicated on your map of accidents as having a suspected serious injury. A few weeks ago it was heartbreaking to hear a baby crying from the latest wreck. There were 4 or 5 wrecks in one month this spring. I'm hoping that your traffic flow options will relieve some of the burden on Ramsey, but there is a lot of development happening and planned north of us, where we have not much say in the outcomes.

Is there a way to have assistance to put in a sound wall as part of/ to mitigate the impact of some of the upcoming development, or as part of the plan? Our neighbors have had cars in their yard, pictures falling off the walls from the noise, and the decibel level makes it frankly unpleasant to be outside or keep windows open on that side of the house. Again, I'm hoping that your plan will relieve some of the pressure on Ramsey, and appreciate all the effort you've put into it the thought and studies.

Thank you,
Jennifer Barker

Sent from my iPhone

Rathdrum prairie transportation study

From Sarah Neal Mann [redacted]
To <info@rathdrumprairiepel.com>
Date 2026-07-16 11:48

Hello,

I live in the Highlands neighborhood next to Huetter and the i90. I've seen the plan for Huetter development. I've lived in this neighborhood for 15 years. People use Meyer to Huetter for biking, walking and as the route to CDA that doesn't require the very very busy 41 to 90 exchange.

The freeway noise is already loud. It seems to me more development off the freeway will bring more traffic congestion not less. It will destroy quality of life since we'll no longer be able to use that route to access CDA, or ride bikes and walk in peace without more traffic cutting us off. There's homes and lives and animal crossing at stake if an off ramp and more traffic is allowed to access our little bit of peace.

If there's a better place to share my opinion rather than email please let me know.

Thank You,

Sarah Mann

#4

From pierce.theresa [redacted]
To <info@rathdrumprairiepel.com>
Date 2026-07-16 19:05

I think the alternative 4th route would be the most logical and less impactful on the Rathdrum Community if we need a bypass at all. I90 to Huetter past Lancaster to Hwy 53.

Theresa Pierce
[redacted]

Rathdrum Prairie Area Transportation Study

From Steve Spruill [redacted]
To <info@rathdrumprairiepel.com>
Date 2026-07-18 14:55

Good afternoon,

I am a resident of Kootenai County and therefore have a vested interest in the impact ITD has on my community. Highway 41 already routes traffic from Post Falls through Rathdrum and funds are currently being used to improve parts of 41.

Another transportation route would take more land away from the ever dwindling prairie, further disrupting wildlife, the aquifer and take away what little open prairie and farms are left. Continued loss of open land changes weather patterns and wildlife migration. Less open land, the warmer the weather stays. The warmer the weather, the less rain, cold weather and snow. The less rain and snow, the greater the loss of water from rain, snow melt and mountain run off.

I am opposed to this project. This project is not necessary since a route already exists, a waste of funds since repairs and maintenance to existing transportation routes should be prioritized over a new route and it is an intentional destruction of our land.

Thank you,
Steve Spruill

–
"All that is necessary for the triumph of evil is that good men do nothing

From: Carrie Ann Hewitt
To: Ronald McGhie; megan.jahns
Cc: Heather McDaniel; Michael Hartz; Marron, Anna; Grossarth, Eric
Subject: RE: PEL LEVEL 3 COMMENTS AND SUGGESTIONS (see Attach.docx file below)
Date: Monday, July 20, 2026 3:22:42 PM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Just letting you know that we received your email and that it'll be included in the public comments. Thanks, Ron.

CarrieAnn M. Hewitt, P.E. I Technical Engineer Services Leader – Planning
Idaho Transportation Department I District 1

Work: 208-772-1230 **Cell**: 208-620-8291
Email: carrieann.hewitt@itd.idaho.gov I itd.idaho.gov
Mon.-Fri. 8:00am-4:30pm (PT)

Enhancing Quality of Life Through Transportation

From: Ronald McGhie [redacted]
Sent: Monday, July 20, 2026 1:35 PM
To: Carrie Ann Hewitt <CarrieAnn.Hewitt@itd.idaho.gov>; Megan Jahns <Megan.Jahns@itd.Idaho.gov>
Cc: Heather McDaniel <Heather.McDaniel@itd.idaho.gov>; Michael Hartz <Michael.Hartz@itd.idaho.gov>
Subject: PEL LEVEL 3 COMMENTS AND SUGGESTIONS (see Attach.docx file below)

CAUTION: This email originated outside the State of Idaho network. Verify links and attachments BEFORE you click or open, even if you recognize and/or trust the sender. Contact your agency service desk with any concerns.

Opposition to Alternative H and Support for Adjusted Alternative N Combined with Adjusted Alternative D in the Rathdrum Prairie Area Transportation Study

(see attach .pdf file below) FOR MAP OF LOCATIONS

Thank You
Ronald C McGhie
[redacted]

(NO HUETTER BYPASS GROUP)

Re. Rathdrum Prairie Area Transportation Study

From christine baran [redacted]
To <info@rathdrumprairiepel.com>
Cc chris Baran [redacted]
Date 2026-07-21 16:33

I am writing to comment on the Rathdrum Prairie Area Transportation Study and where it currently stands.

First, you have made it extremely difficult on your website throughout this process to identify ways to actively engage in this process.
You have also done a very poor job of notifying the public, especially those who would be impacted with these proposed changes, to allow input in decision-making for what transportation improvements will be made.
You have disingenuously failed to provide definable metrics to justify moving forward with any of the proposed alternatives and have ignored other proposed alternatives which are cheaper and more efficacious in relieving traffic congestion.
You are using out of date budgeting data to falsely predict future costs.

Second, given all the above statements, I am vehemently opposed to the Huetter Corridor solution. Why is this solution being driven as the most viable solution to traffic congestion? Expanding Huetter does not solve the traffic issues on US 95, since 85% of the traffic congestion on that road is local traffic, rather than thru routes. Adding the Huetter expansion will not solve that problem. Why are other solutions, such as expanding 16th Street through from Post Falls to Coeur d'Alene, not being considered to better manage East/West traffic?

Very little information has been given as to what land will be taken for the Huetter Corridor expansion. Given that there is currently a great deal of open land on the east side, Coeur d'Alene side of Huetter, which will be covered with homes in the next few years, now would be the time to acquire right of way along the east side of Huetter, before all the homes are planned and built. Instead, I am guessing the plan is to take the existing properties on the west side, in unincorporated Post Falls. This is shameful and an unnecessary measure, which will disrupt homes and families who have lived there for many years, in favor of big developers, who hold more sway over such decisions.

A northern connector between US 95 and Hwy 41, on undeveloped land, would be a better alternative, since Hwy 41 has already been expanded, even though the Hwy 41 project was poorly managed, with lights every 1/2 - 1 mile, seriously restricting flow of traffic, similar to the mistakes made on US 95. Why was no consideration given to adding a side, local access road running parallel along both sides of US 41, with a northern connector between US 95 and Hwy 41, allowing Hwy 41 to flow with limited lights?

It seems there is a different agenda at work in the proposals being presented, as well as those being pushed. It stinks to high heaven!

Christine Baran

Re: Public Comment ends soon on the Rathdrum Prairie Area Transportation Study

From Brian Rogers [redacted]
To info@rathdrumprairiepel.com <info@rathdrumprairiepel.com>
Cc Carrie Ann Hewitt <carrieann.hewitt@itd.idaho.gov>
Date 2026-07-23 16:18

Brian Rogers_2026-07-22 Rathdrum Prairie PEL Level 3 Response - signed.pdf (~564 KB)

Dear Reader,

Please find a link to the ZIP file of signed documents for this comment period. Due to the short window to respond, it has been difficult to meet the arbitrary comment window provided, given the months ITD and the consulting team held back information. Even with the information provided to the community, it is extremely difficult to understand how the recommendations were selected.

The community I have spoken with directly feels this project should be shut down as it is not providing value. Given the significant overrun in ITD spending and the many projects being reviewed, we should end this project before it moves forward (project list, key no. 23349).

2026-07-22 Rathdrum Prairie PEL Level 3 Response - signed_r1.zip

Signers For This ZIP File

Alec Hinojosa
Alyssa Pukkila
Bonnie McGhie
Brett Haney
Brian Adams
Brian Rogers
Christine Baran
Coleen Delaney
Darla Pavlish
DONALD MCGHIE
Evan C Nilsson
Holly Hinojosa
Jennifer Hickman
Kathleen Buller
Lindsay Marie Adams
Mark Jacobi
Marko Pukkila
Maureen Marian
Randy Pavlish
Ronald McGhie
Ronda Bowling
Susan Edwards
Tamie Bremer
Viktoriya Reed
Wendy McGhie
Wes Reed

Thanks,

Brian Rogers
[redacted]

"Intelligence removes complexity." - Me

ITD District 1
Attn: Carrie Ann Hewitt, P.E.
600 West Prairie Avenue
Coeur d'Alene, ID 83815-8764

Date: 7/22/2026

Rathdrum Prairie PEL Level 3 Response

No Huetter Bypass Group

Summary of Five Years of Analysis of the Rathdrum Prairie Planning and Environmental Linkages (PEL) Study and Related Idaho Transportation Department Actions

1. Introduction and Scope

This report consolidates findings advanced by the No Huetter Bypass group over approximately five years of review of the Rathdrum Prairie Area Transportation Study (PEL Study), initiated by the Idaho Transportation Department (ITD) and Kootenai Metropolitan Planning Organization (KMPO) in 2022 and scheduled for completion by the end of 2026. The analysis draws upon publicly released ITD documents, Level I through Level 3 screening materials, Purpose and Need statements, public meeting summaries, Federal Highway Administration (FHWA) Planning and Environmental Linkages guidance, and contemporaneous group submissions. The central conclusion is that ITD has not demonstrated that selected designs serve the best long-term interests of the Coeur d'Alene, Post Falls, Hayden, and Rathdrum communities. Designs advanced, particularly those centered on the Huetter alignment, are poorly fitted to the prairie's existing network pattern, growth distribution, and future mobility technologies.

ITD's own Purpose and Need Memo states: "The purpose of the transportation recommendations is to improve safety, mobility, as well as system reliability and resiliency for the current and future movement of both people and goods as northern Kootenai County and the Rathdrum Prairie continue to see rapid growth and development." The group's review finds that the process has systematically under-documented the dismissal of higher-performing or lower-impact concepts, provided insufficient quantitative detail for meaningful public evaluation, and advanced an alignment that effectively constructs a parallel north-south facility of limited independent utility. Critically, the PEL process as executed departed from the original design intent of identifying holistic solutions and instead constrained community input in ways that prevented integrated, multi-element recommendations during the formative screening stages.

2. Departure from the Original Holistic Design of the PEL Process

The original design of the Rathdrum Prairie PEL program contemplated a holistic examination of the regional transportation system. Holistic planning, by definition, requires evaluation of interdependent improvements, north-south capacity, east-west connectivity, access management, multimodal integration, and local-network support, as a unified set rather than as isolated concepts. During Level 1 and Level 2 screening, however, the community was not permitted to

submit or have evaluated feedback packages that incorporated more than one suggestion at a time. Participants were repeatedly instructed that the PEL process was required to remain at a "broad brush" level of detail until the subsequent National Environmental Policy Act (NEPA) phase.

This procedural restriction prevented the public from demonstrating how combinations of modest improvements—such as selected east-west arterial upgrades (including original concepts related to a 16th Street connection between Post Falls and Coeur d'Alene), targeted access control on existing corridors, signal timing and intersection geometry changes, and limited new connections—could collectively outperform a single large new alignment. Level 1 began with 54 concepts that were rapidly consolidated or eliminated; Level 2 advanced only 13 discrete alternatives. The community was therefore unable to test or advocate for multi-element packages until Level 3, at which point the set of surviving alternatives had already been narrowed and the opportunity for genuine holistic synthesis had been substantially foreclosed. The restriction also had the practical effect of privileging those concepts that could be described as stand-alone "big lines on a map," precisely the form of solution that ITD's later statements about focusing on larger, higher-speed roads tended to favor.

Ironically, the Level 3 proposals themselves exceed the "broad brush" characterization that had been used to limit earlier input. Level 3 materials present specific alignments, interchange locations, cross-section assumptions, combination scenarios (N+D, N+H, N+D+B, N+H+B), and comparative travel-time results. Yet these materials still withhold the quantitative cost ranges, detailed right-of-way parcel data, origin-destination matrices, and engineering assumptions necessary for the public to determine whether the proposals are valid, cost-effective, or superior to alternatives that were never allowed to be evaluated in combination. The process therefore combined the restrictive features of a high-level screening with the definitive features of a preferred-alternative selection, without providing the information required for informed community consent. The result is a study that is simultaneously too constrained for genuine public synthesis and too advanced for continued claims of conceptual flexibility.

A properly executed holistic PEL would have invited and scored multi-element packages from the outset, published the quantitative performance and impact scores of those packages alongside single-concept alternatives, and retained flexibility for refinement into NEPA. Instead, the public was told that such packages were premature, only to discover at Level 3 that the surviving single concepts had already been combined by the study team into preferred scenarios. This sequence inverted the intended relationship between public input and technical synthesis.

3. Traffic Reality: US-95 as the Dominant Constraint

Empirical traffic analysis conducted by the KMPO and repeatedly submitted by the No Huetter Bypass group demonstrates that US-95 (frequently referenced in regional discussion as the functional equivalent of a primary north-south route and occasionally misstated as I-95) constitutes the largest single constraint within the study area. Group origin-destination review of available count and model data indicates that less than approximately 15 percent of US-95 traffic volume continues past Boekel Road. The large majority of movements are local or short-to-medium regional trips that terminate or originate within the Coeur d'Alene, Hayden, Rathdrum, and Post Falls urbanized area. **The study distribution undermines the premise that a new continuous north-south controlled-access facility is required to serve through traffic.**

ITD's Purpose and Need Memo itself identifies US-95 as "the primary north-south thoroughfare and singular north-south highway route in north Idaho" and projects severe future degradation. Northbound US-95 travel time from Lancaster Road to Emma Avenue is forecast to increase from 15:37 to 45:53 in the 2045 PM peak under No-Build conditions. Parallel documentation shows SH-41 from I-90 westbound to Boekel Road rising from 11:05 to 39:28 in the same period. These figures confirm that the dominant problem is capacity and access management on existing primary corridors and their east-west feeders, not the absence of a fourth north-south alignment. **Any solution that fails to confront the 85 percent local and short-trip component of US-95 demand will leave the core problem unaddressed while imposing large new right-of-way and fiscal costs on the community.**

4. ITD's Stated Preference for Larger, Higher-Speed Facilities and the Case for Alternatives B and N

During multiple Level 2 and Level 3 public meetings, ITD representatives stated that the Department would focus its attention and resources on larger roads with higher design speeds. This policy posture has the practical effect of elevating Alternatives D and H (both centered on the Huetter corridor, whether as a four-lane arterial or as an access-controlled highway with parallel local roads) while de-emphasizing lower-speed or more distributed network solutions. The No Huetter Bypass group concludes that, given the traffic distribution data and the incomplete holistic evaluation described above, ITD should not advance Alternative D or Alternative H at this stage. Attention and detailed engineering effort should instead be concentrated on Alternative B and Alternative N.

Alternative N, which incorporates an access-controlled alignment along the Pleasant View / parallel east-west corridor together with SH-53 widening and a Meyer Road Bypass element, addresses the documented east-west deficiencies that the Purpose and Need materials themselves identify as critical. It offers a means of relieving pressure on I-90 interchanges and on the signalized sections of US-95 by providing a parallel high-capacity route for longer east-west movements. Alternative B, which in Level 2 screening showed zero or near-zero property and acreage impacts and low relative cost, represents the type of operational and capacity improvement on existing facilities that can be implemented with far less disruption and without new Fifth Amendment takings of the scale required by the Huetter options.

However, Alternative B was not presented with comparable quantitative detail during the Level 3 community meetings. Travel-time tables, cost ranges, implementation packaging, and sensitivity testing for Alternative B remained less developed than those for the Huetter-centered options. The public was therefore left unable to evaluate whether a refined Alternative B, alone or in combination with selected elements of Alternative N, could deliver acceptable performance at substantially lower community cost and impact. This asymmetry in presentation reinforces the perception that the process has been oriented toward confirming a preferred high-speed corridor rather than toward an open comparison of all viable packages. Until Alternative B is brought to the same level of analytical and presentational rigor as Alternatives D and H, any claim that the Level 3 results reflect a balanced evaluation remains unsupported.

5. Critique of Alternative H

ITD materials describe Alternative H as follows: "Alternative H would add an access-controlled highway (with parallel local access roads and interchanges at key crossroads) along Huetter Road from I-90 to Lancaster Road, then along a new alignment going northeast south of the UPRR line to connect with US-95 near Boekel Road. The new Huetter access-controlled highway would have two lanes in each direction with a center median, and a speed limit of 55-65 mph. The existing Huetter Road would serve as a local access road." Level 2 screening assigned it 429 acres of right-of-way impact, 131 properties, medium residential impacts, and a qualitative "Medium Cost" rating.

Although labeled an access-controlled highway, the design retains a parallel local access road system. It therefore does not satisfy the general engineering definition of a fully controlled-access facility in which abutting properties have no right of direct access. All movements occur exclusively via grade-separated interchanges. The practical result is two roadways operating side-by-side across the prairie. Construction of such a facility requires extensive land acquisition under the Takings Clause of the Fifth Amendment. The group maintains that no public necessity has been established that would justify this taking: the alignment terminates near Boekel Road. It provides no continuous long-distance utility even under 60-year growth projections. **It is, in functional terms, a highway that goes nowhere, duplicating what is in place and creating more throughput than can be used by the arterials.**

Moreover, even if interchanges are spaced at approximately one-mile intervals as suggested in Alternative H materials, the concentration of entering and exiting traffic at each ramp will generate queues and turbulence that propagate onto the mainline for a substantial portion of that mile. Without coordinated improvements to the local street network that feeds those ramps, meaning any improvements that require active, ongoing partnership with city and highway-district road departments, the "access-controlled" facility will itself become congested at the interchanges. **The Coeur d'Alene office of ITD has not demonstrated a working process of joint planning with local road agencies sufficient to prevent this outcome. The result is an impractical solution that merely relocates, rather than resolves, congestion.**

6. Potential Violation of Federal Standards

Federal highway design standards explicitly warn against placing major system interchanges (freeway-to-freeway) in close proximity to high-volume local service interchanges. The Huetter design violates this principle by dropping a massive commuter funnel directly between SH-41 and US-95. When we apply the established Catastrophe Model, the inclusion of southern freight acts as an extreme multiplier to the friction variable. You have thousands of local commuters entering I-90 from Huetter. **This cross-traffic "weave" forces heavy trucks and passenger vehicles to cross paths within a highly constrained physical distance. The resulting turbulence guarantees that the mainline flow will collapse into a shockwave on a daily basis.**

Simultaneously, 23 CFR 771.111(f)(2) mandates that a project must possess "independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made". Alternative H's proposed design relies on an access-controlled mainline with approximately one-mile interchange spacing, yet it explicitly retains a parallel local road system.

7. SH-41 Access-Control History and Failures of State Legislative Oversight

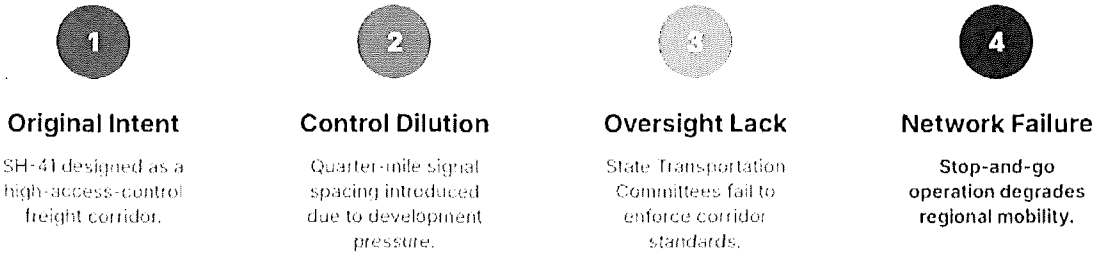
A parallel cautionary example exists in the evolution of State Highway 41. The original design intent for segments of SH-41 contemplated a higher degree of access-control consistent with its function as a principal arterial and freight corridor. Through successive project decisions and legislative and administrative actions, that intent was progressively diluted. The facility was ultimately constructed or reconstructed with signalized intersections first at approximately half-mile spacing and, in critical segments, at quarter-mile spacing. The resulting stop-and-go operation has degraded both mobility and safety and has forced diversion of traffic onto parallel local roads that were never designed for the resulting volumes.

The No Huetter Bypass group attributes a substantial share of this outcome to inadequate oversight by the Idaho Legislature's House and Senate Transportation Committees. Those committees possess the statutory responsibility to review major highway programming, to question deviations from adopted corridor plans, and to ensure that access-management standards are preserved when projects move from planning into design and construction. Their failure to enforce the original access-controlled vision for SH-41 has produced a corridor that now contributes to the very congestion the Rathdrum Prairie PEL Study is asked to solve. The same institutional weakness increases the risk that Alternative H, even if built with nominal one-mile interchange spacing, will experience progressive degradation through later pressure for additional access points or through uncoordinated local development at the ramps.

Because the Coeur d'Alene-area ITD office has not established durable joint planning protocols with local road departments, there is no institutional mechanism to protect either a future Alternative H or the existing SH-41 from the same incremental erosion of access control. Holistic traffic-pattern management is therefore impossible under current practice. Any claim that Alternative H will remain a free-flow facility for decades must be evaluated against this documented history of institutional failure on a parallel corridor within the same metropolitan area. The same committees that failed to preserve access control on SH-41 continue to exercise oversight authority over the programming decisions that will determine whether the Rathdrum Prairie PEL recommendations advance into NEPA and design. Without a change in that oversight posture, the pattern of progressive degradation is likely to be repeated.

Institutional Track Record: SH-41 Failure

The history of State Highway 41 provides a cautionary tale of diluted intent and failed legislative oversight. This cycle of progressive degradation is likely to repeat with Alternative H.



8. Fifth Amendment Considerations and the Absence of Demonstrated Need

The Fifth Amendment permits the taking of private property only for public use and upon payment of just compensation. Where a public agency dismisses demonstrably superior or lower-impact alternatives without documented reasoned explanation, the assertion of "public use" becomes vulnerable to challenge as pretextual. The No Huetter Bypass group has consistently argued that the burden rests upon the State to first convert existing corridors to true access control and to exhaust capacity improvements on US-95 and SH-41 before any claim of necessity can support large-scale eminent domain for a parallel facility. Group submissions state: **"It is the burden of the State to make this an access-controlled highway. This must be completed before 'need' can be found in taking land for several other projects."**

Federal regulations under 23 CFR § 710.105 and § 710.511 emphasize prudent use of funds and alternatives to minimize takings, such as reusing existing corridors before new construction. The PEL study's comparative screening notes "Property Impacts: Potential impacts to properties" but does not adequately explore low-acquisition options, violating NEPA's requirement (23 CFR Part 771) to evaluate alternatives that reduce environmental and community effects, including displacements. **However, it is the community's understanding that even if Alternative D is selected, ITD will request the same amount of land acquisition as in Alternative H. The concept of this is deeply concerning given how liberally the State has pushed for land acquisition when it has not been needed.**

Because multiple original concepts, including east-west arterial connections such as an improved 16th Street linkage between Post Falls and Coeur d'Alene, were eliminated in Level 1 or Level 2 screening with no publicly disclosed quantitative comparison of benefits, costs, or property impacts relative to Alternative H, the resulting work products lack the evidentiary foundation required to support taking property. The reports therefore appear disingenuous in their claim that the selected alternatives represent the reasoned outcome of an open, multi-criteria process. The earlier prohibition on multi-suggestion feedback packages further compounds the evidentiary

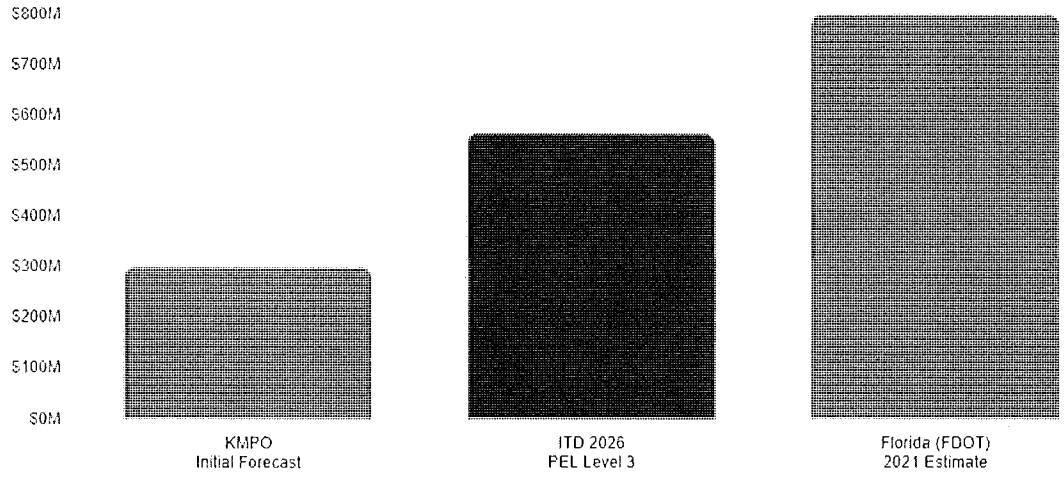
deficit: the public was never allowed to place a holistic lower-impact package into formal competition with the high-impact Huetter options.

9. Insufficiency of Detail Provided for Public Review

Review of the materials hosted at https://itd.idaho.gov/project/rathdrum-prairie-pel-study/ and associated meeting magazines reveals a persistent pattern: screening matrices employ qualitative labels ("Best," "Better," "Medium," "Negative") without publishing the underlying numerical thresholds, unit costs, or model parameters. Cost ratings for Alternative H remained "Medium" with no dollar scale attached in Level 2 materials. Independent estimation by the group, using Florida Department of Transportation unit prices adjusted for cross-section complexity, places pavement and basic construction alone near $500 million and total project cost nearer $800 million—far above earlier KMPO figures of approximately $300 million that have not been publicly updated for post-2020 construction inflation.

The $363 Million Fiscal Transparency Gap

A significant critique in the is the reliance on obsolete cost figures. While KMPO forecasts suggested a $300 million price tag, ITD suggests closer to $564 million. However, using 2026 construction inflation (not future build costs required by law) and complexity estimates suggest a total project cost exceeding $800 million.



FHWA PEL guidance requires that planning studies incorporate public involvement of sufficient depth to allow informed comments and to support later NEPA decision-making. The absence of transparent cost models, origin-destination tables supporting the 15 percent through-traffic finding, and side-by-side quantitative comparison of dismissed concepts (including 16th Street east-west options) prevented the general public from conducting an

educated review of outcomes. Circular logic is evident: the Purpose and Need is defined by projected congestion; alternatives are then scored against that Purpose and Need; the highest-scoring alternatives are declared to meet the need—without independent empirical testing of whether the underlying growth assumptions or mode-share forecasts remain valid under emerging technologies. The same circularity is compounded by the earlier prohibition on multi-suggestion feedback packages and by the incomplete presentation of Alternative B in Level 3.

10. Level 3 Results, Cost Inflation, and Process Deficiencies

Level 3 advanced combinations centered on Alternatives D (Huetter widened arterial), H (Huetter access-controlled), M, and N (Pleasant View / parallel east-west alignments with SH-53 widening and Meyer Road Bypass). Combinations such as N+H and N+D were presented as offering the greatest travel-time savings relative to the 2045 No-Build. Yet conceptual cost estimates and right-of-way acreage remain incompletely quantified in public-facing materials released through July 2026. Given documented national highway construction cost escalation between 2020 and 2026 driven by materials, labor, and regulatory factors, any earlier $300 million benchmark is obsolete. Continued reliance on qualitative "Medium Cost" descriptors constitutes an inaccurate representation under standard FHWA practice, which expects planning-level cost ranges expressed in constant or year-of-expenditure dollars.

The Level 3 materials further illustrate the tension between the earlier "broad brush" restriction and the current level of geometric specificity. Alignments, interchange locations, and combination logic are now sufficiently defined to constrain future NEPA alternatives. Yet, the supporting cost, impact, and performance data remain too coarse for the public to judge validity. This asymmetry- high definition of preferred concepts, low definition of supporting analysis- undermines the claim that the PEL has prepared an adequate foundation for subsequent environmental review. It also confirms that the process has moved well beyond the conceptual stage that was used to justify the prohibition on holistic community packages during Levels 1 and 2.

11. Prospective Changes in Mass Transit, Trucking, and Vehicle Technology

Over the next twenty years, autonomous driving systems, AI-optimized signal and ramp metering, truck platooning, and expanded shared and on-demand mobility services are projected to increase effective roadway capacity without proportional increases in physical lane-miles. Freight movements are expected to shift toward higher utilization of existing Interstate and principal arterial capacity through coordinated platoons and off-peak scheduling. Mass-transit and micro-transit options, enabled by autonomous shuttles, further reduce the necessity for additional north-south general-purpose capacity. Under these conditions, the marginal value of a fourth north-south facility is low relative to targeted east-west capacity and operational improvements on I-90 and its interchanges—precisely the corridors already identified by ITD as experiencing the most severe existing peak-period congestion. These technological trajectories reinforce the conclusion that resources should be directed toward Alternatives B and N rather than toward the higher-impact Huetter alignments.

12. Conclusion of Principal Findings

The cumulative record of the Rathdrum Prairie PEL Study, when examined against FHWA expectations for transparent planning-level analysis, against the traffic distribution findings, against the procedural restriction on holistic multi-element feedback during Levels 1 and 2, against the documented degradation of SH-41 under inadequate legislative oversight, and against the formal requirements of the Takings Clause, does not support the conclusion that Alternative H or its Level 3 combinations constitute a necessary or proportionate response to the region's mobility needs. The dominant constraint remains US-95 and the east-west system that feeds it. The progressive conversion of SH-41 from an intended higher-access-control facility into a signalized arterial with intersections as frequent as every quarter-mile illustrates the institutional risks that attend any new high-speed facility in the absence of rigorous legislative oversight and coordinated local road district partnerships.

Future technological trajectories further diminish the marginal utility of a fourth north-south general-purpose facility. ITD should therefore suspend further development of Alternatives D and H, redirect detailed analysis and public presentation resources to Alternatives B and N (with particular attention to supplying the missing quantitative detail for Alternative B), reopen the opportunity for genuine holistic packages that were precluded during the earlier screening stages, and establish formal joint planning protocols with local road departments before any new controlled-access facility is advanced. Until those steps are taken, the work products to date remain disingenuous with respect to the community interest they purport to serve.

In addition, FHWA regulations (23 U.S.C. § 135) require people, not just freight, to be considered without imposing burdens like eminent domain on residents for economic benefits flowing northward. Further, plans should "emphasize the preservation of the existing transportation system" 23 U.S.C. § 135 (d)(1)(H). The Rathdrum Prairie PEL study does not address all of this. In some cases, community members' land is acquired instead of already owned public land.

Using projected models from KMPO's current I-90 study, even by 2055, Alternative H will only reduce traffic on I-90 by roughly 16%. However, it will drastically decrease the level of service on I-90, likely to LOS F by 2045.

Respectfully submitted,



Brian Rogers (Jul 20, 2026 20:22:18 PDT)

[redacted]

2026-07-22 Rathdrum Prairie PEL Level 3 Response

Final Audit Report 2026-07-21

Created:	2026-07-21
By:	Brian Rogers [redacted]
Status:	Signed
Transaction ID:	[redacted]

"2026-07-22 Rathdrum Prairie PEL Level 3 Response" History

Web Form created by Brian Rogers [redacted]
2026-07-21 - 3:12:57 AM GMT

Web Form filled in by Brian Rogers [redacted]
2026-07-21 - 3:22:18 AM GMT- [redacted]

Email verification link emailed to Brian Rogers [redacted]
2026-07-21 - 3:22:20 AM GMT

Email viewed by Brian Rogers [redacted]
2026-07-21 - 3:23:09 AM GMT- [redacted]

E-signature verified by Brian Rogers [redacted]
2026-07-21 - 3:23:14 AM GMT- [redacted]

Agreement completed.
2026-07-21 - 3:23:14 AM GMT

Idaho Transportation Department
Rathdrum Prairie Area Transportation Study Project Team

Subject: Opposition to Alternative H and Support for Adjusted Alternative N Combined with Adjusted Alternative D in the Rathdrum Prairie Area Transportation Study

I write to update prior correspondence regarding the Rathdrum Prairie Area Transportation Study alternatives. Alternative H fails to address the dominant traffic patterns and imposes disproportionate impacts that conflict with Federal Highway Administration functional classification principles and Idaho transportation planning requirements. The Idaho Transportation Department has not adequately protected community access needs or minimized disruption as required under applicable federal and state frameworks.

Alternative N constitutes the superior access-controlled highway. It provides backup capacity to Interstate 90 and traverses or borders the cities of Rathdrum, Post Falls, and Hayden. Properly designed, it would occupy a corridor through the middle of Highway 41 while supporting Highway 53, Highway 41, Interstate 90, and U.S. 95. An access-controlled Highway N must operate identically to Interstate 90: grade-separated over or under every existing arterial it crosses, with no at-grade intersections, signals, or stop signs, and with interchanges spaced approximately every three miles.

Highway 41 and U.S. 95 currently feature street-level crossings at all arterial intersections; only the railroad crosses under Highway 41. Interstate 90, by contrast, maintains full access control as an interstate freeway. Alternative N must replicate that standard rather than replicate the at-grade configuration of the existing state highways.

Arterial streets must not be replaced by highways. Businesses, schools, and neighborhoods require direct road access that highways, by definition, do not supply. Cities routinely maintain arterial networks for local accessibility while using limited-access facilities for through traffic; this dual system yields superior overall mobility.

I therefore recommend the following adjustment to Alternative N: retain the Pleasant View, Hayden Avenue, and Lancaster Road arterials in their existing locations without highway overlays. Construct the access-controlled Highway N as a fully separate facility that crosses over these arterials without requiring parallel local-access roads adjacent to the arterials themselves. Align Alternative N on the south side of Hayden Avenue until it crosses the railroad just east of Greensferry Road, continue south of Hayden while crossing over Highway 41, then proceed northeasterly over the north-south arterials of Meyer and Huetter and the east-west arterial at Lancaster. Continue northeasterly across Atlas and Ramsey to the intersection of Boekel Road and U.S. 95. The referenced map of comments previously submitted to ITD and the Planning and Environmental Linkages team illustrates this alignment.

Alternative H accomplishes little or nothing for traffic in Post Falls and Rathdrum. Less than 12 percent of the traffic that uses Interstate 90 and proceeds north on U.S. 95 travels through the study area past the Coeur d'Alene business district. The predominant congestion problems within the study area are east-west, not north-south. Alternative H would require removal of most of the existing Huetter Road pavement. Construction of access-controlled highways is substantially more expensive because of the necessity for overpasses, interchanges, extensive land acquisition, and new interchanges at both U.S. 95 and Interstate 90.

Alternative D requires only minor adjustments and must not be converted into Alternative H or any other access-controlled highway. The Huetter arterial is the sole north-south arterial east of

Highway 41 that is not obstructed by the airport and that continues southerly under Interstate 90. An adjusted five-lane Huetter arterial will be essential once the adjacent 430-acre Coeur Terre development proceeds. Preliminary Subdivisions 1 and 2 alone include two schools, a religious temple, two parks, an active-adult center with 170 units, 288 multi-family units, and 137 lots, with an additional 506 units planned in Subdivision 2. These two subdivisions represent only 39 percent of the 2,800 units approved for the full 430 acres.

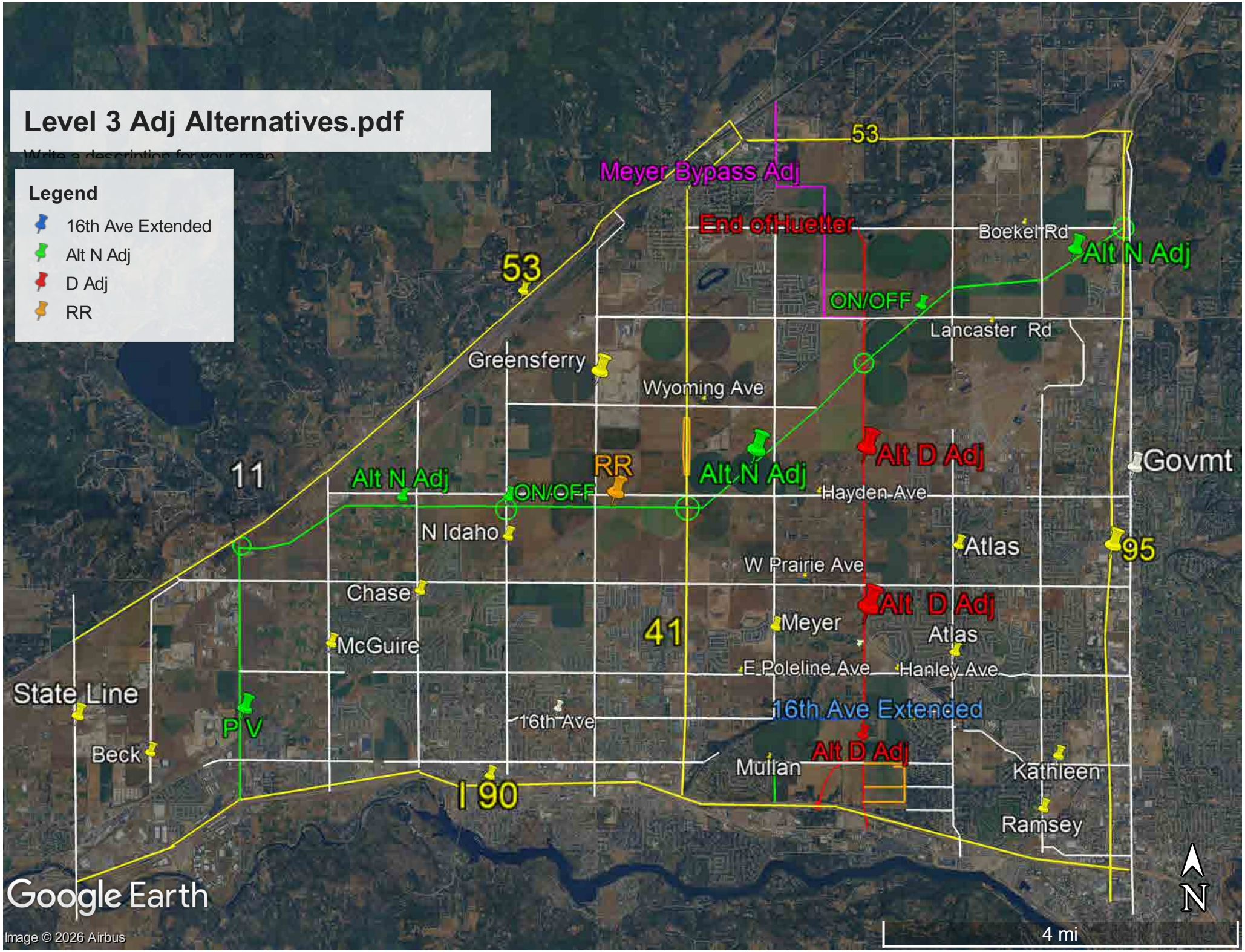
The alignment of adjusted Alternative D must remain on the existing Huetter Road from Seltice Way to Boekel Road and must not become an access-controlled highway at either terminus. Huetter Road requires a center turn lane at Mullan Avenue, Greta Avenue, and Big Sky Drive at the earliest practicable date. The existing right-of-way at Big Sky Estates is already 100 feet wide and can accommodate a two-lane section with center turn lane immediately, while the four-lane-with-center-turn configuration under Alternative D proceeds through the National Environmental Policy Act process.

The attached map also depicts the extension of 16th Street to Huetter Road, creating an additional arterial connection between Huetter Road and State Highway 41 that would relieve Poleline Avenue.

These recommendations align with Federal Highway Administration guidance that full access control is appropriate only for facilities whose primary function is long-distance mobility with no direct land access, whereas arterials must retain sufficient access to serve adjacent development. Conversion of the existing Huetter arterial to an access-controlled facility under Alternative H severs precisely the local access that Federal Highway Administration functional classification criteria and Idaho planning statutes require agencies to preserve.

Thank you for your consideration and previous help. Please forward to others' in Dist 1 and in the Pel Study group in Boise ID.

Ronald C. McGhie
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Post Falls, Idaho 83854
Mail only at POB 625 Post Falls Id 83877


Level 3 Adj Alternatives.pdf
Write a description for your map
Legend
16th Ave Extended
Alt N Adj
D Adj
RR
53
Meyer Bypass Adj
End of Huetter
Boeker Rd
Alt N Adj
53
ON/OFF
Lancaster Rd
Greensferry
Wyoming Ave
Alt D Adj
Govmt
11
Alt N Adj
RR
Alt N Adj
ON/OFF
Hayden Ave
N Idaho
Atlas
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W Prairie Ave
Chase
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Atlas
McGuire
E Poleline Ave
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1. Please rank the following standalone alternatives, with "1" being your most preferred preference:	**1a. Please explain your ranking:**
1. Alternative M 2. Alternative N 3. Alternative H 4. Alternative D	N+D+B is the best final plan for future connectivity and traffic flow. Start with M (or N) that connects needed E-W traffic flows more efficiently. Then use Alternative B to further improve US-95 with grade separations. Resort to H (or D) only if absolutely necessary since it doesn't really model the N-S or E-W traffic flows efficiently through the Rathdrum Prairie with a disruptive new corridor.
1. Alternative N 2. Alternative H 3. Alternative M 4. Alternative D	Access-controlled routes seem best to move large volumes of traffic through our area, instead of clogging up residential areas, such as has happened in CdA Place with the opening of Hanley to Poleline. I cringe when I think of the amount of traffic from Coeur Terre added to the current mess in residential areas on the northwest side of CdA. Something needs to be done NOW; we've already delayed too long.
1. Alternative M 2. Alternative D 3. Alternative H 4. Alternative N	* Alternative M provides redundancy for east / west regional mobility. Serves as an alternative to I90 for regional mobility, preserving capacity for I90 and US95. * Alternative D provides access to existing arterial roadways for east/west travel from an expanded north/south arterial corridor with new freeway access to/from I90. It appears that Alterantive D may provide potential for more expedient development of the route with coordination of devlopment activites on the prairie. * Concerns with Alternative N relative to impacts, greater than Alternative M, on the City of Post Falls and City of Rathdrum land application properties in the vicinity of Hayden Ave. / Greensferry Rd. contiguous land application site(s) are needed for economies of scale related to the operation and maintenance activities associated with land application.
1. Alternative N 2. Alternative M	East/West Alternatives would not impact our present location as much.

1. Please rank the following standalone alternatives, with "1" being your most preferred preference:	1a. Please explain your ranking:
3. Alternative D 4. Alternative H	
1. Alternative H 2. Alternative M 3. Alternative D 4. Alternative N	Alternative N is an extremely convoluted way to get from I90 to Hw95. It also does not take the current development in Rathdrum into account which is adding residential to Meyer, Booker, and Lancaster. Also have concerns about having 4-6 lanes of traffic through Rathdrum via Hw53/41!
1. Alternative D 2. Alternative H 3. Alternative M 4. Alternative N	Alternatives M and N are my worst nightmare! Reject M and N due to the list of challenges, particularly to the impact to floodplains and wetlands, and destroying the beautiful, wide open prairie that sets the Rathdrum and Post Falls area apart. Remember, properties don't need to be adjacent to suffer from the noise of such a busy throughway. No, the entire prairie area would hear the roadway noise 24x7. Rejecting M and N would leave open the possibility of farm to table and locally sourced food, which is increasingly important in times of supply chain disruption, as well as the reduction of fuels required to transport food to our area. Rejecting M and N would leave open the possibility of a wildlife preserve, or a large nature park with pathways and bike paths, similar to Kathryn Albertson Park in Boise, the Arboretum in Moscow, the Ridge to Rivers system in Boise, or a wildlife/bird-friendly section that connects to the Centennial Trail. Accept B, D, H. Prefer D over H because it has a 35-45 mph speed limit. Greater speeds create more noise, don't they? Also, I lived one block from the four-lane Ten Mile road in Meridian for a year and a half. I took my life in my hands trying to get out of our subdivision, because people (especially large trucks) ignored the 45 mph speed limit and regularly went 60 mph. Two people were killed on that road in the short time we lived there (one pedestrian, one driver trying to turn left from 10-Mile onto their street). I think 60 mph is too high for roads in cities.

1. Please rank the following standalone alternatives, with "1" being your most preferred preference:	1a. Please explain your ranking:
1. Alternative M 2. Alternative H 3. Alternative D 4. Alternative N	I ranked Alternative M first because it provides the preferred east-west corridor while avoiding the severe direct property impacts associated with Alternative N. Through my role as President & CEO of Jacklin Land Company, I am closely familiar with substantial property near State Highway 41, Hayden Avenue, and Wyoming Avenue that would be affected by these alternatives. Alternative N cuts diagonally through the northwestern portion of a large contiguous property holding, fragmenting the property and impairing future access, circulation, utility planning, internal street connectivity, and efficient development. Alternative N also appears to cross State Highway 41 at or immediately adjacent to the existing railroad overpass, raising unresolved concerns regarding grades, clearances, bridge modifications, additional right-of-way, cost, and constructability. Alternative M generally follows Wyoming Avenue along the northern edge of the affected property and substantially reduces these impacts. I ranked H ahead of D as my preferred north-south alternative, although that preference is less significant than my strong preference for M over N.
1. Alternative D 2. Alternative H 3. Alternative M 4. Alternative N	It doesn't include limited access and it appears to take less land away from homeowners. The costs of of taking land is more than what can be counted in $$$$
1. Alternative D 2. Alternative H 3. Alternative M 4. Alternative N	
1. Alternative D 2. Alternative H 3. Alternative M 4. Alternative N	

1. Please rank the following standalone alternatives, with "1" being your most preferred preference:	**1a. Please explain your ranking:**
1. Alternative N 2. Alternative M 3. Alternative H 4. Alternative D	N - is best road base usage - curtails cost. Follows RR line. Improves Hwy 95, Rathdrum at hidden valley congestion which is dangerous as well as a few spots on Hayden. It also cuts through less fields which keeps farmers going and as they water it goes back into aquifer. And it utilizes the current road base more, so it is more logical and financially responsible. M - is similar using existing roads but cuts through more fields. H & D - neither one helps any congestion for Rathdrum or hidden valley area at all. It also is more work at Seltice area on I-90. I-90 is already being done so then it will have to be changed again - waste of money. If either is used it should look more like N when it hits Lancaster rather than cut through fields for no reason. Also, with 4 lanes, one lane can be added to each side of Lancaster without making one property owner shoulder all the loss. And why cut through the field when the road base is there already. Again, a waste of money and time.
1. Alternative N 2. Alternative D 3. Alternative H 4. Alternative M	
1. Alternative N 2. Alternative M 3. Alternative H 4. Alternative D	
1. Alternative M 2. Alternative N 3. Alternative D 4. Alternative H	I live on Huetter and don't want a freeway in my front yard. Also, the traffic seems to be from Washington so let's get them off I-90 sooner than clogging PF or CDA or at Huetter. Getting them off I90 once in Idaho seems best to connect with North 95.
1. Alternative D 2. Alternative H 3. Alternative M 4. Alternative N	These choices and rank are the best performing ones and they seem doable without getting into something like Washington state north south freeway.
1. Alternative M 2. Alternative N	Pleasant View Road will have much less impact to current residential ownership and the benefits are equal are better to the Huetter Road alternatives.

1. Please rank the following standalone alternatives, with "1" being your most preferred preference:	1a. Please explain your ranking:
3. Alternative H 4. Alternative D	Minimizing impact to existing owners should be the number one priority when considering these alternatives.
1. Alternative N 2. Alternative M 3. Alternative D 4. Alternative H	Alt N has superior trans-prairie transit times compared to the other routes and crosses relatively unpopulated areas so fewer family homes would be disrupted. Alt M for similar reasons as Alt N Alt D looks to be a lower cost alternative but will pass directly through the new 4500 family Coeur Terre development which will obviously add a tremendous amount of traffic and result in slower transit times. The new Mormon temple will create a substantial load to the area's traffic. Also, this route will pass directly along my property which will substantially increase in noise and possibility for accidents at my corner of Huetter and Prairie lot. I saw no mention of plans for noise abatement which concerns me greatly. All of this said, I still prefer Alt D to Alt H. Alt H is a non-starter due to the same reasons I listed for Alt D but also because of the additional cost of building it and purchasing all of the needed property to construct it. The controlled access creates difficult access and confusion. In addition, this alternative will require me and many of my neighbors to surrender a portion of my property to the project. The brand new One Place church will have the on-off ramp run directly through it!
1. Alternative D 2. Alternative H 3. Alternative M 4. Alternative N	I prefer neither. Stay out of the Rathdrum prairie. I picked D as #1 because it seems to have the least amount of noise from fast traveling and does not cross through Rathdrum. I love driving on Heutter as it is peaceful. Not anymore if this happens. I do not want it to be a highway. Any widening should be done on the 95 and leave the prairie alone.
1. Alternative H 2. Alternative D	The route along Huetter Road should be a freeway connecting US 95 and I-90. There is already a lot of traffic along Huetter Road, even with the completion

1. Please rank the following standalone alternatives, with "1" being your most preferred preference:	1a. Please explain your ranking:
3. Alternative N 4. Alternative M	of the SH 41 widening project. Think of what it will be in 10 or even 5 years as Coeur Terre builds out and ither projects build out toward Huetter Road from both the east and the west. That will also give businesses the opportunity to locate along Huetter Road, increasing traffic that much more. A mere arterial would be short-sighted and will not be able to handle the traffic it will get, let alone take pressure off SH 41 and US 95. Alternatives M and N are not viable in my opinion because connection to I-90 at or near Pleasant View Road would be problematic given the existing development in that area. Instead, consideration should be given to simply widening Pleasant View Road to four lanes from the UPRR crossing to Prairie Avenue and concurrently widening SH 53 to four lanes from the state line to Rathdrum.
1. Alternative H 2. Alternative D 3. Alternative N 4. Alternative M	First and foremost 95 is useless to get through the prairie. 95 needs to be rerouted through huetter via 90. And it needs to have NO STOPS. Otherwise it is just going to turn back into 95 which at this point is just a glorified city street. N and M dont matter as much to me.
1. Alternative H 2. Alternative D 3. Alternative N 4. Alternative M	North/South travel is what's in most need, East/West has I90 already.
1. Alternative H 2. Alternative D 3. Alternative N 4. Alternative M	The north/south traffic of highway 95 is the biggest issue and the new bypass highway needs to be closer to 95 to see the most benefit and use. A highway on Huetter solves the issue the best.
1. Alternative D 2. Alternative H 3. Alternative M 4. Alternative N	
1. Alternative H 2. Alternative D	My computer wouldn't allow me to rank the 4 options. I favor limited access highways for the Huetter and

1. Please rank the following standalone alternatives, with "1" being your most preferred preference:	1a. Please explain your ranking:
3. Alternative M 4. Alternative N	Pleasant View corridors. That moves the highest volume of traffic.
1. Alternative M 2. Alternative N 3. Alternative D 4. Alternative H	Alternatives M and N are very similar in that they provide a 2 part solution with improving North/South traffic, while also improving East/West traffic. Much better options for long term investment in this area to deal with the growth.
1. Alternative H 2. Alternative D 3. Alternative M 4. Alternative N	I chose Alternate H because Hutter Road is central to the Rathdrum Prairie area and as a connection to I-90 as an Interchange. It could also function as a bypass for truck traffic by connecting to north US-95. Also, Alternate H greatly improves shows to save commute time during business hours, and seems to be most affordable.
1. Alternative M 2. Alternative N 3. Alternative D 4. Alternative H	
1. Alternative N 2. Alternative M 3. Alternative D 4. Alternative H	Many of the traffic issues revolve around East/West travel and should therefore be prioritized. With regard to North/South, Alternative D makes much more sense and will be less expensive, as well as being less disruptive to current homeowners and business owners.
1. Alternative N 2. Alternative M 3. Alternative H 4. Alternative D	The Meyer bypass needs to be for truckers. With the schools all near 41/53 bridge traffic backs up and the damage to the bridge in the last few years from the traffic is already having to be repaired. There needs to be another way for non local traffic to connect. And the truckers need to be diverted that way.
1. Alternative D 2. Alternative H 3. Alternative M 4. Alternative N	
1. Alternative D 2. Alternative H 3. Alternative M 4. Alternative N	

1. Please rank the following standalone alternatives, with "1" being your most preferred preference:	1a. Please explain your ranking:
1. Alternative M 2. Alternative N 3. Alternative D 4. Alternative H	Path 3 (M / N) seems to be the best choice- diverting traffic off I 90 /US 95 /ID 41 that is bound for areas such as GEG , Spokane, Schweitzer, Silverwood, Sandpoint as well as more distant locations (Glacier NP, Canadian Rockies, Calgary, Edmonton to the Northeast and Spokane, Portland, Seattle, and CA to the Southwest or west.) The main drawback is it ignores Hwy 53/ID 41 traffic heading toward/from Priest Lake, Spirit Lake, Twins Lakes, Oldtown, Newport WA, Blanchard, and Priest River- all of which are growing.
1. Alternative H 2. Alternative D 3. Alternative N 4. Alternative M	H - move through traffic from 95 to I90 via Huetter, least invasive to the prairie D - people may not be as likely to take this route if the speed limit is only 35/45. Therefore not relieving traffic congestion from 95. N - chose N over M as Hayden is established road M - see above
1. Alternative H 2. Alternative D 3. Alternative M 4. Alternative N	Alternative H provides the best access to the Post Falls, CdA areas for those of us coming from Rathdrum and Spirit Lake. There is a lot of growth in our area and better access with safer routes are clearly needed. None of the east west routes provides this level of access.
1. Alternative N 2. Alternative M 3. Alternative H 4. Alternative D	
1. Alternative H 2. Alternative N 3. Alternative D 4. Alternative M	
1. Alternative D 2. Alternative H 3. Alternative M 4. Alternative N	Actually, why don't you just widen Meyer, Hayden, Huetter, Pleasantview, and 53, from 2 lanes currently, to 4 lanes each. That would make the most sense and cheaper in the long run. And you are not taking the farm land away. Which I am very disappointed in. Huetter already goes to Boekel and Lancaster. So

1. Please rank the following standalone alternatives, with "1" being your most preferred preference:	1a. Please explain your ranking:
	make Boekel 4 lanes, to 95. Same thing with Lancaster to 95, 4 lanes. No shortcuts. Prairie is congested, but it is free flowing, because it has 4 lanes. Whereas the other roads currently, you are stuck behind 1 person for miles, before you are able to get past them(or if they turn). And make 95 6 lanes. I mean, you already have the roads, so use them to your advantage, by making them 4 lanes. With the future possibility of expanding.. DO NOT TAKE THE FARM LAND AWAY. THAT IS OUR AQUIFIER.. We need that for our future water intake. So why would you take that way??? I wouldn't even think about considering others... This is the best way to do this.
1. Alternative H 2. Alternative D 3. Alternative N 4. Alternative M	the best ROI is to use the Huetter corridor with an interchange at I-90. Limited access (alt H) is best if funding can be obtained.
1. Alternative H 2. Alternative N 3. Alternative M 4. Alternative D	An access-controlled north-south route is very much needed in the prairie area. Of the alternatives suggested, option H seems to be the best to meet this need. Options M & N are extremely similar, and either one would provide some north-south option, but they are diagonal and so would not fully meet this need. Option D is not access-controlled, and would not in my opinion be enough to meet the north-south need, as it would have signals causing inefficient stop-and-go traffic.
1. Alternative N 2. Alternative M 3. Alternative D 4. Alternative H	A quicker way to travel between Spokane and Sandpoint to Canada is needed. Traffic can be improved on the 95 with better planning on Alternative B.

1. Please rank the following standalone alternatives, with "1" being your most preferred preference:	1a. Please explain your ranking:
1. Alternative N 2. Alternative D 3. Alternative H 4. Alternative M	As listed they provide the best traffic timelines and least crashes.
1. Alternative D 2. Alternative H 3. Alternative M 4. Alternative N	D seems to make the most sense. It does stink that it may go through people's home or property. But I think you will have that anywhere because of how late in the game this project is happening.
1. Alternative H 2. Alternative N 3. Alternative M 4. Alternative D	I think Alt D by itself is just kicking the can down the road and we will need an access controlled freeway in the future. I like Alt H best of the standalone alternatives. I like that it is a shorter, more direct route from 95 to 90.

2. Please rank the following standalone north/south alternatives, with "1" being your most preferred preference:	2a. Please explain your ranking:
1. Alternative H 2. Alternative D	Both H and D should only by built as a last resort as they don't model the existing N-S or E-W traffic flows and add a disruptive new corridor.
1. Alternative H 2. Alternative D	See #1 for preference toward access-controlled routes.
1. Alternative D 2. Alternative H	Alternative D provides a lower impact from right-of-way foot print than Alternative H. Could potentially be implemented more quickly to meet short term needs. Has similar operational impact as H, with lower cost
1. Alternative D 2. Alternative H	Prefer Alternative D over H for improvements to Huetter Rd. We live east of Huetter, in the Northshire neighborhood, and we would not like to have another freeway so close to us.
1. Alternative H 2. Alternative D	Alternative H avoids much of the current planned development in Rathdrum and impacts to downtown also.
1. Alternative D 2. Alternative H	Prefer Alternative D because of lower speed limit.

2. Please rank the following standalone north/south alternatives, with "1" being your most preferred preference:	2a. Please explain your ranking:
1. Alternative H 2. Alternative D	I have a modest preference for Alternative H over Alternative D because H appears to provide the more useful regional north-south connection. I am otherwise relatively agnostic between the two and believe the final choice should be based on traffic performance, safety, cost, and right-of-way impacts. My much stronger concern is that any combination incorporating an east-west corridor use Alternative M rather than Alternative N.
1. Alternative D 2. Alternative H	This route should not have limited access
1. Alternative D 2. Alternative H	Alternative D is more financially friendly and would be less of an impact of the environment.
1. Alternative D 2. Alternative H	
1. Alternative H 2. Alternative D	They are basically the same. one is bypassing a new business off Huetter and Lancaster both are cutting through fields, but D is cutting through one more field. Either way they should follow Lancaster to Ramsey as you have a pre-existing road base there. that would be the logical and most financially responsible thing to do.
1. Alternative D 2. Alternative H	
1. Alternative H 2. Alternative D	
1. Alternative D 2. Alternative H	I don’t want a freeway in my front yard. Or put it where my house is so I can just relocate within the area.
1. Alternative D 2. Alternative H	Easier to build.I like it better.
1. Alternative H 2. Alternative D	H still retains an local access road and will provide a greater benefit to future traffic.
1. Alternative D 2. Alternative H	Alt D looks to be a lower cost alternative but will pass directly through the new 4500 family Coeur Terre development which will obviously add a tremendous amount of traffic and result in slower transit times. The new Mormon temple will create a substantial load to the area's traffic. Also, this route will pass

2. Please rank the following standalone north/south alternatives, with "1" being your most preferred preference:	2a. Please explain your ranking:
	directly along my property which will substantially increase in noise and possibility for accidents at my corner of Huetter and Prairie lot. I saw no mention of plans for noise abatement which concerns me greatly. All of this said, I still prefer Alt D to Alt H. Alt H is a non-starter due to the same reasons I listed for Alt D but also because of the additional cost of building it and purchasing all of the needed property to construct it. The controlled access creates difficult access and confusion. In addition, this alternative will require me and many of my neighbors to surrender a portion of my property to the project. The brand new One Place church will have the on-off ramp run directly through it!
1. Alternative D 2. Alternative H	I do not want a highway. I assume D is not like the 95. I don't want something like that going through the prairie.
1. Alternative H 2. Alternative D	See comment above.
1. Alternative H 2. Alternative D	If Huetter is just going to have a bunch of stops is ceases to be a believable alternative at that point. The whole reason people want the Huetter bypass is so they can get around the mess that is 95 through CDA and Huetter.
1. Alternative H 2. Alternative D	Again, North/South travel is what's in most need, if Huetter is to be improved it should be improved such that it's the obvious choice for going North/South across the prairie (i.e. controlled-access highway), otherwise traversing to it might not seem worth the effort, and thus wouldn't alleviate the pressure on US95.
1. Alternative H 2. Alternative D	A highway would encourage more traffic use and faster north south travel times relieving congestion on highway 95.
1. Alternative D 2. Alternative H	
1. Alternative D 2. Alternative H	See 1A explanation above

2. Please rank the following standalone north/south alternatives, with "1" being your most preferred preference:	2a. Please explain your ranking:
1. Alternative D 2. Alternative H	D is basically a bandaid and not a realistic option. H dramatically improves traffic flow and safety compared to D.
1. Alternative H 2. Alternative D	I chose Alternate H because Hutter Road is central to the Rathdrum Prairie area and as a connection to I-90 as an Interchange. It could also function as a bypass for truck traffic by connecting to north US-95. Also, Alternate H greatly improves shows to save commute time during business hours, and seems to be most affordable.
1. Alternative D 2. Alternative H	
1. Alternative D 2. Alternative H	Alternative H takes too much property and doesn't make sense with regard to the stated goals of the project.
1. Alternative H 2. Alternative D	I think I-90 needs a on and off ramp with this alternative. That way it truely helps the traffic flow around the busy section and businesses on 95
1. Alternative D 2. Alternative H	
1. Alternative D 2. Alternative H	
1. Alternative D 2. Alternative H	
1. Alternative H 2. Alternative D	H - move through traffic from 95 to I90, looks to be the least invasive to the prairie. 55/65 mph D -people may not be as likely to take this route if the speed limit is only 35/45. Therefore not relieving traffic congestion from 95.
1. Alternative H 2. Alternative D	H provides the most efficient and safest N-S route to the I-90 corridor.
1. Alternative H 2. Alternative D	
1. Alternative H 2. Alternative D	
1. Alternative D 2. Alternative H	

2. Please rank the following standalone north/south alternatives, with "1" being your most preferred preference:	2a. Please explain your ranking:
1. Alternative H 2. Alternative D	the best ROI is to use the Huetter corridor with an interchange at I-90. Limited access (alt H) is best if funding can be obtained.
1. Alternative H 2. Alternative D	Option D is not access-controlled, and would not in my opinion be enough to meet the north-south need, as it would have signals causing inefficient stop-and-go traffic. Highway 41 is already a disaster with far too many traffic signals interrupting north-south traffic flow. A freeway with no stops, instead with on/off ramps, is the solution I believe is needed.
1. Alternative D 2. Alternative H	Huetter is mainly residential areas. Alternative D would create less noise.
1. Alternative D 2. Alternative H	Same reason as above.
1. Alternative D 2. Alternative H	Both are fine. I just like D more.
1. Alternative H 2. Alternative D	I like H the best of the standalone choices. I think D by itself is a bad choice because it doesn't solve the problem in the long term.

3. Please rank the following standalone east/west alternative, with "1" being your most preferred preference:	3a. Please explain your ranking:
1. Alternative M 2. Alternative N	M traffic flow seems less obstructed between the future interchanges on SH-53
1. Alternative N 2. Alternative M	Seems to be the more logical route, when reviewing the level of development that now precludes establishing it in other locations. Also, potentially less impacts than Alt. M.
1. Alternative M 2. Alternative N	Alternative M has potentially lower impacts on the City of Post Falls land application properties.
1. Alternative N 2. Alternative M	
1. Alternative N 2. Alternative M	Not a lot of differences between the two. I don't like either one because the have severe impacts to current development.

3. Please rank the following standalone east/west alternative, with "1" being your most preferred preference:	3a. Please explain your ranking:
1. Alternative M 2. Alternative N	I cannot see the difference between these alternatives.
1. Alternative M 2. Alternative N	I strongly prefer Alternative M over Alternative N. Alternative M generally follows Wyoming Avenue along the northern edge of the affected Jacklin Land Company property, preserving substantially more continuity and future development flexibility. Alternative N cuts diagonally through the property near State Highway 41, creating severance, irregular remnants, and significant complications for access, circulation, utilities, internal streets, and coordinated future development. These consequences extend well beyond the land physically needed for the roadway. Alternative N also appears to cross State Highway 41 at or immediately adjacent to the existing railroad overpass. The study materials do not adequately explain how the proposed corridor would accommodate the existing bridges, bridge approaches, railroad clearance, and current highway grades. Alternative M should be advanced, and Alternative N should not.
1. Alternative M 2. Alternative N	Less curves in the road
1. Alternative M 2. Alternative N	Alternatives M and N are not good choices. Both alternatives would create a significant financial burden and have negative environmental impacts. The number of displacements and the amount of land required for either alternative are too great and would not provide a meaningful benefit to residents. The proposed Meyer Road bypass would increase non-residential traffic on a local road, negatively affecting the surrounding neighborhoods and nearby homes. It would also make it more difficult and potentially more dangerous for residents to safely enter and exit their neighborhoods due to the increased traffic. Higher traffic volumes could

3. Please rank the following standalone east/west alternative, with "1" being your most preferred preference:	3a. Please explain your ranking:
	increase the likelihood of vehicle accidents, resulting in injuries or fatalities. In addition, the Meyer Road bypass would contribute to increased noise pollution, reducing the quality of life for nearby residents.
1. Alternative M 2. Alternative N	
1. Alternative N 2. Alternative M	Like that it goes further down Hayden Ave. to alleviate congestion there. Both are very similar. Also eliminates congestion on 53 and into Rathdrum that route.
1. Alternative N 2. Alternative M	
1. Alternative N 2. Alternative M	
1. Alternative M 2. Alternative N	Fully developed this plan to get people off I-90 as soon as can from WA border.
1. Alternative M 2. Alternative N	I like it better.
1. Alternative N 2. Alternative M	N appears to provide the greater benefit for future traffic and gives more options for future build.
1. Alternative N 2. Alternative M	Alt N has the best transit times.
1. Alternative N 2. Alternative M	These are both awful. So much effect on Rathdrum
1. Alternative N 2. Alternative M	As I said above, neither is a viable option to me, but between the two, the one with the fewest curves should be the one to be considered.
1. Alternative N 2. Alternative M	No large preference. Im not on that side of the praire
1. Alternative N 2. Alternative M	performance analysis
1. Alternative M 2. Alternative N	
1. Alternative M 2. Alternative N	
1. Alternative M 2. Alternative N	See 1A explanation above
1. Alternative M 2. Alternative N	As I said above, alternatives M and N are very similar, but M is the better option. It provides a natural barrier

3. Please rank the following standalone east/west alternative, with "1" being your most preferred preference:	3a. Please explain your ranking:
	between cities allowing future growth of Rathdrum, Hayden, and Post Falls. It also has a better flow to the turns and straight stretches with consistent spacing between turns making better and safer traffic flow. Lastly, Hayden Ave. is a major arterial with potential for several subdivisions connecting on. The bypass should follow Wyoming which has much lower potential for future growth and added land acquisitions.
1. Alternative M 2. Alternative N	There are too many alternatives and it's confusing. My alternative choices are the ones that widen and limit access on SH-53, from Pleasantview to US-95. Limit traffic signals on Hayden Ave. Too many traffic signals are frustrating, as are roundabouts. And with the help of AI, you can coordinate the signals to work together that adjust with changes in traffic volume.
1. Alternative M 2. Alternative N	
1. Alternative N 2. Alternative M	Alternative N seems to be the best option utilizing the criteria given and data that has been collected comparing these 2 alternatives.
1. Alternative N 2. Alternative M	Either is great with a Meyer bypass
1. Alternative M 2. Alternative N	
1. Alternative M 2. Alternative N	
1. Alternative M 2. Alternative N	
1. Alternative N 2. Alternative M	chose N over M as Hayden is established and used now as a way to get across the prairie
1. Alternative M 2. Alternative N	I don't prefer either of these alternatives.
1. Alternative N 2. Alternative M	
1. Alternative N 2. Alternative M	
1. Alternative M 2. Alternative N	

3. Please rank the following standalone east/west alternative, with "1" being your most preferred preference:	**3a. Please explain your ranking:**
1. Alternative N 2. Alternative M	Alt. N seems the most practical for most of the travelers.
1. Alternative N 2. Alternative M	These options are extremely similar and I only prefer option N's routing slightly more, as it deviates a bit more south, closer to some of my preferred destinations in the region. However, I'm sure either one would be a great help to traffic in general.
1. Alternative N 2. Alternative M	
1. Alternative N 2. Alternative M	Same as above.
1. Alternative M 2. Alternative N	I don't care for either.
1. Alternative N 2. Alternative M	I don't have a preference between these two.

4. The study shows that a combination of alternatives would best address the traffic challenges facing the Rathdrum Prairie. Please rank the following combinations of alternatives, with "1" being your most preferred preference. Note: Alternatives M and N are very similar, and Alternative N was selected as a representative for the analysis of combinations of alternatives, though both are expected to be evaluated further moving forward.	**4a. Please explain your ranking**
1. N + D + B 2. N + D 3. N + H + B 4. N + H	N+D+B is the best final plan for future connectivity and traffic flow. Start with M (or N) that connects needed E-W traffic flows more efficiently. Then use Alternative B to further improve US-95 with grade separations.

4. The study shows that a combination of alternatives would best address the traffic challenges facing the Rathdrum Prairie. Please rank the following combinations of alternatives, with "1" being your most preferred preference. Note: Alternatives M and N are very similar, and Alternative N was selected as a representative for the analysis of combinations of alternatives, though both are expected to be evaluated further moving forward.	**4a. Please explain your ranking**
1. N + H + B 2. N + H 3. N + D + B 4. N + D	It reflects the previously stated preference for a controlled access highway on Huetter Road. People are still going to drive Highway 95 due to the level of business development and level of residential development east of that corridor; so, Highway 95 needs some attention, too.
1. N + D + B 2. N + H + B 3. N + D 4. N + H	N+D+B has a good overall effeciveness and slightly better than N+H+B. Provides improved mobility. Would encourage the utilization / consideration of Alternative M in place of N. (project liteature said operationally N and M are interchangealbe), concern with alignment impacts with City of Rathdrum and City of Post Falls land application sites
1. N + D + B 2. N + D 3. N + H + B 4. N + H	Highway 95 should be improved along with any single alternative or combination of alternatives that is selected. Again, do not prefer Alternative H for Huetter Rd, as stated previously.
1. N + H 2. N + D 3. N + D + B 4. N + H + B	See previous explanations.
1. N + D + B 2. N + D 3. N + H + B 4. N + H	I think it would help for US 95 to be three lanes.

4. The study shows that a combination of alternatives would best address the traffic challenges facing the Rathdrum Prairie. Please rank the following combinations of alternatives, with "1" being your most preferred preference. Note: Alternatives M and N are very similar, and Alternative N was selected as a representative for the analysis of combinations of alternatives, though both are expected to be evaluated further moving forward.	**4a. Please explain your ranking**
1. N + H + B 2. N + D + B 3. N + H 4. N + D	I ranked combinations containing Alternative B highest because improving US-95 is a practical and necessary north-south investment that would complement a new east-west corridor. Between Alternatives H and D, I have a modest preference for H. However, these rankings must be understood in light of the study's use of Alternative N merely as a representative for the combinations analysis. I do not support Alternative N itself. My actual order of preference is: M + H + B M + D + B M + H M + D Before selecting a preferred combination, ITD should specifically evaluate each scenario with Alternative M substituted for Alternative N. M would substantially reduce property severance and appears to avoid the unresolved conflict between N and the existing SH-41 railroad overpass.
1. N + D 2. N + D + B 3. N + H 4. N + H + B	See comments above

4. The study shows that a combination of alternatives would best address the traffic challenges facing the Rathdrum Prairie. Please rank the following combinations of alternatives, with "1" being your most preferred preference. Note: Alternatives M and N are very similar, and Alternative N was selected as a representative for the analysis of combinations of alternatives, though both are expected to be evaluated further moving forward.	**4a. Please explain your ranking**
1. N + D 2. N + H 3. N + D + B 4. N + H + B	No combination alternatives should be considered. Combining alternatives would result in greater environmental impacts and increased financial costs. These combinations would place a greater burden on both the environment and taxpayers.
1. N + D + B 2. N + H 3. N + D 4. N + H + B	
1. N + D + B 2. N + D 3. N + H 4. N + H + B	N + D + B = It helps congestion on Hwy. 95, Hwy. 53 and off-ramps on I-90 at 41 exit. It also helps congestion going towards Rathdrum area, which is growing, and they are adding another 500 homes just in Rathdrum itself in addition to all the new home construction going in north of Rathdrum and between Rathdrum and Athol that it will help. This option is also utilizing more current road base so less impact to already established roads. It is more logical and financially responsible. It will allow traffic to flow more smoothly and lessen the capacity for many areas. Less impact to property owners, (home & agricultural) as well as less impact to the aquifer. N+ D = Does not give relief to Hwy 95 as N + D + B does. N + H = does not give any relief to Hwy 95 which is a disaster to drive. It does give relief to Prairie and Hayden. N + H + B=is good in theory but again it is cutting through 5 fields and not using existing road base - do

4. The study shows that a combination of alternatives would best address the traffic challenges facing the Rathdrum Prairie. Please rank the following combinations of alternatives, with "1" being your most preferred preference. Note: Alternatives M and N are very similar, and Alternative N was selected as a representative for the analysis of combinations of alternatives, though both are expected to be evaluated further moving forward.	**4a. Please explain your ranking**
	you think that is being cost effective? It also affects the aquifer more. Not using Lancaster to Ramsey makes no sense either as you can extend on both sides of it.
1. N + D 2. N + D + B 3. N + H 4. N + H + B	
1. N + D + B 2. N + D 3. N + H 4. N + H + B	
1. N + D + B 2. N + H + B 3. N + D 4. N + H	I don't want a freeway in my front yard
1. N + D 2. N + D + B 3. N + H 4. N + H + B	I only like N + D.
1. N + H + B 2. N + H 3. N + D + B 4. N + D	any alternatives selected should include Alternative B as without B i think the other options will not do enough to alleviate traffic congestion on 95.
1. N + D + B 2. N + D	Widening highway 95 seems like a no brainer to me as this is where all of the congestion is. Alt N has the

4. The study shows that a combination of alternatives would best address the traffic challenges facing the Rathdrum Prairie. Please rank the following combinations of alternatives, with "1" being your most preferred preference. Note: Alternatives M and N are very similar, and Alternative N was selected as a representative for the analysis of combinations of alternatives, though both are expected to be evaluated further moving forward.	**4a. Please explain your ranking**
3. N + H 4. N + H + B	best transit times and Alt D is less disruptive to families and new churches along the route than Alt H.
1. N + D 2. N + D + B 3. N + H 4. N + H + B	Stick with just B - stay out of the prairie
1. N + H + B 2. N + D 3. N + D + B 4. N + H	H provides a necessary north-south freeway connection to handle future traffic and take pressure off existing US 95 and SH 41, while B is needed to add lanes to existing US 95. N would provide an east-west connection, but M and N should be scrapped in favor of widening existing Pleasant View Road and SH 53.
1. N + H + B 2. N + H 3. N + D 4. N + D + B	Need Huetter to have no stops or dont bother with it in my opinion. Giving 95 some dedicated turn on and off lanes the entire way would be nice.
1. N + H + B 2. N + D + B 3. N + H 4. N + D	US95 is a parking lot, there's space for more lanes and if they're not removing intersections then you need to increase the throughput per signal. Hopefully though with H pressure is alleviated along the corridor.
1. N + H 2. N + H + B 3. N + D 4. N + D + B	
1. N + D 2. N + D + B	

4. The study shows that a combination of alternatives would best address the traffic challenges facing the Rathdrum Prairie. Please rank the following combinations of alternatives, with "1" being your most preferred preference. Note: Alternatives M and N are very similar, and Alternative N was selected as a representative for the analysis of combinations of alternatives, though both are expected to be evaluated further moving forward.	**4a. Please explain your ranking**
3. N + H 4. N + H + B	
1. N + D 2. N + D + B 3. N + H 4. N + H + B	See 1A above
1. N + H 2. N + H + B 3. N + D + B 4. N + D	Alternatives N(M) and H combined would be a game changer for our region. This combination would be the absolute best case scenario for at least a generation of North Idaho drivers.
1. N + D 2. N + D + B 3. N + H 4. N + H + B	No comment.
1. N + D + B 2. N + D 3. N + H + B 4. N + H	Prefer the alignment of N + D + B over others due to consistency with existing road network alignments and minimal interruption of large agricultural areas, especially between Lancaster and US 95. As much as possible preference is to not divide large agricultural parcels, but stay on the established transportation alignments.
1. N + D + B 2. N + D 3. N + H 4. N + H + B	The combination of N + D + B appears to be the most logical choice and addresses the current issues on Hwy 95. Additionally, this option is over $200 million less expensive than N + H + B in estimated costs to the taxpayers.

4. The study shows that a combination of alternatives would best address the traffic challenges facing the Rathdrum Prairie. Please rank the following combinations of alternatives, with "1" being your most preferred preference. Note: Alternatives M and N are very similar, and Alternative N was selected as a representative for the analysis of combinations of alternatives, though both are expected to be evaluated further moving forward.	**4a. Please explain your ranking**
1. N + H + B 2. N + H 3. N + D + B 4. N + D	There needs to be the highway connection.
1. N + D 2. N + D + B 3. N + H 4. N + H + B	
1. N + D 2. N + D + B 3. N + H 4. N + H + B	
1. N + D 2. N + D + B 3. N + H 4. N + H + B	
1. N + H 2. N + D 3. N + H + B 4. N + D + B	NH - for reasons already explained B - I think traffic needs to be moved off 95 instead of widening it. With all the traffic lights, stop and go traffic and all the side streets, businesses, etc., I think more lanes would make it less safe. I avoid 95 as much as I can.
1. N + H 2. N + H + B 3. N + D 4. N + D + B	The options including H are the most efficient and safest routes for access to the i-90 corridor coming from the Rathdrum, Spirit Lake area.

4. The study shows that a combination of alternatives would best address the traffic challenges facing the Rathdrum Prairie. Please rank the following combinations of alternatives, with "1" being your most preferred preference. Note: Alternatives M and N are very similar, and Alternative N was selected as a representative for the analysis of combinations of alternatives, though both are expected to be evaluated further moving forward.	**4a. Please explain your ranking**
1. N + H + B 2. N + D + B 3. N + H 4. N + D	
1. N + H 2. N + D 3. N + H + B 4. N + D + B	Expanding US-95 would not help in the long run. 95 should become a road that is more equitable for the residents of CDA and not just a highway that happens to go through
1. N + D 2. N + D + B 3. N + H 4. N + H + B	
1. N + H 2. N + D 3. N + H + B 4. N + D + B	Both alt. N + H and N + D are the best solutions, depending upon funding. Alt. B may not be necessary, or at least delayed, if we can move traffic off of 95 via Huetter.
1. N + H + B 2. N + H 3. N + D + B 4. N + D	Naturally, the maximalist position (which would also be the most expensive) I regard to be the best result in terms of traffic flow and improved access. (As an unrealistic pipe dream, I would love to see US 95 converted into an access-controlled freeway, but that would be an utterly unfeasible nightmare of construction and right-of-way.) However, much like ordering a fancy meal at a fine restaurant, the end result may be great but you have to pay for it. The best end result would also result in the largest expense and the roughest construction period; while I regard

4. The study shows that a combination of alternatives would best address the traffic challenges facing the Rathdrum Prairie. Please rank the following combinations of alternatives, with "1" being your most preferred preference. Note: Alternatives M and N are very similar, and Alternative N was selected as a representative for the analysis of combinations of alternatives, though both are expected to be evaluated further moving forward.	**4a. Please explain your ranking**
	such costs to be worthwhile, I fully acknowledge that others (especially those who live directly in the path of the proposed construction) could well have a different opinion.
1. N + D + B 2. N + D 3. N + H + B 4. N + H	Noise in residential areas.
1. N + D 2. N + H 3. N + D + B 4. N + H + B	1 and 2 provide the best solutions for traffic congestion , time of travel and least expensive. I did not see a comparison of traffic on US 95 if 1 & 2 are completed without the more expensive widening of 95.
1. N + D 2. N + D + B 3. N + H 4. N + H + B	
1. N + H 2. N + H + B 3. N + D 4. N + D + B	I like options with H best.

5. Were there any combinations of alternatives considered during Level 3A and not assessed in the Level 3B evaluation you feel should be considered further?	5a. Please explain your selection:
N + B or M + B	Alternatives B and M (or N) improve N-S and E-W traffic flows where needed. The Alternatives D and H are too disruptive for little gain in trans-prairie flow patterns.
No	
No	
N + B or M + B	See comments for #4. Consider D + B, N + B, and M + B
D + B	I hope with all my heart that N is not chosen as an alternative. Right now, Post Falls and Rathdrum are peaceful places to live. A major highway gashing through the area would completely destroy this lifestyle.
N + B or M + B	I specifically support further consideration of M + B, not N + B. Alternative M would provide the preferred east-west connection while reducing direct property disruption, and Alternative B would improve north-south capacity on US-95. M + B should be evaluated as a potentially lower-impact or phased regional solution that could provide meaningful east-west and north-south benefits without initially requiring either H or D. I do not support advancing N + B because of Alternative N's property impacts and apparent conflict with the existing SH-41 railroad overpass.
No	
	No combination alternatives should be considered. Combining alternatives would result in greater environmental impacts and increased financial costs. These combinations would place a greater burden on both the environment and taxpayers.
	Yes, the other option is to go N + D + B but go straight down Hayden to Heutter then complete the rest of N + D + B as planned. That intersection is dangerous and terribly busy. Or just do N + D + B, and then also put a stop light at Hayden & Huetter.

5. Were there any combinations of alternatives considered during Level 3A and not assessed in the Level 3B evaluation you feel should be considered further?	5a. Please explain your selection:
No	
No	
No	Just make Huetter like Prairie Ave not a highway or freeway
No	
N + B or M + B	Alternative N provides a very good all directions option and B does enough North South that when coupled with N should be a good compromise of minimizing current impact to owners and providing needed traffic improvements.
N + B or M + B	Widening highway 95 seems like a no brainer to me as this is where all of the congestion is. Alt N has the best transit times without all of the problems running a route through the Huetter corridor creates.
No	
H + B	H and B are absolutely necessary, while M and/or N are not.
No	NA
No	just widening US95 without a Huetter Bypass is IMO going to be insufficient. There needs to be more options for N/S travel (unless the plan is US95 to be controlled access freeway, which it wasn't)
No	
N + B or M + B	M+B isn't the worst, but far from the best. Still would be awesome having Alternative M running through the Prairie while B focuses on Coeur d' Alene/Hayden.
No	No comment.
No	
No	
No	We need the Meyer bypass in Rathdrum.
N + B or M + B	See above comment.
No	

5. Were there any combinations of alternatives considered during Level 3A and not assessed in the Level 3B evaluation you feel should be considered further?	5a. Please explain your selection:
No	
No	
No	
No	You have already identified the best solutions with the current alternatives.
No	I prefer more access-controlled options rather than fewer, so having all combinations that are moving forward incorporating both the diagonal SW/NE and the N/S corridors considered is a smart move to me.
N + B or M + B	Why not improve travel on the 41 and the 95? I live close to Prairie and Huetter but avoid the 41 and the 95 when traveling to north to Rathdrum or Sandpoint simply because of the traffic lights. Building a freeway (no lights) on Huetter would cause excessive noise in the residential areas. The 41 and the 95 are primarily commercial areas. Noise is less of a factor.
No	level 3b traffic times were well represented with the alternatives presented. More combinations would only add confusion for the public.
No	
No	

6. When considering an alternative or a combination of alternatives, what are the most important criteria to consider? (Select your top three choices.)
Traffic and congestion - Costs - Supporting future growth
Traffic and congestion - Improvement in safety - Supporting walking/biking
Traffic and congestion - Environmental impacts - Supporting future growth
Traffic and congestion - Costs - Noise impacts
Traffic and congestion - Costs - Supporting future growth
Traffic and congestion - Environmental impacts - Noise impacts
Traffic and congestion - Right of way and property impacts - Supporting future growth
Right of way and property impacts - Costs - Wetlands and aquifers
Right of way and property impacts - Costs - Environmental impacts
Right of way and property impacts - Environmental impacts - Noise impacts
Traffic and congestion - Right of way and property impacts - Noise impacts

6. When considering an alternative or a combination of alternatives, what are the most important criteria to consider? (Select your top three choices.)
Traffic and congestion - Costs - Supporting future growth
Traffic and congestion - Noise impacts - Wetlands and aquifers
Traffic and congestion - Costs - Noise impacts
Improvement in safety - Right of way and property impacts - Environmental impacts
Traffic and congestion - Right of way and property impacts - Costs
Traffic and congestion - Right of way and property impacts - Noise impacts
Traffic and congestion - Right of way and property impacts - Supporting future growth
Traffic and congestion - Supporting future growth
Traffic and congestion - Supporting future growth
Traffic and congestion - Improvement in safety - Supporting future growth
Traffic and congestion - Right of way and property impacts - Noise impacts
Traffic and congestion - Improvement in safety - Supporting future growth
Traffic and congestion - Improvement in safety - Costs
Right of way and property impacts - Environmental impacts - Wetlands and aquifers
Traffic and congestion - Right of way and property impacts - Costs
Traffic and congestion - Improvement in safety - Supporting future growth
Traffic and congestion - Supporting future growth - Construction timeline
Traffic and congestion - Improvement in safety
Traffic and congestion - Improvement in safety - Supporting walking/biking
Traffic and congestion - Improvement in safety - Supporting future growth
Traffic and congestion - Environmental impacts - Wetlands and aquifers
Environmental impacts - Noise impacts - Wetlands and aquifers
Traffic and congestion - Supporting future growth - Construction timeline
Traffic and congestion - Right of way and property impacts - Supporting future growth
Traffic and congestion - Costs - Noise impacts
Traffic and congestion - Improvement in safety - Costs
Traffic and congestion - Improvement in safety - Costs
Traffic and congestion - Supporting future growth

7. Based on the standalone alternatives and combinations of alternatives presented, what should ITD focus on improving first?
New east-west corridor
Huetter Interchange at I-90
Huetter Interchange at I-90
U.S. Highway 95

7. Based on the standalone alternatives and combinations of alternatives presented, what should ITD focus on improving first?
Huetter Interchange at I-90
State Highway 53
New east-west corridor
Huetter Interchange at I-90
Huetter Road
U.S. Highway 95
Huetter Road
U.S. Highway 95
State Highway 53
Huetter Road
Pleasant View Road
New east-west corridor
U.S. Highway 95
Huetter Road
Huetter Interchange at I-90
Huetter Interchange at I-90
Huetter Road
Huetter Interchange at I-90
Pleasant View Road
Huetter Interchange at I-90
New east-west corridor
New east-west corridor
State Highway 53
U.S. Highway 95
U.S. Highway 95
New east-west corridor
Huetter Interchange at I-90
Huetter Road
New east-west corridor
State Highway 53
Huetter Road
Huetter Interchange at I-90
Huetter Interchange at I-90
U.S. Highway 95
Huetter Road
Huetter Interchange at I-90
Huetter Interchange at I-90

8. Do you have any additional comments for the Rathdrum Prairie Area Transportation Study?
Traffic and growth have arrived, we've been found... now it's time to maintain a quality of life without sitting in traffic. Some combination of these alternatives will likely be needed someday, but improving US-95 and a new East-West corridor is more important than the disruptive Huetter corridor concepts.
These traffic improvements to our area are long overdue.
I don't see any serious transit in our area. Why is it being considered? Also concerned with widening roads to allow more traffic and not having enough lanes on Hw53 and at end of Hw41 to allow traffic to flow through.
Please do all you can to avoid replicating the massive traffic scenario that plays out every day in the Treasure Valley. Avoid the highway alternatives shown in M and N. Yes, I know that the Post Falls population is projected to reach 100,000, and Rathdrum 20,000 by 2045. Remember, that is a projection, not a prophesy or a promise. We do not have to agree to that future for the Rathdrum Prairie. We can reject that projection. We can choose a different future, slower, loving the land, embracing our farmers, peaceful to its people. Let's honor the vision of Frederick Post, which we found so important we engraved it on Treaty Rock: "I consider Post Falls a stable town, an ideal place to live. We're not citified and we're not rural, but we have many advantages of both, and we are truly an American town." I sincerely hope that the planners can envision such a future.
I am submitting these comments as an individual. For context, I serve as President & CEO of Jacklin Land Company, which owns substantial property near Highway 41, Hayden Avenue, and Wyoming Avenue affected by the alternatives under consideration. My primary comment is that ITD should advance Alternative M and discontinue Alternative N. The alternatives would have materially different effects on the affected property. Alternative M generally follows Wyoming Avenue along the northern edge of the property, while Alternative N cuts diagonally through the northwestern portion of a large contiguous holding. Alternative N would fragment the property and compromise coordinated planning, future internal streets, access, circulation, utility extensions, parcel configuration, and the economic use of the remaining land. These impacts extend well beyond the roadway right-of-way itself. Alternative N also appears to cross State Highway 41 at or immediately adjacent to the existing railroad overpass north of Hayden Avenue. The study materials do not explain how N would account for the existing bridge structures and approaches, railroad clearance, current highway grades, retaining or elevated structures, additional right-of-way, construction disruption, cost, and overall constructability. Before N advances further, ITD should provide a detailed engineering explanation of how this apparent conflict would be resolved.

8. Do you have any additional comments for the Rathdrum Prairie Area Transportation Study?
Alternative M appears to provide the needed east-west connectivity with substantially less property disruption and fewer apparent infrastructure conflicts. For the other alternatives, I modestly prefer H over D. I also support B as a practical upgrade to US-95 and believe combinations containing B should receive priority. Because N was used as a representative during the combinations analysis, each combination should be specifically evaluated with M substituted before a preferred scenario is selected. My preferred combination is M + H + B, and M + B should also receive further consideration. ITD should focus first on establishing a new east-west corridor using Alternative M while minimizing right-of-way impacts, coordinating with planned growth, and avoiding unnecessary conflicts with existing public infrastructure.
I am not convinced that any of these options are going to solve the congestion issues we face. Also looking at the improved safety projections, it doesn't appear that we are really gaining anything. Increased speed along the E/W proposed routes will only cause additional safety problems. Sometimes government creates more problems than it solves!
Please use existing road base, look at what you can do to have the least amount of impact to existing roads. As a citizen and property owner, please be financially responsible and not just look out for big growth companies but actual citizens and their property and how it affects them. This includes our agricultural lands. Remember that could be your property or home. When it is destroyed or infringed upon, they either lose their homes, or the values drops drastically. You are playing with people's livelihood. I have never seen in this area road changes that increase someone's home value. Almost always they lose value or lose their home. So please make very conscientious decisions for this community.
Try to use existing road base with the least amount of destruction to the prairie, aquifer and impact on existing homes and agriculture.
I live on Huetter and would like to know what this means for us — East to West prioritization is our vote
I don't understand the jog in the Meyer bypass. It is the same distance since it is not at an angle. A new 2 lane circle was just built so why would you bypass it?
Please ensure you are willing to compromise to get to the best alternative. Minimizing residential impact should be the top priority and finding an alternative that does this and still meets most of the goals for improving traffic flow should be possible.
I don't feel like enough weight has been given to the planned Coeur Terre development and its potential impact on these alternatives.

8. Do you have any additional comments for the Rathdrum Prairie Area Transportation Study?
Out of all of the alternatives, Alternative H (Huetter Corridor freeway) is the most needed.
PLEASE make the huetter bypass finally happen all the way through with no stops. It will alleviate so much traffic on 95.
Consider a divergabout at the Lancaster/US95 intersection. Roundabout at the Government/Lancaster interchange, diverging diamond on the west side of 95, controlled access on and off US95. That way traffic heading east/west on lancaster has better access to the Huetter bypass, and the congestion at the Lancaster/US95 interchange is fixed.
Yes. There was a lot of information to try to comprehend online. I wish I could have been there in person, but I was on vacation. I don't understand why this meeting was scheduled for a time when a lot of people are gone out of town. This process has taken 3 years, why couldn't you wait 2 or 3 more months for when people are home? In general, I think you guys are on the right track. People wanted improvements to accomodate the growth, but pick corridors that would least impact existing development, and I think you have done well.
Thank you for taking the time to do this. Really hope we can all come to the best decision that truly realizeshow much this is needed now, and more importantly, how important this is for the future of this area.
Please consider a traffic signal at McCartney St. & SH-53 because it is difficult to enter the highway during heavy summer traffic between there and the signal at the junction of SH-53 & SH-41. Please fix the signal at Boekel Ave & SH-41 so to adjust to traffic, and not be run by a timer. Also, please add the flashing warning lights on SH-41 at the Nagle Rd. signal . Thank you.
The issue of noise mitigation did not seem to be addressed. Also, with regard to Alternative H specifically, the map does not show appropriate setbacks regarding current homes and private property.
With all the new apartments going in on 53. The Meyer bypass is needed. Traffic needs diverted further away from the schools. I believe the Huetter interchange at I-90 would greatly improve the flow of traffic around I-90 and 95.
I was not in town for this & despite the maps I'm unclear. The Huetter & Meyer bypasses appear to affect my & neighbors property if I see this correctly. Huetter was already moved once, it seems you should have concentrated more on Meyer. Since my input will not sway anything due to "the greater good" reply I'm sure to get, I would like to know if I am in the displacement category? Knowing what my future holds would be considerate since my property was purchased to be my forever home. Thank you.
I was not in town for this & despite the maps I'm unclear. The Huetter & Meyer bypasses appear to affect my & neighbors property if I see this correctly. Huetter was already moved once, it seems you should have concentrated more on Meyer. Since my input will

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not sway anything due to "the greater good" reply I'm sure to get, I would like to know if I am in the displacement category? Knowing what my future holds would be considerate since my property was purchased to be my forever home. Thank you.
I90 work is in progress now, might as well incorporate the Huetter Interchange.
I have been impressed with the scope and thoroughness of this process. Keep up the good work.
See above for my comments.
Well done work by ITD professionals.
Thank you to all team members who are moving this study along. The alternatives that have moved forward are all very sensible to me, and the presentations have given me confidence that the property impacts, environmental factors, and costs are being competently analyzed and accounted for. For this, and for other projects in my neighborhood such as I-90/41 interchange and the I-90 widening projects, I must praise ITD for the work as the new traffic patterns are decidedly superior to the old ones. Yes, there were construction impacts, but they were understandable and expected, and the communications via postcards, road signage, emails, and web postings made detours easy to account for. I have every confidence that future corridor construction in Kootenai County will be carried out with similar competence. Another thing I'll note on this overall topic is that I greatly support the use of roundabouts / traffic circles in place of signalized intersections. Post Falls has many roundabouts and they are decidedly superior for traffic flow and efficiency than signals. Accordingly, it is somewhat amusing to me that Hwy 41 has so very many signals, making it a poor and inefficient choice today for drivers traveling north/south in the region. Spokane St and Idaho Rd have much better performance than 41 thanks to their lack of signals, instead using roudabouts. The higher speed limit on 41 is worthless if traffic ends up stopped at red lights. Huetter Rd also performs better than 41 today, since there is only 1 signal between Seltice & Prairie (though that signal really should instead have been built as a roundabout). I urge all future projects to make use of access-controlled routes where possible, and roundabouts for interchanges and local intersections if at all possible. The twin-roundabout (a.k.a. peanut roundabout) interchange is a favorite of mine, but if traffic signals are the only option, I prefer single-point interchanges like the new one at 90&41. I also wouldn't mind seeing diverging-diamond interchanges. All of the above are vastly superior to the old-fashioned diamond or cloverleaf interchanges. For new construction and/or refurbishing existing routes, please do use the modern interchange formats for improved traffic flow.

8. Do you have any additional comments for the Rathdrum Prairie Area Transportation Study?
It makes sense to build a quicker way to travel using the 90 and the 95. The 95 and the 41 is a State "highway" but access preference is given to the east/west traffic. I have seen green light duration for as short as 15 seconds on both "highways" for those traveling north/south. Traffic traveling north/south on both "highways" should be given higher priority. Longer green lights and timed would make a huge improvement. I was disappointed to see Alternative B did not include two northbound express lanes and two southbound express lanes.
No. This is a well developed plan with available options which won't please everyone, but addresses the problems with the best available solutions.