



RATHDRUM PRAIRIE
AREA TRANSPORTATION STUDY

WELCOME!

Public Meeting #4

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

The purpose of the meeting is to share which alternatives are recommended to be carried forward in the study process after being screened for performance, impacts/benefits and implementation.

We welcome your input!



Working Together for a Safer, More Connected Future

This study is being developed by the Idaho Transportation Department and the Kootenai Metropolitan Planning Organization and will help identify ways to reduce congestion, enhance connectivity and improve mobility throughout the Rathdrum Prairie.

We're planning for a transportation system that works for everyone — today and tomorrow.

This study aims to:

- » **Improve safety in areas with high crash rates.**
- » **Add capacity to address current and future traffic challenges as our region grows.**
- » **Consider new connections to make it easier for people to get where they need to go.**

Your input helps shape solutions that reflect the needs of the whole community. We invite you to take a look at the transportation improvement options that came out of our Level 2 screening review process.



RATHDRUM PRAIRIE AREA TRANSPORTATION STUDY

Recommendations from the PEL study, and the public and agency input received, may be adopted, or incorporated into future National Environmental Policy Act (NEPA) studies.

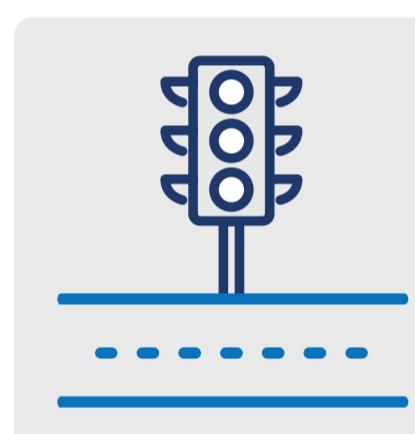


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Purpose of the Study

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.

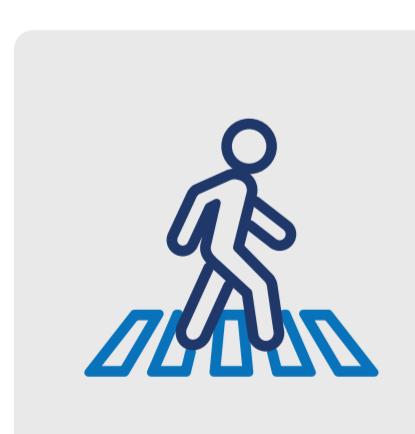
Needs to be addressed:



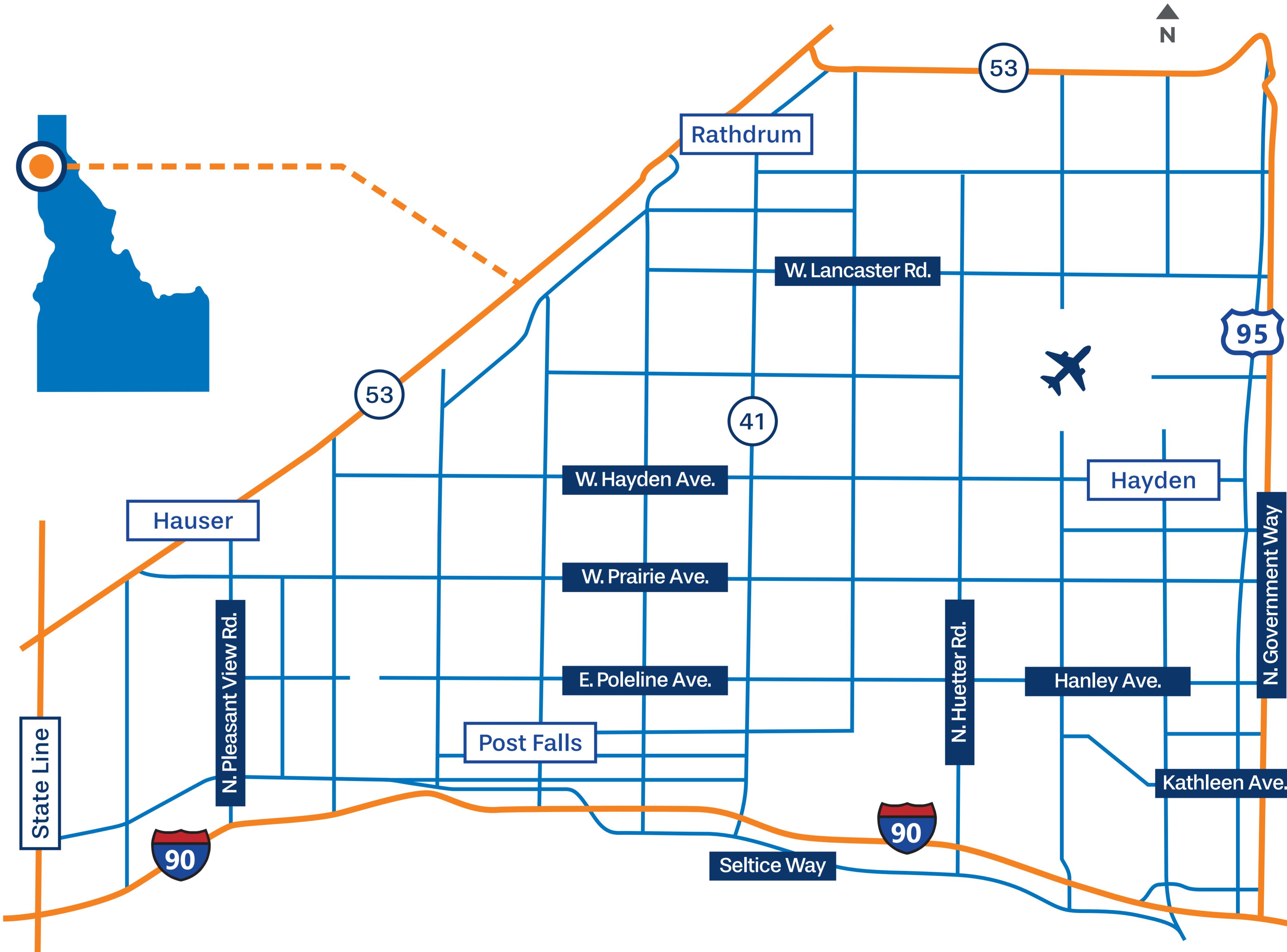
Improve safety in areas with high numbers of crashes.



Proactively plan for more traffic as the area grows.



Create new, safer, and better connections for people walking, biking, or using transit.



What is a Planning and Environmental Linkages Study?

What is a PEL Study?

The PEL process considers environmental, community and economic goals early on while planning future projects.

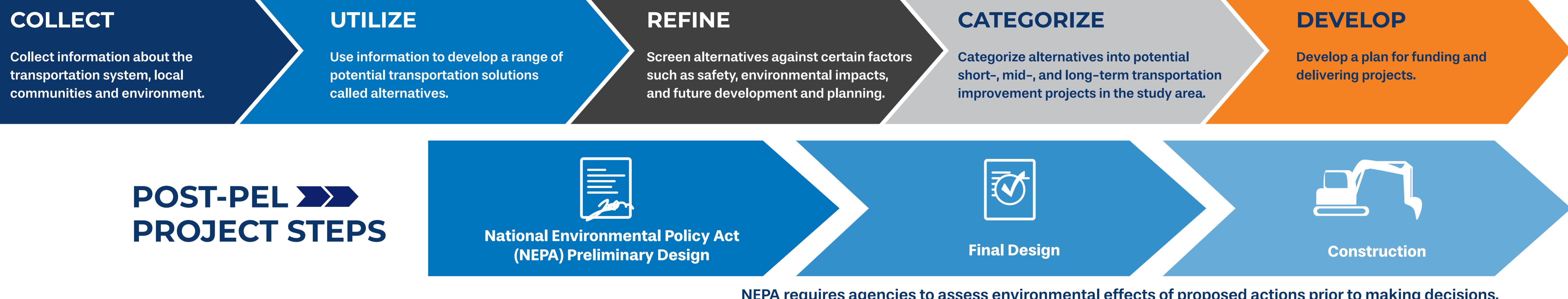
This process is outlined by the Federal Highway Administration and weighs:

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

Recommendations from this PEL study, shaped by public and agency input received, could move forward to the next step: the federal review process called the National Environmental Policy Act, or NEPA, which is required before major transportation projects are built.



Scan the QR code to watch a short video about the PEL process



What is the Evaluation Process Used in the Rathdrum Prairie Area Transportation Study?

At our last public meeting, we introduced the Level 2 screening process to show how alternatives would be evaluated. Today, we're back to share the results of that evaluation and ITD's preliminary recommendations for which alternatives could move forward. Your feedback will help shape the final recommendations and decisions for the study.

LEVEL 1 EVALUATION

Develop a wide range of concepts and remove those that don't clearly meet the project goals or have insurmountable cost, safety or environmental impacts.

LEVEL 2 EVALUATION

Refine concepts from Level 1 into alternatives and compare them against one another to see which perform best in terms of safety, cost and environmental impacts.

LEVEL 3 EVALUATION

Combine full alternatives, or some of their best parts, into logical scenarios and compare them to find the most effective overall solutions.

Recommend alternatives for future NEPA study.

Future NEPA Study to Clear Project(s) for Federal Funding and/or Permits

**WE ARE HERE
AND WE NEED
YOUR INPUT!**



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Level 2 Alternatives



ITD used public and stakeholder input, planning best practices, and collaboration with agencies and jurisdictions to reduce the more than 50 Level 1 Concepts to 13 Level 2 Alternatives.



Unconnected concepts/ideas



Further developed and combined concepts/ideas into alternatives



Recommended alternatives



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We Heard You

Since 2022, ITD has gathered input from community members, stakeholders, and agencies through interviews, workshops, and public meetings. The feedback received has helped to shape the screening criteria, alternatives and recommendations you see today. Some alternatives were originally suggested and drawn out by the public at previous meetings.

This is our fourth round of public meetings for this study and each one has helped the team understand how public needs and priorities are focused as alternatives are developed and screened.

From the November 2024 meetings we heard:

- » The community values protecting existing neighborhoods and resources.
- » Avoiding cultural and historic sites is a priority.
- » A combination of the alternatives may be needed to address regional traffic issues.



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What is Included in a Level 2 Screening Evaluation?

Level 2 screening was comparative – in other words, we examined how each alternative compared to one another.

The Level 2 screening process compared each alternative in a deliberate sequence, looking first at performance, then impacts and benefits, and finally, implementation.

**STEP
1**

Performance

We considered:

Safety, congestion, travel time and efficiency, network redundancy (multiple routes to get to destinations) **and multimodal options** (walking, biking, transit).

East-west and north-south travel patterns were evaluated. Some that perform poorly on their own but improve overall results when combined with other alternatives could still move forward to Level 3 evaluation.

**STEP
2**

Impacts and Benefits

We looked at how each alternative supports the goals of the study in terms of:

Compatibility with local and regional planning, impacts and benefits to environmental resources and impacts and benefits to communities, neighborhoods and local infrastructure.

This step helped identify trade-offs between performance and potential impacts.

**STEP
3**

Implementation

We looked at how difficult each alternative would be to build, considering:

Construction impacts and project costs relative to other alternatives.



Level 2 Screening Evaluation



KEY: North-South Alternative East-West Alternative Not Recommended Recommend to Retain as Element Recommend to Carry Forward Not evaluated further

Alternatives that were not recommended at a step did not proceed to the next step.

LEVEL 2 ALTERNATIVES	STEP 1	STEP 2	STEP 3
	Performance	Impacts & Benefits	Implementation
A			
B			
C			
D			
E			
F			
G			
H			
I			
J			
K			
L			
M			
N			



Recommended to carry forward:

The alternative performed well and is being recommended to move on to Level 3 evaluation.



Recommended to retain as an element:

The alternative didn't perform well on its own, but parts of it could be combined with another alternative to move on to Level 3 screening.



Not Recommended:

The alternative didn't perform well and is recommended to be dropped from consideration.



See individual alternatives for screening rationale



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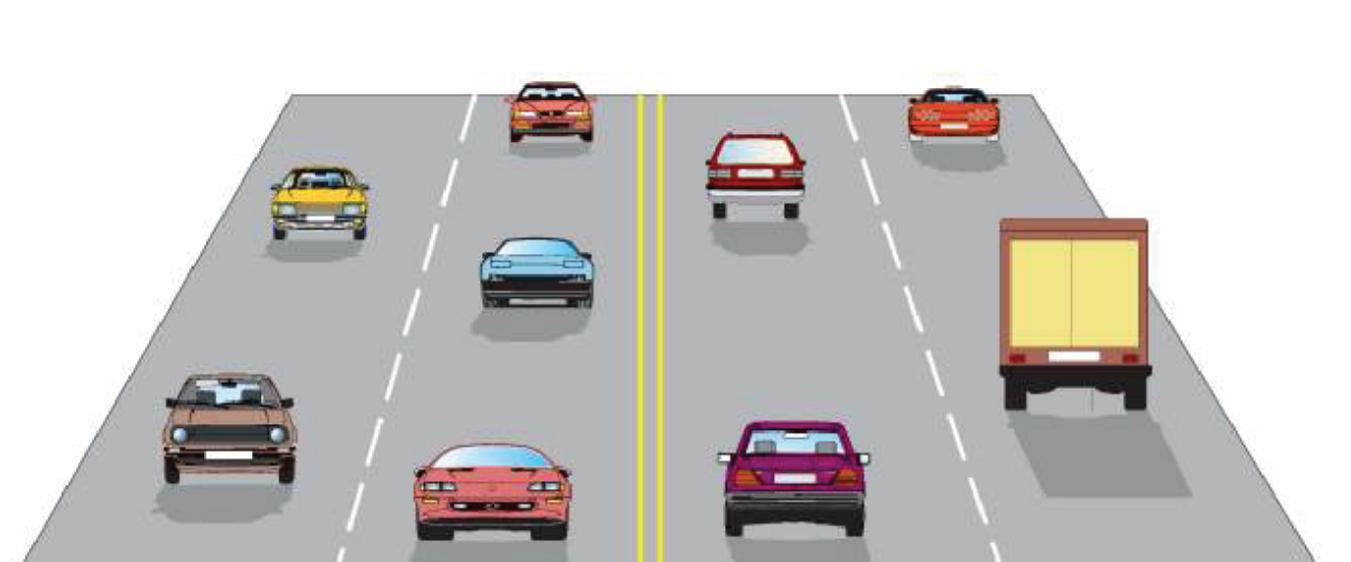
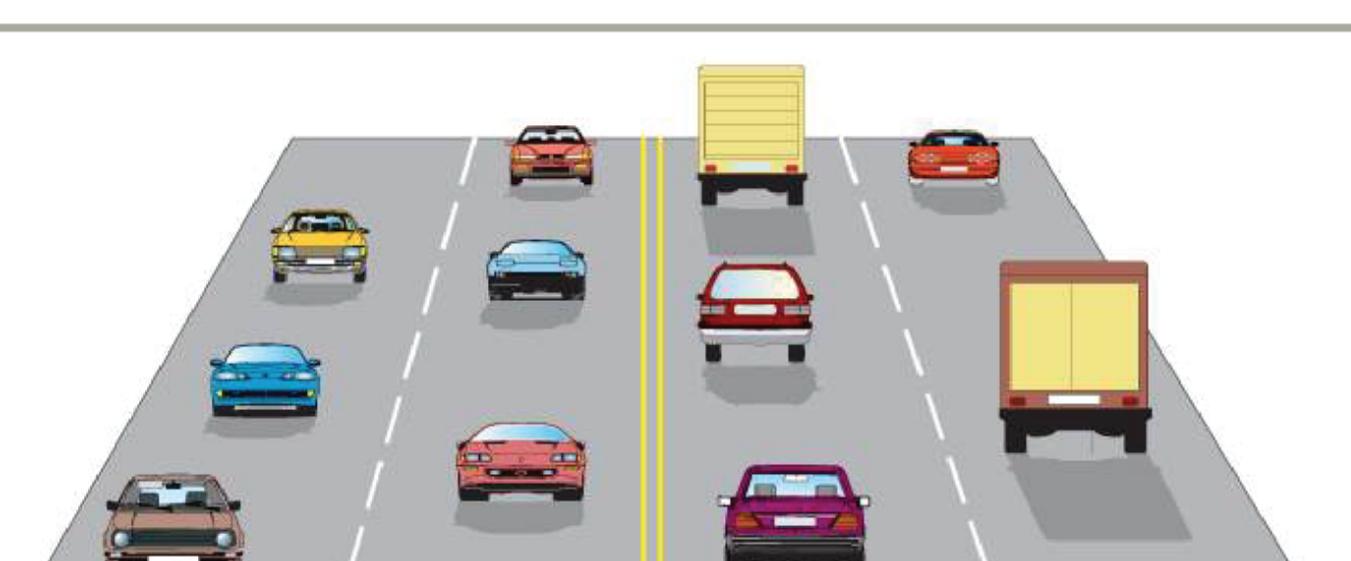
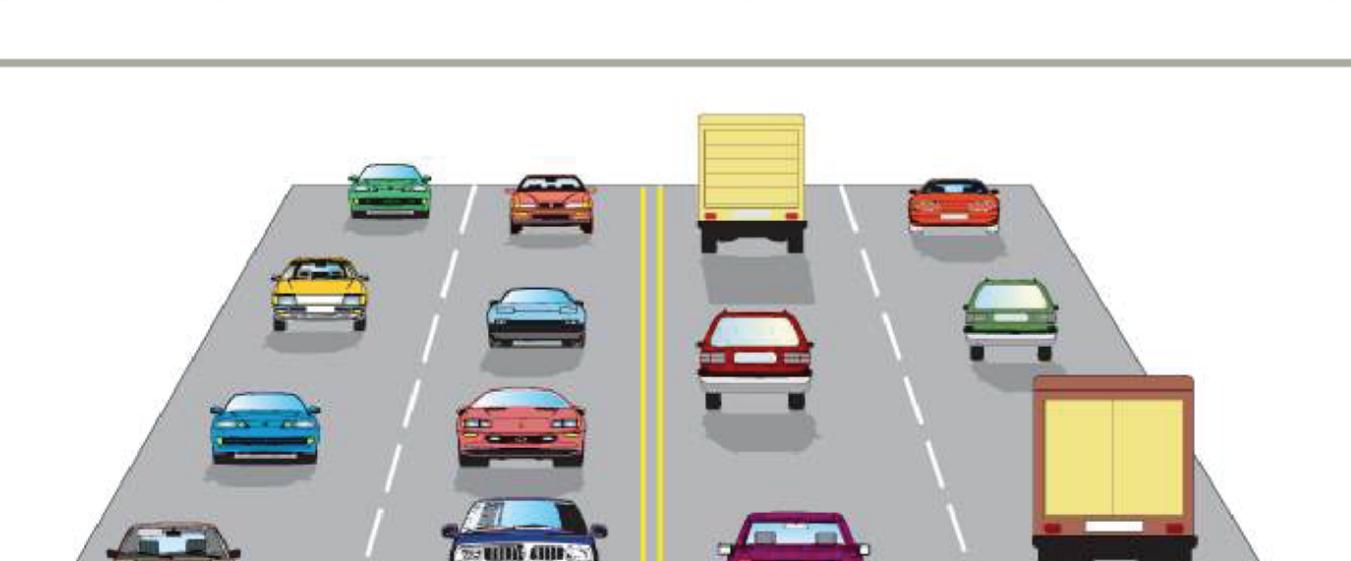
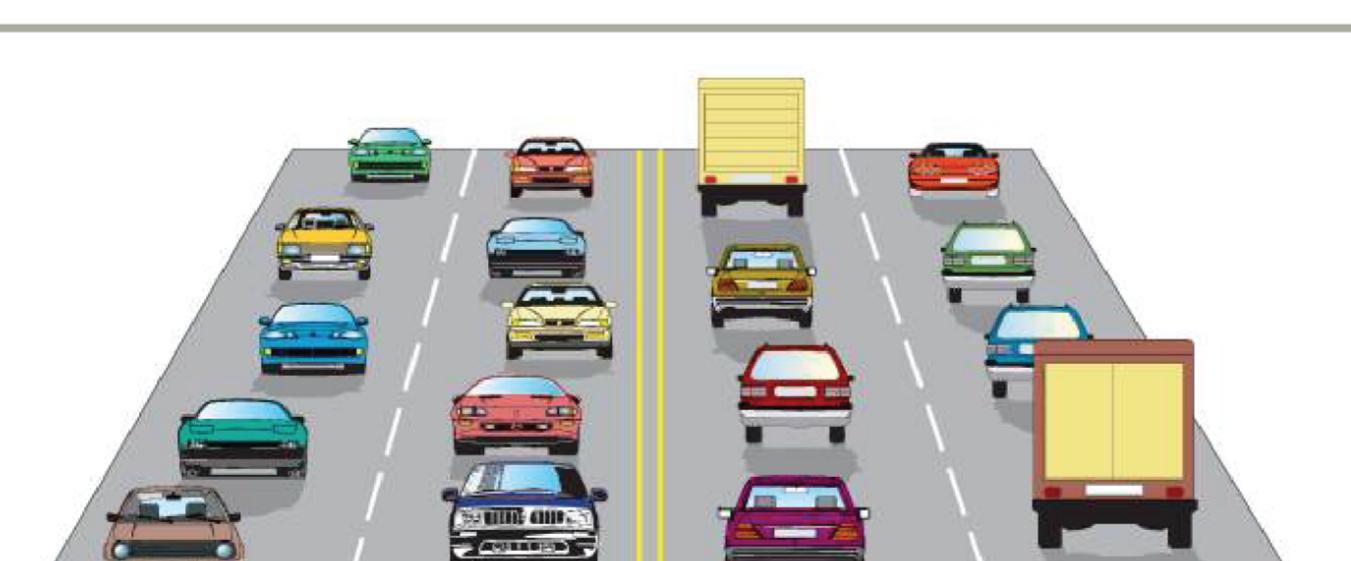
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Traffic Level of Service



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

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



Generally, ITD seeks to achieve LOS C or D



Performance: Traffic Benefits

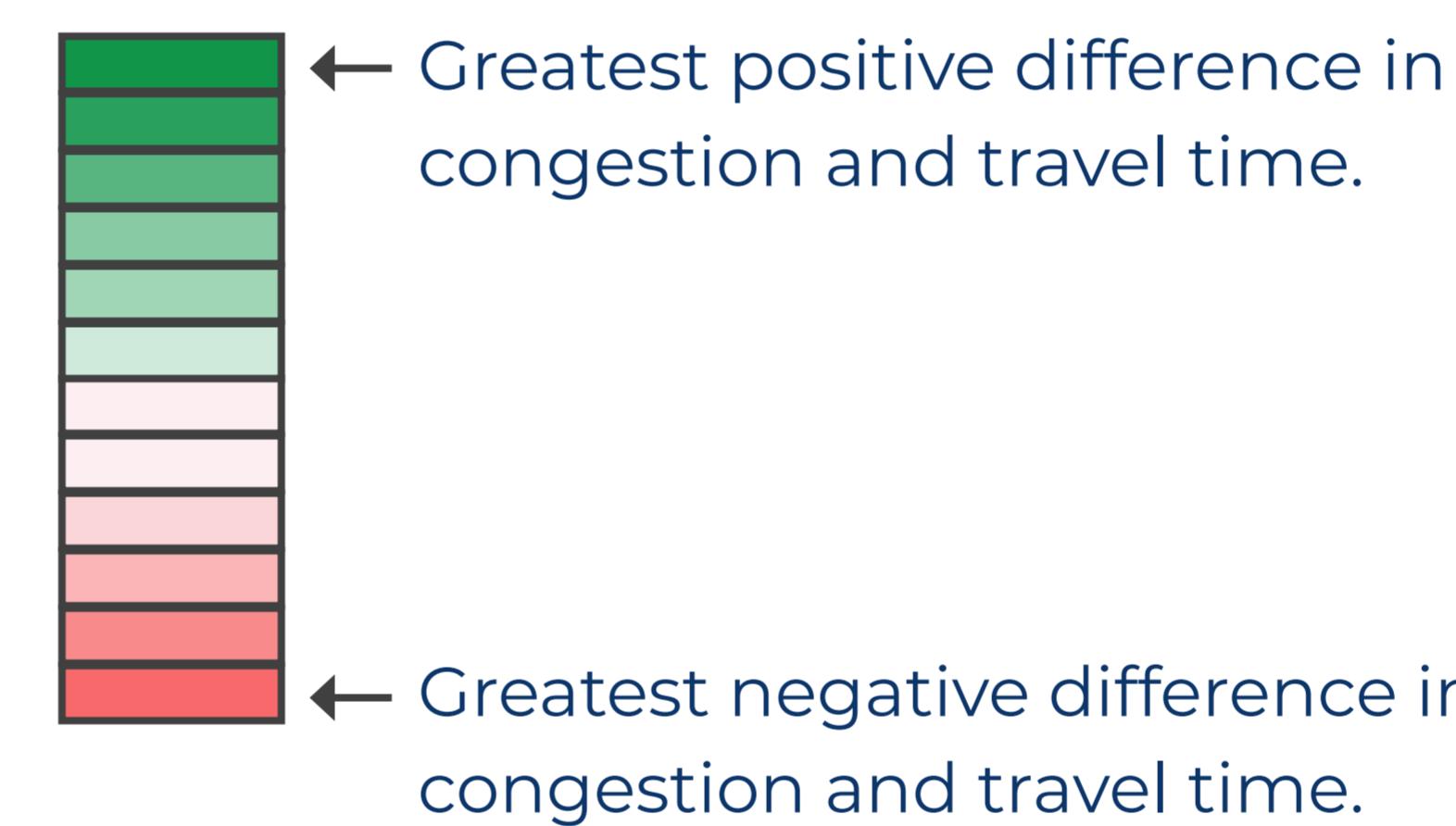
As part of screening alternatives for performance, we estimated impacts to travel time and congestion.

Graphics are presented at this station for each alternative that show the following:

Tables

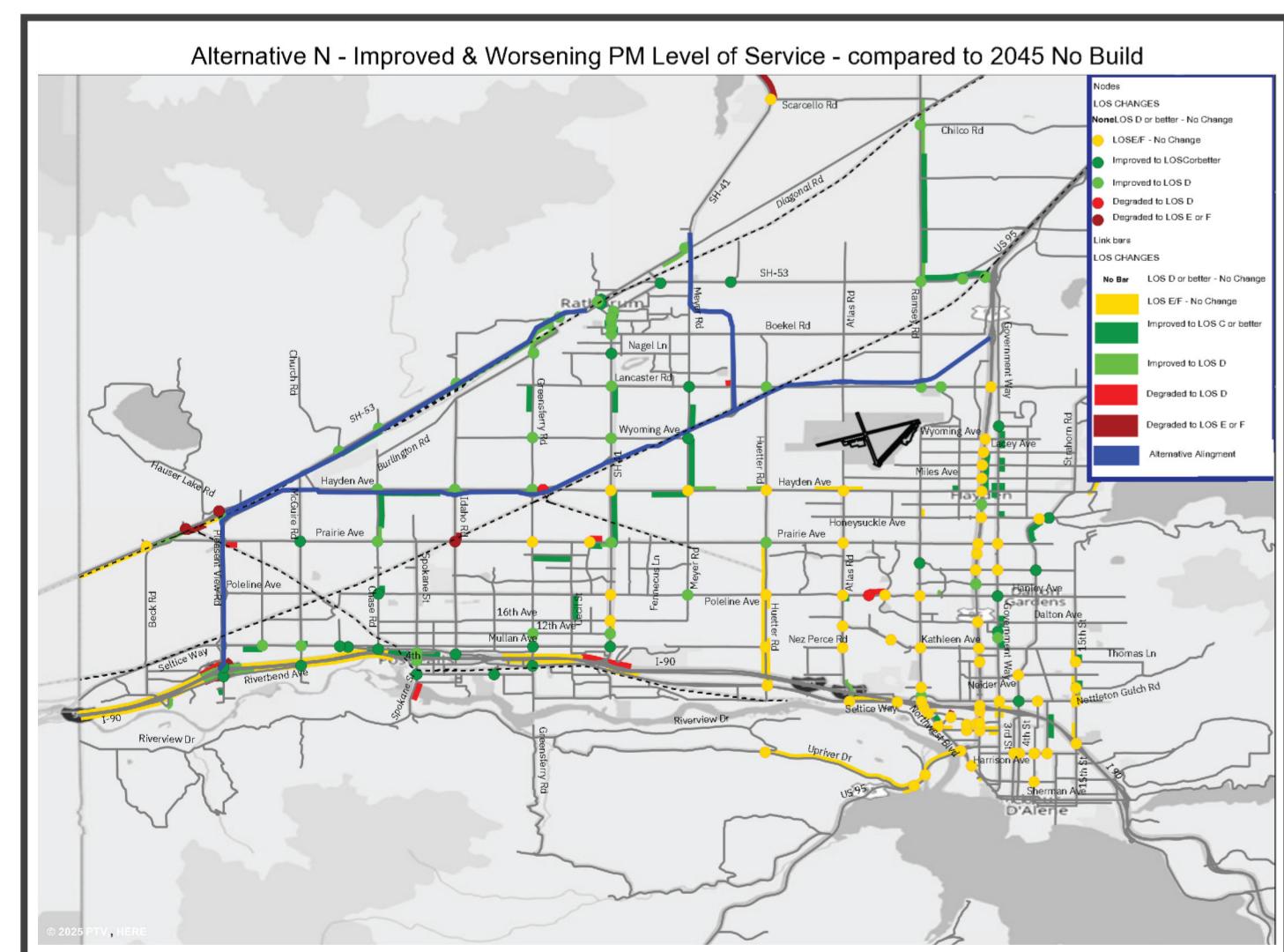
Travel times and travel time changes on study routes compared to what they are estimated to be in the year 2045 if no additional improvements were made (No Build Alternative).

Travel Times Along Corridor & Travel Time Changes from No Build		No-Build	Alternative N	
Corridor	Direction	Travel Times	Travel Times	Travel Time Changes
US-95	NB			
US-95	SB			
I-90	EB			
I-90	WB			
SH-41	NB			
SH-41	SB			
SH-53	EB			
SH-53	WB			
Govt Way	NB			
Govt Way	SB			
Prairie Ave	EB			
Prairie Ave	WB			
Ramsey Rd	NB			
Ramsey Rd	SB			
Huetter Rd	NB			
Huetter Rd	SB			
Poleline/Hanley	EB			
Poleline/Hanley	WB			
Pleasant View Rd	NB			
Pleasant View Rd	SB			
Greensferry Rd	NB			
Greensferry Rd	SB			



Maps

Change in Level of Service (LOS) from the No Build alternative = How each alternative will affect congestion in the year 2045.

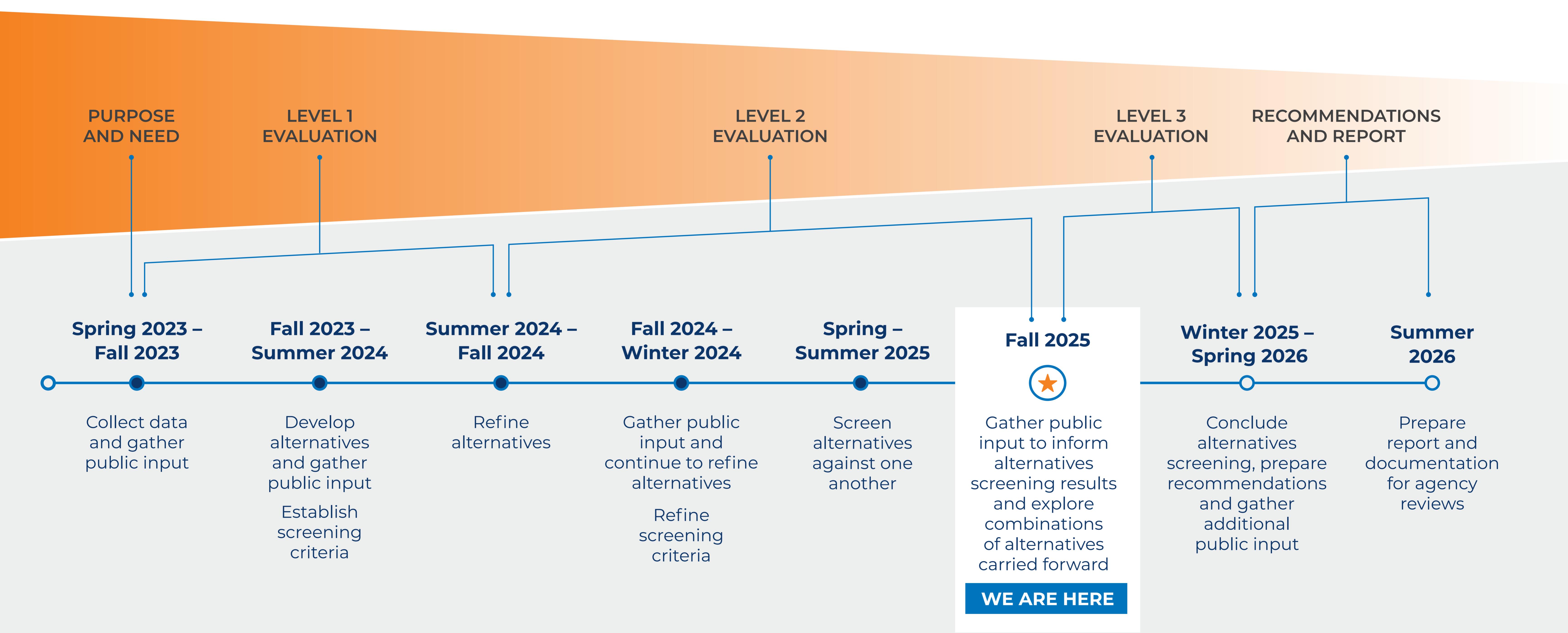


- » Dark green: LOS improved from LOS D, E or F to LOS C or better with the alternative
- » Light green: LOS improved from LOS E or F to LOS D with the alternative
- » Yellow: No LOS change at roadways and intersections that were at LOS E or F in the No Build Alternative
- » Red: LOS degraded from LOS C or better to LOS D with the alternative
- » Dark Red: LOS degraded from LOS D or better to LOS E or F with the alternative
- » Purple: Alternative Alignment



Where Are We in the Process?

ITD initiated the study in 2022 to evaluate the state, and federal highway and local roadway system within the Rathdrum Prairie. No specific project is funded at this time for design or construction. Recommended alternatives could be moved into these steps if funding becomes available.



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► Level 3 Evaluation

ITD will further develop, combine, and evaluate the alternatives carried forward into Level 3 using the following steps:

- » Explore combinations of alternatives carried forward from Level 2 and consider design adjustments to alignments and cross sections.
- » Assess in greater detail the benefits, impacts, estimated costs and potential right of way needs of each alternative.
- » Hold one more public meeting to share Level 3 alternatives and gather feedback to identify the alternatives recommended to be developed.
- » Finish the study spring of 2026 and begin moving the recommended alternatives into the NEPA review process.



Comments Are Encouraged!



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

► **Please fill out a comment form and place it in the comment box.**

*While your comments are always welcome, they can be best utilized if received by **Oct. 1, 2025.***





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Thank You for Joining Us Today!

ITD is actively working with the public as we continue refining the study. We value your input and encourage you to stay connected. To stay involved, please 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

The website is the best resource to track progress of the study.



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 website



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Your Safety • Your Mobility
Your Economic Opportunity