

RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

Public Meeting Summary

The Idaho Transportation Department (ITD) is initiating a Planning and Environmental Linkages (PEL) study to evaluate the state highway and local roadway system within the Rathdrum Prairie, stretching from Interstate 90 (I-90) north to State Highway 53 (SH-53) and from the Washington state line east to Government Way. This effort is looking at optimizing existing corridors and exploring potential new routes that will mitigate congestion, enhance connectivity, and improve mobility throughout the region.



Meeting Participation



In-Person Public Meeting

November 1, 2023
4 p.m. – 7 p.m.
Red Lion Templin's Hotel on the River
Merganser/Redhead Meeting Room
414 East First Avenue, Post Falls, Idaho

> 117 participants signed in at the Red Lion. Approximately a dozen participants declined to sign in.

- **27** comment forms submitted
- **165** comments on table maps



Online Meeting

November 2 – 16, 2023 at itdprojects.idaho.gov/pages/rathdrum-prairie-pel

> 249 unique users visited the online meeting.

- **18** comments submitted
- **46** comments on the online map

ITD hosted in-person and online public meetings to share information on the study process and gather feedback from interested stakeholders.



Copies of sign-in sheets are included in Appendix A. The online version of this meeting, including all the same content and information, was available from November 2 to November 16. A copy of the online meeting is included in Appendix D.

Public Meeting Materials and Display Boards

Study information was displayed around the room at the in-person meeting. A video describing the PEL process played on a loop in the corner of the meeting room. Maps of the study area were placed on tables for participants to add comments.



Display boards included:

- **Welcome and Purpose of the Meeting**
- **Study Area Map**
- **Background – Transportation and future growth**
- **Preliminary Environmental Scan**
- **What is a PEL?**
- **When is a PEL a good option?**
- **Potential Draft Purpose and Need**
- **What is a Purpose and Need?**
- **How are Alternatives Evaluated?**
- **Historical Traffic Conditions**
 - Annual Average Daily Traffic: 2018
 - Annual Average Daily Traffic: 2022
 - Change in Annual Average Daily Traffic: 2018 – 2022
 - Existing Conditions/Existing PM Volume to Capacity Ratio
- **Future Conditions**
 - 2045 No-Build PM Volume to Capacity Ratio
- **Historic Conditions**
 - High Crash and Fatal and Serious Injury Crash Locations: 2018-2022
- **Schedule**
- **Stay Involved**

Copies of meeting displays are included in Appendix B.

Meeting Notifications

The public was notified of the meeting in the following ways:



Coeur d'Alene Press article, event post, and multiple ads



More than 50,000 postcards mailed to addresses in the project area



ITD Press Release



KREM2 News Story



Project emails



Posts on Facebook, Instagram, and X

Copies of notification and communication materials are included in Appendix E.

What is a Planning and Environmental Linkages (PEL) Study?

- A flexible study process used to identify transportation issues, priorities, and environmental concerns.
- Conducted before National Environmental Policy Act (NEPA) review activities, before all project construction funding is identified, and before issues are known or solutions have been considered.



Comments Received

Comments presented in this summary are, in some cases, condensed or edited for spelling but without altering the intent, but the intent of the comment was not altered. The excerpts listed are representative of comments received but may not cover all topics/ issues raised by stakeholders.

To read comments in full, go to Appendix C. Names, addresses, and identifying information has been redacted to protect privacy.



Public Meeting #1: 262 Comments

117	People signed in
1.1K	Visits to the online meeting with 249 unique page views
27	Comment forms submitted at the meeting
165	Comments written on table maps
18	Comments submitted through the online meeting
46	Comments submitted through the online meeting commenting map
6	Comments submitted via email

The comment form for the in-person and online meetings included two questions with an additional space for general comments or input. The following answers are representative of the comments submitted.

What is the greatest transportation need?



- Less congestion and more connectivity
- North/south movement is at a gridlock during peak hours
- Speed limits too low and too few access points
- Traffic light synchronization on SH-41
- Improved flow of traffic – remove bottlenecks
- More bike and pedestrian pathways for safety
- More options for travel between Coeur d'Alene and Post Falls
- Keep traffic on major roadways and trucks out of neighborhoods
- Planning for long-term growth
- Addressing high-traffic, high-accident areas
- Improved through-traffic capacity
- Safety as population increases

What is important as we consider improvements in the project area?

- Reduce high density building in Post Falls
- Replace four-way stops with roundabouts
- Add more parks and greenspace
- Protect aquifer from roadway runoff
- Consider environmental impacts and protect high-quality native habitat
- Improve existing roadways/highways before building new ones
- Consider population density areas
- Place reasonable limitations on development
- Gain community buy-in and council adoption of principle arterials
- Do not create more funnels for traffic
- Make improvements that will actually make a difference for the long-term





Table Map Comments

Participants at the in-person public meeting drew lines and wrote 165 comments on table maps. Several identified existing problems and potential solutions.

Copies of table maps are included in Appendix C.

Existing problems

Safety

- SH-53
 - › BNSF Crossing
 - › Dark, hard to see
 - › Wildlife crossings high near Burlington
- Hayden Ave. traffic needs to slow down
- Atlas Rd. improve Lancaster to SH-53
- Huetter Rd. railroad crossing near Lancaster
- Poleline Rd. accidents at Poleline and Meyer

Congestion

- SH-53
 - › Traffic is slow once SH-53 becomes SH-41
 - › Railroad crossings at Prairie and Pleasantview
- I-90
 - › Not enough on/off ramps
- SH-41
 - › Synchronize lights between Poleline and Hayden
 - › Congestion between 2-6pm where Lakeland Middle School exits onto 41
 - › Prairie and Wyoming and Poleline and Wyoming

Suggested North-South Alignments

- Connect Huetter up to SH-53 to the north, with traffic circle or light
- Connect Meyer north from SH-53 to SH-41
- Add new road between Meyer and Huetter that turns at Lancaster to diagonally join US-95 at SH-53
- Huetter Road – add interchange off of I-19 before Huetter and go across to join up with Huetter at Poleline across to Atlas
- Make Greensferry a bypass
- Add a north/south road east of Beck Road before congested area
- Connect Huetter as a bypass from I-90 to SH-53
- Use Huetter as a bypass, have parallel railroad tracks to meet US-95
- Use Beck Road as a bypass before the congested area
- Add alignment from I-90 up Huetter and diagonal or north side of the railroad

Suggested East-West Alignments

- Add connection between Hanley and Atlas and Poleline and Huetter
- Add road from Greensferry to Huetter between Wyoming and Hayden
- Add road paralleling SH-53 on the opposite side of railroad tracks for the length of the study area
- Add highway from I-90 to Pleasant View to parallel south of SH-53 to Lancaster and Greensferry
- Add diagonal road from Greensferry and SH-53 to Meyer and SH-53
- Add diagonal road from Huetter and SH-53 to Meyer and SH-41
- Add road from Meyer and north of Boekel to roughly Lancaster and Greensferry
- Add diagonal road from SH-41 paralleling the railroad tracks to meet US-95 and SH-53 interchange
- Add road from SH-53 north of Wyoming over Huetter
- Add bypass northwest of SH-53 from even with Greensferry to just Meyer and SH-41
- Add bypass northwest of SH-53 from even with Greensferry to just past interchange of SH-53 and SH-41, add right turn lane
- Add a frontage road paralleling SH-53 and the railroad tracks
- Pave and create diagonal connection from Wyoming to Lancaster at Ramsey
- Add diagonal road from Huetter and Lancaster up to SH-53 and US-95



Solutions/Alternatives

SH-53

- Add connectivity from SH-53 to Chase
- Add connectivity from SH-53 to Idaho
- Add lighting in the area that parallels Burlington
- Add traffic light at SH-53 and Huetter (connection added)
- Add traffic light at SH-53 and Pleasantview
- Add traffic light at SH-53 and Prairie
- Add traffic light at SH-53 and Hidden Valley Road
- Add connections to SH-53 from Hayden, Wyoming, Lancaster, Boekel
- Add more lanes
- Add a lane from the state line to Rathdrum

US-95

- Improve US-95 to I-90 status
- Add express lane to US-95 north of Lancaster

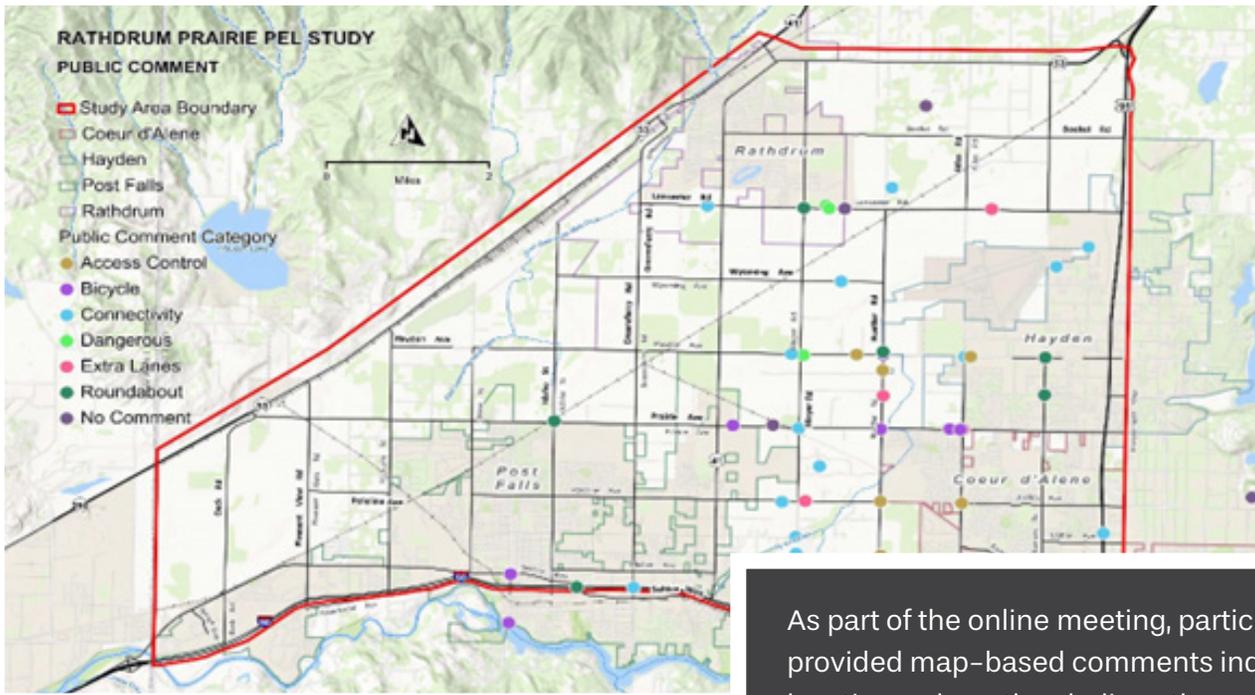
I-90

- Choose "Alt B" at N Idaho and Edmonton
- Add interchange at Huetter
- Add interchange at Chase
- Add interchange at Greensferry
- Add off ramp at rest area and connect to Huetter
- Add on and off ramps at Huetter

SH-41

- Add connections from Meyer and Atlas
- Improve SH-41 to I-90 status
- Add roundabout at SH-41 and W Diagonal Rd.
- Add turn lanes into library and shopping mall after SH-53 becomes SH-41



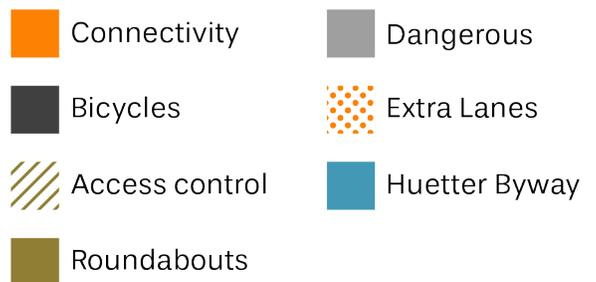
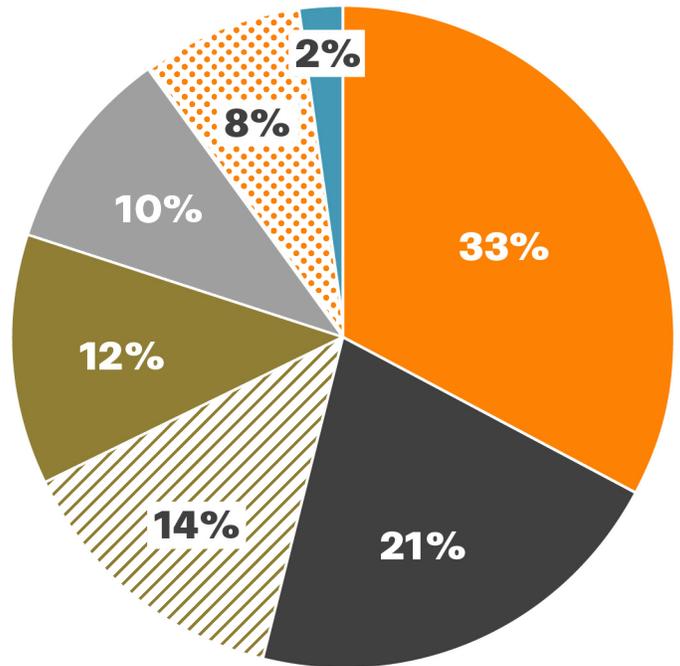


As part of the online meeting, participants provided map-based comments indicating the locations where they believe there are issues currently or where improvements could be made.

Online Map Comments

Comments received related to seven categories with connectivity and bicycles receiving the most comments

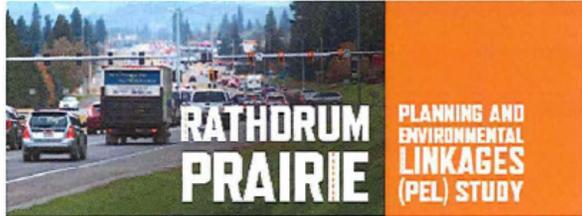
- ”
- Add roundabouts on Ramsey, Atlas, Huetter, and Meyer Roads might help. Same for Prairie.
 - Hayden needs a bike/walking path from Huetter to Government.
 - I support Huetter Road becoming an access-controlled corridor and a major north-south corridor for the region.
 - I have a strong dislike for permissive lefts, shouldn't be allowed even during peak hours.
 - Connect more east/west roads and streets.
 - Connect Lancaster to SH-53 with a bridge over the train tracks.
 - Can some of the prairie remain open space?
 - Don't widen the highway because it will induce demand. Instead, connect other roads north/south and east west to make a functioning grid.
 - Prairie Ave is basically a highway but has no bike or ped facilities consistently on both sides. Please add separated paths.



Appendix A | Sign-In Sheets



Your Safety • Your Mobility • Your Economic Opportunity

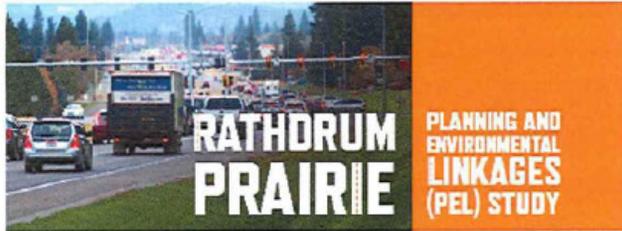


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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Daniel Finley				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input checked="" type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Keith & Amy Johnson				<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Kren Windham				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Will Hunter				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Holly Brown Azedo Brown				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
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Gil Walker				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Bob Sesh				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Doug Skrang				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
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Your Economic Opportunity

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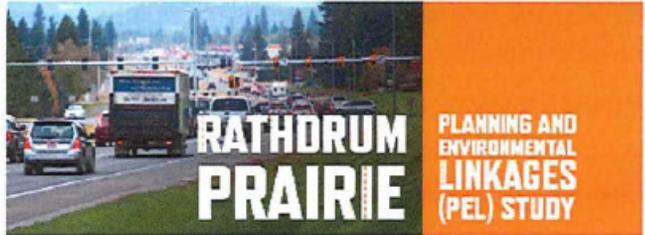
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Nate Simmons				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Asian/Pacific Islander
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						<input type="checkbox"/> White	<input type="checkbox"/> Other
Donna Philk				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Asian/Pacific Islander
				<input checked="" type="checkbox"/> Female		<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic
						<input checked="" type="checkbox"/> White	<input type="checkbox"/> Other
Wendy Graham				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Asian/Pacific Islander
				<input checked="" type="checkbox"/> Female		<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic
						<input checked="" type="checkbox"/> White	<input type="checkbox"/> Other
Dennis Wagner Harris Wagner				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Female		<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic
						<input checked="" type="checkbox"/> White	<input type="checkbox"/> Other
Brad Miller				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Female		<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic
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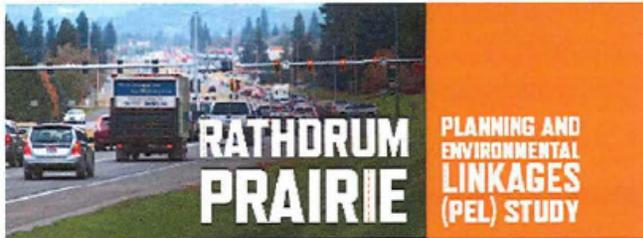


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Chris Larson				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Andrea Baass Peters				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Brad & Beth Patzer				<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Sheila Mack				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
David & Cerie CASTELL				<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Cheryl & Bob Danner				<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
William Evans				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Parrel Ramas				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other

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ROBERT FAER				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Janet Mosley				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Greg Stethem				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Bill Meunier				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Neil Oliver				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Sam Meredith				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Vic Holmes				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input checked="" type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Howard Burns				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other

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Rou McGhie				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic
Heather Oxede				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic
Kenneth McAnall				<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic
Phil Messick				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic
Taylor Leavitt				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic
DANN M. VADEZ				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic
ERIN BELZER				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic
Deb Thomas				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic

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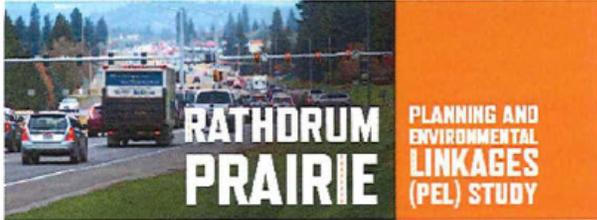
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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Kelly Heck				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
David N. Lee				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Barb Anecove				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input checked="" type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Wally Adams				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Mark Hughes				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
RICH BELZER				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
MARTY HUGHES				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Jack Geringer				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input checked="" type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other

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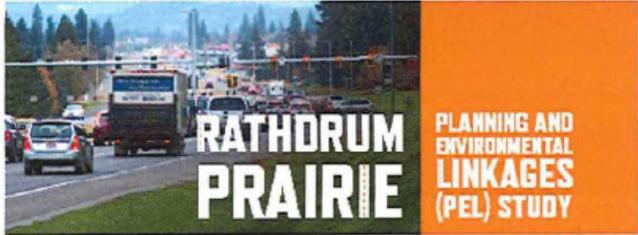


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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
STEPHEN RADSHIFF				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
RICH ANDERSON				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
BROTT HARVEY				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
RICHARD BAITEK				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
S. DeLeon				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
JOHN ADAMS				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Leon Duce				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Dave & Joy BRIDGES				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other

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Kelly Chapin				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Tom Smith				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Bob Flager				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
NANCY BARN				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
RON HANSEN				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Scott Krajack				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
David Leonard				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Leasa Gleant Hansen				<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other



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MARK JACOBI				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Malcolm Mike Mauko				<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Mary + Bill Whitney				<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Paul SABENDRECHT				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
John F. Sauti VanderWalker				<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Anna Dobson				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Blake Bey				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Monica Wood				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other

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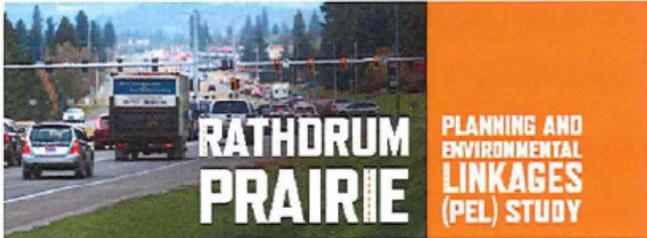
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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes			
Carol Boesch				<input type="checkbox"/> Male	<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Mike Cortinas				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Shirley Leonard				<input type="checkbox"/> Male	<input checked="" type="checkbox"/> Female	<input checked="" type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
WARREN KEENE				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Sandi Turner				<input type="checkbox"/> Male	<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Christian Cosma				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
John Fisher				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Female	<input checked="" type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Katie Ingoli				<input type="checkbox"/> Male	<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other

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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Joe + Linda Cooheer				<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Bruce Kantzman				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input checked="" type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Pat Cook				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Robert Palus				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Terry Werner				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
TERRY + KEN PIERCE				<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
TERESA ROMA				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
TRAKI BROOKS				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other

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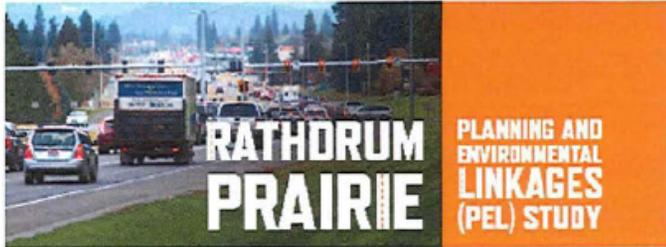


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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
James Mulcahy	[REDACTED]	[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Mike Garrison				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
MaryAnn & Don Garringer				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Carl Rockstrom				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
SHERI HALMES				<input type="checkbox"/> Male	<input checked="" type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Ken Johnstone				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Jenne Knutsen				<input type="checkbox"/> Male	<input checked="" type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
G. Servanos				<input type="checkbox"/> Male	<input checked="" type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other

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Name (Please print or write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Tami MARONER Gene Bertson				<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Pearl McConnell Vance Cihoff				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Whitley Laws				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Rob Knutson				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Alan Soderberg				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Kevin Kirlin Chris Kirlin				<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other



Appendix B

Public Information Meeting

Display Boards





WELCOME

The purpose of the meeting is to get your ideas on how to improve the transportation system within the study area.

Please view the project video and display boards, talk with the project team, and fill out a comment form.

We want to hear what you think!



PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY | NOVEMBER 2023

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





BACKGROUND



How will transportation across the Rathdrum Prairie cope in light of recent & projected future growth?

To answer that question, the Idaho Transportation Department (ITD), Federal Highway Administration (FHWA), and community partners are initiating a Planning and Environmental Linkages (PEL) study to evaluate the highway and local roadway system within the Rathdrum Prairie, stretching from Interstate 90 north to State Highway 53 and from the Washington state line east to Government Way.

This effort is looking at optimizing existing corridors and exploring potential new routes that will mitigate congestion, enhance connectivity, and improve mobility throughout the region.



PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

NOVEMBER 2023



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.





MAP OF THE STUDY AREA



RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY
 NOVEMBER 2023



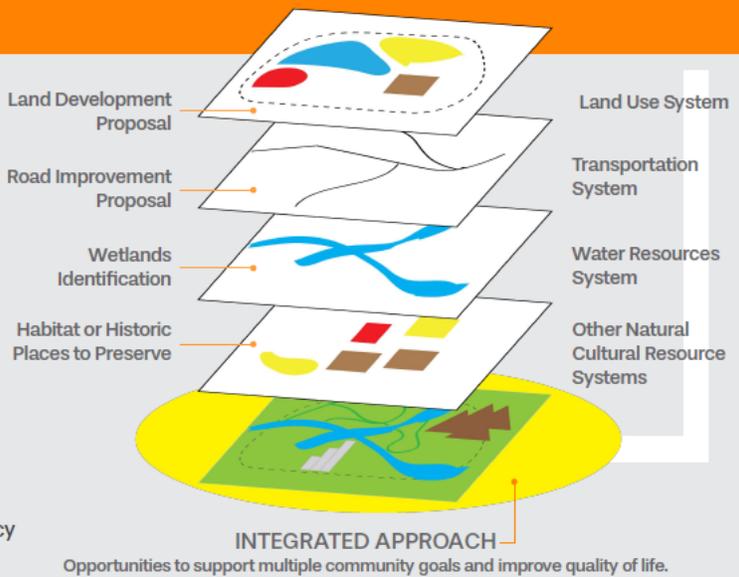
WHAT IS A PEL?

What is a Planning and Environmental Linkages (PEL) study?

Transportation planning study outlined by Federal Highway Administration (FHWA) that identifies:

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

The PEL study follows federal guidelines in order to confirm that PEL analyses can be used in future National Environmental Policy Act (NEPA) clearance documentation.



RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY
 NOVEMBER 2023



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PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

A PEL IS A GOOD OPTION WHEN:		RATHDRUM PRAIRIE PEL STUDY
Problems in multiple jurisdictions, on multiple corridors need to be solved, such as safety concerns, traffic congestion, or infrastructure deficiencies and geographical area may not have key beginning and end locations.	✓	The PEL will consider multi-modal connections and capacity improvements as well as potential new roadway linkages.
There is not identified funding for the project, but federal funding is a possibility.	✓	Partial funding for design is anticipated in the next 5-7 years, but those funds would only address improvements for a prioritized portion of the study area.
There is a need to gauge public interest and/or gather support for a project and collaborate to develop alternatives.	✓	Provide improvements that serve all types of travelers, including local commuters, freight, bicyclists and pedestrians, and regional tourism.
The study will incorporate previous transportation and land use planning documents and recommendations.	✓	Current infrastructure will not appropriately provide for future growth as identified in adopted local (cities, counties, and metropolitan planning associations [MPO]) land use and comprehensive plans.
There is a desire for agency input and awareness of the project before NEPA begins.	✓	Consider new infrastructure impacts to local roads through coordination with cities, counties, highway districts, and the MPO.
There is a need to identify and screen alternatives that improve safety and mobility for all users, support local land use plans, and minimize impacts.	✓	Identify resources and level of analysis to focus on environmental concerns and allow agencies to proactively avoid, minimize, or mitigate impacts.



PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

NOVEMBER 2023



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.





ITD and FHWA are collecting public and stakeholder feedback while completing an evaluation of existing and projected safety and operational conditions within the study area to develop a DRAFT Purpose and Need Statement.



POTENTIAL DRAFT Purpose and Need★

The purpose of the transportation recommendations are to improve safety, mobility, reliability, and resiliency for the traveling public while considering updated traffic, land-use projections, and programmed and planned transportation infrastructure projects within the Rathdrum Prairie.

POTENTIAL DRAFT Needs★

- Address safety concerns within high-crash intersections and corridors.
- Reduce congestion on heavily traveled corridors.
- Increase mobility and connections for bicycles and pedestrians.
- Prepare for projected travel demand increases.

The National Environmental Policy Act (NEPA) requires that any project considered to be a Federal Action (e.g. receives federal funding or requires federal permits) go through a study process to assess the environmental, social, and economic effects of a proposed action.

* Subject to change based on additional analysis and input from stakeholders and the public.



PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

NOVEMBER 2023

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.





What is a Purpose and Need?

The Purpose and Need provides the framework for evaluating the alternatives, leading to the study's recommendations.

The Purpose and Need is used to screen reasonable alternatives.

What is a Goal?

Goals are desired project outcomes beyond the Purpose and Need that provide additional guidance for assessing reasonable alternatives, based on stakeholder and community input.

Goals help balance environmental, transportation, and other community values.



ITD Wants Your Input

What transportation problems or issues do you experience traveling within the study area?

Show us on the table maps!



ITD Wants Your Input

What is important to you as we consider transportation improvements in the study area?

Show us on the table maps!

RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

NOVEMBER 2023



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HOW ARE ALTERNATIVES EVALUATED?

Alternatives will be evaluated through a screening process to determine how well they meet the Purpose and Need, and goals of the study.

Alternatives could include, but are not limited to, the following types of transportation improvements:

- › Upgrades/changes to existing highways and roadways
- › New highway and roadway connections
- › Location-specific improvements, such as at intersections
- › Multi-modal connections for bicyclists and pedestrians

The screening process will consider potential impacts to environmental, social and community resources which include the following:

- ✔ Land Use
- ✔ Air Quality
- ✔ Hazardous Materials
- ✔ Visual Quality
- ✔ Socioeconomic Conditions and Environmental Justice
- ✔ Historic and Archaeological Resources
- ✔ Threatened and Endangered Species
- ✔ Floodplains
- ✔ Water Quality and Aquifer
- ✔ Aquatic Resources
- ✔ Parks and Recreation
- ✔ Traffic Noise



PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

NOVEMBER 2023

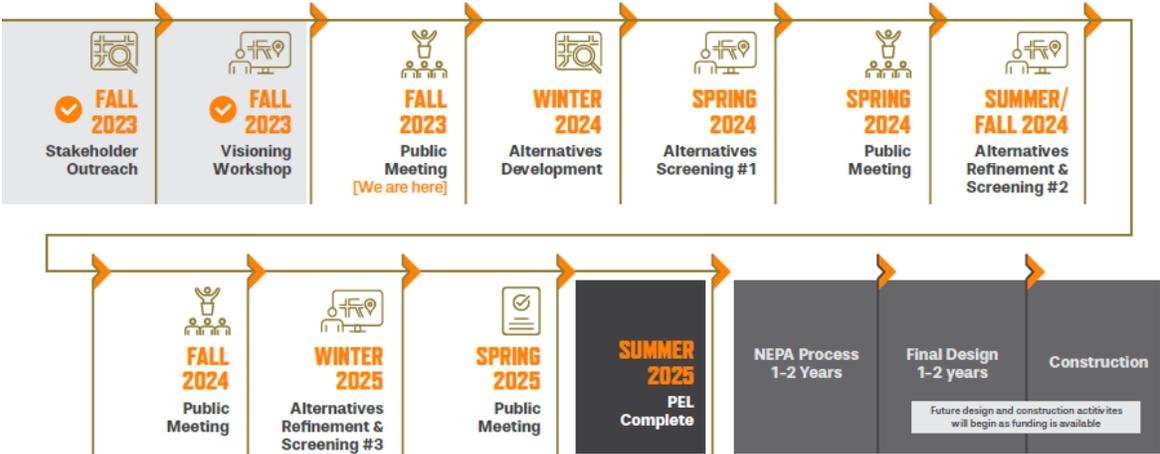


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SCHEDULE



RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

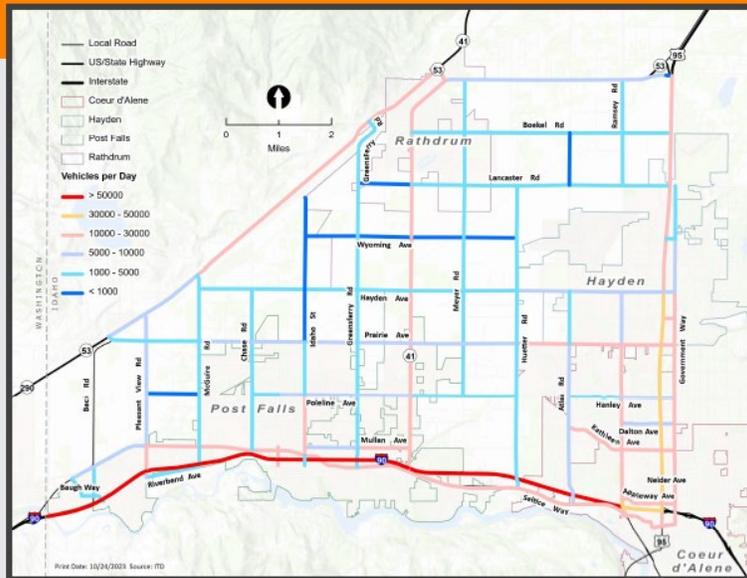
NOVEMBER 2023



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HISTORICAL CONDITIONS

Annual Average Daily Traffic: **2018**



RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

NOVEMBER 2023



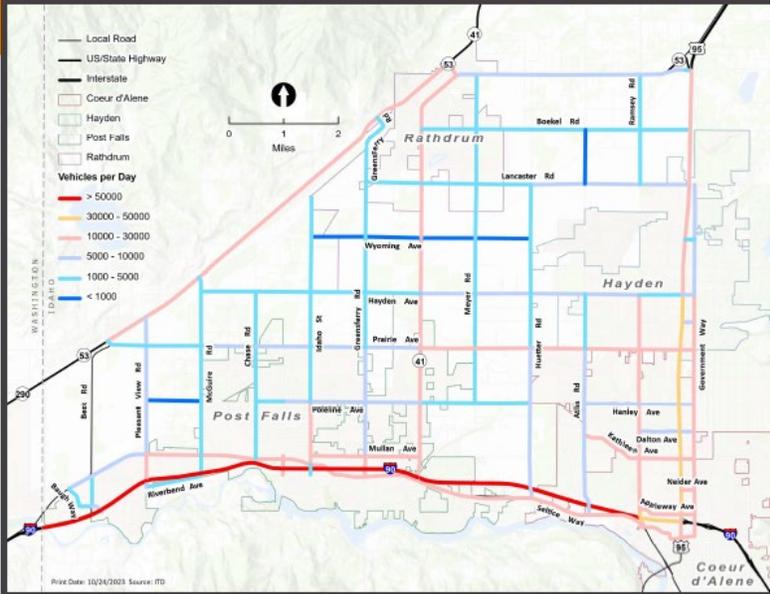
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HISTORICAL CONDITIONS

Annual Average Daily Traffic: **2022**



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PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

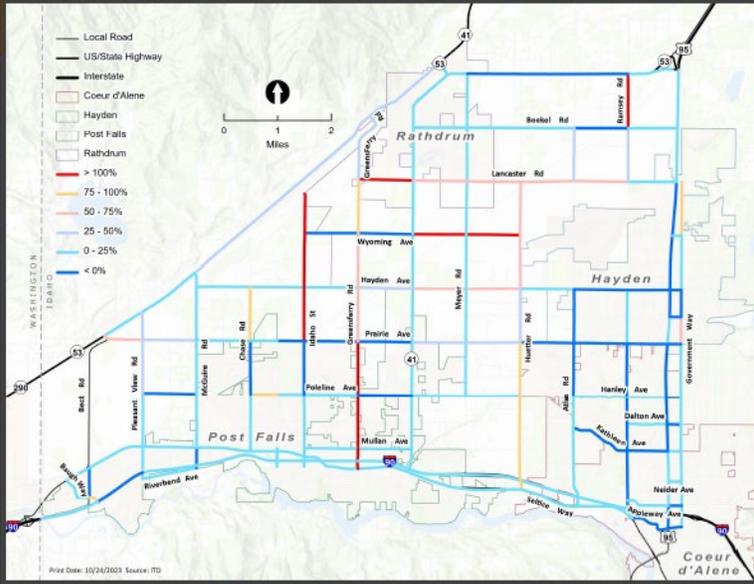
NOVEMBER 2023



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HISTORICAL CONDITIONS

Change in Annual Average Daily Traffic: **2018-2022**



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PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

NOVEMBER 2023



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EXISTING CONDITIONS

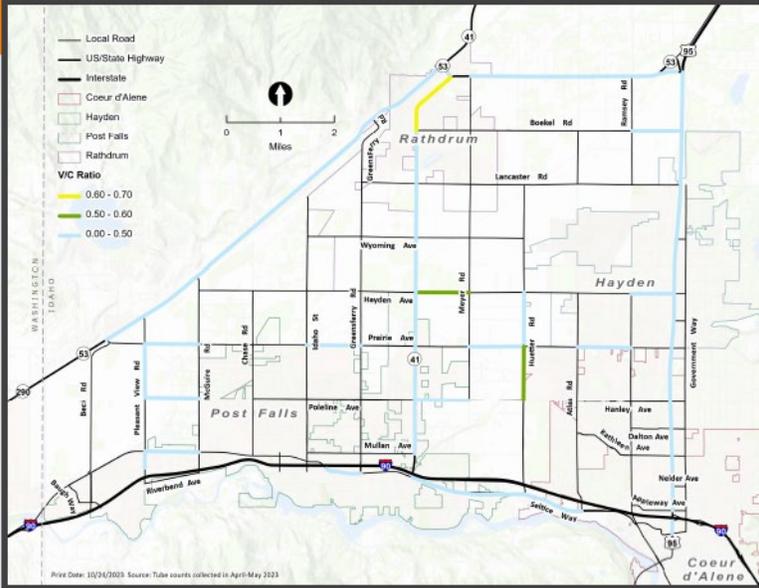
Existing PM Volume to Capacity Ratio

Volume = the measured number of vehicles traveling through a given point in an hour

Capacity = the maximum rate at which vehicles can pass through a given point in an hour under existing conditions, which include roadway conditions, number and width of lanes, grades, and lane use, as well as signalization conditions

Volume to Capacity Ratio (V/C) = the amount of traffic on a given roadway relative to the amount of traffic the roadway was designed to serve

V/C Ratio	Traffic Condition	Level of Service
0-0.60	Free flow	A
0.61-0.70	Stable flow with unaffected speed	B
0.71-0.80	Stable flow but speed is affected	C
0.81-0.90	High density but stable flow	D
0.91-1.00	Traffic volume near or at capacity level with low speed	E
>1.00	Overcapacity, gridlock	F



RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

NOVEMBER 2023

Your Safety • Your Mobility
Your Economic Opportunity

FUTURE CONDITIONS

2045 No-Build PM Volume to Capacity Ratio

No-Build Conditions = roadways and intersections remain as they exist today, unless already planned and funded for improvements

V/C Ratio	Traffic Condition	Level of Service
0-0.60	Free flow	A
0.61-0.70	Stable flow with unaffected speed	B
0.71-0.80	Stable flow but speed is affected	C
0.81-0.90	High density but stable flow	D
0.91-1.00	Traffic volume near or at capacity level with low speed	E
>1.00	Overcapacity, gridlock	F



RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

NOVEMBER 2023

Your Safety • Your Mobility
Your Economic Opportunity





HISTORICAL CONDITIONS

High Crash and Fatal and Serious Injury Crash Locations: 2018-2022

High Crash Locations = Intersection or roadway segment with a crash rate higher than the average crash rate for similar intersection or roadway in the State of Idaho



RATHDRUM PRAIRIE

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NOVEMBER 2023

Your Safety - Your Mobility
Your Economic Opportunity

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STAY INVOLVED

ITD will continue to seek public input throughout the PEL process, continuing through NEPA analysis and into future design phases.

If you have questions, please contact:
Carrie Ann Hewitt, P.E.
ITD Planning Lead
208-772-1230



Three ways to share your input:

- > Via a comment form at this open house
- > Via the comment form in the online meeting
- > Via email at:
comments@RathdrumPrairiePEL.com

Scan the QR code to go to the online meeting



PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

NOVEMBER 2023



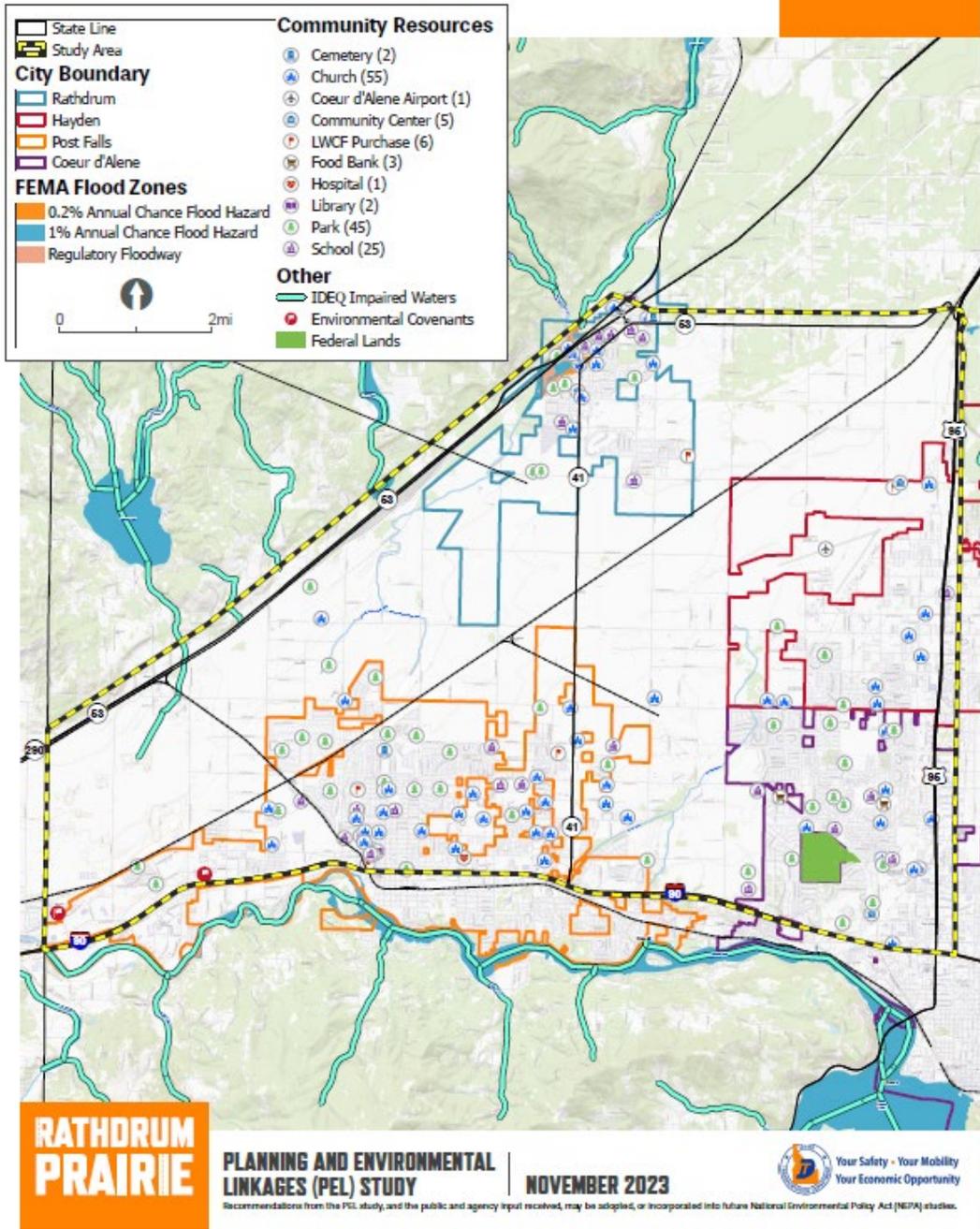
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PRELIMINARY ENVIRONMENTAL SCAN

Rathdrum Prairie Corridor PEL Study





Appendix C | Comments

Public Information Meeting: November 1, 2023

Online Meeting: November 2-27, 2023





Appendix C | Comments

Public Information Meeting: November 1, 2023

Online Meeting: November 2-17, 2023

- Public Information Meeting
 - [Comment Forms](#)
 - [Participant Map Comments](#)
- Online Meeting
 - [Comments](#)
 - [Commenting Map Notes](#)
- [Comments EMAILED to ITD](#)





Public Information Meeting Comment Forms
November 1, 2023

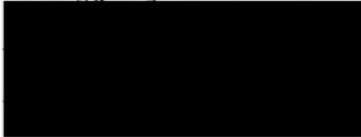


Rathdrum Prairie
Planning and Environmental Linkages (PEL) Study
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November 1, 2023
Red Lion Templin's Hotel on the River
Merganser/Redhead Meeting Room
414 East First Avenue
Post Falls, ID
4 p.m. – 7 p.m.

*Thank you for attending tonight's public meeting. Your comments are important to us.
Please print or write as clearly as possible. Thank you.*

Name:

Des Thomas



LEAVE COMMENTS, MAIL OR EMAIL BY NOVEMBER 15, 2023 TO:

ITD District 1
ATTN: Carrie Ann Hewitt
600 West Prairie Avenue
Coeur d'Alene, ID 83815-8764
comments@rathdrumprairiepel.com

What is the greatest transportation need in the study area?

*Light or round-about to move traffic on 53 slower around house for ingress/egress
Reduce speed limit btwn Pocatello to Prairie or chase to 35*

What is important to you as we consider improvements in the study area?

*Reduce high density building in Post Falls to 2. Too many people for small town.
Keep open land for farming, cattle, etc
More open land/parks required in all developments*

- continue comments on side 2-





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Name: Taylor Leavitt - Property Reserve, Inc.



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ITD District 1
 ATTN: Carrie Ann Hewitt
 600 West Prairie Avenue
 Coeur d'Alene, ID 83815-8764
 comments@rathdrumprairiepel.com

What is the greatest transportation need in the study area?

N/S movement is at gridlock at peak traffic hours.
 Speed limits are low and too many access points are allowed
 on arterials

What is important to you as we consider improvements in the study area?

PRI owns ~450 acres north of the CDA airport.
 We want to be part of any planning for new alignment
 considerations. We are happy to have a new alignment on

- continue comments on side 2-

or near our property, but want to ensure the remainder
 still has good development potential.

General comments or input:

The KMPO plan (Huetter Bypass) cut diagonally
 through our property and left only triangles for
 development, which isn't ideal.





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Name: Christian Cosme



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ITD District 1
 ATTN: Carrie Ann Hewitt
 600 West Prairie Avenue
 Coeur d'Alene, ID 83815-8764
 comments@rathdrumprairiepel.com

What is the greatest transportation need in the study area?

*cut down commute time from Rathdrum
 to I-90 (my personal need). Pl's conduct a study
 of various traffic light synchronization
 scenarios along ID-41, N-bound & S-bound,
 especially at rush hours. Once conducted, recommendations
 should be implemented.*

What is important to you as we consider improvements in the study area?

- continue comments on side 2-





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Name:

Greg Stetten



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ITD District 1
 ATTN: Carrie Ann Hewitt
 600 West Prairie Avenue
 Coeur d'Alene, ID 83815-8764
 comments@rathdrumprairiepel.com

What is the greatest transportation need in the study area?

- 1- Improved flow of traffic - eliminate bottlenecks
- 2- More bike & pedestrian pathways for safety
- 3- More options for travel between COA + Post Falls

What is important to you as we consider improvements in the study area?

- Replacing 4-way stops with roundabouts*
- Add more parks and greenspace*
- Protect aquifer from run off from roadways.*

- continue comments on side 2-





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Name: Barb Anecone



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 600 West Prairie Avenue
 Coeur d'Alene, ID 83815-8764
 comments@rathdrumprairiepel.com

What is the greatest transportation need in the study area?

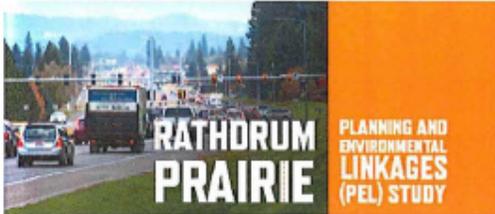
Keep traffic on major roadways. ~~Limit~~ put weight limits on residential areas.

What is important to you as we consider improvements in the study area?

PLEASE
Try to improve on already existing major roadways (41, 95, 53) instead of building new ones and taking people's home/property away!

- continue comments on side 2-





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Name: _____

Address - City, State, ZIP: _____

Email: _____

Phone: _____

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ITD District 1
 ATTN: Carrie Ann Hewitt
 600 West Prairie Avenue
 Coeur d'Alene, ID 83815-8764
 comments@rathdrumprairiepel.com

What is the greatest transportation need in the study area?

• Planning for long term growth -
~~*• Planning for long term growth -*~~
• addressing high traffic & high accident areas.

What is important to you as we consider improvements in the study area?

• environmental impacts.

- continue comments on side 2-





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Name:

Ted Smith



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 600 West Prairie Avenue
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What is the greatest transportation need in the study area?

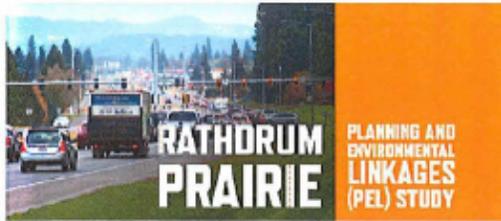
Improved thru traffic capacity. Too many vehicles on unimproved two lane roads ie Lancaster Rd and Meyer Rd

What is important to you as we consider improvements in the study area?

Protection of high quality native habitats not just protecting T&E species. Protection of the Aquifer

- continue comments on side 2 -





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Name: TERESA PIERCE

[Redacted area]

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ITD District 1
 ATTN: Carrie Ann Hewitt
 600 West Prairie Avenue
 Coeur d'Alene, ID 83815-8764
 comments@rathdrumprairiepel.com

What is the greatest transportation need in the study area?

Safety — AS POPULATION INCREASED
 SAFE TRAVEL ON THE ROADS IS NEARLY
 IMPOSSIBLE. HUETTER + HAYDEN
 PULLING OUT ACROSS IS HORRIBLE!

What is important to you as we consider improvements in the study area?

PLEASE PLEASE PLEASE CONSIDER
 POPULATION DENSITY AREAS. THERE'S
 SO MUCH TRAFFIC COMING FROM AREAS
 WHERE ALL THE DEVELOPMENTS ARE,

- continue comments on side 2-





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Name: Bob Seale



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ITD District 1
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 600 West Prairie Avenue
 Coeur d'Alene, ID 83815-8764
 comments@rathdrumprairiepel.com

What is the greatest transportation need in the study area?

After Reduce traffic getting off at Hwy 95
 by putting in a connector Hwy from
 I-90 to 95 around Backel. (Hwy Bypass)

Need to Complete Poleline / Hawley East-West Connection

What is important to you as we consider improvements in the study area?

Pleasant view is expected to be built out w/
 industrial uses including trucking facility.

- continue comments on side 2-





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Alzede Brown



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 600 West Prairie Avenue
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 comments@rathdrumprairiepel.com

What is the greatest transportation need in the study area?

*Pleasantview and 53 intersection/train tracks, need overpass
 with on ramp to reduce traffic and accidents getting on
 and off the highway*

What is important to you as we consider improvements in the study area?

*Eminent domain notice and future road/highway widening
 notification*

- continue comments on side 2-





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Name: Alan Soerling

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ITD District 1
 ATTN: Carrie Ann Hewitt
 600 West Prairie Avenue
 Coeur d'Alene, ID 83815-8764
 comments@rathdrumpriarlepel.com

What is the greatest transportation need in the study area?

PROVIDING EFFECTIVE NORTH SOUTH TRAFFIC. U.S. 95 IS NOT
 EFFICIENT. SUPRA LONG QUES & SUPRA LONG CYCLE TIMES
 THAT DON'T SEEM TO SUPPORT THE TRAFFIC SPEED (35-50 MPH)
 PROVIDOR A GRADE SEPARATED ROUTE TO ELIMINATE
 THE ISSUE FOUND ON ALL THE NORTH SOUTH ROUTES

What is important to you as we consider improvements in the study area?

1. THE IMPACTS TO ADJACENT STREETS & ROUTES. EXAMPLE
 CLOSING INTERSECTION ON 95 MAJOR BIG IMPACTS OF TRAFFIC ON
 GOVTWAY RIC. THESE IMPACT ARE NOT FINALLY SOLVED
 2. PICK A SOLUTION & IMPLEMENT IT. EXAMPLE

- continue comments on side 2 -

HURTLE BY PBS IS BEING USED IN CURRENT TRAFFIC
 STUDIES & MODELS TO DETERMINE NEEDS. THE
 ELIMINATION OF THIS WOULD RESULT IN CHANGE TO
 OTHER ROADS. HAYDEN (ATLUS TO US95) GOES FROM 3 LANES
 TO 5 LANES. THE RAMSKY ROAD REVISION PLAND FOR 2024
 GOES FROM 3 LANES TO 5 LANES. THESE ARE IMPROVEMENT
 BEING BUILT TODAY THE WILL NOT WORK WITHIN TO MARK
 THESE CHANGES

THAT TAKE THESE ARE SERIOUS ISSUES



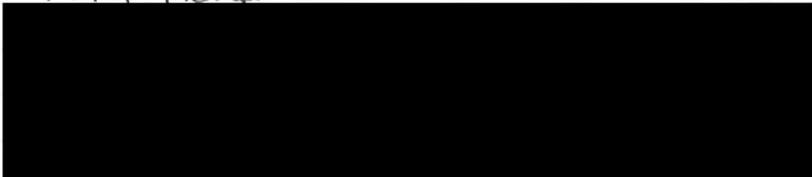


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Philip Messias



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 600 West Prairie Avenue
 Coeur d'Alene, ID 83815-8764
 comments@rathdrumprairiepel.com

What is the greatest transportation need in the study area?

Another N/S Road From 790 To As Far North as possible as Hwy 53. Drop in a on/off Ramp E/W Bound at Mutter & I 90. Make Pole line & Mutter a 4 way stop light or Roundabout. Prairie is already a stop light. Hayden - make it a Roundabout or 4 way light. Lancaster Rail Road crossing improve to Gates (currently stop sign only) make Lancaster & Mutter a stop light or Roundabout. Punen through
 What is important to you as we consider improvements in the study area?
 From hotel to 53 if possible.

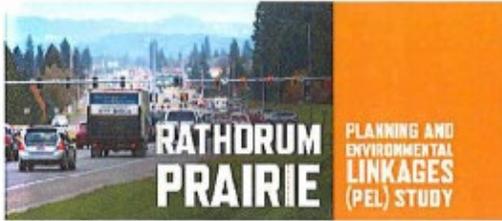
- N/S Travel is very congested on 41 & 95
 - A Mutter off ramp would would serve many residents off of Mutter that currently take Exit 7 or exit 95

General comments or input:

either way I believe Hayden Ave At Mutter needs a Round about as Traffic light. The two way stop gets very backed up.

either way the ~~off~~ Rail Road Crossing on Mutter just south of Lancaster need to be a Gate & Lights





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Michael Cortinas



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 600 West Prairie Avenue
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 comments@rathdrumprairiepel.com

What is the greatest transportation need in the study area?

There are many. ① Greensferry on/off ramp on I-90.
 ② Greensferry Bridge across Spokane River. ③ 2-lane Rds Both directions
 for every major thorough fares. i.e. Hayden, Prairie, Lancaster, Pleasantview,
 Huettner, Atlas, Chase Rd, McGuire.

What is important to you as we consider improvements in the study area?

Faster commute from Post Falls to Hayden, Post Falls to
 CdA.

- continue comments on side 2-





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Name: _____

Address - City, State, ZIP: _____

Email: _____

Phone: _____

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 600 West Prairie Avenue
 Coeur d'Alene, ID 83815-8764
 comments@rathdrumprairiepel.com

What is the greatest transportation need in the study area?

*Traffic control light on greens Ferry + Hwy 59
 Roundabouts on Hayden + IDAHO rd, Hayden + Chase*

What is important to you as we consider improvements in the study area?

*Make things easy on yourself Eliminate the
~~East~~ park town of Rathdrum!*

- continue comments on side 2-



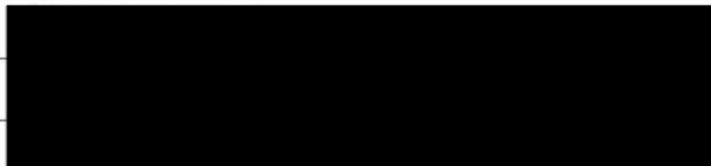


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Name:

SHERI HOLMES



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ITD District 1
 ATTN: Carrie Ann Hewitt
 600 West Prairie Avenue
 Coeur d'Alene, ID 83815-8764
 comments@rathdrumprairiepel.com

What is the greatest transportation need in the study area?

PUT THE HUTTER BY PASS ON HUTTER!

What is important to you as we consider improvements in the study area?

BETTER ON RAMP DURING CONSTRUCTION FOR THE
 FREEWAY. CURRENTLY 30' TO GET ON WITH TRAFFIC
 DOESNT SEE ON COMING UNTIL TO LATE. BOTTLE
 NECK INTO RATHDRUM IS ABOUT 60'. NOT LONG ENOUGH
 EVERY ONE ISNT AWARE OR WAITE TO LATE. (IN FRONT
 ACE HARDWARE)

- continue comments on side 2-





Rathdrum Prairie
 Planning and Environmental Linkages (PEL) Study
 Public Meeting
 November 1, 2023
 Red Lion Templin's Hotel on the River
 Merganser/Redhead Meeting Room
 414 East First Avenue
 Post Falls, ID
 4 p.m. – 7 p.m.

*Thank you for attending tonight's public meeting. Your comments are important to us.
 Please print or write as clearly as possible. Thank you.*

Name: WARREN KEENE
 [Redacted Address]

LEAVE COMMENTS, MAIL OR EMAIL BY NOVEMBER 15, 2023 TO:

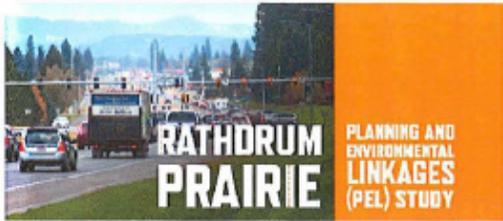
ITD District 1
 ATTN: Carrie Ann Hewitt
 600 West Prairie Avenue
 Coeur d'Alene, ID 83815-8764
 comments@rathdrumprairiepel.com

What is the greatest transportation need in the study area?
BETTER EAST-WEST MULTI-LANE ARTERIALS.

What is important to you as we consider improvements in the study area?
IMPROVE SECONDARY ROADS, ONLY I-90 IS LOGJAMMED, NO RELIEF AVAILABLE.

- continue comments on side 2 -

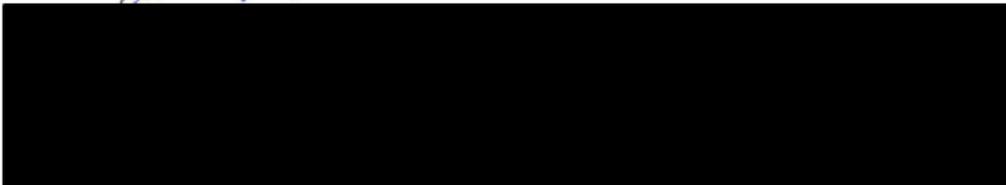




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Name: Sam Meredith



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600 West Prairie Avenue
Coeur d'Alene, ID 83815-8764
comments@rathdrumprairiepel.com

What is the greatest transportation need in the study area?

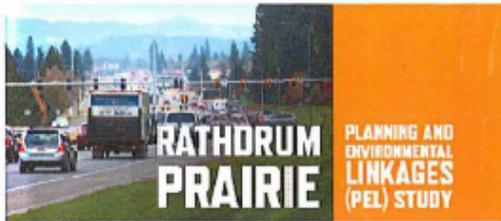
Roundabouts - keep traffic moving in a safe manner

What is important to you as we consider improvements in the study area?

Don't take my front yard or plow a driveway there and if you take my house, pay me full market value so I can stay in the area. If we get unions on our house/property - we want be able to afford to stay.

- continue comments on side 2-





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Thank you for attending tonight's public meeting. Your comments are important to us.

Howard Burns

Please print or write as clearly as possible. Thank you.



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What is the greatest transportation need in the study area?

- ① Major North South Minimal Intersection Roadway (Hvetter Bypass or similar) (grade separated best)
- ② Major E/W Route w/ Minimal Intersection or grade separated
- ③ Post Falls I-90 / ALTERNATE "B"
- ④ Build 1/2 ramp @ Hvetter Before interchange fixes in CDA - used existing rest area ramps - temporary may be?

What is important to you as we consider improvements in the study area?

Don't be Penny wise and pound foolish see #7

A) I 90 improvements need to include Hvetter or other interchange @ time of construction

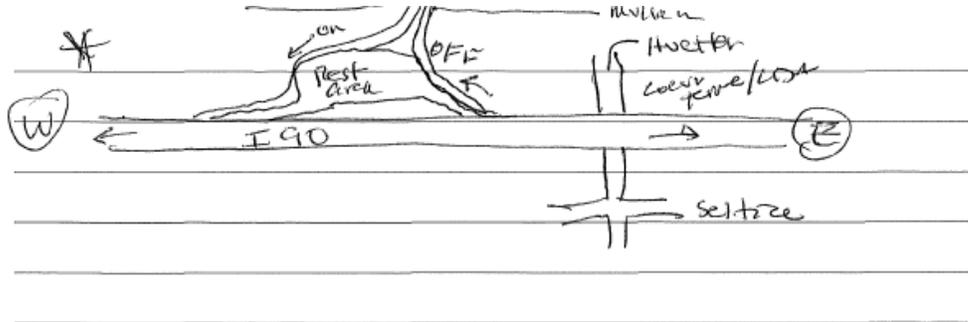
B) don't let property be annexed into City w/ high zoning WITHOUT getting ROW FIRST -

- continue comments on side 2-



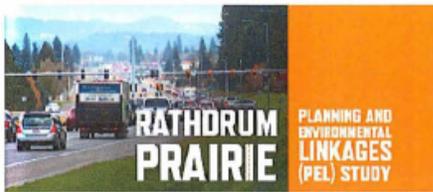


Howard Burns (continued)



General comments or input:

- Ⓐ Maps provided NOT up to date on City lands (CDA/PF/Rathdrum all have added land into City limits)
- Ⓑ Nothing showing City Plans for Roads -
 eg. - Lancaster proposed as 6 lanes from 41 to 95?
 " - Prairie - Roundabouts but supposed to carry lots of traffic?
- Ⓒ Nothing on Exhibits discusses traffic estimated at "just" build-out of current City lands @ their current allowed zoning.
 Eg. Post Falls could have THOUSANDS of more apartments if all zoned R3 land/CCS land and CCM land was built out @ 12 to 18 units/acre + "smart code" land (2018-2022)
- Ⓓ Traffic Count Maps disingenuous as Major Work has impacted who goes where/when FYI - greensterny carries many more due to work on 41 - still ongoing.



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Pat Cook



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What is the greatest transportation need in the study area?

N-S Traffic movement for local Traffic
 look at Greens ferry Rd to 53, explor a Bypass N. of
 Rathdrum Tie BK into 41 & cross to 95 at 54
 this will deal with north Traffic coming south has
 less impact on homes. Cost of By Pass N. Rathdrum
 will be high. Hutter & Lancaster have been developed, lights
 or Roundabouts to control Traffic. Not a 4 lane rd.

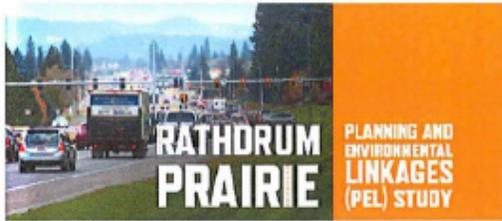
What is important to you as we consider improvements in the study area?

Impact on water, farm land & homes being destroyed.

General comments or input:

having on going input meetings. this
 will take a lot of time to Review data
 but knowing what stage you are in even
 if it's not showing a lot of move-ment
 would be appreciated.





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Name:

Bob Danner



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600 West Prairie Avenue
Coeur d'Alene, ID 83815-8764
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What is the greatest transportation need in the study area?

Would like to see All N/S thorough fairs 4 lanes
Same w/ E/W.

What is important to you as we consider improvements in the study area?

- continue comments on side 2-





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Thank you for attending tonight's public meeting. Your comments are important to us.
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Name:

David Leonard



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 comments@rathdrumprairiepel.com

What is the greatest transportation need in the study area?

Properly built roads. As far as I have been able to determine, I have not seen a "Resident Engineer" overseeing road construction, I have not seen one "testing crew" performing a compaction test, I have not seen someone with a city, county or state ID taking samples for sieve analysis.

What is important to you as we consider improvements in the study area?

As a formerly ID Licensed Civil Engineer and a reasonably thorough educator in Environmental Restoration, I have concerns for Water Quality. As well as the sewage from the hundreds, possibly (over)

- continue comments on side 2-





David Leonard (continued)

thousands, of new homes—each with multiple toilets and kitchen sinks and laundry room w/ washer and dryer where is the funding for sewage treatment plant construction. In addition to sewage, runoff from rainfall, snow melt and irrigation water which requires treatment is additional

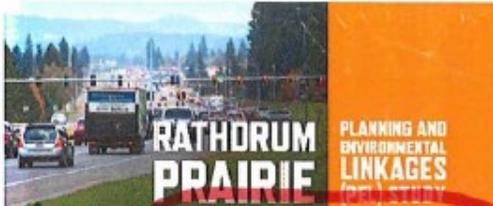
General comments or input:

treatment facility construction. In addition to the construction costs, where is funding for personnel to operate and maintain these plants and improvements required to meet future compliance codes.

There is an awful lot of Infrastructure that I do not hear about on the news. Large developments are constructed 3 to 5 mile from a store or gas station, hospital facility planning for the population influx. I was told that the Rathdrum Prairie PEL study was for planning to 2025. I agree that forecasts and estimates for population growth and needs for a short period are probably more accurate and achievable but life spans are increasing planning needs to have near term forecasts based on known "facts" but longer term growth and needs have to be developed based on experience and "best guesses."

David Leonard

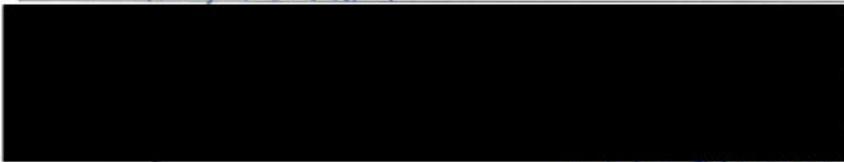




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Need to have Safty for Sewer + Fresh H₂O Conservation
 Thank you for attending tonight's public meeting. Your comments are important to us.
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Name: *Shirley Leonard*



- ① Greens Ferry
- ② Idaho St
- ③ Al Hwy
- ④ Prairie Ave
- ⑤ Poleline Ave
- ⑥ Huetten Ave
- ⑦ Hayden Ave
- ⑧ Seltice Way

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*While driving a vehicle
 There should be a rule strictly
 enforced No phones = texting =
 game playing, talking!*

What is the greatest transportation need in the study area?

*★ Need Bike Lanes along Spokane
 River all the way to C d A
 down town Park.*

*Green Ferry is a major Rd. for 2 Elementary Schools
 + High School. Need wider lanes, Bike + walk
 Lanes on all of Green Ferry to down town Post Falls.*

*I like Roundabouts but they need Bike Lanes
 with Bike signs = more Safty signs at
 Roundabouts = Drivers Ed on how to do Round-
 abouts - many stop like a stop sign instead of seeding
 into the lanes. I like Hwy 1 for driving carpool.*

What is important to you as we consider improvements in the study area?

*Prairie Ave Needs Bike or walk Lanes safty signs
 Some signal lights at Spokane St. Near*

*1990 not Bike friendly = Seltice Roundabouts no
 Bike safty Lanes etc = Need more Safty for
 School kids to + from walk Bike Lanes +*

Cross walks = Drivers NOT paying attention to Road! →





Shirley Leonard (continued)

Post office is facing Greens Ferry need better access to Post office + Bike Lanes + Walk Lanes - Traffic at Seltice + Greens Ferry + signal lights + access from Bike or Walk is hard a safety issue, as there is a central trail there also we need central trail back from

General comments or input: State line to C d'A Park River + along the lake. All though's Town houses etc took away our lovely River view Bike Lane! Many of us young + old very unhappy about this loss! Open spaces! ☹️ We had it + it was taken away by Greedy Realtors etc! + City counsel to! We like Black Bay park on 3rd + on 4th street Falls Park area Park = Need Bike Lanes with signs + pavement markings on 3rd st + 4th street. Safety for young + old on foot or Bike etc. All School Zones Need Bike + Walk Safety Lanes. Many people use Bikes to + from work + stores. ^{There now are more e-bikes to} I would like to see more Roundabouts + Bike Lanes instead of stop signs or lights. Also Idaho St. Needs Walk + Bike Lanes, it ends after New Subdivision, Needs to go all the way to Burlington Rd + Burlington Rd Needs Bike / Walk Lanes.





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Dennis Wagner



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What is the greatest transportation need in the study area?

Traffic from I-90 ~~way~~ To both Rathdrum and 95 north.

Need a North/South bypass that doesn't over load Rathdrum Needs to be between 41 & 95 (Huetter Road @ Route)

Prairie Ave - 5 lanes Greenferry → west look like an up hill battle

What is important to you as we consider improvements in the study area?

Route haul trucks to use 41 not Greenferry 50% don't respect the speed limit

Right Now PFPD and Koot. Sharnif can't figure out who is responsible for traffic enforcement.

- continue comments on side 2-
 yep I'm a bad speller :)





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Name: Kevin and Christina Kirkin



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What is the greatest transportation need in the study area?

Hayden Ave, east of Hwy 41 is too hard to get through cross through. There should be roundabouts at Hayden/Meyer Rd and Hayden/Hnetta Rds. Need to find a way to make left hand turns from shopping center in Rathdrum (BI-Mart, library). Need to slow traffic here.

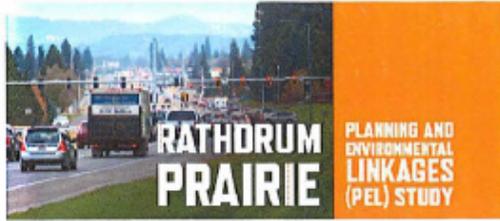
What is important to you as we consider improvements in the study area?

Highway 53 between Rathdrum and Hauser is very dark, especially in winter. There is wildlife crossing in winter. This stretch of highway needs to be better lit.

- continue comments on side 2-

3 way stop on 41 and Vernan
 3 schools converge John Brown High School
 Inverhigh can't make a left turn between 245 to 6pm without waiting 15-20 mins

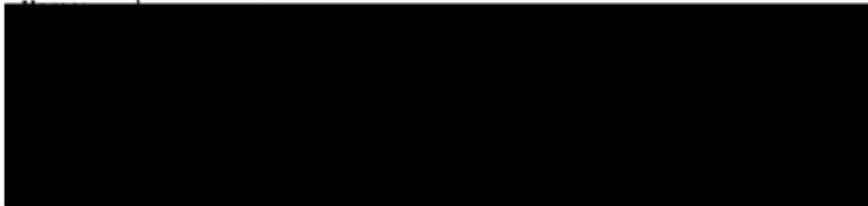




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Wendy Graham



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600 West Prairie Avenue
Coeur d'Alene, ID 83815-8764
comments@rathdrumprairiepel.com

What is the greatest transportation need in the study area?

Avoid overreliance on major arteries to move traffic. Instead, within the area bounded by major arteries, like for example, Prairie/Idaho/Crescent/Hayden, provide several N-S and E-W roads to enable traffic to move smoothly without having to jump out to the major arteries.

What is important to you as we consider improvements in the study area?

We need to redesign our entire Prairie area. Stop thinking of "housing" and instead think "sustainable community." Please, please do not let this beautiful area become like the Treasure Valley, with clogged highways and overwhelming traffic (over).

- continue comments on side 2-





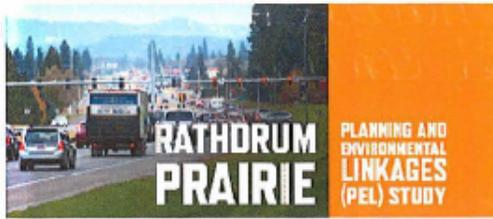
Wendy Graham (continued)

Once the plan is set for open prairie connecting with green spaces and Centennial Trail, complete with bike paths for commuting + enjoyment, then determine which blocks should be developed, keeping in mind the estimated water demand on the aquifer. If the blocks are designed correctly, they should minimize the need to

General comments or input:

drive a car to get to essential services. In other words, we need mini-cities. In fact, each mini-city/neighborhood could have its own character and specialties. Don't let the area become like Meridian, Idaho, where residents must find their way out of a maze of narrow residential streets into the arteries, where they must drive a car for 10-15 minutes to get to essential services like grocery stores, medical facilities, and schools. Everyone there has to get in a car and drive to do anything in their community, which causes traffic congestion. Instead, in a mini-city, a large number of essential services are provided within a 15-minute walk or 5-minute drive. If the current prairie is set aside for residential traffic will be horrendous. ~~The~~ The design of the area would ruin quality of life and greatly increase pollution. So aim for mixed use blocks with interior roads, and a network of green spaces. Large plots of open prairie is also important to give space for wild life and its own diverse population. We must work together to achieve this, for the benefit of generations to come.





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Name: Danah Phillips



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 600 West Prairie Avenue
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What is the greatest transportation need in the study area?

Improve N/S Transportation. Take through traffic off local streets. ~~Use~~ Plan for all types of traffic through existing long range planning solutions to reduce future impacts. N/S transportation solutions should not increase already congested areas.

What is important to you as we consider improvements in the study area?

Making US 95 look like Highway 41 is not a solution as it will cause divisions of communities which are already built.

- continue comments on side 2-





Donna Phillips (continued)

Work w/Airport for both Huetler & Ramsey to ensure Airport would continue to operate.

A change in this direction will have large impacts on the City.

General comments or input:

~~Proposed~~ Existing land uses/zone designations + future land uses are not considered in these maps.

Existing Utility Inj. + School locations for future development are not identified.

Future proposed Open Spaces are not identified.

These may not be known, but are part of the story.

Annexed land to the City has rigid setback for long range planning.

All Long Range plans identify Huetler Road Corridor North of Prairie





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Name:
 Chris Larsen



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What is the greatest transportation need in the study area?

Safety! As a first responder who commutes M-F 06:30 to Hayden + 16:00 to Post Falls. I have come across multiple M/C along on either Prairie, Hayden and Greens Ferry. The Intersections need improvements @ Hayden/Greens Ferry Meyer/Hayden Huetter/Hayden. Also I have had a vehicle crash onto my property almost hit my son and only a big Boulder stop the truck from hitting my house with in inches.

What is important to you as we consider improvements in the study area?

Distribution of Traffic East West More connection to take pressure off Prairie and Hayden. Lancaster is a great example to help with dense traffic Wyoming + Poleline Mullan 16th connections Hores/Hayden needs to be improved for growth.

- continue comments on side 2-





Chris Larson (continued)

Growth with the Airport ~~has~~ + Commercial Areas Need ~~to have local authority~~ be Infrastructure before the growth. Multi Use ~~Development~~ Developments needs Roads Improved before the first Building Permit is approved. Rail Crossings needs Bridges or Tunnels to Improve Safety + Traffic Flow.

General comments or input:

Bike + Ped Paths should be separated from Roads. Bike lanes should be Bike/Ped Paths not on the shoulder. Connect Paths with Cities Who is going to use a bike ^{lane} ~~path~~ in the winter on prairie. Some use it but is very dangerous.

Highway 53. Greens Ferry have on and offramps or a signal. Slow traffic before Intersection to 35 mph ~~it~~ it already is reduced going into Rathdrum a 1/4 mile to the east.

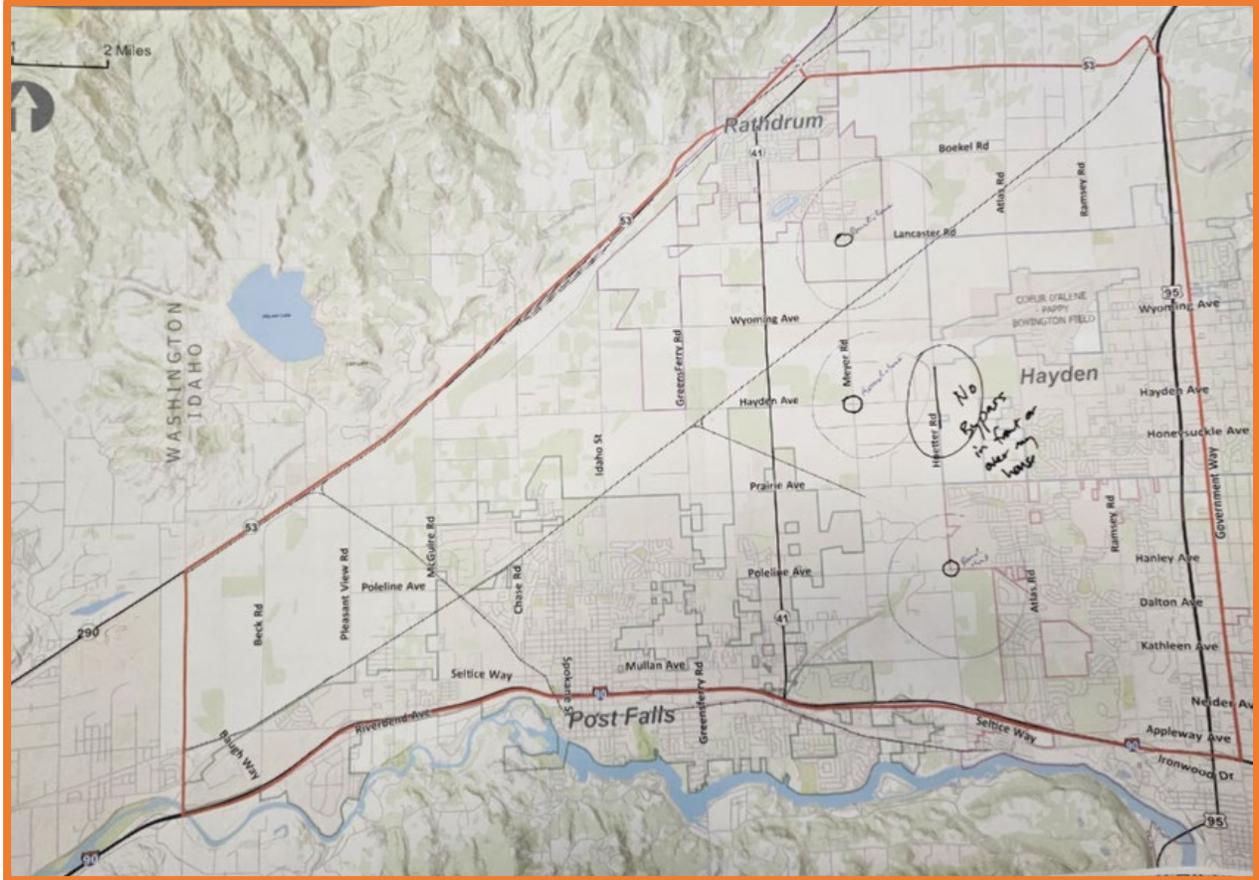
Praine Between Idah + 40
Counts from 2018 to 22
is low because of closures
during That Time Once open
It's a freeway Slow Traffic Back
down to 40

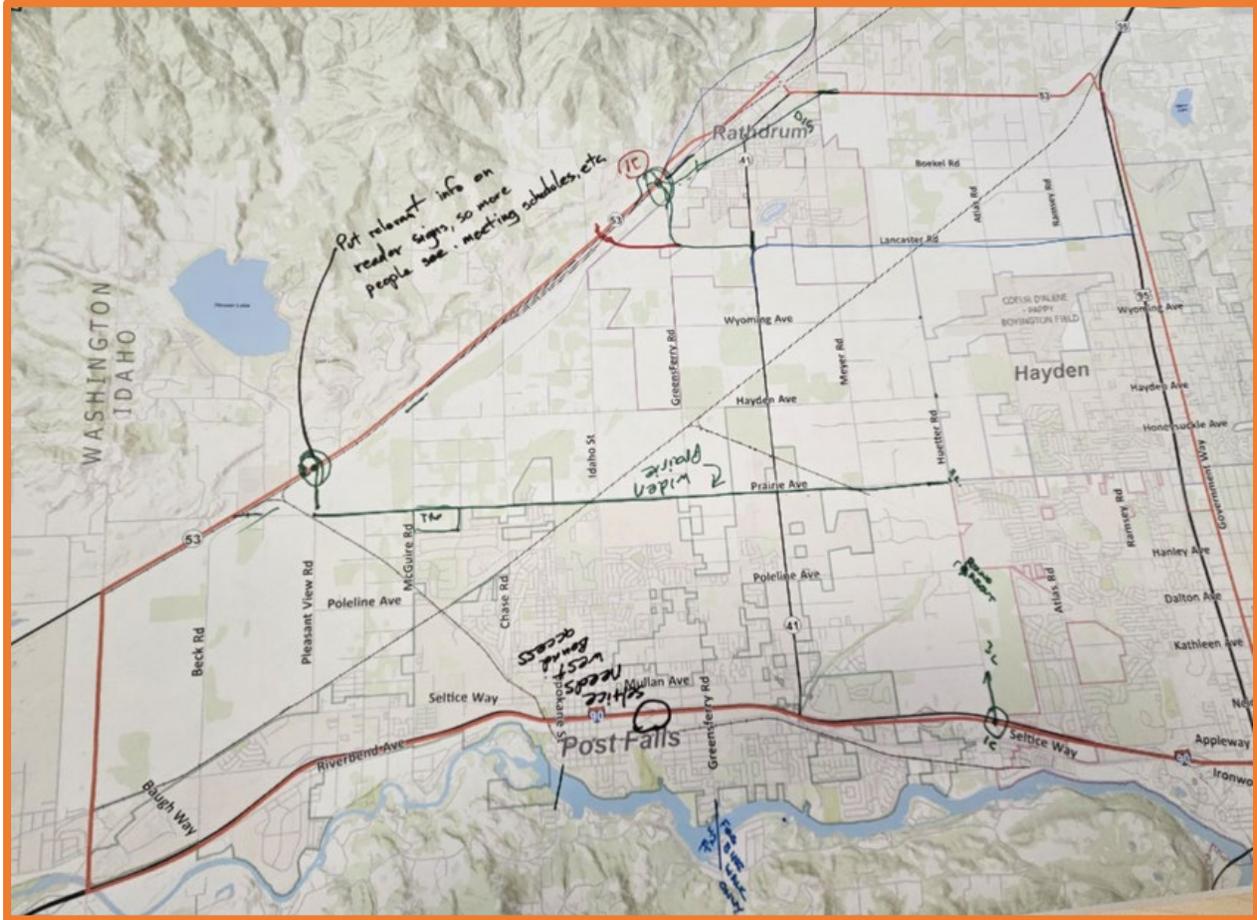


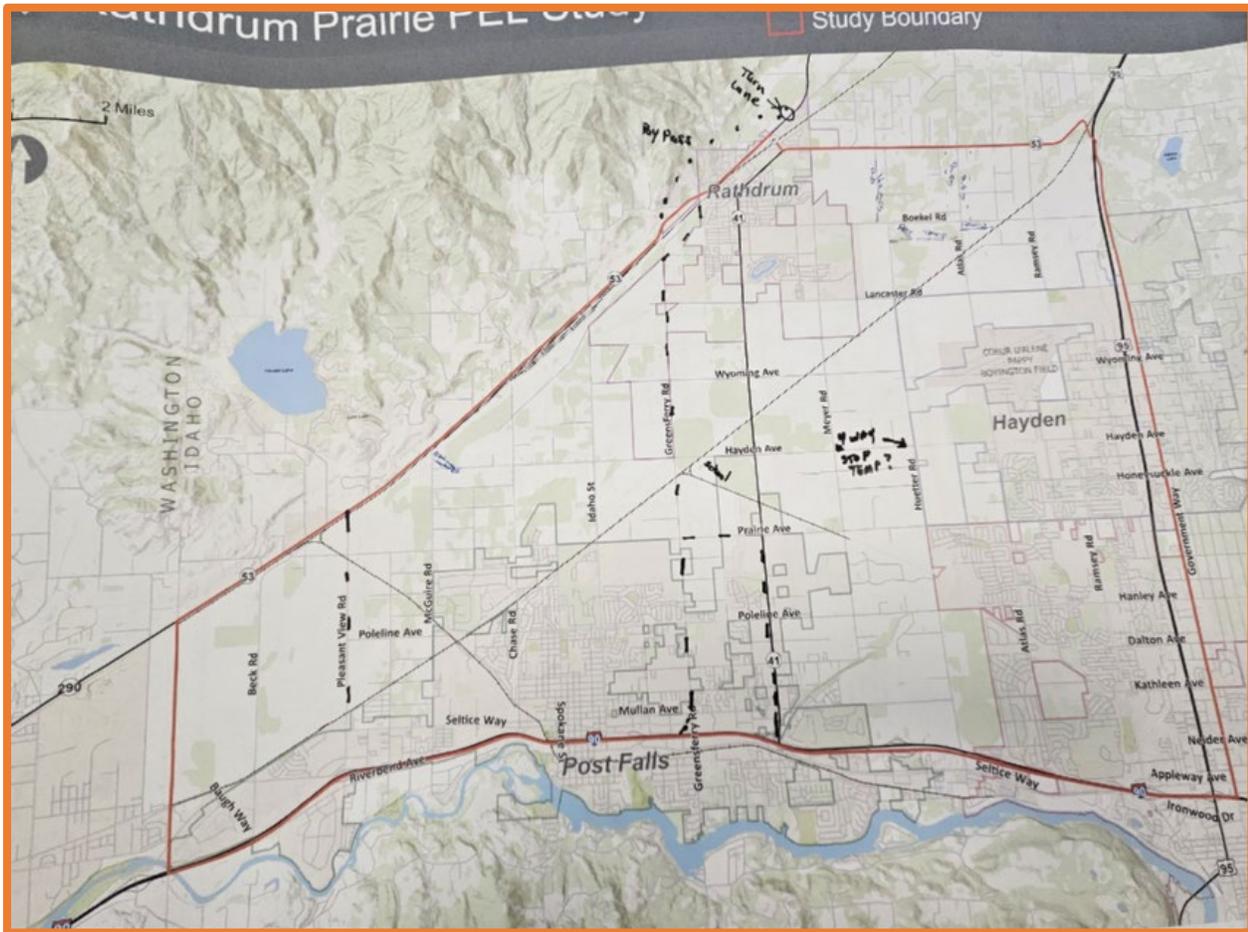


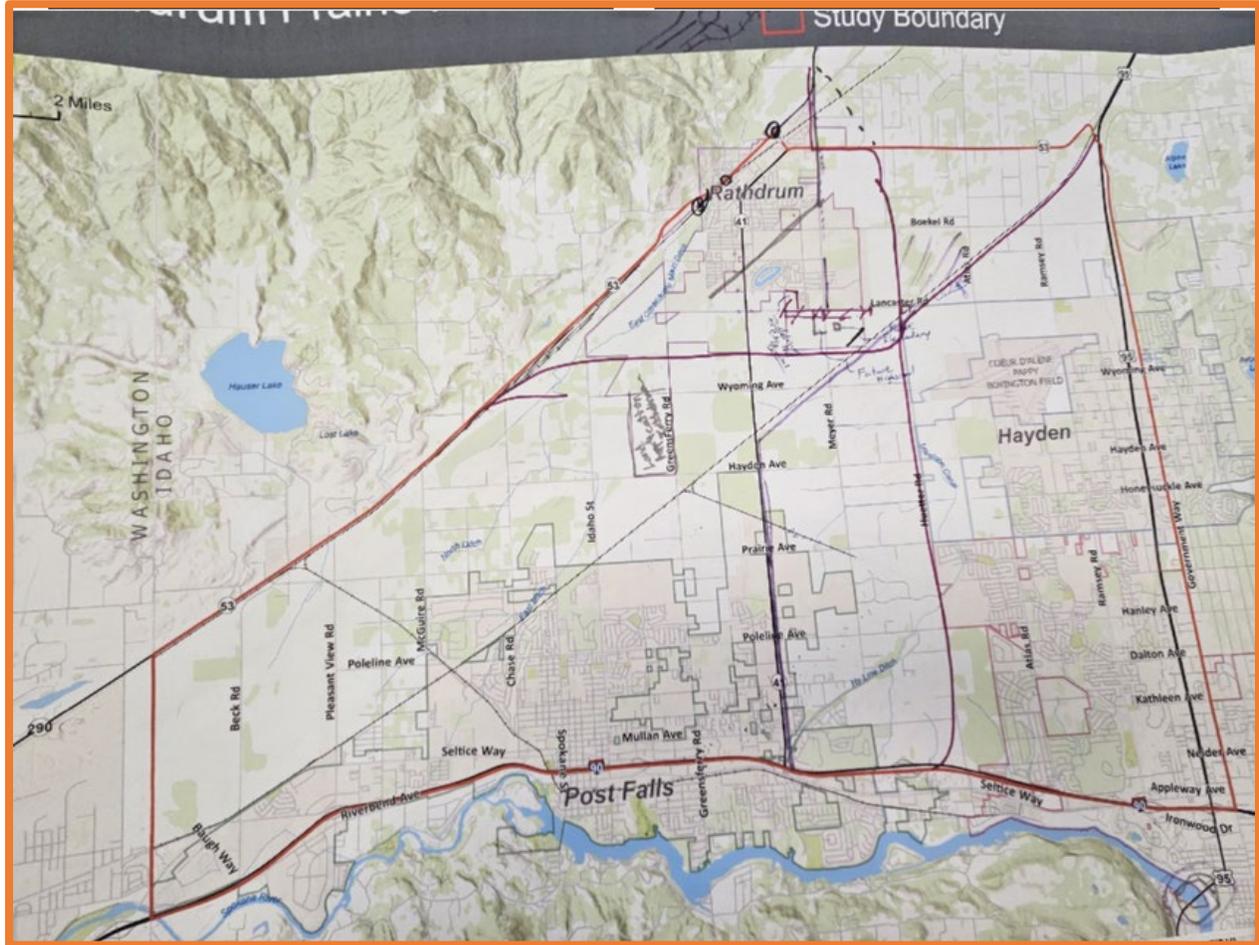
Public Information Meeting
 Participant Map Comments
 November 1, 2023









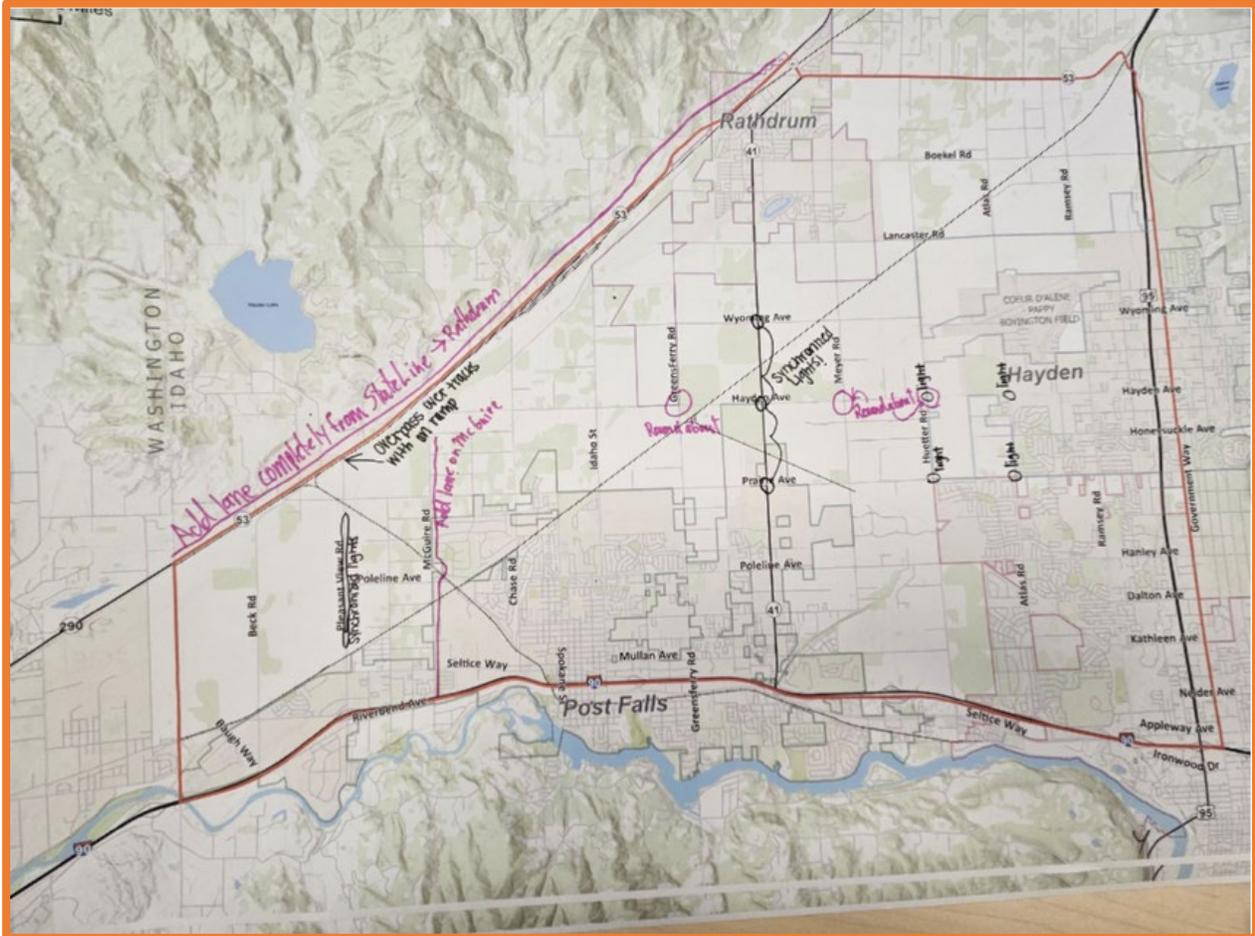


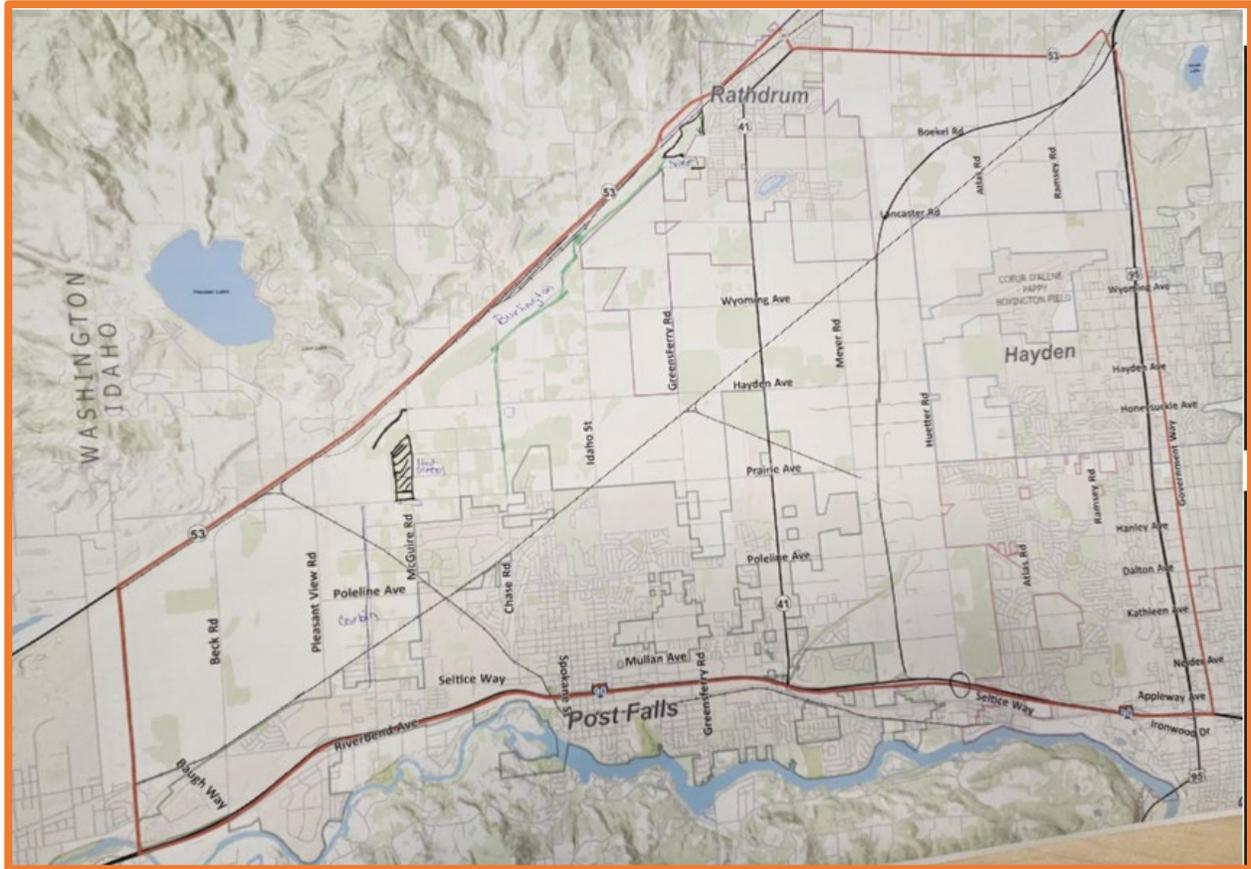


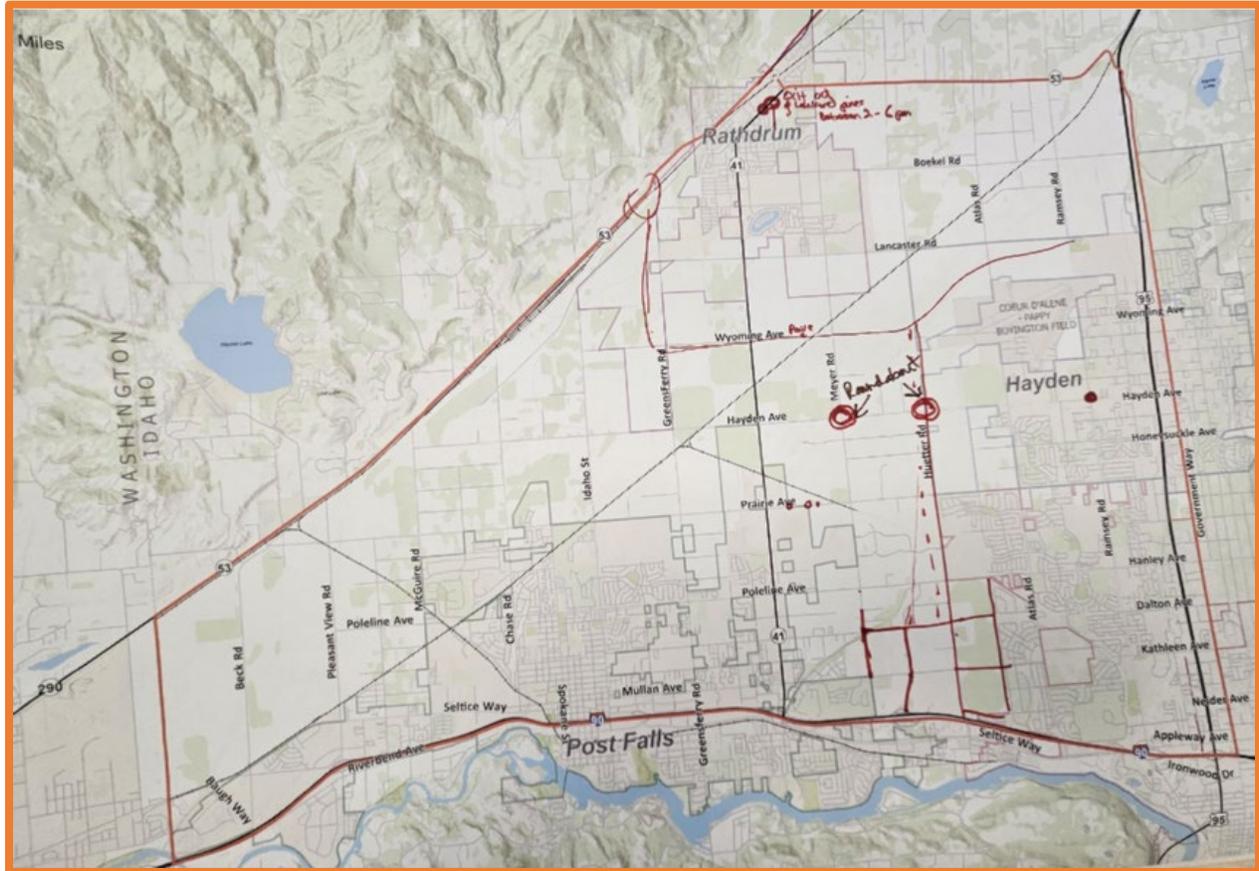
RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY





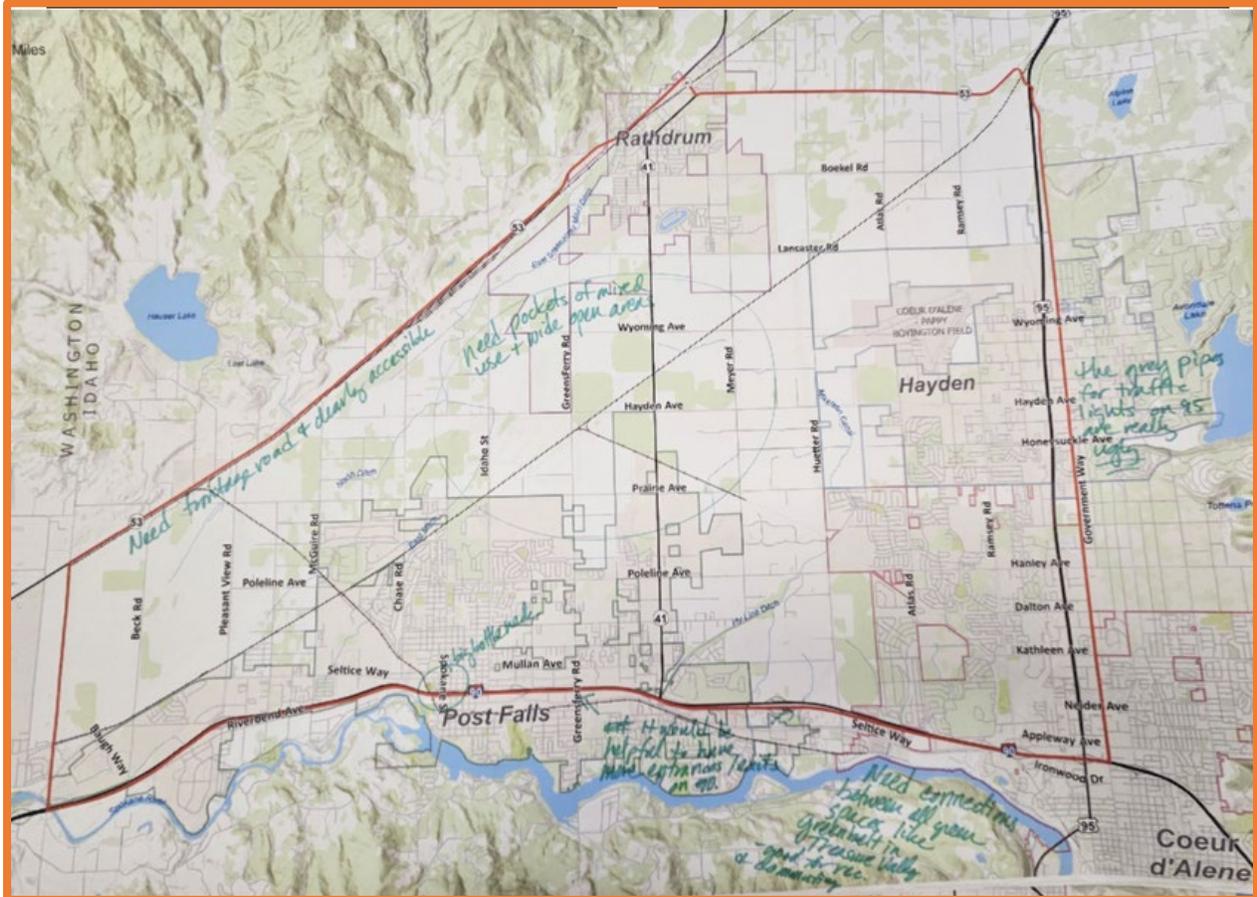


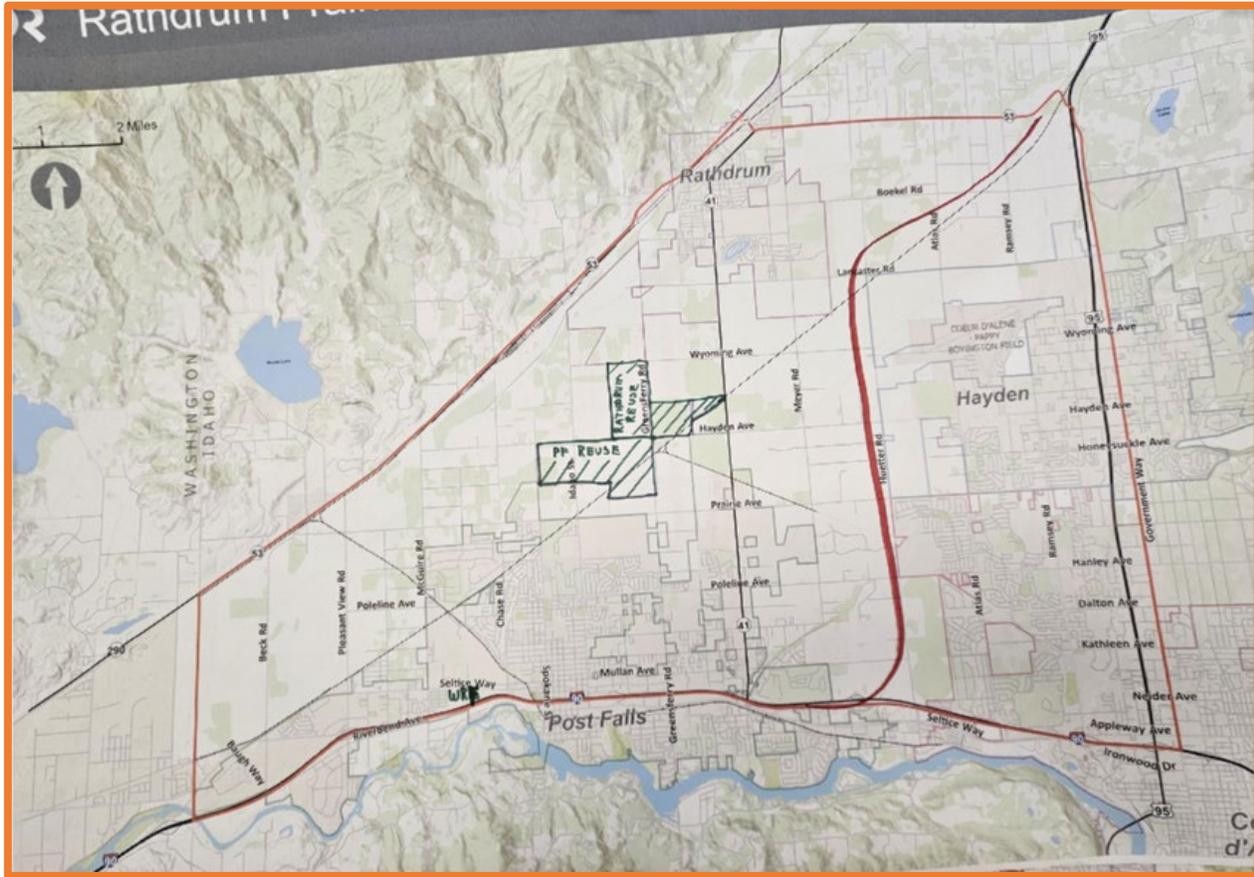




RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY







PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

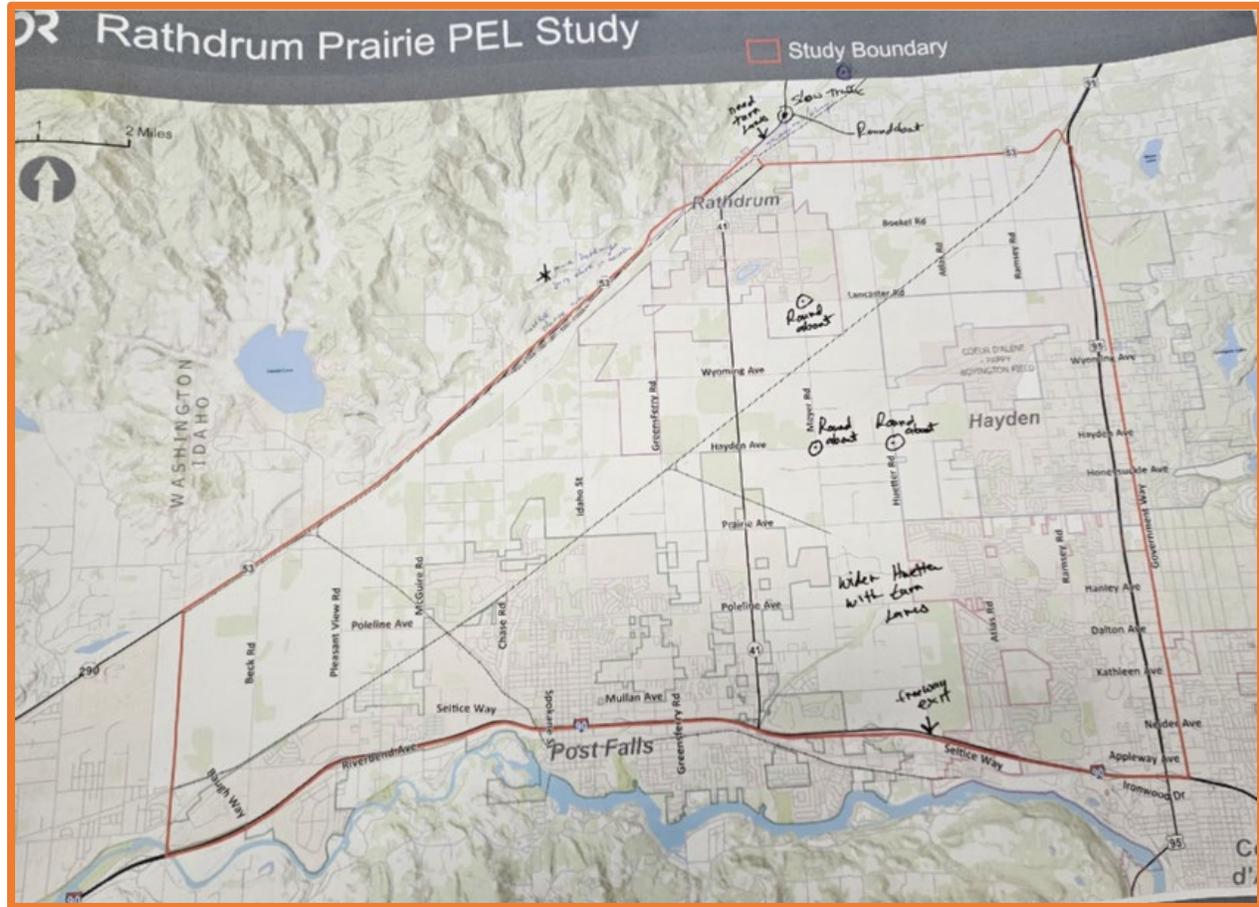


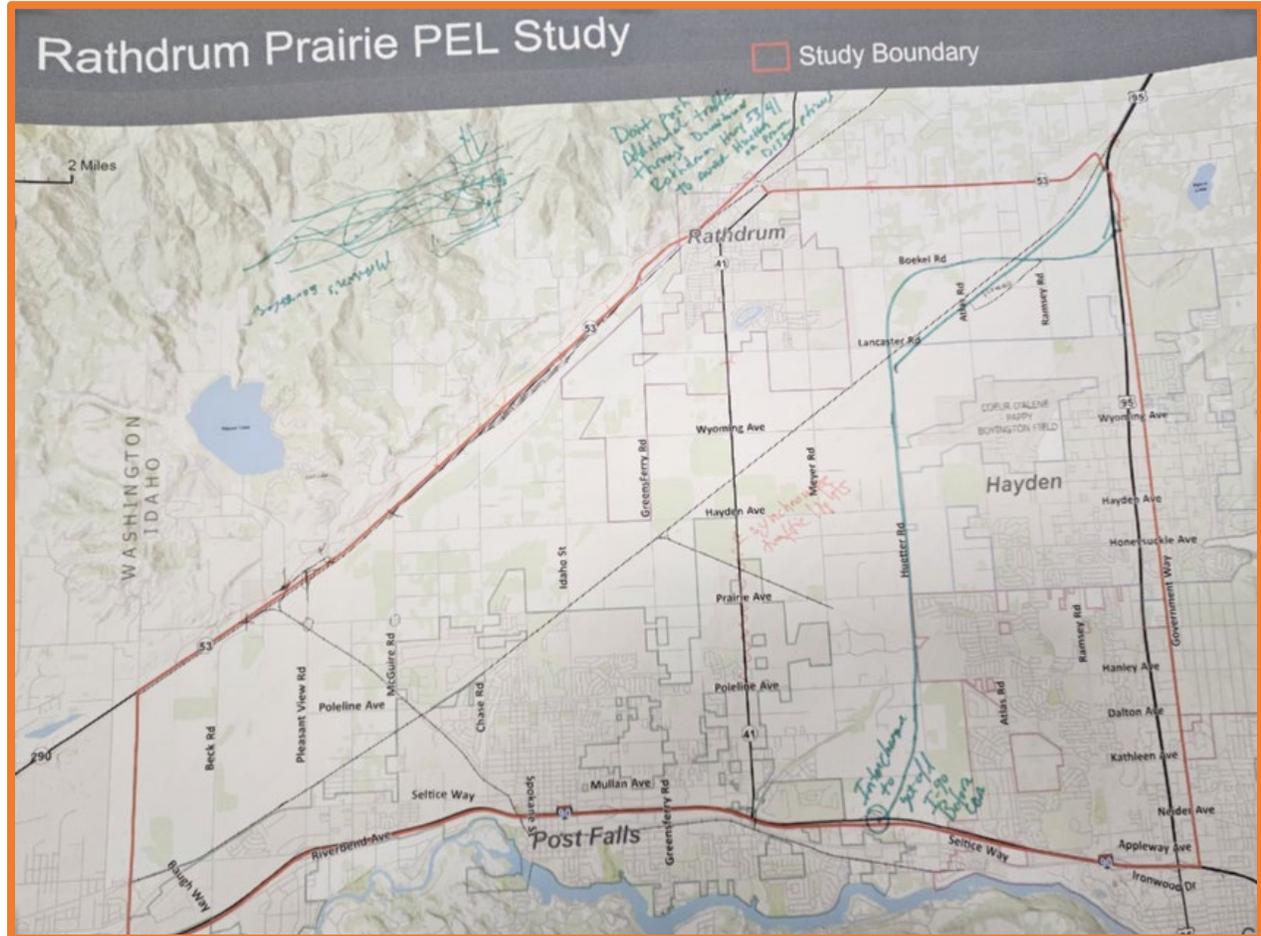


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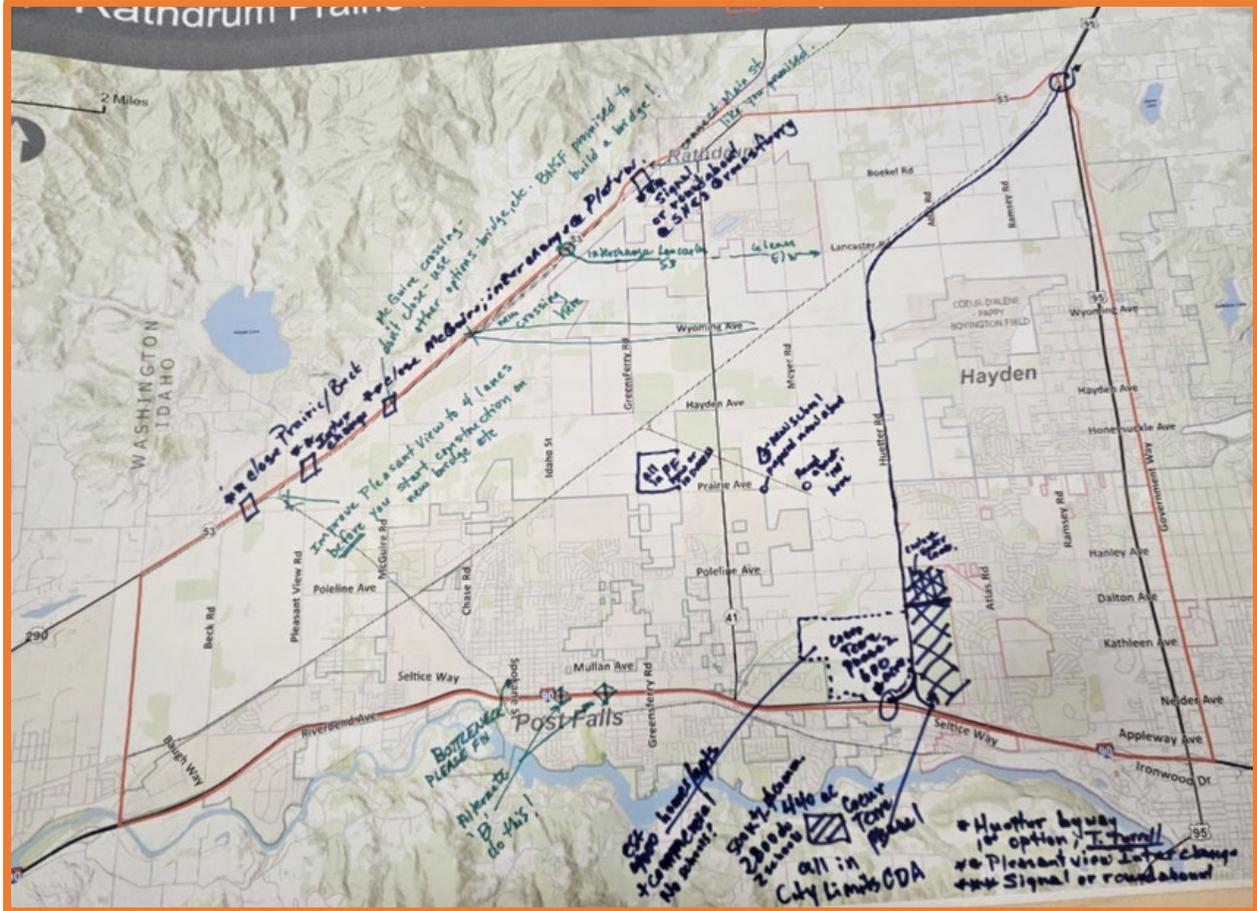






RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY





Online Meeting Comments
November 2-17, 2023

Submission Date	What is the greatest transportation need in the study area?	First Name	Last Name
Nov 17, 2023	The Huetter Bypass	Asa	Gray
Nov 13, 2023	A major north south limited access highway. A previous study created one along Huetter Road, I don't understand why nothing was done to build it. I still think this is the best location. Has the least impact on existing residential areas.		
Nov 12, 2023	Being able to use the streets safely and efficiently. Hayden Avenue causes the most problems as it is heavily used with no North/South means of crossing.	Delisa	Stein
Nov 9, 2023	A West to East/East to West high-speed by-pass through the Rathdrum Prairie to mitigate traffic congestion and reduce accidents along Hayden and Huetter roads.	Michael	Compton
Nov 8, 2023	North and south commuter traffic from hwy 41	Marta	Tridle
Nov 8, 2023	Less Congestion. Fewer law breaking drivers = Higher traffic/speeding fines based on vehicle blue book value and personal income!	Carl	Rockstrom
Nov 7, 2023	Side streets within 1-mile blocks that go through from one arterial road to the next; predictable (not a maze of curved streets) to make navigation easier and take the stress and congestion off the arterial roads. Have much more citizen input - and access to input - on overall plan for the valley.	Wendy	Graham
Nov 7, 2023	Connectivity is the main issue. With two north-south routes (SH-41 and US-95) and two main east-west options (Prairie and I-90) it's next to impossible to detour around congestion and construction. We need more connectivity especially for east-west and also for bikes and pedestrians. Our transportation system places a significant burden on those who don't own or operate cars. Please add more separated facilities; all we have is the Centennial Trail, the SH-41 trail, the US-95 trail and 15th Street. These paths don't connect to destinations and don't connect to the northern and western half of the prairie. Also, we need a traffic management center to coordinate flow between jurisdictions and communicate delays better during emergency situations.	Megan	
Nov 6, 2023	Planning for access controlled corridors is one of the most important things this study and process can cover. Regionally, we are building out and adding accesses in roads that should access control limitations, and now that development has happened, we are forced to shift the transportation needs of the community around developments. An example of this can be seen on Prairie Avenue, which had access control plan through KMPO, that none of the agencies followed. Now it's too developed to be considered a major east-west corridor. My		





Submission Date	What is the greatest transportation need in the study area?	First Name	Last Name
	hope is that this study has enough community buy-in so that identification of these corridors sticks. Ideally, with the development that has already happened, I think principle arterials (access controlled at 1 mile for signals, 0.5 miles for 3/4 turn movements) should be in place for Hayden Avenue (east-west) and Huetter Road (North-south).		
Nov 5, 2023	Transportation choices and connectivity. It is virtually impossible to get around this county without a car, even though miles between destinations aren't actually that great. We are no longer a rural area, and we should have bus lanes, bike lanes, and pedestrian paths connecting our downtowns, parks, churches, and homes.	Brooke	Sausser
Nov 3, 2023	1)Traffic lights at busy intersection to reduce unsafe crossing causing accidents. Right turn lanes at busy intersections	Donald	Haverkamp
Nov 3, 2023	A north/south route west of the airport and east of rt41. Meyer rd. And Huetter rd.both have stop signs at Hayden Ave. which can and do regularly virtually stop traffic for long periods of time.	Steven	Smith
Nov 2, 2023	Effective and efficient movement of goods and people in the area with limited impacts to the unique Prairie landscape.		
Nov 2, 2023	Increase east/west options by connecting Hanley to Poleline. Much of the north south traffic is to get to east option on Prairie or Seltice - there is no other way to get to CDA from Post Falls except I-90.	Bruce	Myron
Nov 2, 2023	High speed limited access for both N-S and E-W directions.		





Submission Date	What is important to you as we consider improvements in the study area?	First Name	Last Name
Nov 17, 2023	Improvements that will actually make a difference for the long term, not just band-aid the problem.	Asa	Gray
Nov 13, 2023	Impact on existing neighborhoods, wildlife, water features, and protecting the air and the aquifer. While having public transit, bike and walking paths are nice features, the reality is that most people will still travel in cars, due to low density neighborhoods that people (myself included) want.		
Nov 12, 2023	Safety	Delisa	Stein
Nov 9, 2023	How it will affect my property values, noise levels and congestion, while not losing our rural setting.	Michael	Compton
Nov 8, 2023	LOS for hwy 41 as full buildout occurs. Planners should time signals along 41 to allow smooth traffic flow for commuter trying to reach I 90. West or east access to north 41 and 53 without having to go through Rathdrum and the school zones.	Marta	Tridle
Nov 8, 2023	Provide reader signs at locations that will be affected, to inform the directly affected public. Purchase adequate right-of-ways while the land is still fields BEFORE THE PRICE GOES UP! At least exact SETBACK requirements for future use!	Carl	Rockstrom
Nov 7, 2023	Since we already have high pollution levels from wildfires and unhealthy AQI, we must minimize the need for everyone to jump in a car and drive 3-5 miles to reach essential services. Change residential areas into mixed use zoning to allow pockets of grocery, medical, educational, and other essential services to be closer to residences, right in the neighborhoods. This will also increase job opportunities close to residences, requiring much less driving.	Wendy	Graham
Nov 7, 2023	We cannot afford to out-build or maintain growth. We need to minimize right-of-way impacts and optimize what we have. Optimize what we have by building more alternative transportation opportunities, investing in public transportation and standing up a traffic management center.	Megan	
Nov 6, 2023	Community buy in and local council adoption of principle arterial routes with access control.		
Nov 5, 2023	Expanding I-90 in the name of "congestion mitigation" is a false hope and a fool's errand. Billions are spent on expanding freeways and congestion gets worse due to induced demand. We don't have the money to expand I-90, let alone maintain that expansion. We also don't want to look like Phoenix. We want the ability to take our cars to the trailhead and also the ability to walk, bike, or bus right out of our homes. Commuting is bad for our health, our sense of community, and our economy. If a lane were to be added, it should be exclusively for buses.	Brooke	Sausser





Submission Date	What is important to you as we consider improvements in the study area?	First Name	Last Name
Nov 3, 2023	1) Smooth traffic flow 2) Busy intersection safety	Donald	Haverkamp
Nov 3, 2023	Place some reasonable limits on developments in the area.	Steven	Smith
Nov 3, 2023	Traffic light at Atlas & Hayden for traffic that takes an alternate route.	Barbara	Schoeffler
Nov 2, 2023	Railroad crossing safety. Preserve the prairie environment and habitat. Protect the aquifer from harmful toxins. Remediate intersections with high accident rates (ie Greensferry and Hayden)		
Nov 2, 2023	To not create even more funnels for traffic.	Bruce	Myron





Submission Date	Comments or suggestions	First Name	Last Name
Nov 17, 2023	Please don't listen to the naysayers about growth, growth is already here, and we need transportation solutions such as the Huetter Bypass!	Asa	Gray
Nov 12, 2023	Thank you.	Delisa	Stein
Nov 9, 2023	Please send out reminders for future discussions concerning the PEL.	Michael	Compton
Nov 8, 2023	Concern for the Rathdrum Prairie aquifer. Drywells are being used currently, not sure this is BMP for treating stormwater runoff. Nice to see wide bike paths along 41 so far. As more people will use as ebikes become popular. Should allow snowmachines in the winter.	Marta	Tridle
Nov 8, 2023	(1) By providing better and more bridging to the SH53 corridor (Leave McGuire open). (2) SH95 6 lanes from I-90 to SH53. (3) Hayden Ave. widens to 5 lanes from Atlas to entire west end. (4) Prairie Ave. widens to 5 lanes for entire length.	Carl	Rockstrom
Nov 7, 2023	Stop thinking of "increasing housing" and instead think of "100 year plan of sustainability for communities/mini-cities. I submitted a written comment at the town hall, but wanted to add that we must preserve a significant amount of land for farmland. How much farmland is needed for the county to be self-sufficient? We can't assume we will be able to ship food in indefinitely. We also need to have corridors of native flowers, plants, and trees instead of laying down grass which requires high water consumption. Design the whole valley so that much less driving is required.	Wendy	Graham
Nov 7, 2023	Focus on solutions we can implement; the state can't fund a \$1 billion expansion of I-90 much less another new highway. If we can't afford to build it, we certainly can't afford to maintain it.	Megan	
Nov 6, 2023	I am hugely supportive of this PEL study and am hopeful that meaningful planning and accounting for the future growth can happen. As a side note, it looks like the future condition of US-95 says it's LOS A in 2045. It currently doesn't operate at LOS A, so someone might want to double check the model.		
Nov 6, 2023	The Prairie Trail has recently been extended west of Huetter Road and is a great resource for bicyclists and pedestrians. Please do what you can to ensure that Trail users have an efficient and safe way to cross any roads with which the Trail intersects. Push-button traffic control signal systems, such as those at the Kathleen Ave. and Atlas Road crossings would be great. For those crossings with a high volume of motor vehicle traffic, an underpass or overpass would perhaps be more appropriate. Trying to cross US Hwy 95 on a bike now is really dicey. I hope we can do better for bicyclists in the future.	John	O'Brien
Nov 5, 2023	- Don't expand. Maintain and enhance what we have. The only expansions should be for bus, bikes, and peds. - Redesign overbuilt roads that only support big-box stores (e.g. Mullan	Brooke	Sausser



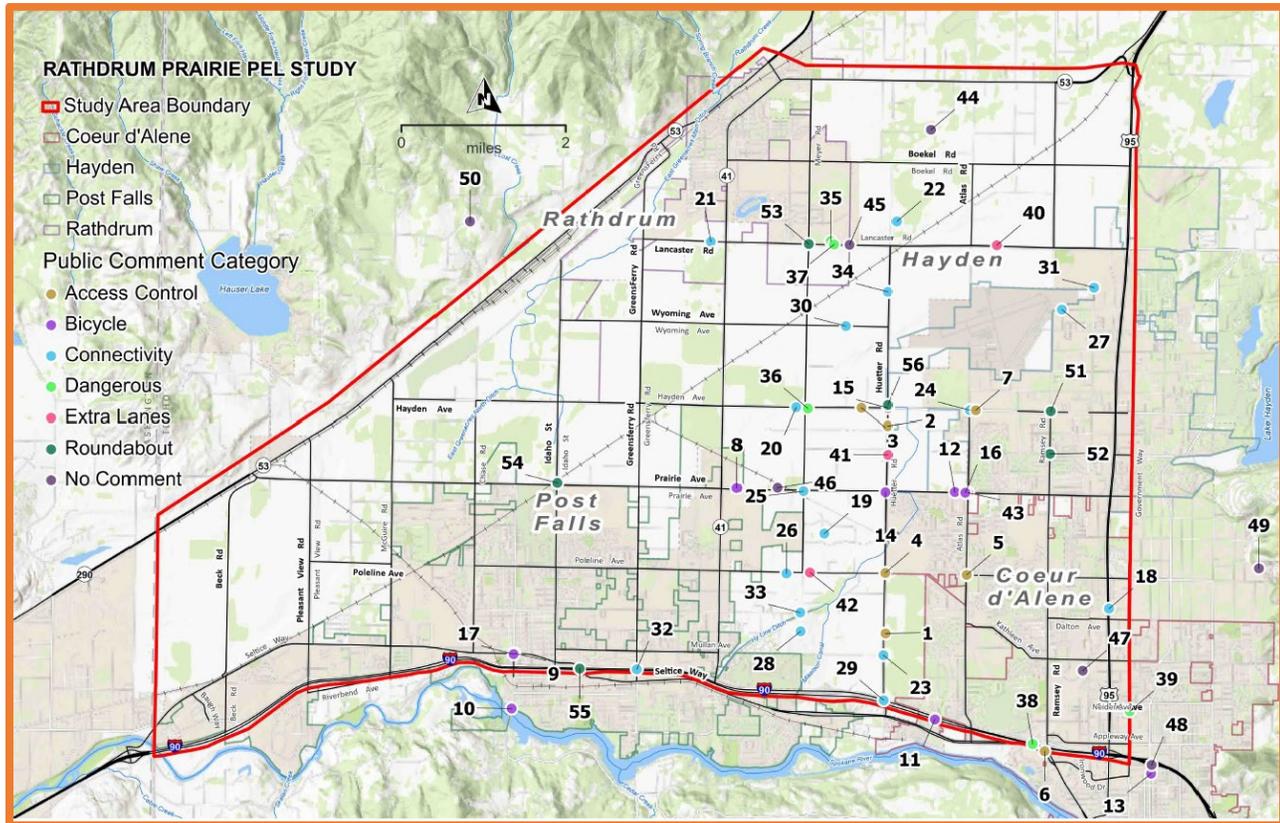


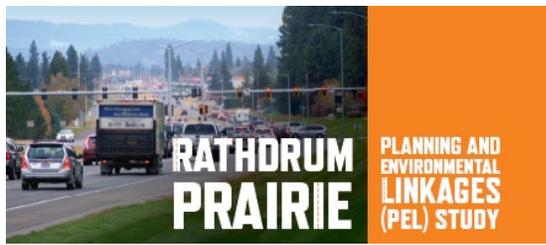
Submission Date	Comments or suggestions	First Name	Last Name
	<p>and Seltice).</p> <ul style="list-style-type: none"> - Prioritize connectivity so that no one street gets overloaded and we have system redundancy. High-traffic roads devalue the neighborhoods around them. - Work with the county and cities on the land use pattern to promote infill development and prevent further expansion on the prairie. New development should prioritize buses, bikes, and peds. - Use Vehicle Miles Traveled as a metric to better capture the regional impact of a project - Extend the transit network to Washington since so many residents commute there for work - Mitigate noise. Virtually everywhere in Post Falls, you can hear the freeway, even in parks like Q'emiln where we go for quiet. 		
Nov 3, 2023	<ol style="list-style-type: none"> 1) A Right Turn Lane is desperately needed on south bound Hwy 41 at the intersection of Mullen Ave in Post Falls. This is a very busy intersection an south bound traffic can be backed up to the point that those at the back of the right lane may be stopped more than once at the light. 2) Poleline Ave needs to be extended east bound from Huetter to Atlas to connect to Hanley. This would help reduce some of the heavy traffic on Prairie Ave. 3) Traffic lights are needed at the following busy intersections that can be unsafe to cross during the busy commutes: <ol style="list-style-type: none"> A) Hayden Ave at Meyer Rd. B) Hayden Ave at Huetter Rd. C) Lancaster Rd at Mayer Rd. D) Poleline Ave at Huetter Rd (expecially if Poleline is extended to connect into Hanley.) E) Hwy 53 at the intersection of the street that crosses the Railroad tracks coming from the main Street of Rathdrum. F) Hwy 53 at the intersection with Greensferry Rd. 4) Hwy 53 and Hwy 41 both need to be widened and improved through the city limits of Rathdrum 5) Can an interchange be made on I90 at Huetter Rd and Huetter improved to connect into Lancaster Rd east of the Railroad tracks and Lancaster Rd improved to connect into Hwy 95. This could be designated an Alternate Northbound Route to take traffic off of Hwy 95 through CdA and Hayden. 	Donald	Haverkamp
Nov 3, 2023	Place traffic lights or some other control measures to prevent the traffic jams.	Steven	Smith





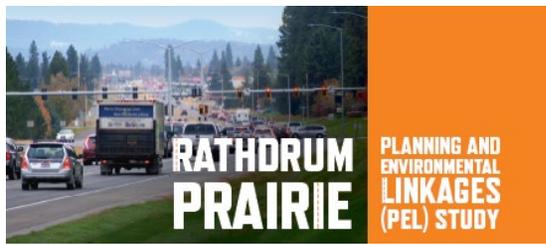
**Online Meeting
Commenting Map Notes
November 2-17, 2023**





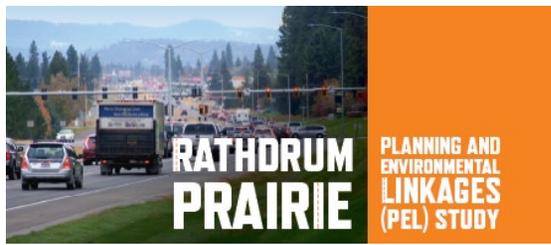
Map Location	Concept: Access Control	Aerial Map
1	Improve Heutter to become another North-South access route	
2	I support Heutter Road becoming an access controlled corridor and a major north-south corridor for the region.	





Map Location	Concept: Access Control	Aerial Map
3	I support Hayden Avenue becoming an access controlled corridor and a major east-west corridor for the region.	
4	I'm concerned about the operation of this intersection once Poleline finishes construction this season.	





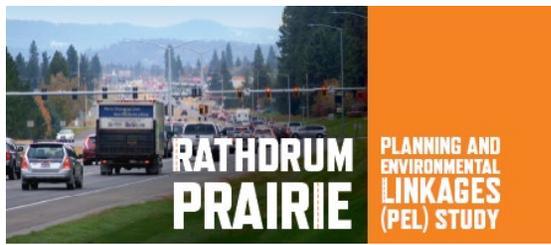
Map Location	Concept: Access Control	Aerial Map
5	I'm concerned about traffic operations at this intersection once Poleline is pushed through this year.	
6	Strong dislike for permissive lefts; they shouldn't even be allowed during peak hours due to the volumes.	





Map Location	Concept: Access Control	Aerial Map
7	Need traffic control on Atlas.	





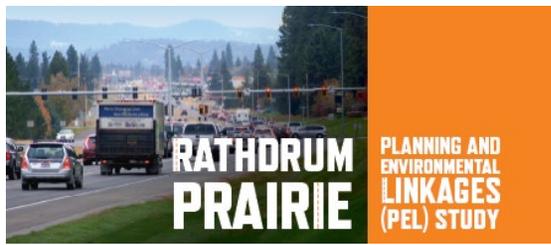
Map Location	Concept: Bicycle	Aerial Map
8	There is no safe bicycle path.	
9	One of the most dangerous places for bicyclists and pedestrians. I have almost been hit here several times on the way to the library. This is our future downtown, and it is overrun with cars and no facilities are provided for pedestrians or bicyclists.	





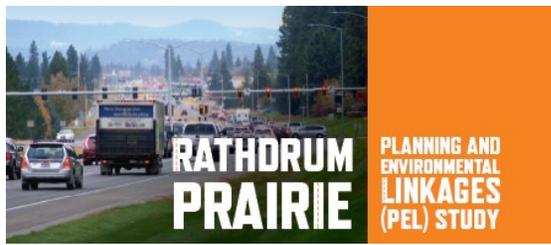
Map Location	Concept: Bicycle	Aerial Map
10	<p>A bike lane should be added to this bridge so people can safely get to the beach and park from the Centennial. Right now, bicyclists either share the road (and no one goes 35 mph) or the ped path where there is a ton of conflict.</p>	
11	<p>The Centennial Trail here is incredibly unpleasant due to the noise from the freeway. It should be visually screened too. to improve the experience on this valuable tourist activity. It is also the safest connector for PF and CDA.</p>	





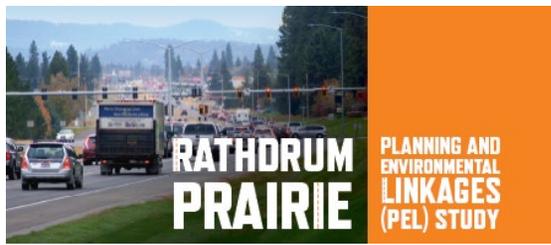
Map Location	Concept: Bicycle	Aerial Map
12	<p>Prairie Ave is basically a highway but has no bike or ped facilities consistently or on both sides. Please add separated paths; no one wants to ride or walk next to 45-55 mph traffic.</p>	
13	<p>As a bicyclist on 4th Ave, you cause congestion and people don't observe share the road signs. As a developing shopping district, we need separate bike and ped facilities.</p>	





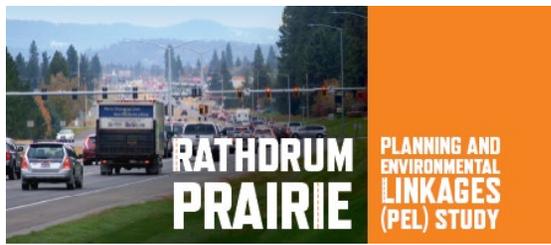
Map Location	Concept: Bicycle	Aerial Map
14	Hayden needs a bike/walking path from Huetter to Government.	
15	Hayden needs a bike/walking path from Huetter to Government.	





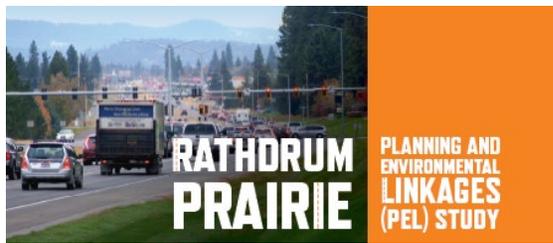
Map Location	Concept: Bicycle	Aerial Map
16	I agree with other commenters that Prairie needs separated bike and pedestrian lanes; stroads are dangerous for bikers without them!	
17	RE: the other comment here on bike lanes. Part of the problem is that this is near the only west-bound entrance to 90 from central Post Falls. Adding an entrance at Seltice (where there's currently an eastbound entrance) may help?	





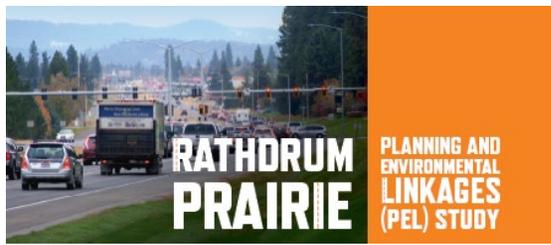
Map Location	Concept: Connectivity	Aerial Map
18	Put 95 back to the west of CDA	
19	Connect more east West roads and streets	





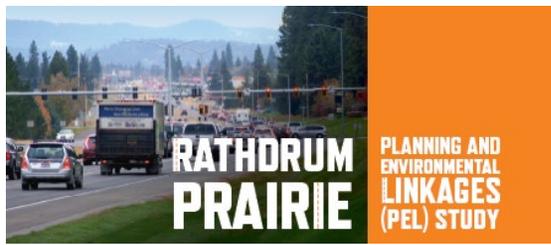
Map Location	Concept: Connectivity	Aerial Map
20	Can some of the prairie remain open space? I'm all for connectivity that reduces the load on individual roads. But building a road incentivizes development, and this will soon look like the sprawl all along 95.	
21	Connect Lancaster to Hwy53 with a bridge over tracks	





Map Location	Concept: Connectivity	Aerial Map
22	Create the Hueter ByPass along the railroad tracks to Hwy95	
23	A future connection from Huetter/Mullan to the east (Nez Perce Rd) would be helpful.	





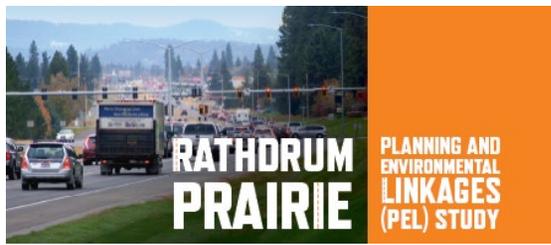
Map Location	Concept: Connectivity	Aerial Map
24	Need some sort of traffic control on Ramsey, Hayden, Huetter, and Meyer.	
25	Finish Prairie section from Meyer to 41.	





Map Location	Concept: Connectivity	Aerial Map
26	Connecting more east-west streets across the Prairie will give drivers more options for getting to their destinations, and will help distribute future traffic, especially drivers trying to get from Post Falls to the commercial districts in CdA	
27	is there any way to connect Ramsey north-south up to Lancaster? that would help traffic on 95 by giving drivers another option	





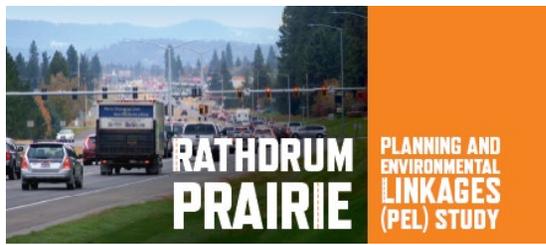
Map Location	Concept: Connectivity	Aerial Map
28	Connect Meyer down to Mullan	
29	entrance to 90 here?	





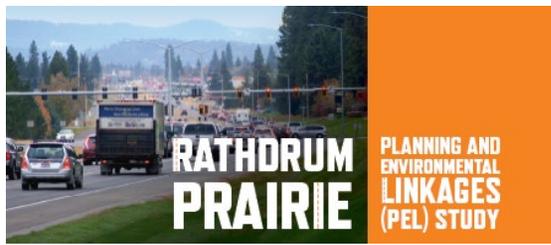
Map Location	Concept: Connectivity	Aerial Map
30	finish wyoming through here Meyer to Huetter so there's another east-west connector	
31	is there a way to connect Reed north to Lancaster to have another north-south connector here	





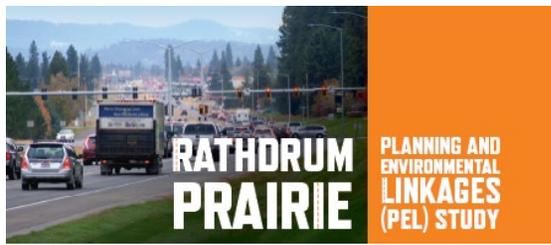
Map Location	Concept: Connectivity	Aerial Map
32	Don't widen the highway, because it will induce demand. Instead, connect other roads north-south and east-west - make a functioning grid!	





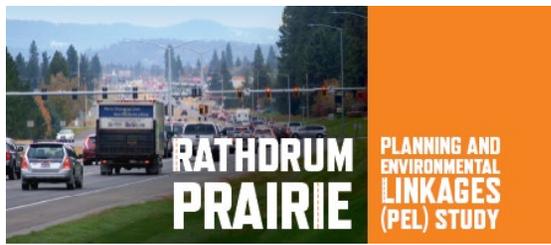
Map Location	Concept: Connectivity	Aerial Map
33	extend 16th to connect to Heutter	





Map Location	Concept: Connectivity	Aerial Map
34	I am for making Huetter Road a US95 bypass but not to full Freeway Facility at least right now.	





Map Location	Concept: Dangerous	Aerial Map
35	I live at the intersection of Lancaster and Meyer roads. The recent growth has resulted with increased traffic and an increased accident potential. In addition, there is new commercial (gas station, city hall, medical facilities, and other store fronts	
36	Hayden and Meyer Road: This intersection averages one accident per month that requires emergency vehicles. Something should be done immediately: Temporary stop light, 4 way stop signs, something. Those are just the ones I notice out my window.	





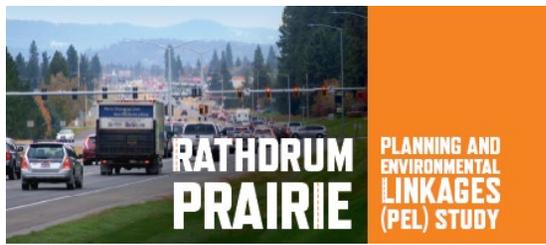
Map Location	Concept: Dangerous	Aerial Map
37	This intersection o W. Lancaster & Railway Av. has become very dangerous to negotiate in & out with the major increase of major housing development. A street light or something comparable needs to be implemented for a serious accident occurs.	
38	Getting onto I-90 is very dangerous from NW Boulevard. More "thru traffic" stay left signage is needed, and a longer merge space.	





Map Location	Concept: Dangerous	Aerial Map
39	Government Way is by far the most dangerous place for bicyclists due to the number of driveways and people making very risky turns to take advantage of a gap in traffic. This needs a bike line and bollards at minimum.	





Map Location	Concept: Extra Lanes	Aerial Map
40	Based on the traffic I experience on Lancaster at various times of day, I can see it needing to be a 4 lane plus turn lane from Hwy 41 all the way to Hwy 95.	
41	Huetter Rd: While I am opposed to it becoming a Hwy, I would support it becoming a 4 lane plus turn lane road from Seltice to Boekel Rd. I don't think there is a need to connect it to Hwy 90.	





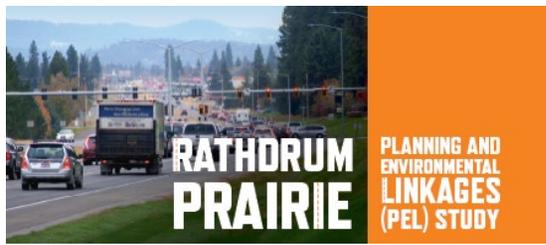
Map Location	Concept: Extra Lanes	Aerial Map
42	There is no need for Poleline to be a 5-lane road, especially since it should be a place for slower traffic and plenty of bike and ped options for all the schools. The roundabouts were a great improvement.	
43	Atlas should be 3 lanes from Hayden to Seltice.	





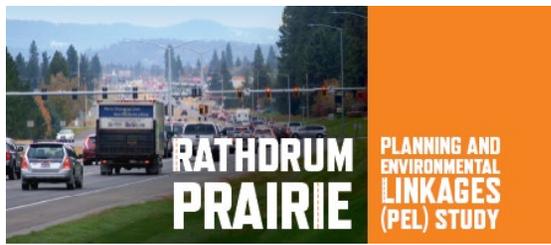
Map Location	Concept: Roundabout	Aerial Map
51	Roundabouts on Ramsey, Atlas, Huetter and Meyer Roads might help. Same for Prairie ave.	
52	Roundabout at Ramsey and Honeysuckle.	





Map Location	Concept: Roundabout	Aerial Map
53	Round About needed!!	
54	The roundabouts that have been added to Prairie in recent years have been a major improvement to driving experience and safety! I support more roundabouts at other intersections.	





Map Location	Concept: Roundabout	Aerial Map
55	Cars are often stopped waiting to turn onto E 90; a roundabout plus entrance to W 90 would improve this area.	
56	Need a roundabout here	





Comments EMAILED to ITD
(comments@rathdrumprairiepel.com)

 Gmail Rathdrum <rathdrumprairiepel@gmail.com>

Your study area is short sighted.
1 message

ARNOLD ANDERSON [REDACTED] Thu, Nov 16, 2023 at 10:45 AM
To: "comments@rathdrumprairiepel.com" <comments@rathdrumprairiepel.com>

I wish to address the omission of Spirit Lake & Athol which are growing rapidly and should be considered in your planning. Highway 41 is overburdened between Spirit Lake and Rathdrum and has been neglected and seems to have escaped your attention regarding growth. The route has numerous dangerous intersections, sharp curves, it is narrow and is not only subjected to hazardous vehicle interactions but suffers from a narrow right of way, downed trees, and incursions of wildlife as well as pedestrians, bikes, and all terrain vehicles utilizing parallel trails. It is also and at capacity on holiday/summer seasons as it is the primary access point for the Selkirk Loop, Priest River, Priest Lake, Oldtown, Newport and Blanchard. The Spirit Lake corner at the new travel plaza needs a light. The hill to the north of Spirit Lake is a death trap, the scene of numerous serious accidents—especially involving large commercial vehicles and the hill needs a truck lane and straightening of the sharp corners that are a significant factor in increasing hazards for this area.

The Rathdrum Prairie extends north beyond your boundary and now involves new retail expansion in Athol, as well as Spirit Lake. You should adjust your boundaries to reflect this tremendous growth.

 Gmail Rathdrum <rathdrumprairiepel@gmail.com>

Rathdrum Prairie PEL comments
1 message

And [REDACTED] Tue, Nov 14, 2023 at 10:15 PM
To: comments@rathdrumprairiepel.com

One of the greatest transportation needs in the study area is an on/ off ramp from I-90 onto Huetter Road. There is no on/off ramp between Hwy 41 and Hwy 95. I don't understand why this hasn't been included in the current I90 widening project. As you consider incorporating this improvement to increase traffic flow, please do not take away from the beauty and quality of life of the homeowners that are currently living on the prairie. Increasing the width of Huetter Road to two lanes in each direction with turn lanes would be helpful in the future; any larger roadway would be a tragedy. However, since this has been in discussion for a long time I do not feel the land should be taken from property owners who currently have homes along the Huetter Road. The road should be built using land on the east and west side of Huetter Road where there has not yet been development. To be fair to current and future homeowners along the Huetter corridor please do not allow more homes to be built within this zone along Huetter until this study is complete and a plan is in place.

Thank you!





Rathdrum <rathdrumprairiepel@gmail.com>

Rathdrum Prairie PEL Study Comments

2 messages

Leon Duce [REDACTED]
To: "comments@rathdrumprairiepel.com" <comments@rathdrumprairiepel.com>
Cc: "Damon L Allen (damon.allen@itd.idaho.gov)" <damon.allen@itd.idaho.gov>

Mon, Nov 13, 2023 at 5:20 PM

To whom it may concern,

I attended the recent PELS meeting in Post Falls and I have also reviewed the information on the website. I'm extremely concerned about some of the comments that came from consultants at the Post Falls Meeting as well as some of the graphics that were shown to the public. Our representatives at recent KCATT and KMPO meetings were informed that the PELS work efforts were not focused on a specific project, but just that the boundary limits were Stateline to Government Way (west-to-east) and Interstate 90 to SH53 (north-to-south).

At the Post Falls Information meeting, the consultants appeared to be looking for a bypass that moved away from the Huetter Road option and included an option that would divert more traffic through the City of Rathdrum. With the population growth and the existing problems along Highway 41 and Highway 53 this would add even more congestion to our community. We already have two busy Highways that go right through our town.

Your "Existing Conditions – PM Volume" appears to be missing the constant traffic congestion along the Highway 53 corridor that runs through the north side of Rathdrum. In the evenings we see constant back up at the light on Highway 53/41 near the Les Schwab business. The traffic is backed up from the traffic light all the way to the City Park on Latah Street. Many residents living on the north side of the highway must wait for long periods of time for an opening or turn right (west) and go all the way around town just to get to Super 1. This backup lasts for more than an hour on most nights and longer on the summer weekends. This last year we had a fatality on Highway 53 and Mill Road at that intersection.

In the "Future Conditions" slide, it doesn't appear correct. Highway 53, between McGuire and Greensferry, has a ratio of .9-1.0 Volume to Capacity Ratio. However, once you reach town it appears to decrease to .7-.9. There does not appear to be an increase in traffic along Greensferry and there is no final destination at the Greensferry point that traffic would simply decrease.

My concerns of a possible diversion of traffic into the Rathdrum City Limits. Diversions, at this point in time, would be better served using Huetter Road area or Hayden Ave. Lancaster will have a future City Hall, High School and Elementary school either directly off of Lancaster or in close proximity. Wyoming Road can not move to Highway 95 because of the airport. Please consider the additional impact on our community if additional traffic was diverted through Rathdrum. The proposed alternative Highway 95 route between Post Falls and CDA, I believe, would be a safer option for all of the public.

We have obvious concerns with the possible diversion of traffic into Rathdrum City Limits. However, I'm confused as to why these specific projects were being mentioned at the PELS information session as again we were specifically told by ITD and their consultant that the PELS work scope was not going to address any specific project. I understand that some of these discussions may have been inevitable as public comments can range from general/broad to very specific, but, I was expecting such discussions to be re-directed by ITD staff or consultants. Rathdrum is planning on attending the December 11th Community Working Group Meeting. However, prior to attending this meeting, I would like to receive some clarity on the scope of efforts for this study.





Rathdrum <rathdrumprairiepel@gmail.com>

Comments

1 message

Tue, Nov 7, 2023 at 3:37 PM

To: "comments@rathdrumprairiepel.com" <comments@rathdrumprairiepel.com>

Carrie,

My wife and I attended the PEL meeting at the Red Lion Templin Hotel on Nov 1st. I have been evaluating the information presented and chewing on my thoughts. I have landed on the following...

No.

Just no.

It seems clear to me that the decision has already been made. These hearings are only to ascertain which "solution" will cause the fewest headaches. One need only look at what is happening already in order to figure that out.

In the upcoming eminent domain battle, I don't know who's going to get rich and who is going to get screwed. I do know that it is going to cost a ridiculous amount more at current market. A cost borne by the taxpayers. Please do not mention Federal grants. \$36 trillion in debt says the Fed's don't have the money either. Besides, again, it's taxpayer money, not the Federal, state, or local government.

Here's another thing I know. Building new highways, making it easier to get around faster only makes it worse. This may seem counterintuitive, but think about it. The path of least resistance will get more movement. Everyone likes easier. I have experienced this with the widening of Hwy 41 into Rathdrum. Now that it is easier to get to Rathdrum, we have a lot more traffic. It won't be long (I'd say 4-5 years) before there will be calls to widen 41 to the 53 crossover and beyond.

As for the bypass to 95, (which is already being widened) I was told that it is for truck traffic. The only thing north of CDA is Sandpoint and then Canada. Four lanes to Canada might be nice, but it's pretty much two lanes in Canada, so what's the point?

In my opinion it is far past time for governments to stop spending money we don't have.

So I say no.

Regards,

J. Keith Johnson





Rathdrum <rathdrumprairiepel@gmail.com>

Rathdrum Prairie PEL Study Comments

1 message

Eliot Lapidus [REDACTED]

Fri, Nov 3, 2023 at 12:57 PM

To: "comments@rathdrumprairiepel.com" <comments@rathdrumprairiepel.com>

I live by the Lancaster/Meyer intersection in Rathdrum. The recent growth has made a meaningful impact to traffic in the area that, despite some roadway improvements, has increased accident potential.

Are there any proposals considered to mitigate the safety of drivers or pedestrians tabled? Additionally, the inclusion of the planned civic center on Lancaster, coupled with the new commercial construction (gas station) at this intersection has raised concerns about traffic management.

I'm also interested in the planning for the future connection between I-90 and Hwy 95.

Please include me to your email communications regarding these and other related matters. I'll look forward to hearing from you.

Regards,

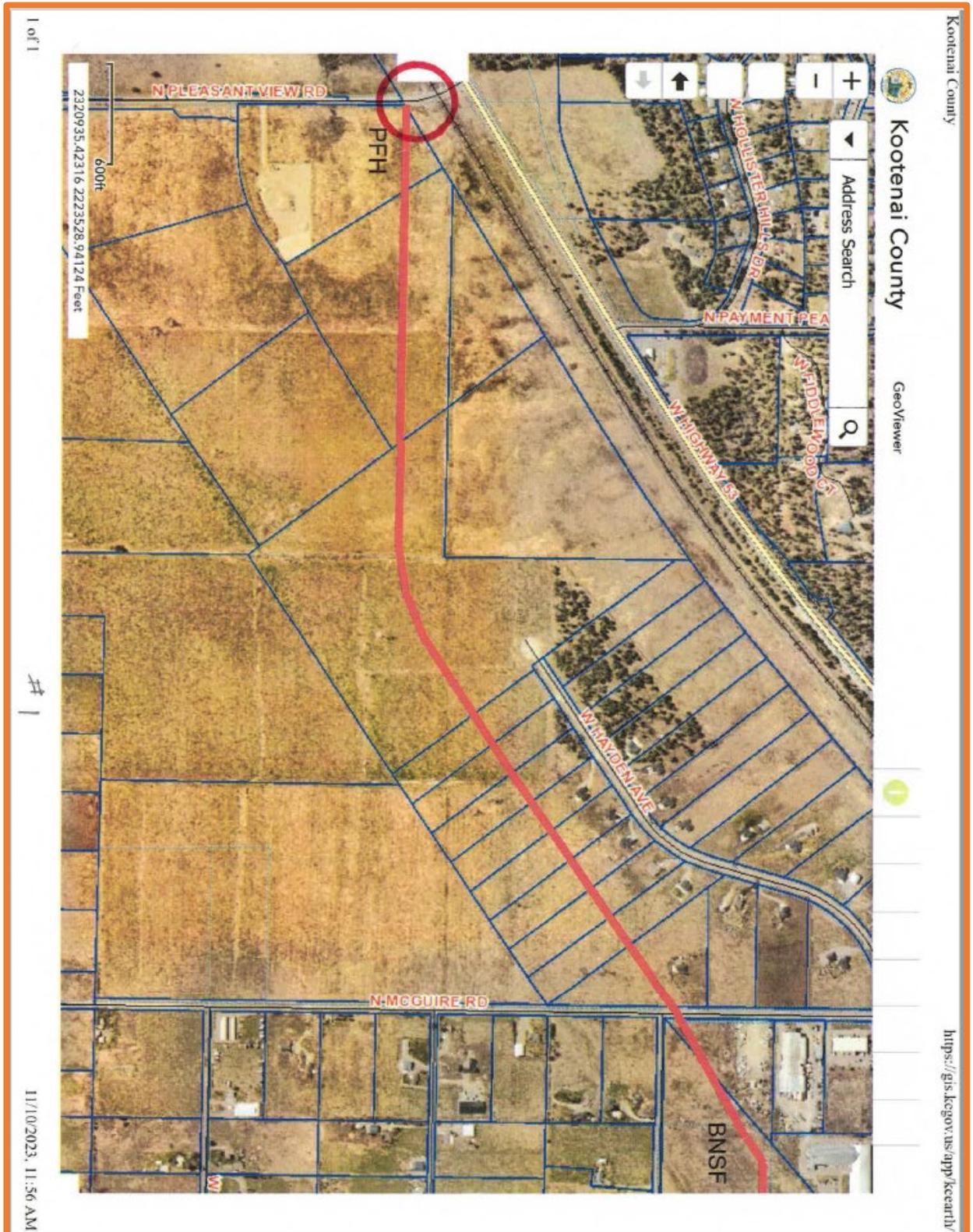
Eliot Lapidus

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]





Email from Ron McGhie (23-page map)





RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

Kootenai County

Kootenai County GeoViewer

Address Search

BNSF

400ft

2323324.49147 2224524.79052 Feet

WILKINSON AVE

WILKINSON AVE

11/10/2023, 12:23 PM

1 of 1

#2

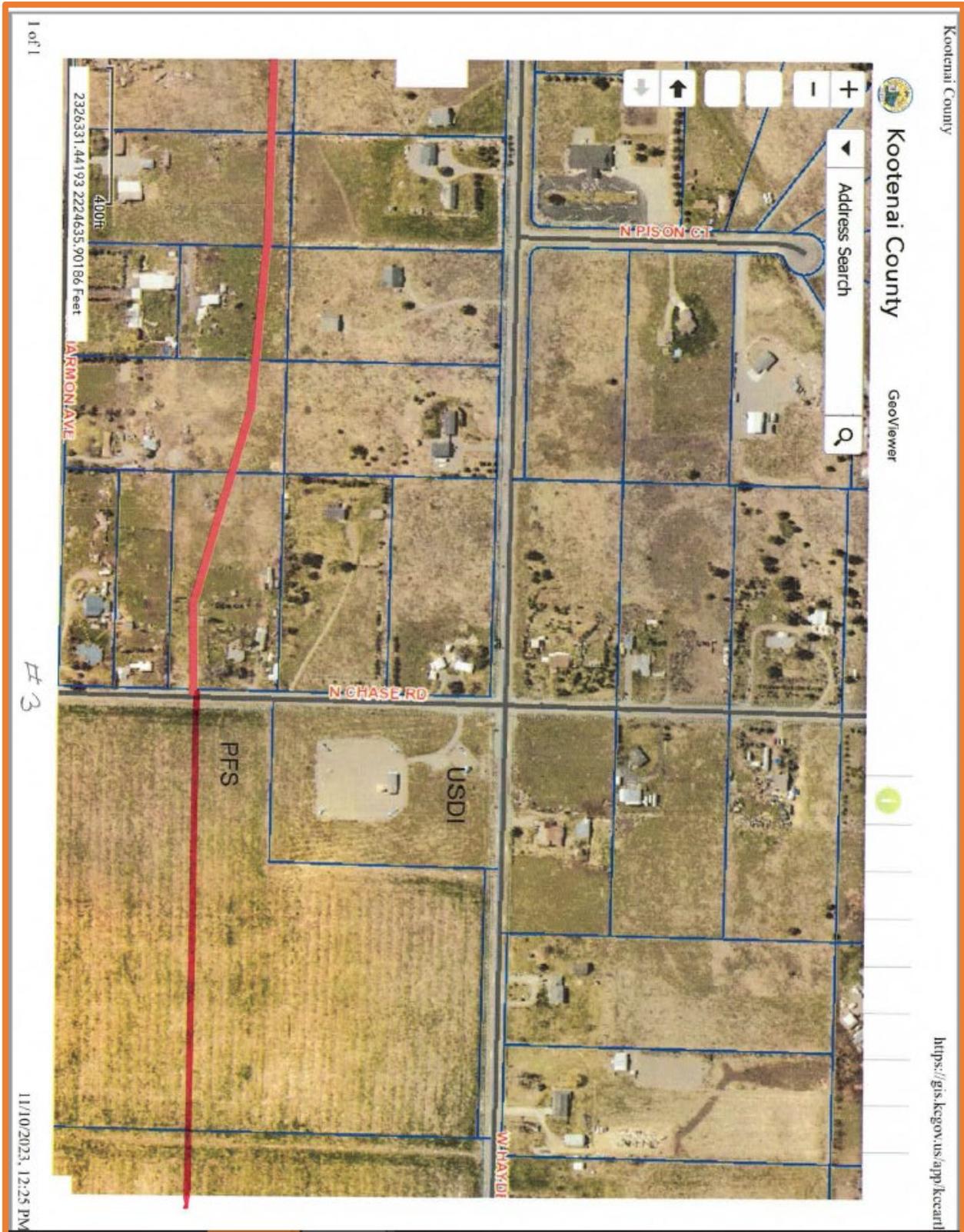
<https://gis.kcgov.us/app/keearth>





RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY



3





Kootenai County

Kootenai County GeoViewer

Address Search

+ -

↑ ↓

1

<https://gis.kegov.us/app/kecart>

CITY OF POST FALLS

CITY OF POST FALLS

N SPOKANE ST

W HAYDEN

400ft

2328994,64170 2224500,48492 Feet

1 of 1

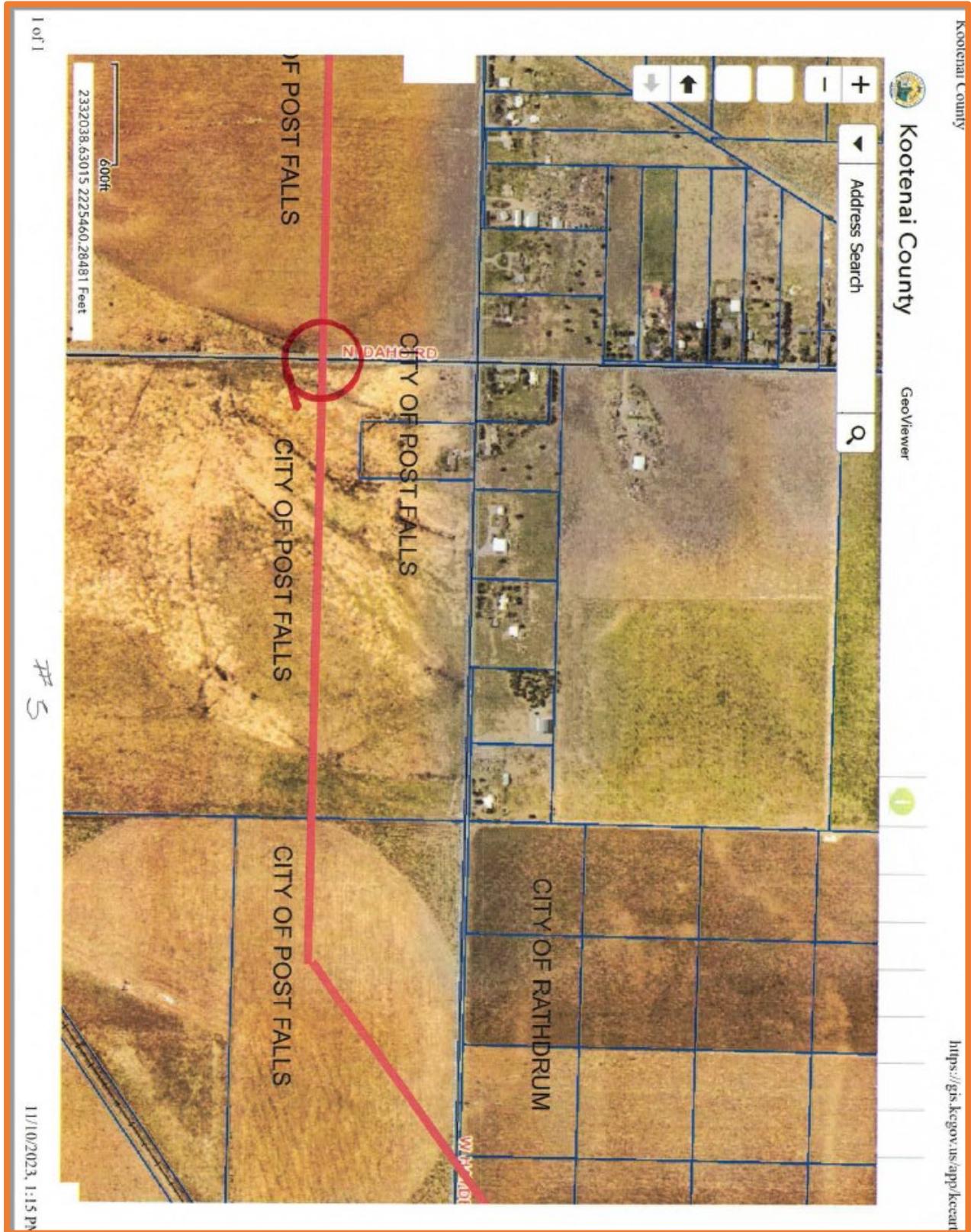
11/10/2023, 12:31 PM





RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

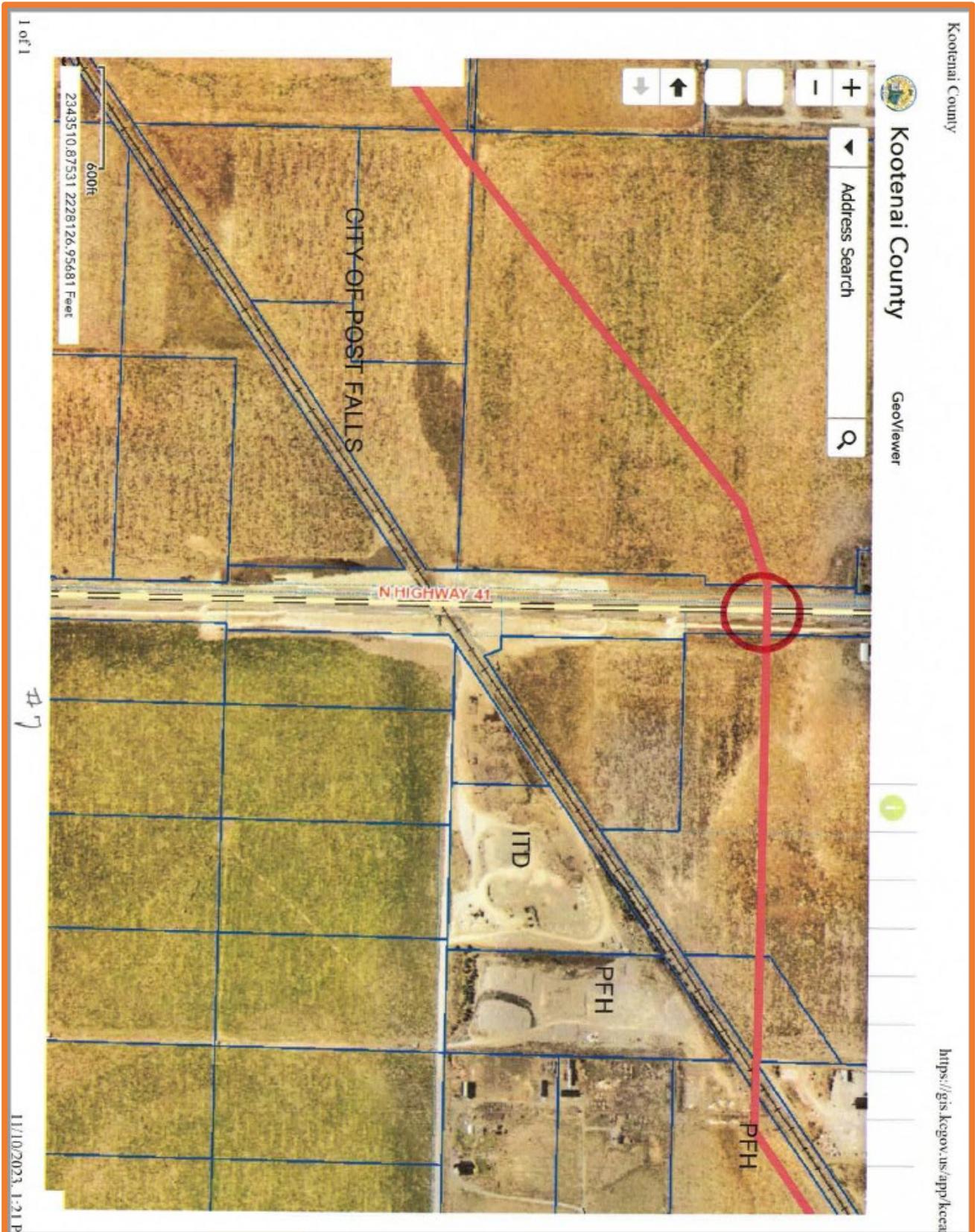






RATHDRUM PRAIRIE

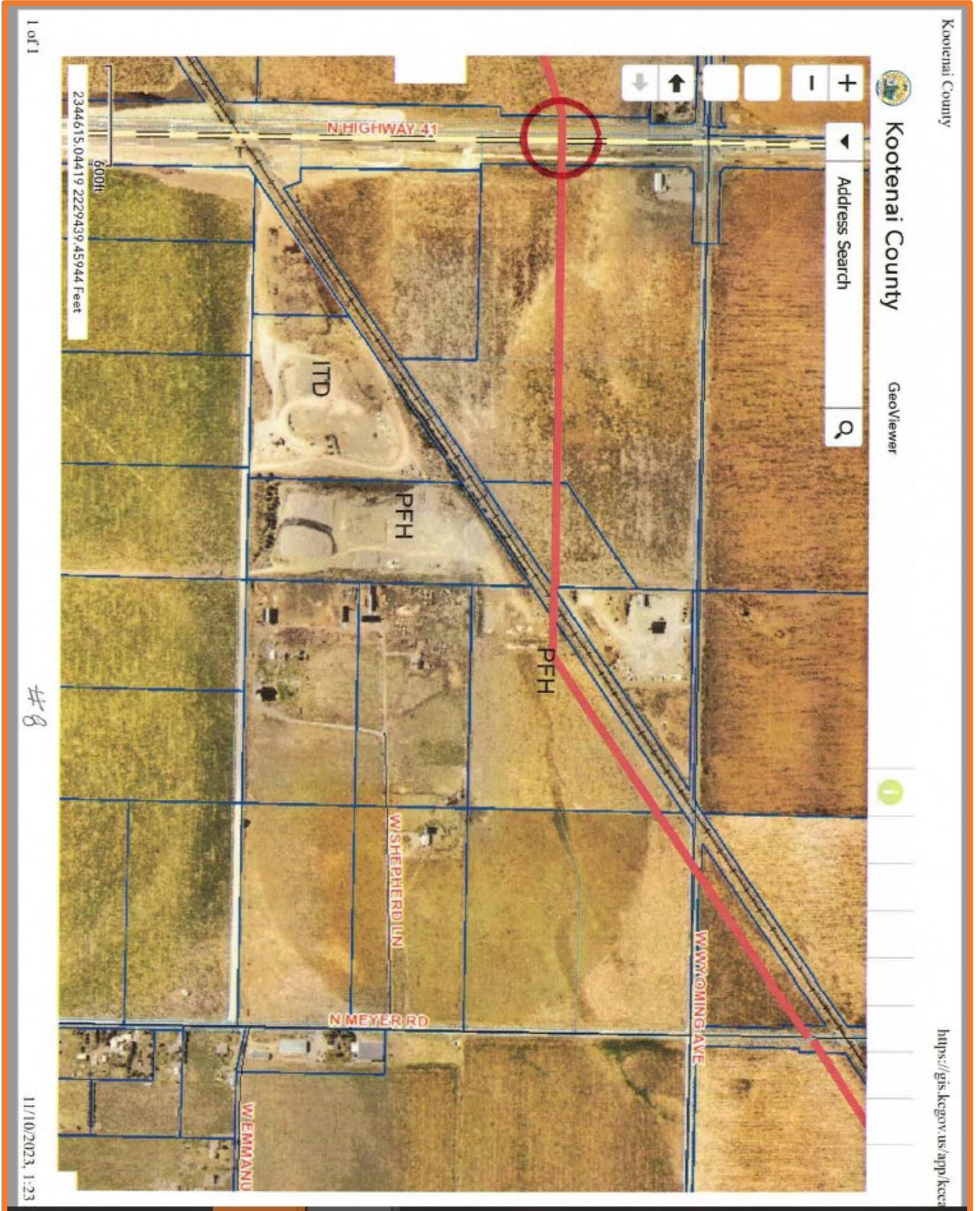
PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY





RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY





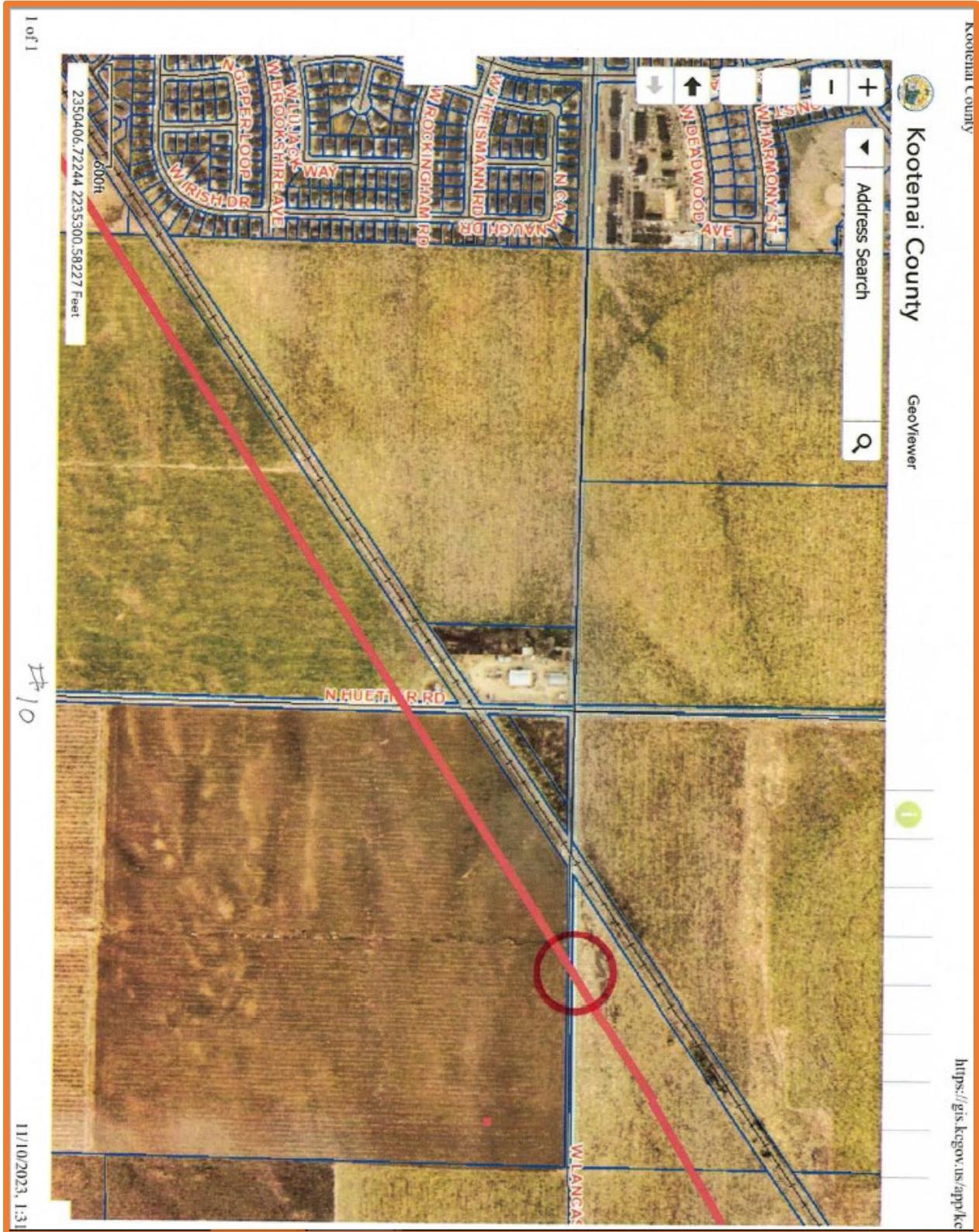
PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY





RATHDRUM PRAIRIE

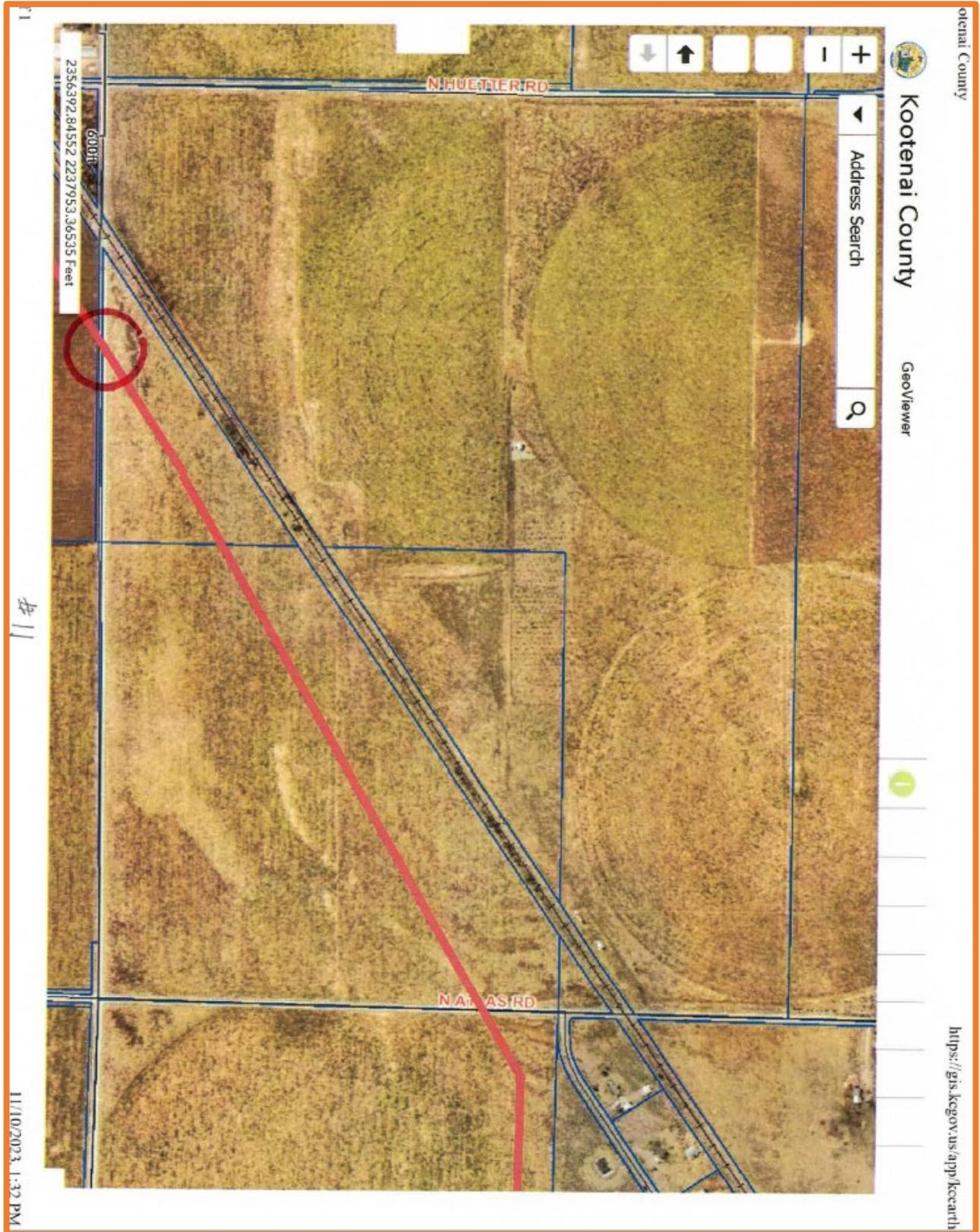
PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY





RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY





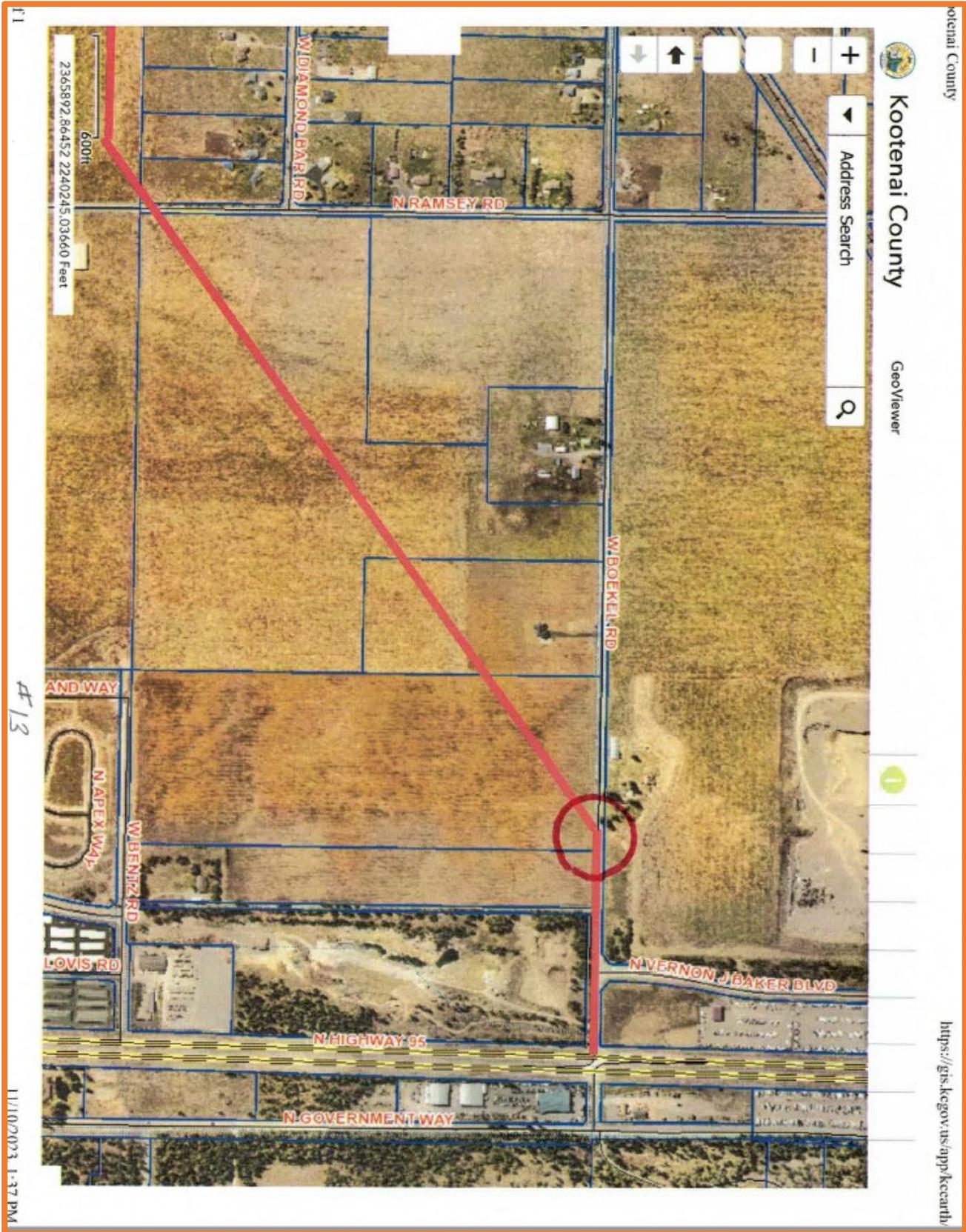
PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY





RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY





RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

Kootenai County GeoViewer

Address Search

600ft
2365296, 81688 2241603, 17122 Feet

N RAMSEY RD

W BOEKEL RD

N VERNON J BAKER BLVD

N HIGHWAY 35

N GOVERNMENT WAY

#14

11/9/2023, 8:33 PM

<https://gis.kc.gov/us/app/keearth>





PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY





RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

of 1

Kootenai County GeoViewer

Address Search

2362689, 95149 2244585, 19428 Feet

600ft

W HOOT OWL RD

N ATLAS RD

N GUINEA LN

W O'CONNELL AVE

N BATCHELDER ST

W KING AVE

N KNUDSON ST

N RAMSEY RD

W EAGH

W HIG HWAY 53

N RADIAN RD

1

https://gis.kegov.us/app/keearth

11/11/2023, 8:26 PM

16





RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

of 1

Kootenai County

Kootenai County GeoViewer

Address Search

2355294.10336 2244543.52753 Feet

600ft

N SINGER RD

N WINDSONG LN

N PRESIDENTIAL DR

N SITKA RD

N RANCH VALLEY RD

N WOOTEN RD

N ATLAS RD

#17

11/11/2023, 8:28 PM

<https://gis.kegov.us/app/keearth>





RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

of 1

Kootenai County GeoViewer

Address Search

2349054.50755 2244710.19453 Feet

600ft

N MEYER

N TRAILS END RD

N SINGER RD

N FOWLER RD

N WINDSONG LN

N FORESTDALE DR

11/1/2023, 8:30 PM

<https://gis.kegov.us/app/keearth>





RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

1 of 1

Kootenai County

Kootenai County GeoViewer

Address Search

2349724.64778 2241557.41044 Feet

600ft

N-MEYER RD

W TOMMY LN

W SANTA FE ST

COMBSTONE ST

VERADO ST

N FORESTDALE DR

N HUETTER RD

19

11/11/2023, 8:37 PM

<https://gis.kc.gov:45/app/keearth>





RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY



Kootenai County

Kootenai County

GeoViewer

1

https://gis.kegov.us/app/kecart





RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

1 of 1

Kootenai County GeoViewer

Address Search

2352816,23144,2208450,56016 Feet

N HUETTER RD

FIMMILLAN AVE

WINTERSIALE LN

W WOODSIDE AVE

W WEDGEWOOD LOOP

N BUCKSKIN RD

W ARROWHEAD RD

N LANGASTER RD

N HOLMES RD

N MOCCASIN RD

W NEZ

W LARABEL AVE

W WARRAL

22

11/12/2023, 5:44 PM

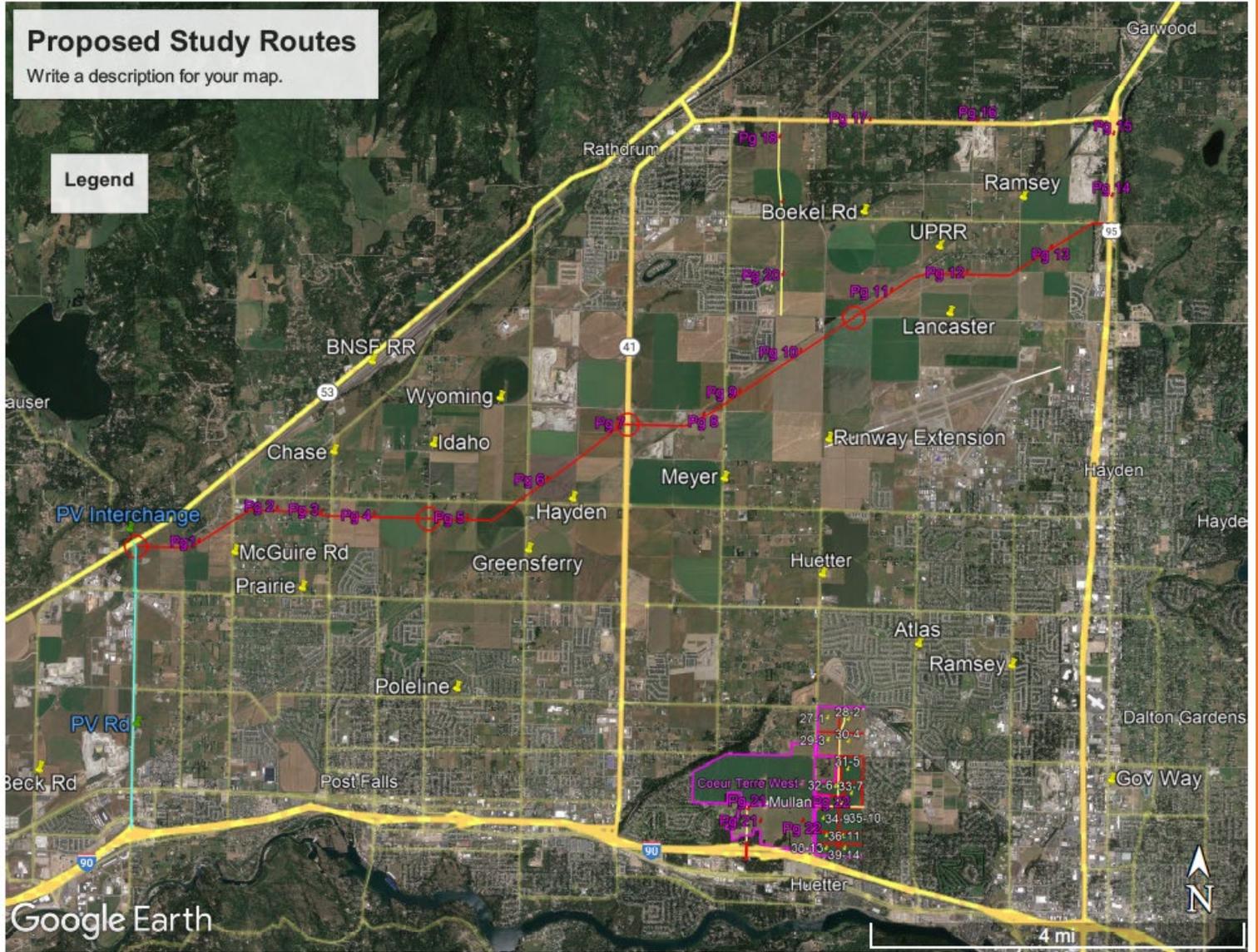
https://gis.kc.gov/us/app/kccarnti



Proposed Study Routes

Write a description for your map.

Legend





Appendix D | Online Meeting (November 2-17)





Welcome

Thank you for your interest in the Rathdrum Prairie Planning and Environmental Linkages (PEL) study.

The goal of the meeting is to explain the purpose of the study and to get your ideas on how to improve the transportation system in the study area.



How to Navigate:

- Click on the arrows on the bottom left and right side of your screen.
- Use the navigation menu at the left of the screen to revisit any part of the meeting.
- The pages are intended to be viewed in order to provide information about the study. However, you may use the tabs on the left side of the page to select any page.

How to Participate:

- Click through the slides to learn more about the project.
- **Comments**
 - Provide your comments at any time by clicking the "COMMENT" button at the top right of the screen.
 - You can close the form to continue through the slides. Please make sure to hit the "Submit" button to confirm that your comment is sent to the project team.
- The entire session should take less than 15 minutes to complete.





Introduction

How will transportation across the Rathdrum Prairie cope in light of recent & projected future growth?

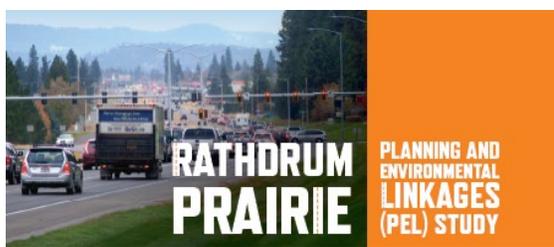
To answer that question, the Idaho Transportation Department (ITD), Federal Highway Administration (FHWA), and community partners are initiating a Planning and Environmental Linkages (PEL) study to evaluate the state highway and local roadway system within the Rathdrum Prairie, stretching from Interstate 90 north to State Highway 53 and from the Washington state Line east to Government Way. This effort is looking at optimizing existing corridors and exploring potential new routes that will mitigate congestion, enhance connectivity, and improve mobility throughout the region.

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.

Your input matters and will help shape the future of transportation in Kootenai County

Your feedback, ideas and input shared with the study team will help ITD identify transportation issues and potential solutions in the focus area.





RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

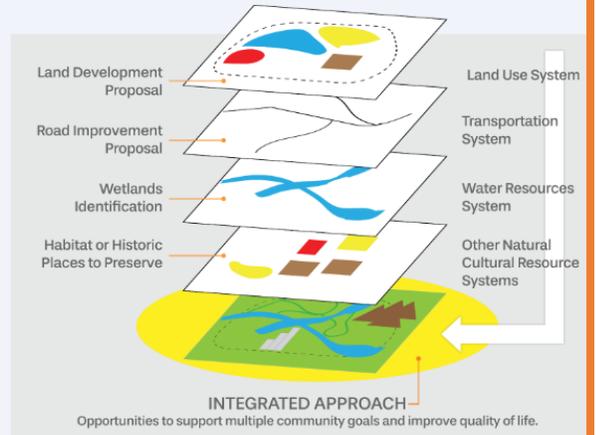
What is a PEL?

A PEL is a transportation planning study outlined by FHWA that identifies:

- Transportation Issues and Priorities
- Environmental Resources and Concerns
- Stakeholder and Public Concerns

The PEL study follows federal guidelines in order to confirm that PEL analysis can be used in future NEPA clearance documentation.

A PEL is a good option when:		Rathdrum Prairie PEL Study
Problems in multiple jurisdictions, on multiple corridors, need to be solved, such as safety concerns, traffic congestion, or infrastructure deficiencies and geographical area may not have key logical terminal.	✓	The PEL will consider multimodal connections and capacity improvements as well as potential new roadway linkages.
There is not identified funding for the project, but federal funding is a possibility.	✓	Partial funding for design is anticipated in the next 5-7 years, but those funds would only address improvements for a prioritized portion of the study area.
There is a need to gauge public interest and/or gather support for a project and collaborate to develop alternatives.	✓	Provide improvements that serve all types of travelers, including local commuters, freight, and regional tourism.
The study will incorporate previous transportation and land use planning documents and recommendations.	✓	Current infrastructure will not appropriately provide for future growth as identified in adopted local (cities, counties, and metropolitan planning associations [MPO]) land use and comprehensive plans.
There is a desire for agency input and awareness of the project before NEPA begins.	✓	Consider new infrastructure impacts to local roads through coordination with cities, counties, highway districts, and the MPO.
There is a need to identify and screen alternatives that improve safety and		Identify resources and level of analysis to focus on environmental concerns



Click image to enlarge

Watch this video to learn more about the steps that take place during a PEL Process.

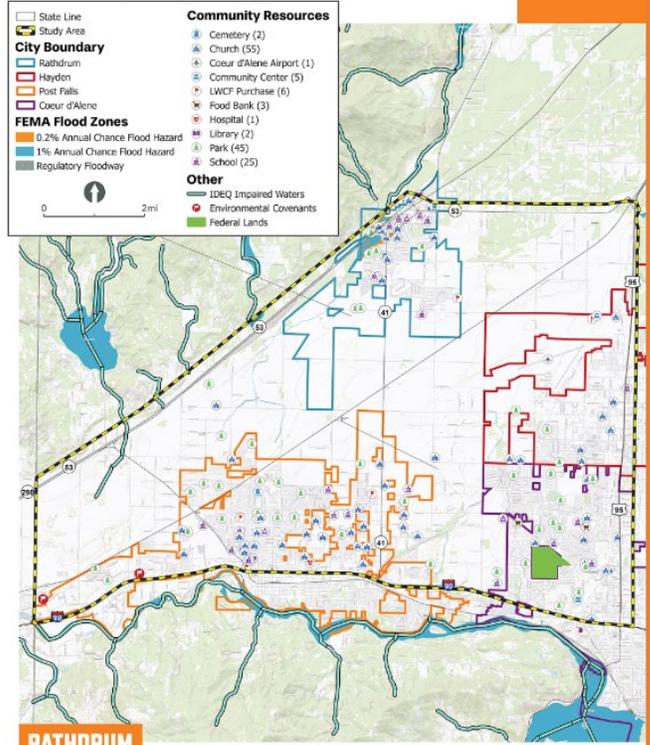


IDAHO
TRANSPORTATION DEPARTMENT

2:58

PRELIMINARY ENVIRONMENTAL SCAN

Rathdrum Prairie Corridor PEL Study



RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY | NOVEMBER 2023



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





Potential Draft Purpose & Need

ITD and FHWA are collecting public and stakeholder feedback while completing an evaluation of existing and projected safety and operational conditions within the study area to develop a DRAFT Purpose and Need Statement.

The Purpose and Need provides the framework for evaluating the alternatives, leading to the study's recommendations. The Purpose and Need is used to screen reasonable alternatives.

Potential Draft Purpose

The purpose of the transportation recommendations are to improve safety, mobility, reliability, and resiliency for the traveling public while considering updated traffic, land-use projections, and programmed and planned transportation infrastructure projects within the Rathdrum Prairie.

Potential Draft Needs*

- Address safety concerns within high-crash intersections and corridors.
- Reduce congestion on heavily traveled corridors.
- Increase mobility and connections for bicycles and pedestrians.
- Prepare for projected travel demand increases.

The National Environmental Policy Act (NEPA) requires that any project considered to be a Federal Action (e.g. receives federal funding or requires federal permits) go through a study process to assess the environmental, social, and economic effects of a proposed action.

* Subject to change based on additional analysis and input from stakeholders and the public.



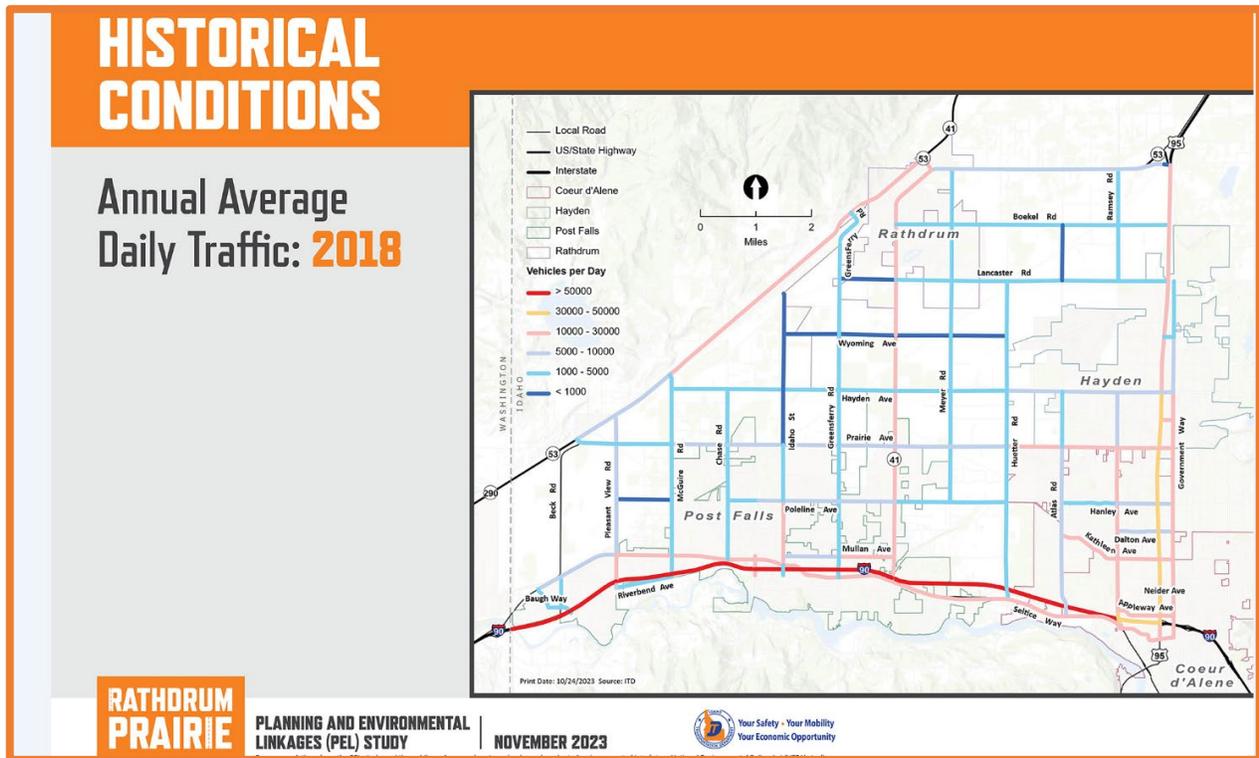


Area Traffic

Use the tabs below to view the area traffic and crash data.

Level of Service explainer

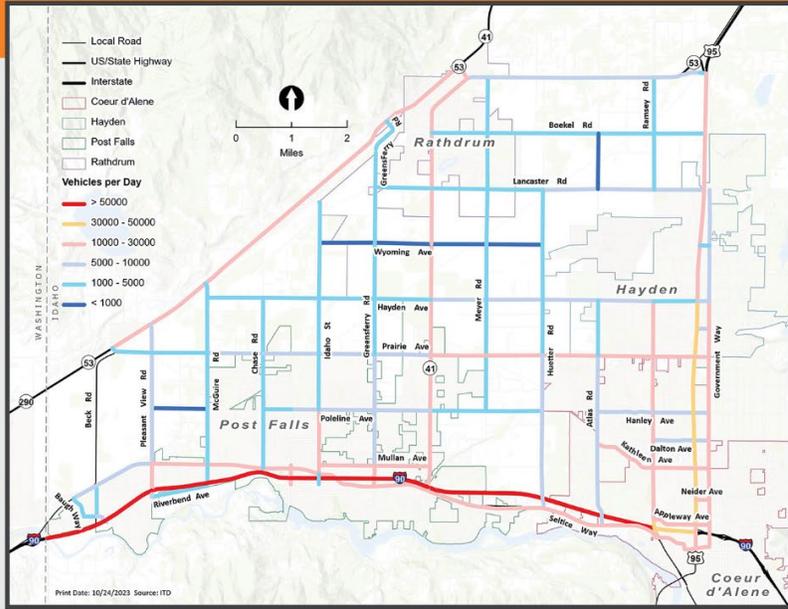
- Historical Conditions (2018)
- Historical Conditions (2022)
- Historical Conditions Change in AADT (2018-2022)
- Existing Conditions
- Future Conditions
- Historical Conditions (Crash Data)





HISTORICAL CONDITIONS

Annual Average Daily Traffic: **2022**



RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

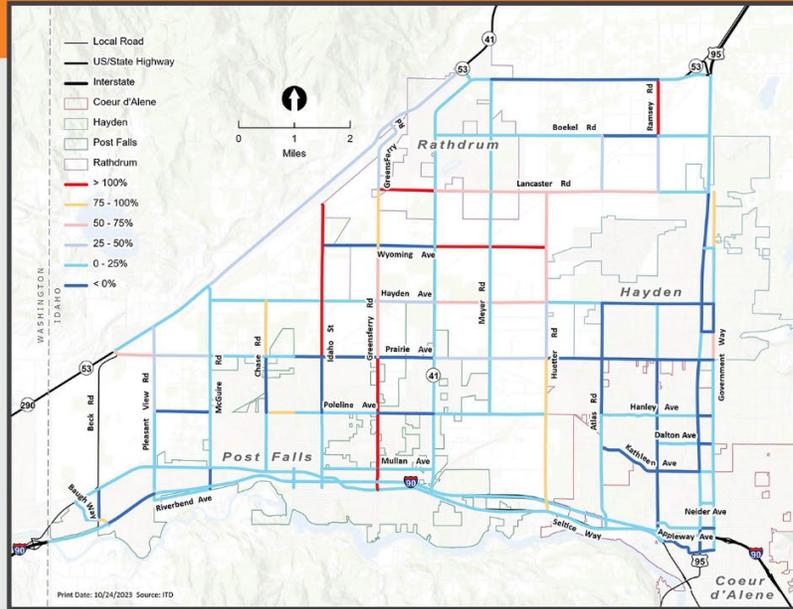
NOVEMBER 2023





HISTORICAL CONDITIONS

Change in Annual Average Daily Traffic:
2018-2022



RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

Your Safety • Your Mobility
Your Economic Opportunity





EXISTING CONDITIONS

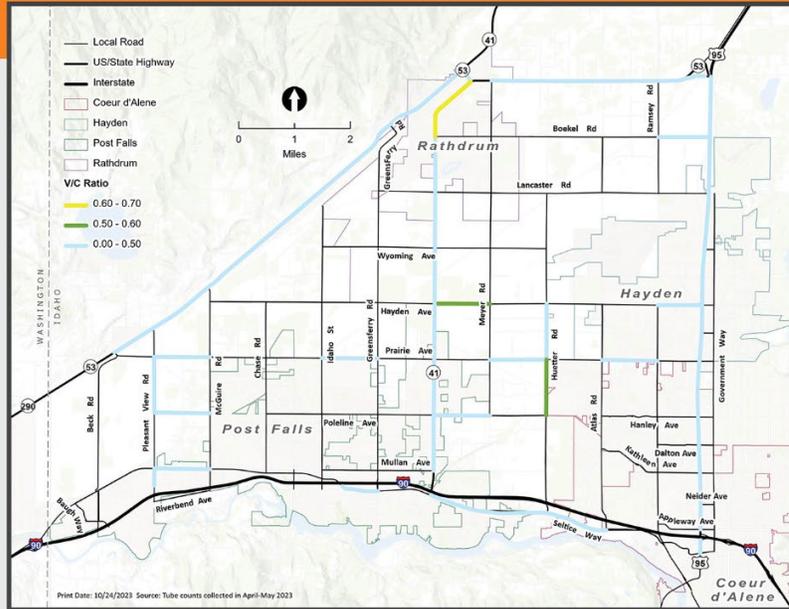
Existing PM Volume to Capacity Ratio

Volume = the measured number of vehicles traveling through a given point in an hour

Capacity = the maximum rate at which vehicles can pass through a given point in an hour under existing conditions, which include roadway conditions, number and width of lanes, grades, and lane use, as well as signalization conditions

Volume to Capacity Ratio (V/C) = the amount of traffic on a given roadway relative to the amount of traffic the roadway was designed to serve

V/C Ratio	Traffic Condition	Level of Service
0 - 0.60	Free flow	A
0.61 - 0.70	Stable flow with unaffected speed	B
0.71 - 0.80	Stable flow but speed is affected	C
0.81 - 0.90	High density but stable flow	D
0.91 - 1.00	Traffic volume near or at capacity level with low speed	E
>1.00	Overcapacity, gridlock	F



Print Date: 10/24/2023 Source: Tube counts collected in April-May 2023

RATHDRUM PRAIRIE

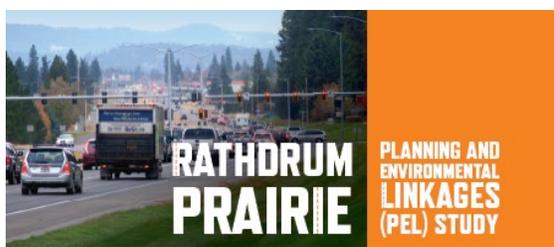
PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

NOVEMBER 2023

Your Safety • Your Mobility • Your Economic Opportunity

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.



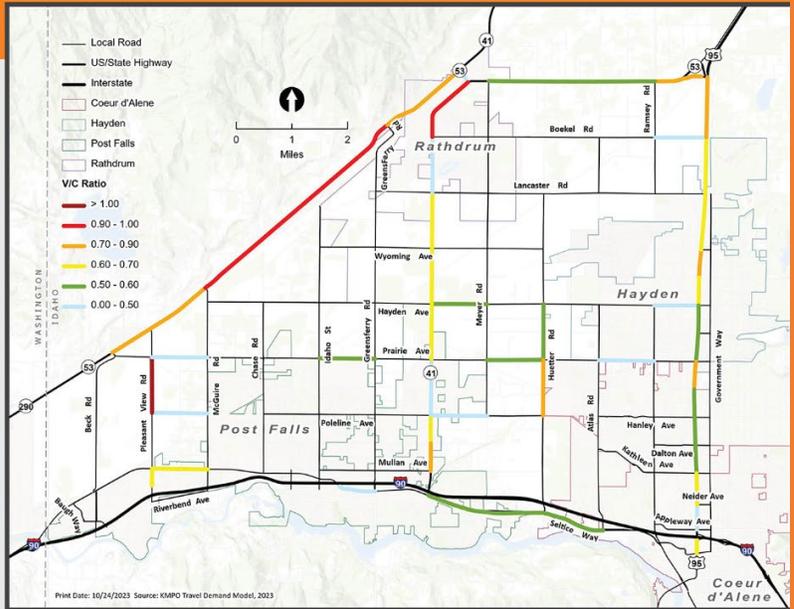


FUTURE CONDITIONS

2045 No-Build PM Volume to Capacity Ratio

No-Build Conditions = roadways and intersections remain as they exist today, unless already planned and funded for improvements

V/C Ratio	Traffic Condition	Level of Service
0-0.60	Free flow	A
0.61-0.70	Stable flow with unaffected speed	B
0.71-0.80	Stable flow but speed is affected	C
0.81-0.90	High density but stable flow	D
0.91-1.00	Traffic volume near or at capacity level with low speed	E
>1.00	Overcapacity, gridlock	F



RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

Your Safety - Your Mobility
Your Economic Opportunity

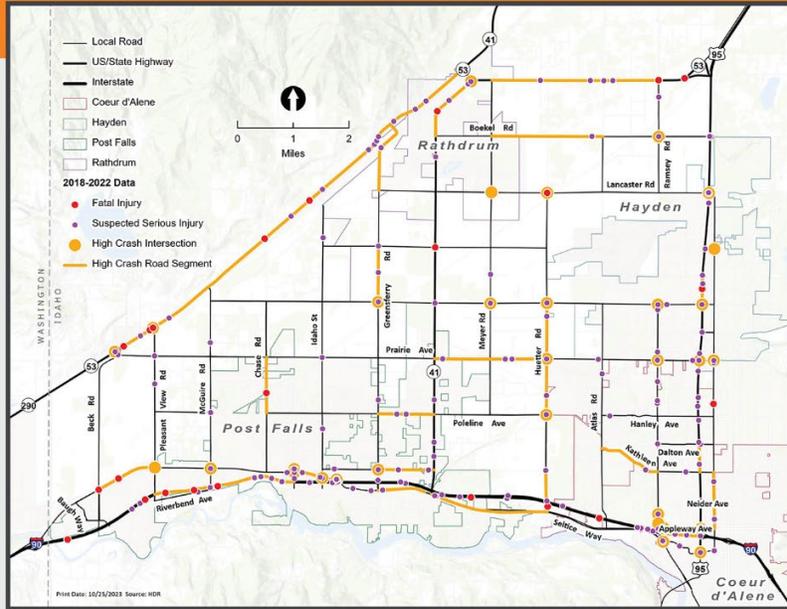




HISTORIC CONDITIONS

High Crash and Fatal and Serious Injury Crash Locations: 2018-2022

High Crash Locations = Intersection or roadway segment with a crash rate higher than the average crash rate for similar intersection or roadway in the State of Idaho



RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

Your Safety • Your Mobility
Your Economic Opportunity





How will study solutions be developed?

How are Alternatives Evaluated?

Alternatives will be evaluated through a screening process to determine how well they meet the Purpose and Need, and goals of the study.

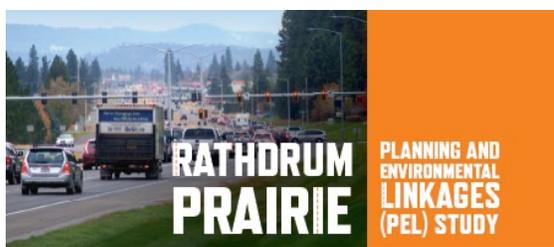
Alternatives could include, but are not limited to, the following types of transportation improvements:

- Upgrades/changes to existing highways and roadways
- New alignments for highways and roadways
- Location specific improvements, such as at intersections
- Multimodal connections for bicyclists and pedestrians

The screening process will consider potential impacts to the environment, and social and community resources which include the following:

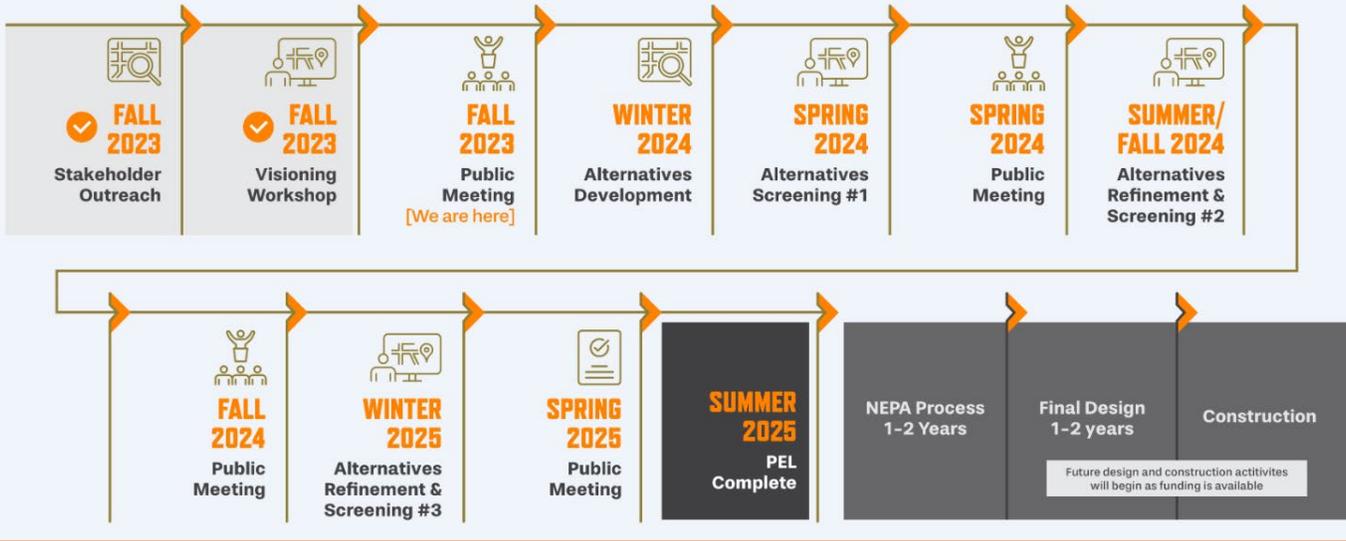
- Land Use
- Air Quality
- Hazardous Materials
- Visual Quality
- Socioeconomic Conditions and Environmental Justice
- Historic and Archaeological Resources
- Threatened and Endangered Species
- Floodplains
- Water Quality and Aquifer
- Aquatic Resources
- Parks and Recreation
- Traffic Noise

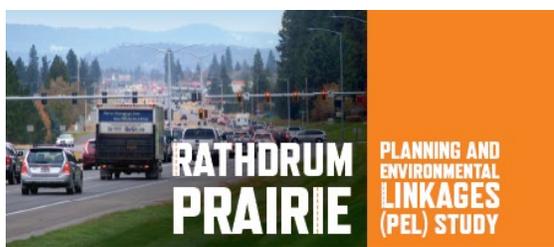




Where are we in the process?

SCHEDULE





Please help us understand any issues or potential solutions using this commenting map.

Commenting Instructions

1. Use the **Add Comment** button to start
2. Click on the map to add a point
3. Enter your comment in the box on the right
4. Finally, click the **Create** button





Stay Involved

ITD will seek public input throughout the PEL process and public involvement will continue through NPEA analysis and design phases.

Public input will be an important part of the decision-making process and will be balanced with technical information and environmental and engineering best-practices.



Contact

For more information, contact:

Carrie Ann Hewitt, P.E.
ITD Planning Lead
208-772-1230

[Project Webpage](#)



Comments

Use the comment button at the top right of this meeting to view the comment form where you can submit comments, or email your comments to, comments@RathdrumPrairiePEL.com.

[Email Your Comment](#)

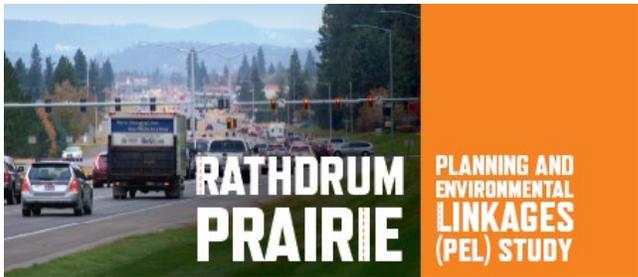
*While your comments are always welcome, they can be best utilized if received by **November 17, 2023**.*

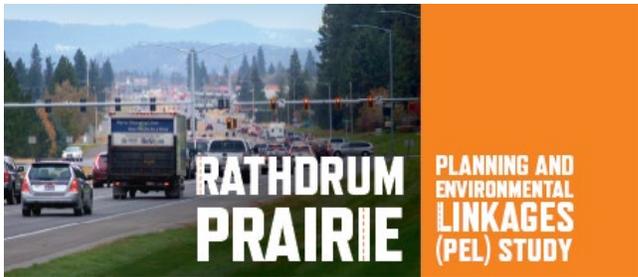




Appendix F | Photos









Appendix E | Notifications





Appendix E | Notifications

- [Coeur d'Alene Press Display Ads \(Local Section\)](#)
 - October 12
 - October 18
 - October 25
- [ITD News Release](#)
 - October 25
- [ITD News Blog Archives](#)
- [Postcard \(51,000 mailed via zip code drop to the area\)](#)
- [Constant Contact emails](#)
 - October 24
 - November 2
 - November 13
- Social Media
 - [Facebook Posts](#)
 - October 24
 - October 31
 - November 2
 - [Instagram Story](#)
 - October 31
 - [X Posts](#)
 - October 24
 - October 31
 - November 2
- Coeur d'Alene Press Events Page Online Announcement
 - October 24
- [Coeur d'Alene Press Article about Study](#)
 - October 25
- [KREM news story](#)
 - October 25





Display Ad

JOIN US!
Rathdrum Prairie Planning and Environmental Linkages (PEL) Study



PUBLIC MEETING

November 1, 2023
4 p.m. – 7 p.m.

Red Lion Templin's Hotel on the River
 Merganser/Redhead Meeting Room
 414 East First Avenue
 Post Falls, ID

» **How will transportation across the Rathdrum Prairie cope in light of recent & projected future growth?**
 To answer that question, the Idaho Transportation Department (ITD) is initiating a PEL study to evaluate the state highway and local roadway system within the Rathdrum Prairie stretching from Interstate 90 north to State Highway 53 and from the Washington state line east to Government Way. This effort is looking at optimizing existing corridors and exploring potential new routes that will mitigate congestion, enhance connectivity and improve mobility throughout the region.

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.

» **Your input matters! Join us to help shape the future of transportation in Kootenai County.**
 We invite you to attend the first public meeting to learn more about this study and be involved by providing feedback, ideas and input as the study moves forward identifying transportation issues and potential solutions in the focus area.

If you are unable to attend in person, you can view the same content online Nov. 2 – Nov. 16 at <https://itdprojects.idaho.gov/pages/rathdrum-prairie-pel>.

Title VI of the Civil Rights Act of 1964
 Persons needing an interpreter or special accommodations are urged to contact (208) 334-8884 or TTY/TDD users Dial 711 to use the Idaho Relay System.





ITD News Release

IDAHO Transportation Department  Media Manager

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News Release

10/25/2023

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

Public invited to open house next Wednesday on Rathdrum Prairie transportation study

COEUR D'ALENE -- The Idaho Transportation Department (ITD) invites the community to attend a public meeting to learn more about a study to evaluate the state highway and local roadway system within the Rathdrum Prairie.

ITD is initiating a Planning and Environmental Linkages (PEL) study to evaluate the state highway and local roadway system within the Rathdrum Prairie stretching from Interstate 90 north to State Highway 53 and from the Washington state line east to Government Way. This effort is looking at optimizing existing corridors and exploring potential new routes that will mitigate congestion, enhance connectivity, and improve mobility throughout the region.

The public meeting will be held in an open house format, allowing participants to attend anytime between 4 p.m. and 7 p.m.

Public Meeting
November 1
Red Lion Templin's Hotel on the River
Merganser/Redhead Meeting Room
414 East First Avenue
Post Falls, ID

ITD will share information about the PEL process and timeline of events while allowing participants to talk with the team, interact with study area maps, and share ideas about potential improvements.

An online version of this meeting, including all the same content and information, will be available from November 2 to November 16 at <https://itdprojects.idaho.gov/pages/rathdrum-prairie-pel> for those who are unable to attend in person.

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.



###





ITD News Blog Archives

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TRANSPORTATION DEPARTMENT

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News & Information

Tweets by @IdahoITD

What's New

- [Longest-serving member of Idaho Transportation Board Jim Kempton to retire](#) (1/17/2024)
- [Open house next Wednesday to share construction plans for SH-27 and G Canal](#) (1/17/2024)
- [SH-21 between Grandjean and Banner Summit set to close at 4 p.m. due to avalanche risk](#) (1/17/2024)
- [Idaho traffic deaths reached 20 year high in 2023](#) (1/16/2024)
- [Avalanche area along SH-21 will remain closed until experts determine it's stable for cleanup effort](#) (1/12/2024)

News Archives

ITD Projects

ITD Innovation

DASHBOARD
Tracking Our Progress

129,000 lbs.
Vehicle Combination Routes

IPLAN
Online GIS Data

You'll need a Star Card by May 7, 2025, to board a flight.

Public invited to open house on Rathdrum Prairie transportation study

The Idaho Transportation Department (ITD) invites the community to attend a public meeting to learn...

[Read More](#)

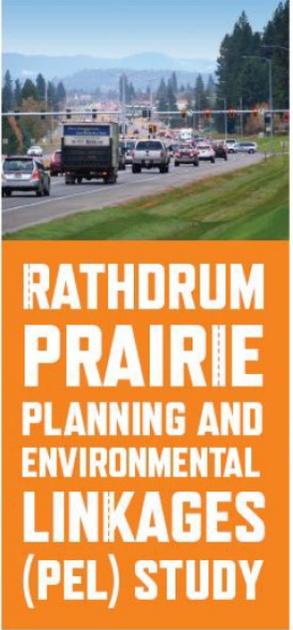
ITD partners with City of St. Maries to add paving to waterline project

ITD partners with the City of St. Maries to add paving to waterline projects that will enhance sections of the roadway along SH-3 and SH-5 through the city.





Postcard



How will transportation across the Rathdrum Prairie cope in light of recent & projected future growth?

To answer that question, the Idaho Transportation Department (ITD) is initiating a PEL study to evaluate the state highway and local roadway system within the Rathdrum Prairie stretching from Interstate 90 north to State Highway 53 and from the Washington state line east to Government Way. This effort is looking at optimizing existing corridors and exploring potential new routes that will mitigate congestion, enhance connectivity and improve mobility throughout the region.

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➤ **Your input matters! Join us to help shape the future of transportation in Kootenai County.**

We invite you to attend the first public meeting to learn more about this study and be involved by providing feedback, ideas and input as the study moves forward identifying transportation issues and potential solutions in the focus area.

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



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PUBLIC MEETING

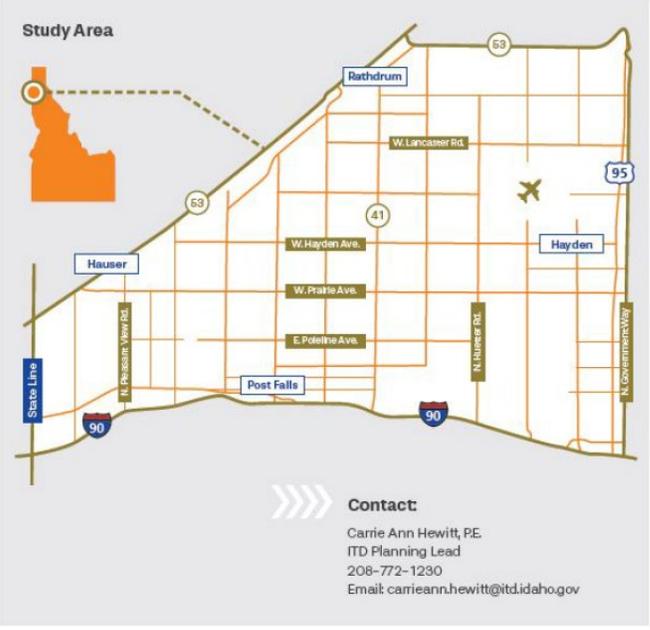
November 1, 2023
4 p.m. – 7 p.m.

Red Lion Templin's Hotel on the River
Merganser/Redhead Meeting Room
414 East First Avenue
Post Falls, ID

The meeting will be held in an open house format, allowing participants to attend anytime between 4 p.m. and 7 p.m. ITD will share information about the PEL process and timeline of events while allowing participants to talk with the team, interact with study area maps, and share ideas about potential improvements.

An online version of this meeting, including all the same content and information, will be available from **November 2 to November 16** at <https://itdprojects.idaho.gov/pages/rathdrum-prairie-pel> for those who are unable to attend in person.

Title VI of the Civil Rights Act of 1964
Persons needing an interpreter or special accommodations are urged to contact (208) 334-8884 or TTY/TTD users Dial 711 to use the Idaho Relay System.



Study Area

The map shows the study area in Kootenai County, Idaho, bounded by Interstate 90 to the south, State Highway 53 to the north, the Washington state line to the west, and Government Way to the east. Key roads shown include W. Hayden Ave., W. Prairie Ave., E. Palestine Ave., W. Lancaster Rd., N. Hauser Rd., and N. Government Way. Locations of Rathdrum, Hayden, Post Falls, and Hauser are marked. A small inset map shows the location within Idaho.

➤➤➤ **Contact**

Carrie Ann Hewitt, PE
ITD Planning Lead
208-772-1230
Email: carriann.hewitt@itd.idaho.gov





Constant Contact Emails

- **October 24, 2023** (Public Meeting for Rathdrum Prairie Transportation Improvements)
- **October 30, 2023** ((REMINDER: Public Meeting for Rathdrum Prairie Transportation Improvements)
- **November 2, 2023** (Rathdrum Prairie Transportation Improvements – Online Meeting Now Available)
- **November 13, 2023** (Comment Period Ends Soon!)





Constant Contact Email
October 24, 2023 (Public Meeting for Rathdrum Prairie transportation improvements)



How will transportation across the Rathdrum Prairie cope in light of recent & projected future growth?

To answer that question, the Idaho Transportation Department (ITD) is initiating a PEL study to evaluate the state highway and local roadway systems within the Rathdrum Prairie stretching from Interstate 90 south to State Highway 53 and from the Washington state line east to Government Way. This effort is looking at optimizing existing corridors and exploring potential new routes that will mitigate congestion, enhance connectivity and improve mobility throughout the region.

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Your input matters!

Join us to help shape the future of transportation in Kootenai County. We invite you to attend the first public meeting to learn more about this study and be involved by providing feedback, ideas and input as the study moves forward identifying transportation issues and potential solutions in the focus area.

Public Meeting

November 1, 2023
 4 p.m. – 7 p.m.

Red Lion Templin's Hotel on the River
 Bergerson/Radhead Meeting Room
 414 East First Avenue
 Pocatello, ID

Not able to attend in person?

You can view the same content online November 2 – November 16, 2023.

[Attend the Online Meeting](#)





Constant Contact Email

October 30, 2023 (REMINDER: Public Meeting for Rathdrum Prairie Transportation Improvements)

RATHDRUM PRAIRIE | PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

Public Meeting Wednesday, November 1.

Hed Lion Temple's Hotel on the River
 Merganser/Kedwood Meeting Room
 414 East 1st Avenue
 Post Falls, ID

Join us any time between 4 p.m. and 7 p.m.

The public meeting will be held in an open house format. You can view display boards and talk to project staff about the study. We look forward to seeing you this Wednesday.

How will Rathdrum Prairie transportation systems cope with recent and projected future growth?

To answer that question, the Idaho Transportation Department (ITD) is initiating a PEL study to evaluate the state highway and local roadway system within the Rathdrum Prairie stretching from Interstate 80 north to State Highway 53 and from the Washington state line east to Government Way. This effort is studying how to optimize existing corridors and exploring potential new routes that will mitigate congestion, enhance connectivity and improve mobility throughout the region.

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.

Your Safety • Your Mobility • Your Economic Opportunity





Constant Contact Email

November 2, 2023 (Rathdrum Prairie Transportation Improvements – Online Meeting Now Available)

RATHDRUM PRAIRIE PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY




Thank you to everyone who attended last night's public meeting in Post Falls.

Online Meeting Now Available

If you missed the in-person meeting, please participate online at <https://idprojects.idaho.gov/page/rathdrum-prairie-pel>

We want to hear from you!

Submit your comments through the online meeting or by emailing: comments@RathdrumPrairieTEL.com

Scan this QR code to go to the online meeting.
 

How will Rathdrum Prairie transportation systems cope with recent and projected future growth?

To answer that question, the Idaho Transportation Department (ITD) is initiating a PEL study to evaluate the state highway and local roadway system within the Rathdrum Prairie stretching from Interstate 90 north to State Highway 53 and from the Washington state line west to Government Way. This effort is studying how to optimize existing corridors and exploring potential new routes that will mitigate congestion, enhance connectivity and improve mobility throughout the region.

Study Area



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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Facebook Posts

- October 24
- October 31
- November 2

October 24

Idaho Transportation Department ✓
October 24 · 🌐

ITD is looking at ways to improve the transportation system in the Rathdrum Prairie area. Join us at our public meeting on Wednesday, November 1 from 4 p.m. to 7 p.m., where you can learn more about the Rathdrum Prairie PEL study and provide input on updates you'd like to see.

Find more info about the project at <https://itdprojects.idaho.gov/pages/rathdrum-prairie-pel>

Red Lion Templin's Hotel on the River... [See more](#)

RATHDRUM PRAIRIE
PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY





Facebook Post October 31

 Idaho Transportation Department 
October 31 · 

REMINDER! We want to hear from you as we look at more ways to improve the transportation system in the Rathdrum Prairie area. Join us at our public meeting on Wednesday, November 1 anytime from 4 p.m. to 7 p.m., where you can learn more about the Rathdrum Prairie PEL study and share your ideas.

Learn more at <https://itdprojects.idaho.gov/pages/rathdrum-prairie-pel>

Red Lion Templin's Hotel on the River
Merganser/Redhead Meeting Room
414 East 1st Avenue, Post Falls, ID



**RATHDRUM
PRAIRIE
PLANNING AND
ENVIRONMENTAL
LINKAGES
(PEL) STUDY**





Facebook Post November 2

 Idaho Transportation Department 
November 2 ·  

Missed last night's public meeting? You can still give your input. We want to hear from you as we look at more ways to improve the transportation system in the Rathdrum Prairie area. Visit our online public meeting Wednesday, November 2 - November 17, 2023, to learn more about the Rathdrum Prairie PEL study. Please take a moment and leave us a comment with your ideas.

Online Public Meeting: <https://rathdrumprairiepel.com/>





Instagram Story
October 31

October 31, 2023 3:47 PM

OPEN HOUSE

RATHDRUM PRAIRIE
PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

Join us
TOMORROW
Red Lion Templin's
Hotel on the River
Merganser/Redhead
Meeting Room
414 East 1st Avenue,
Post Falls, ID
Between 4-7 pm

[CLICK HERE](#)

To learn more
and share your
ideas!





X Posts

- October 24
- October 31
- November 2

October 24

Idaho Transportation Department @IdahoITD · Oct 24

ITD is looking at ways to improve the transportation system in the Rathdrum Prairie area. Join us at our public meeting on Wednesday, November 1 from 4 p.m. to 7 p.m., where you can learn more about the Rathdrum Prairie PEL study and provide input on updates you'd like to see.

RATHDRUM PRAIRIE
PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

1 replies 0 retweets 1 like 387 views





X Post October 31

 **Idaho Transportation Department** @IdahoITD · Oct 31

REMINDER! We want to hear from you as we look at more ways to improve the transportation system in the Rathdrum Prairie area. Join us at our public meeting on Wednesday, Nov. 1 from 4 p.m.-7 p.m., where you can learn more about the Rathdrum Prairie PEL study & share your ideas.



RATHDRUM PRAIRIE
PLANNING AND ENVIRONMENTAL
LINKAGES
(PEL) STUDY

2 ↻ 1 570 📌 ↗





X Post
November 2

A screenshot of a Twitter post from the Idaho Transportation Department (@IdahoITD) dated November 2. The post text reads: "Missed last night's public meeting? You can still give your input. We want to hear from you as we look at more ways to improve the transportation system in the Rathdrum Prairie area." Below the text is a large image of a rural landscape with a road, fields, and mountains, overlaid with the same orange graphic as seen in the top image. The Twitter interface shows 1 reply, 1 retweet, 2 likes, and 624 views. The bottom of the post has icons for reply, retweet, like, view, bookmark, and share.

Idaho Transportation Department @IdahoITD · Nov 2
Missed last night's public meeting? You can still give your input. We want to hear from you as we look at more ways to improve the transportation system in the Rathdrum Prairie area.

RATHDRUM PRAIRIE
PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

1 1 2 624





Coeur d'Alene Press Article
October 25

ITD initiates Rathdrum Prairie transportation study



Recent traffic congestion is seen on U.S. Highway 95. The Idaho Transportation Department is exploring options and solutions for mobility enhancement across the Rathdrum Prairie from the Washington/Idaho state line to Government Way and from Interstate 90 to State Highway 53.
Photo courtesy of the Idaho Transportation Department

By **DEVIN WEEKS**
Staff Writer | October 25, 2023 1:07 AM

The future of the Rathdrum Prairie and how it will be traversed is the impetus for the Idaho Transportation Department to evaluate the region for viable mobility options and find solutions to the area's transportation needs.

"We're collecting data," ITD project manager CarrieAnn Hewitt said Monday morning. "We're trying to develop a consensus on the main issues."

ITD staff members are early in their research, using a Planning and Environmental Linkages study. This collaborative and integrated approach to





Coeur d'Alene Press Article October 25, *(continued)*

transportation decision-making considers environmental, community and economic goals early in the planning process and uses information, analysis and products developed during planning to inform the environmental review process.

"It gives us a little bit of a jumpstart on some of the more in-depth processes that have to be done to identify an actual solution or an alternative and then advancing those into the construction phase," ITD public information officer Heather McDaniel said.

State highway and local roadway systems from the Idaho/Washington state line east to Government Way and Interstate 90 north to State Highway 53 will be reviewed.

"It truly encompasses the Rathdrum Prairie," McDaniel said.

Short-term, mid-term and long-term options could ultimately be simply enhancing or realigning existing corridors, creating entirely new corridors or some sort of combination of both, she said.

"The exciting part of this study is that we don't have any predetermined assumptions of what the outcome will look like," she said. "As this process progresses as it's designed to, a plethora of solutions will emerge over the coming months, which will be screened against impacts and the established purpose and need, allowing the best alternatives to rise to the top."

Everyone can agree transportation across this region has its problems, McDaniel said, but exactly what the problems are tend to be subjective. Issues vary for business owners, stay-at-home moms or trucking companies, she said.

"We're trying to take those different perspectives and identify what the problem even is so that way we can start looking at what solution options might be," McDaniel said.

A recent meeting was held to gather input from stakeholders.

"We had five different groups of people from all different backgrounds. We gave them maps and said, 'Draw out the pain points you run into on a daily basis or in your personal lives, and what are your solutions?'" McDaniel said. "It was pretty remarkable how similar all of the maps were at the end when every group got up and gave their presentations."

The Planning and Environmental Linkages study could inform decisions more than 15 or 20 years into the future, Hewitt said.

ITD will work with local highway districts and municipalities on this study.

"We're not only looking at this project through the lens of, 'What is ITD's project going to be?' but rather regionally, 'What is a possible solution to help enhance





Coeur d'Alene Press Article October 25, *(continued)*

mobility?" McDaniel said. "Whether that's one single silver-bullet solution that's an expressway somewhere, or is that a multitude of little individual improvements and projects that could be handled not just by ITD, but maybe working alongside the county or local highway jurisdictions to add improvements that will enhance the entire transportation network in that area."

Some data already collected by the Kootenai Metropolitan Planning Organization will be helpful as ITD moves ahead with its study.

"They've got a lot of really important work they've done up to this point that's going to check some boxes for us rather than starting from scratch and recreating the wheel entirely," McDaniel said.

Some may assume ITD is picking up and running with the proposed Huetter Bypass project that would expand Huetter Road to provide another north-south arterial from I-90, but McDaniel said this is not the case.

"Because Huetter is within that geographical region that we are looking at, after we do this entire study process and after we receive input and after we look at everything through all the different lenses that we're going to, it might come out that Huetter is identified as a preferred alternative," she said. "It's not to say that's not going to happen, but that's not the focus and that's not what we're running with as a project."

ITD will host an open house to share information about the Planning and Environmental Linkages study and timeline from 4-7 p.m. Nov. 1 at Red Lion Hotel Templin's on the River, 414 E. First Ave., Post Falls.

The online open comment period for public input will be available from Nov. 2-16.

Recommendations from the study and public and agency input may be adopted or incorporated into future National Environmental Policy Act studies.

Info: itdprojects.idaho.gov/pages/rathdrum-prairie-pel





KREM2 News Story

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IDAHO

Idaho Transportation Dept. inviting residents to open house on Rathdrum Prairie transportation study

The open house will take place from 4-7 p.m. Nov. 1 at Red Lion Hotel Templin's on the River in Post Falls.



Credit: Coeur d'Alene Press

ITD is exploring options for mobility enhancement across the Rathdrum Prairie from the WA/Idaho state line-Government Way and from I-90 to SH 53.

Author: Devin Weeks (Coeur d'Alene Press)
Published: 12:04 PM PDT October 25, 2023



IDAHO
LIMIT LIBRARY
MATERIALS

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COULD
MATERIALS

IN OTHER NEWS

Idaho lawmakers introduce bill that could limit library materials





KREM2 News Story, *(continued)*

RATHDRUM, Idaho — The future of the [Rathdrum Prairie](#) and how it will be traversed is the impetus for the Idaho Transportation Department to evaluate the region for viable mobility options and find solutions to the area's transportation needs.

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To read the full story, please visit our news partner, the [Coeur d'Alene Press](#).

